



FEASIBILITY STUDY



PREPARED BY THE
PATHWAYS
NATIONAL HERITAGE AREA
FEASIBILITY STUDY TEAM

For submission to the National Heritage Area Program, National Park Service, U.S. Department of the Interior, Washington, D.C.

October 7, 2024

PATHWAYS NATIONAL HERITAGE AREA FEASIBILITY STUDY



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A feasibility study helps local, state, and federal decision-makers assess the merits of an area being Congressionally designated as a National Heritage Area (NHA). This feasibility study has been prepared by the **Pathways National Heritage Area (PNHA) Feasibility Study Team** comprised of the following volunteers.

- Mr. Vernon Lovejoy, retired National Outdoor Recreation and Commercial Concessions Policy Coordinator, USDI, Bureau of Reclamation, Indian Hills, Colorado
- Dr. Glenn Haas, Emeritus Professor, Parks, Recreation and Tourism, Colorado State University
- Ms. Leslie Jefferson, CEO, *Discover Carbon County*, Rawlins, Wyoming
- Mr. Tyler Daugherty, CEO, *Visit Casper*, Casper Wyoming
- Dr. Travis Moore, Carbon County Commissioner, Rawlins, Wyoming
- Ms. Connie Hall, Chairwoman, Casper Historic Preservation Commission, Casper, Wyoming
- Mr. Craig Collins, Casper City Planner, Casper, Wyoming
- Mr. Mike Armstrong, Carbon County Comet founder, Hanna, Wyoming
- Dr. Marcella Wells, Interpretation Specialist, Wells Resources, Inc, Fort Collins, Colorado
- Dr. Richard Nida, Video Production, Hillsborough, North Carolina
- Mr. Jordan Brack, Web and Digital Support, Golden, Colorado
- Mr. Karl Brack, Editorial & Production Design, Freeport, Florida
- Mr. Tim Bottomley, Geographic Information Specialist, Arvada, Colorado

The Final Feasibility Study is being submitted to the National Park Service who will assess the merits of the proposed PNHA for Congressional designation.

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Executive Summary

This document is called the **Pathways National Heritage Area (PNHA) Feasibility Study**. Pursuant to the National Heritage Area Act of 2023, Public Law 117-339, a feasibility study may be carried out by “interested individuals or entities” for the purpose of providing sufficient analysis, documentation, and determinations for the Secretary to certify that the area meets the requirements for Congressional designation as a National Heritage Area (NHA).

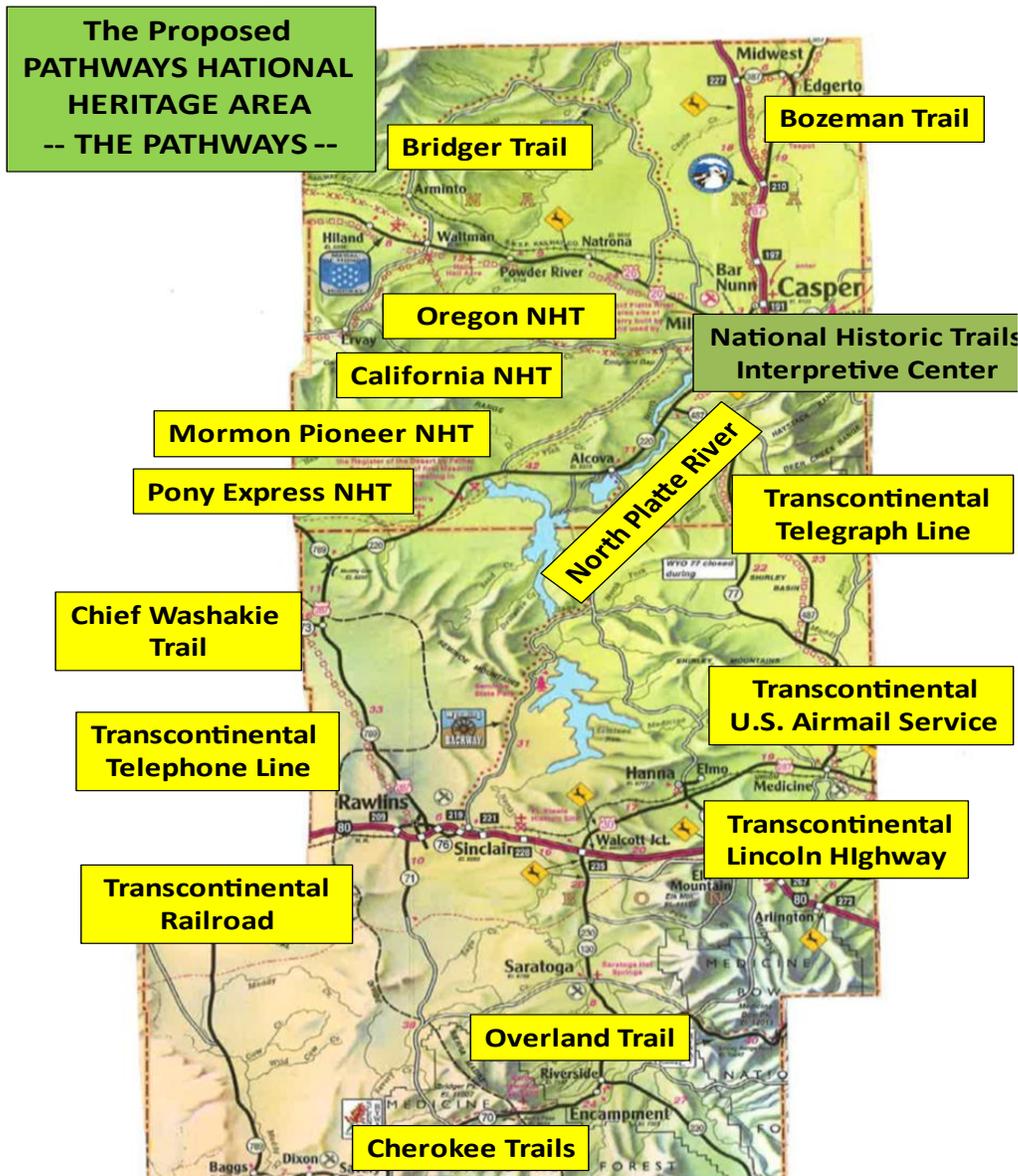
Such is the case for the PNHA. The study was a collaborative volunteer effort---a local, grass-roots initiative without the benefit of any congressional impetus or appropriation. The Team was self-motivated by four desired outcomes:

1. National and international notoriety, prestige, and respect for Wyoming that would follow congressional designation as a National Heritage Area
2. Enhanced community knowledge, pride, and engagement with the fifteen Pathways which helped to connect the continent and build a Nation
3. A significantly strengthened local and state heritage tourism industry and diversified economy; and
4. Increased human and financial resources for the protection, management, and interpretation of these heritage resources.

In 1840, the United States was not unified or connected in terms of communication, transportation, commerce, trade, industry, or culture. There were 1,500 miles between Omaha and Sacramento of vast western landscape and the foreboding Rocky Mountains. But our western migration, settlement, and development was not to be denied.

The Pathways National Heritage Area, located in south-central Wyoming, shares how fifteen Pathways connected our continent through western migration, settlement, and development (See Map A). Each Pathway has a unique and significant story which reflects the drive, courage, hardships, ingenuity, and innovation of early Americans.

Map A. The Pathways of the proposed Pathways National Heritage Area



The PNHA enshrines two compelling American stories of western migration, settlement, and development, **often told apart but rarely told together**. Together, these two stories enable us to better appreciate, understand, and realize a more complete and richer historical view of how our continent became connected into one Nation.

The **first American PNHA story** is centered on the 1840s-1870s when thousands of emigrants travelled the historic wagon train trails along the famed North Platte River. Motivated by gold, land, religious freedom, and opportunity, more than 500,000 emigrants traveled west along the Oregon, California, Mormon, Bridger, Bozeman, and Overland trails. Emigrants traversed the PNHA in covered wagons and stagecoaches, pulling hand carts, riding horseback, and on foot. The travel was long and arduous with one in ten never completing the

journey. The Pony Express operated for a short period of time as well. It is an extraordinary story of human courage, stamina, and determination.

At the same time, Congress and corporate America was becoming more interested in connecting our Nation, but too recognized that wagon train trails were not the means to effectively and efficiently to do so. Short of transport by boat around Cape Horn or overland through Panama to the Pacific Ocean, the continent was not connected:

- California was effectively an “island” disconnected from the burgeoning East Coast. Trade, communications, and transportation between the two regions was extremely limited.
- The protection and sovereignty of California and the western frontier were still in question.
- Military operations and movement of troops and ordinance were constrained and very costly.
- Growing interest in trade with Japan and China could not be fully realized.
- Agriculture and cattle/sheep products could not be effectively transported to the growing population of the eastern markets.
- America’s full security, prosperity, and potential was constrained.

American ingenuity, invention, investment, corporate partnerships, and political will were all necessary to connect our continent. Thus commenced **the second American PNHA story** of western migration, settlement, and development.

Construction of the Union Pacific Railroad began in 1863 and was completed with the “golden spike” on May 10, 1869. Historian Stephen Ambrose spoke of this monumental human feat as “Nothing like it in the World.”

The Union Pacific Railroad, still in operation today, passed through the southern portion of the PNHA. The relocation of the transcontinental telegraph soon followed the railroad route, and later the transcontinental telephone line, transcontinental highway known as the Lincoln Highway, and transcontinental airmail service followed suit.

These historic Pathways highlight our Nation’s progression in transportation technology from foot trails, riverways, horse trails, wagon and handcart trails, railroads, to highways. They also reflect our Nation’s progression in communication technology from word of mouth, pony express, telegraph line, railroad, telephone line, highways, to airmail service. Overall, American ingenuity and human drive connected our continent.



This PNHA Feasibility Study describes the fifteen historic Pathways, provides a justification of national significance for the PNHA, describes the local community managing entity, responds in detail to each of the seven criteria set forth by Congress for designation as a National Heritage Area, presents its public engagement strategy, and offers evidence of public and political support.

In conclusion: the Pathways National Heritage Area Feasibility Study Team has concluded that the PNHA meets each of the seven Congressional criteria for designation:

- ✓ The area has an assemblage of natural, historic, or cultural resources that together represent distinctive aspects of American heritage worthy of recognition, conservation, interpretation, and continuing use.
- ✓ The area reflects traditions, customs, beliefs, and folklife that are a valuable part of the national story.
- ✓ It provides outstanding opportunities to conserve natural, cultural, historic, and /or scenic features, as well as outstanding recreational and educational opportunities.
- ✓ Resources in the area are important to the identified interpretive themes and retain a degree of integrity capable of supporting these interpretations.
- ✓ A diverse group of residents, business interests, non-profit organizations, and governments within the proposed area have been involved in planning and development of a proposal for coordinating and supporting the PNHA.
- ✓ The proposal is consistent with continued economic activity in the area, and a management entity has been proposed to work in partnership to develop the proposed NHA.
- ✓ The conceptual PNHA boundary map is supported by the public.

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PART 1: INTRODUCTION

Part 1 provides basic information about National Heritage Areas (NHA) and feasibility studies.



A. What is a Feasibility Study?

Pursuant to the **National Heritage Area Act of 2023, Public Law 117-339**, a proposed national heritage area may be congressionally designated if it meets seven criteria set forth Paragraph 3 of the Act. To make such a determination, the Secretary of the Interior will review a feasibility study to certify that the proposed NHA meets the requirements set forth in Paragraph (3) of the Act. (See Appendix B)

This document is called the Pathways National Heritage Area (PNHA) Feasibility Study and is intended to provide sufficient analysis, documentation, and determinations for the Secretary to certify that the area meets the requirements for Congressional designation as a National Heritage Area (NHA). The seven criteria are stated verbatim and responded to in **PART 4**.

B. What is a National Heritage Area?

In 1984, President Ronald Reagan signed into law the **National Heritage Act** which created what he referred to as a “*new kind of national park*.” As such, Congress assigned the administration of the National Heritage Area (NHA) program to the National Park Service (NPS). However, National Parks and Natural Heritages Areas are distinctly different.

A National Heritage Area (NHA) is a congressionally designated geographic area which can encompass rural and urban communities with all their built amenities, services, and features. A NHA has no formal entrance gates, park fees, rangers, or NPS law enforcement. It has no on-site NPS management, authority, or responsibility. NHAs are not units of the NPS but rather are administered by a local community entity.

A NHA is a “*museum without walls*” spread out across many acres and even miles. Within its boundary, an NHA, such as the one proposed here, is an assemblage of significant heritage assets that may include historical evidence

such as: homesteads, train depots, river crossings, military fortifications, tombstones, historic trails, markers, local museums, interpretive displays, and original in-place artifacts. These expansive historic landscapes may also include facilities and locations for hosting events and activities such as reenactments and guided tours.

What distinguishes a NHA is the combination of unique, cohesive, and unifying heritage assets that tell a significant American story -- a story compelling enough to share with future generations and in a location consequential enough to benefit from preservation.

C. What is the Location of the Proposed Pathways National Heritage Area?

- **Map 1** below shows the location of the proposed PNHA encompassing Carbon and Natrona Counties in south-central Wyoming. The two counties comprise 13,246 square miles or 8,477,440 acres of public and private land, with a 2022 population of 95,000. The PNHA is sparsely settled with an average of 89 acres per person.

In contrast, the proposed PNHA is 195 times larger in square miles than the District of Columbia (68 square miles) with a population which is 14% of the District's 671,862 residents (2022).

Map 1

A National and State Locational Map of the Proposed PNHA



D. What is the American Story Being Told by the PNHA?

In the 1840s, the United States was not yet united but divided by 1,500 miles of a vast western landscape between Omaha and Sacramento. There were some 25 States in the eastern part of the Nation and only California in the west.

Short of transport by boat around Cape Horn or overland by Panama, the American continent was not connected in terms of communication, transportation, commerce, trade, industry, and culture. The western landscape with its mountains, deserts, limited water, and other factors made a land-based pathway difficult. But over time, through innovation, invention, political will, and unimaginable human endeavor, pathways became a reality.

The PNHA is the American story of how fifteen Pathways connected our continent through western migration, settlement, and development.

The term “Pathways” was chosen specifically because it is an inclusive term and allows for the story to embrace a variety of trails, routes, paths, roads, and rivers, as well as several technological advances in transportation and communication.

Each Pathway has a unique and significant story which reflects the drive, courage, hardships, ingenuity, and innovation of early Americans who propelled the western expansion, settlement, and development of the Nation, and who connected our continent.

Map 2 below provides a landscape-level view of Carbon and Natrona counties and the fifteen pathways of national distinction. A map showing the locations of local heritage sites which interpret and support the Pathways is provided in Part 4, Criterion #1.

The Pathways of the Proposed National Heritage Area



E. What Was the Impetus for the Proposed PNHA?

The impetus and overwhelming support for the PNHA was driven by two well-known realities:

1. Carbon and Natrona Counties, as well as the entire State of Wyoming, has been subject to economic “boom and bust” cycles for many years. Thus, the need for **economic diversity** to complement its energy and agriculture industry is a shared public value.
2. Wyomingites take great pride in their western heritage and abundant historic resources and sites. But all is not well. Residents are concerned about the need to **preserve and protect these historic resources and sites**. There is concern about losing the historic integrity of these historic resources and sites, and many people believe that more attention and resources are necessary.

Given these two realities, interest in the proposed PNHA was quickly apparent.

In March 2023, **Carbon County Commissioner Dr. Travis Moore** arranged for a public open house to discuss new potential economic and tourism opportunities for Carbon and Natrona Counties. He was aware that **Mr. Vernon Lovejoy**, a former Rawlins resident and 12-year employee for the U.S. Bureau of Land Management, had been researching potential heritage tourism for more than two decades in Carbon and Natrona counties. Mr. Lovejoy was invited to explain what a national heritage area is and how the program operates. The open house was well attended by Carbon County residents and elected officials. Once people were comfortable that there was no loss of private property rights and the area would remain under local control, the enthusiasm for the PNHA was apparent.

Dr. Moore continued to serve as the lead ambassador for the national heritage area designation. Within several months he had secured endorsements from the **Carbon County Board of County Commissioners, the Carbon County Council of Governments (12 town mayors), and the Board of the Carbon County *Discover Carbon County* tourism organization.**

Mr. Lovejoy enlisted the support of his business partner, **Dr. Glenn Haas**. Dr. Haas, a former parks, recreation and tourism professor, brought technical expertise as he had been involved in the designation of the Cache La Poudre and South Park National Heritage Areas in Colorado.

Together, Moore, Lovejoy and Haas began working to engage additional key stakeholders in Carbon and Natrona Counties. After several months of outreach and engagement across numerous stakeholder groups, the PNHA received endorsements from the **Natrona County Board of County Commissioners, the City of Casper City Council, the Board of the *Visit Casper* tourism organization, the Casper Historic Preservation Commission, and the National Historic Trails Interpretive Center.** (See letters of support in Appendix A)

With these major endorsements in place, a feasibility study team formally initiated the Pathways National Heritage Area Feasibility Study. The Study Team included these volunteers:

- Mr. Vernon Lovejoy, retired National Outdoor Recreation and Commercial Concessions Policy Coordinator, USDI, Bureau of Reclamation, Indian Hills, Colorado
- Dr. Glenn Haas, Emeritus Professor, Parks, Recreation and Tourism, Colorado State University
- Ms. Leslie Jefferson, CEO, *Discover Carbon County*, Rawlin, Wyoming
- Mr. Tyler Daugherty, CEO, *Visit Casper*, Casper Wyoming
- Dr. Travis Moore, Carbon County Commissioner, Rawlins, Wyoming
- Ms. Connie Hall, Chairwoman, Casper Historic Preservation Commission, Casper, Wyoming
- Mr. Craig Collins, Casper City Planner, Casper, Wyoming
- Mr. Jon Ostling, Mayor, Town of Hanna, Hanna, Wyoming (resigned in May 2024 for health reasons)
- Mr. Mike Armstrong, Carbon County Comet founder, Hanna, Wyoming
- Dr. Marcella Wells, Interpretation Specialist, Wells Resources, Inc, Fort Collins, Colorado
- Dr. Richard Nida, Video Production, Hillsborough, North Carolina
- Mr. Jordan Brack, Web and Digital Support, Golden, Colorado
- Mr. Karl Brack, Editorial & Production Design, Freeport, Florida
- Mr. Tim Bottomley, Geographic Information Specialist, Arvada, Colorado

F. Why Pursue National Heritage Area Designation?

The Mission and Goals for the PNHA best responds to this question.

MISSION:

The PNHA promotes heritage tourism to procure its economic and social benefits, strengthen communities, and conserve its heritage resources to tell the PNHA story.

GOALS: The specific goals of the PNHA are to:

1. Increase national and international recognition, curiosity, and interest in heritage tourism in the State of Wyoming
2. Inspire local and State pride, understanding, and engagement in the PNHA story
3. Support heritage conservation, protection, interpretation, and restoration efforts through collaborative grantsmanship endeavors with heritage partners
4. Expand the economic and social benefits of heritage tourism to Carbon and Natrona counties by increasing the number of heritage visitors, their length of stay, and number of expenditures
5. Communicate the PNHA story and its heritage assets through an effective and efficient mobile app

Alternatively, a video produced by a volunteer in July 2024 and featuring local supporters of the PNHA also helps to answer this question. Please view the video on YouTube here:

<https://www.youtube.com/watch?v=cVPGogU-MD0>

G. How is the Feasibility Study Organized?

The PNHA Feasibility Study is structured to clearly and explicitly address the seven criteria set forth by Congress used to assess the merits of a proposed area for Congressional designation as a National Heritage Area. **PART 4** includes the seven criteria followed by the study team's response.

Due consideration was given to the 2019 National Park Service National Heritage Area Feasibility Area Study Guidelines which “provide a suggested methodology, including basic steps or areas of inquiry, which make up a comprehensive NHA feasibility; how to apply NHA criteria; an outline of a typical feasibility study report; and appendices containing helpful hints on sources of information, public involvement techniques, and other factors.”

Furthermore, the NPS Guidelines (pg. 2) state: “These guidelines are offered with the understanding that each study may involve unique resource and public involvement issues and each region may present different study opportunities and constraints. Flexibility in the use of the guidelines is assumed throughout the following discussion.”

Ultimately, it was the local feasibility study team who exercised their discretion as to what organization and structure would most effectively communicate and address the seven NHA requirements set forth by Congress.

H. What was the Feasibility Study Process?

The following generalized steps depict the PNHA feasibility study process. While the steps are presented as discrete and sequential, there were instances of overlapping efforts as some steps required more time.

1. Identify a **credible lead ambassador** or spokesperson to advance the notion of a feasibility study to assess the merits and support/opposition of the PNHA.
2. **Assemble a feasibility study team** of volunteers who were representative of Carbon and Natrona Counties and had networks to communicate with key stakeholders and decision-makers. Make preliminary boundary decision.

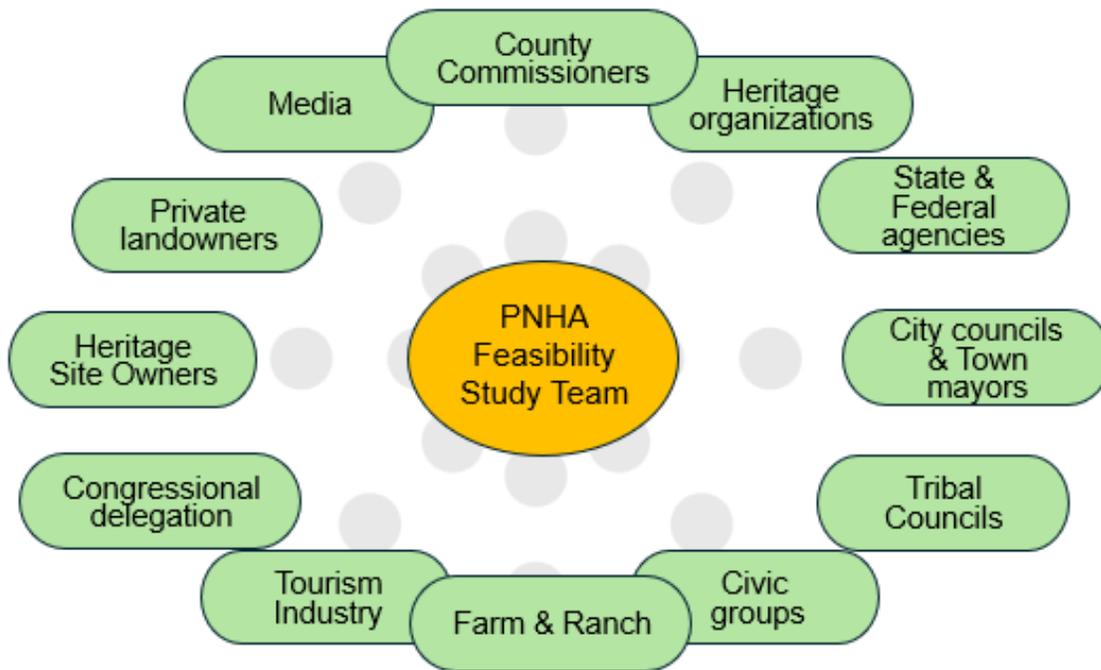
3. **Conduct a content analysis** of NHA legislation, NPS Policy and FAQs, and other NHA feasibility studies, including:

South Park, CO	Mormon Trail, UT
Cache La Poudre. CO	Big Sky, MT
Chattanooga, TN	Lincoln, IL
Southern Campaign, GA	Finger Lakes, NY
Susquehanna, PA	

4. **Inventory** of existing heritage sites and Pathways in Carbon and Natrona Counties associated with the central theme of western migration, settlement, and development.

This was an extensive team effort over many months involving, but not limited to, reviewing sites on National Register of Historic Places, local, state, and federal credentialed sites, heritage publications, YouTube and PBS documentaries, and consultation with local historians, National Historic Trail Interpretive Center staff, Wyoming Historical Society, numerous museum staff, and input from stakeholders. Major interpretive themes were also identified in this step.

5. Assemble a **comprehensive list of stakeholders** (and emails) over time. Conceptually, the team approached this task using the following model to distribute PNHA information and solicit input.



6. Build a **central website** for easy access to full and factual information, solicit public comments, and secure a public vote of support/oppose. The website was intended to be a central portal to distribute drafts of the Feasibility Study, maps, NHA legislation, NPS policies and FAQs, decision points, and timeline. The PathwaysNHA.com website was activated in August 2023 and amended with updated information during the study process.

7. Plan a **phased roll-out of partial drafts** of the feasibility study to stimulate public interest and input as the study evolved. With each draft new information was added and public comments addressed. The phased roll-out schedule was as follows:
 - March 31, 2024---30% draft
 - June 1, 2024---70% draft
 - August 1, 2024---FINAL DRAFT
 - September 15, 2024---projected date of submittal to NPS with letters of support

8. **Secure endorsements** for the PNHA Feasibility Study from key political entities. The team secured endorsements from the following entities:
 - Carbon County Board of County Commissioners
 - Carbon County Council of Governments (town mayors)
 - Carbon Country *Discover Carbon County* (tourism bureau)
 - Natrona County Board of County Commissioners
 - Natrona County *Visit Casper* (tourism bureau)
 - City of Casper City Council
 - Casper Historic Preservation Commission
 - Wyoming Office of Tourism
 - Wyoming SHPO
 - BLM Casper District Manager
 - Wyoming Congressional delegation (i.e., staff of Senators Lummis and Barrasso, and Representative Hageman)

9. **Intensive outreach** began when the website became operational and populated with relevant documents, credible endorsements were secured, and stakeholders identified.

The Team employed a multi-prong approach relying on direct contacts (e.g., conversations, presentations, meetings, open houses), print and digital mass media (e.g., Casper Star, WyoFile, Carbon County Comet), radio interviews (e.g., Bigfoot Radio), and more than 100 email contacts who were provided drafts of the feasibility study as work progressed. Study team members communicated through their

extensive networks. (See PNHA Public Outreach and Engagement Strategy in Appendix G).

10. **Post Final Draft** to website, distribute by email and hard copies, and inform media outlets that Final Draft of the PNHA Feasibility Study was available for public review and comments for 30 days.
11. **Agree to transmit to NPS.** Letters of support were solicited for the PNHA and included in the Feasibility Study submitted to the National Park Service. The Study transmittal was made by the two lead organizations acting as the local coordinating management entity for the proposed PNHA: the Carbon County Visitor's Council (dba Discover Carbon County) and Natrona County Travel and Tourism Council (dba Visit Casper). For more information see **PART 4: Criterion 6 Management Entity.**

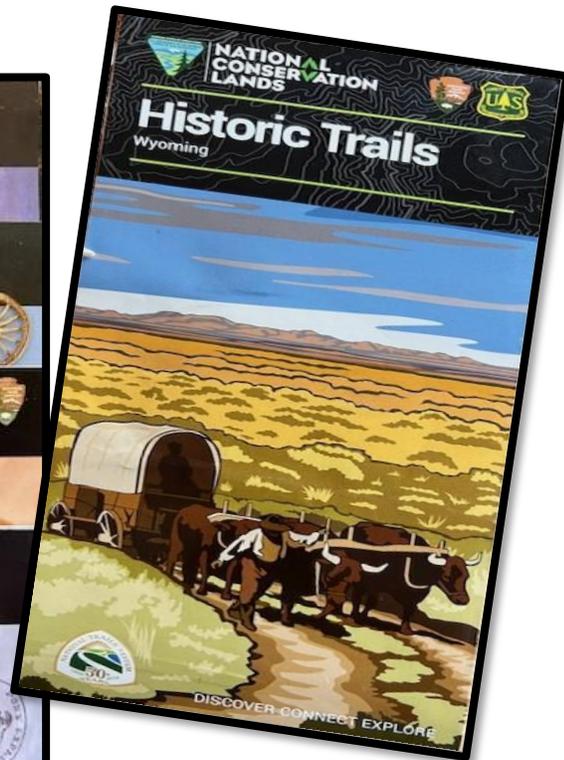
PART 2: THE PATHWAYS CONNECTED OUR CONTINENT



A. The Pathways

This section briefly describes the 15 key heritage pathways of the PNHA. The history and significance of these pathways has been well chronicled over time by hundreds of historians, research studies, professional associations, publications, and documentaries which are evidenced below. See also **Appendix F** for a sampling of related articles, books, and videos.

The term “Pathways” was chosen as an inclusive term and allows for the story to embrace a variety of trails, routes, paths, roads, and rivers, as well as significant several technological advances in transportation and communication.





Pathway 1: The North Platte River

While not famed with any state or national distinction, the North Platte River was the beacon for early westward exploration and travel. From early trappers transporting beaver pelts back east to the emigrants leaving the safe harbor of Omaha to reach the west, the North Platte was a 550-mile pathway. (See **Map 3**).

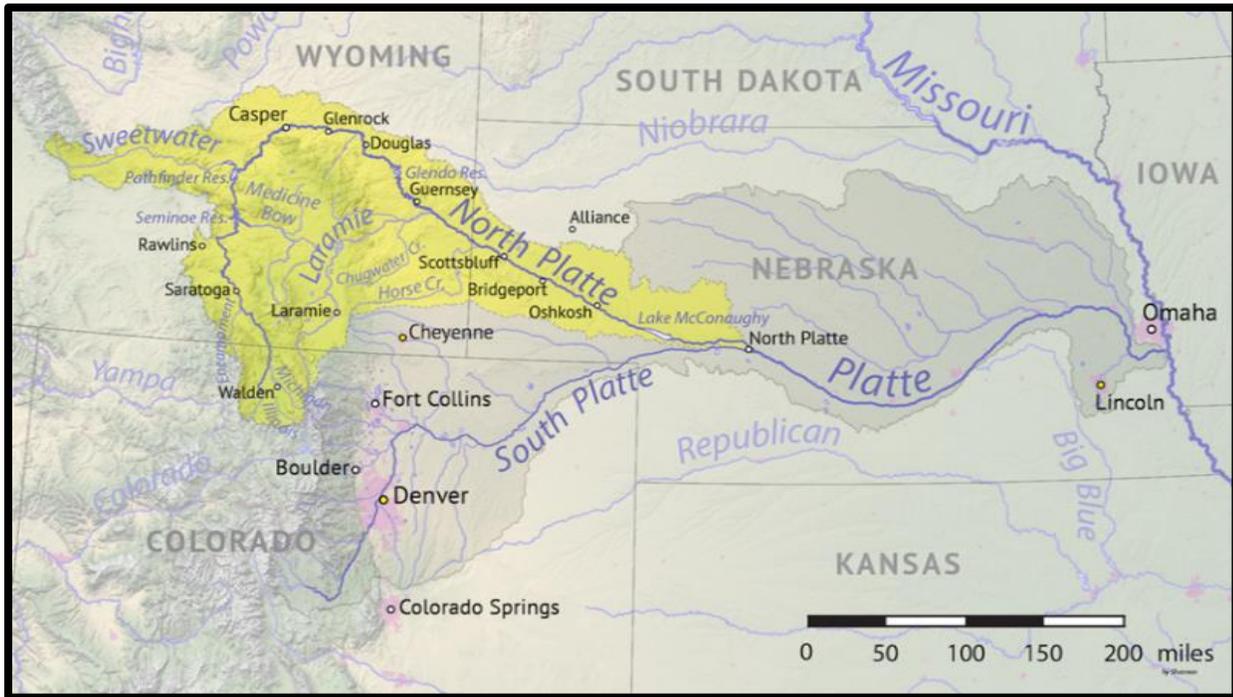
The river corridor provided a recognizable travel route, potable water for travelers and livestock, fish and wildlife for food, forage for livestock, and protection and shelter from the heat and winds. Conversely, the river also presented impediments with respect to high flows and dangerous river crossings.

The river originates in the high Colorado Rockies and travels north through Saratoga and on to Casper before looping southeast into Nebraska and beyond. The North Platte and its tributaries in the Encampment and Saratoga areas of Wyoming were vital transportation arteries for transporting wood for railroad ties and poles for the transcontinental telegraph and telephone lines.

Today, the river is rated by the Wyoming Fish and Game as a blue-ribbon fishery and provides outdoor recreation, irrigation water for many farms and ranches. The North Platte River was a major historic pathway in the western expansion, settlement, and development of the Nation, and continues today to support Wyoming's agriculture, recreation, and tourism industry.

Map 3

The North Platte River Watershed



Pathway 2: The Oregon National Historic Trail (1843-68)

Robert Stuart of the Astorians (a group of fur traders who established Fort Astoria on the Columbia River in western Oregon) became the first white man to use what later became known as the Oregon Trail.

The Oregon National Historic Trail is a 2,000-mile trail connecting Missouri to the western valleys of Oregon. The route was founded by early trappers on foot and horseback. Overtime, trail improvements were made for the large-wheeled wagons. The trail was realigned over the years because of the desire for shorter routes, safer river crossings, and with the advent of commercial services such as ferries and fee bridges. Some 400,000 emigrants travelled on the Oregon Historic Trial from the early 1840s through 1869. When the transcontinental railroad was completed in 1869, use of the trail declined as train travel was safer, faster, and easier.

Congress designated the Oregon Trail as a National Historic Trail in 1978.

Pathway 3: The California National Historic Trail (1841-68)

The California National Historic Trail was a 2,000-mile-long wagon trail connecting Missouri to central California. Assuming good fortune (i.e., weather, river crossing, equipment), the trek required five months. Gold and rich farmland inspired early settlers to go west. While several adventurous parties made the arduous trek in the early 1840's, it was the discovery of gold in 1848 that launched thousands of settlers west towards California.

The route through Wyoming was shared with the Mormon Pioneer, Oregon. and Pony Express trails. These trails followed the North Platter River upstream to Casper and south to the famed Independence Rock where the Sweetwater River intersects. From there travelers turned west along the northwest fringe of the Red Desert's Great Divide Basin to South Pass after which there were several alternative routes to California.

The California trail was heavily used between 1841 and 1869. The completion of the transcontinental railroad contributed to the decline of trail use much like on the Oregon Trail.

Congress designated the California National Historic Trail in 1992.



Pathway 4: The Mormon Pioneer National Historic Trail (1846-68)

John Charles Frémont's exploration of the American West in the 1840s discovered the Red Desert and Salt Lake Valley. His detailed reports and maps had a profound influence on Brigham Young and the Mormons' decision to settle in the Salt Lake Valley. The Mormons departed the Oregon Trail near South Pass, Wyoming, and followed Fremont's instructions that led them to the Wasatch Basin in Utah.

The Mormon Pioneer National Historic Trail traverses some 1,300 miles between Nauvoo, Illinois, and Salt Lake City, Utah. This trail followed the same route as the Oregon, California, and Pony Express Trail along the North Platte River in Wyoming, passing through Emigrant Gap, and on until the junction with the Sweetwater River. The trail turned west to South Pass and then southwest to their new settlement in Salt Lake Valley.

In 1847, LDS Church leader Brigham Young and his party of 148 Mormons and 72 wagons became the first Mormon settlers to cross this western route. Other parties followed over the next 20 years including the famed two handcart companies who met a fateful early October snowstorm just west of Independence Rock near Devil's Gate.



Numerous sites and evidence of the Mormon travels still exist including the Mormon Ferry and Red Butte area near Casper, along with Independence Rock, Devil's Gate, Martin's Cove, and Split Rock. Use of this trail declined with the completion of the transcontinental railroad in 1869.

Congress established the Mormon Pioneer National Historic Trail in 1978.

Pathway 5: The Bozeman Trail (1863-68)

The Bozeman Trail was established in 1863 as a 535-mile shortcut to the gold fields of western Montana. This trail departed north from the Oregon Trail near Casper. It was short-lived from 1863-68 because it passed through the hunting grounds claimed by the Lakota, Northern Cheyenne, Northern Arapahoe, and Crow Tribes. Settlers were subjected to frequent and vicious battles which led to its nickname as the "Bloody Bozeman." The trail was effectively abandoned in

1868 when the Army closed Fort Phil Kearney and military use of the trail was discontinued. Designation as a national historic trail is currently under consideration.

Pathway 6: The Bridger Trail (1864-1900s)

The Bridger Trail to the west of the Bozeman Trail was intended to be a safe alternative connecting the Oregon Trail from Casper to the Big Horn Mountains and gold fields in western Montana. Mountain man Jim Bridger established the trail under contract with the Army Corps of Engineers. The trail did receive some early settlers and wagon use but was more heavily travelled in later years. The trail was used into the 1900s as settlers continued to migrate towards Wyoming's Big Horn Basin.

Two sections of the Bridger Trail are listed on the National Register of Historic Places.

Pathway 7: The Overland Trail (1862-69)

Formerly known as the Overland Trail and Stage Line, this route was established as a safe stagecoach route in southern Wyoming, connecting Fort Collins, Colorado, with the Oregon-California Trail west of Rock Springs, Wyoming. Early settlers as well as stagecoach passengers used this trail between 1862-1869. To accommodate stagecoach travel, stage stations were built along the pathway such as the Elk Mountain stage station. Use of the Overland Trail and Stage Line quickly declined with the completion of the transcontinental railroad in 1869.

Pathway 8: The Cherokee Trails (1849-50)

Early settlers, including members of the Cherokee Nation, used these trails to reach California and its gold fields in 1849-50. There were several routes in proximity which traversed southern Wyoming and connected with the Oregon-California Trail to the west. The northern route passed just south of Rawlins while the southern route passed by Saratoga and Encampment.

Pathway 9: The Chief Washakie Trail (1860s)

Chief Washakie was the leader of the Eastern Shoshone Indians in Wyoming. He was noted as a fierce warrior but also a friend to the early settlers

traveling west. When wagon trains were passing through Shoshone country, Chief Washakie was reported to assist with river crossings, recovering stray cattle, and guiding settlers from Rawlins north to Oregon-California Trails.

Pathway 10: The Pony Express National Historic Trail (1860-61)

The Pony Express was America's first express mail service which started in 1860. Express mail relied on continuous teams of horse and rider relays. Each rider rode about 75 miles until handing the mail to another rider. This pattern was repeated across 2000 miles from Missouri to California, reportedly taking only 10 days.

The Pony Express route followed that of the California, Oregon, and Mormon Pioneer trails through central Wyoming. The completion of the transcontinental telegraph line in 1861 ended the need for the Pony Express.

Congress established the Pony Express National Historic Trail in 1992.

Pathway 11: The Transcontinental Telegraph Line (1861)

In 1841, the news of President's Harrison's death took 110 days to travel from Washington D.C. to California. The Nation needed a quicker and more efficient means of communication. While telegraph lines were operating east of the Mississippi and in California, reliable communication from coast to coast was not yet the norm. As a result, Congress passed the Telegraph Act in 1860 to connect the Nation, and the transcontinental telegraph line was completed in 1861. The telegraph line immediately made the Pony Express obsolete. Two days after the telegraph line opened, Pony Express ceased operations.

The original telegraph line through the western territories followed the early historic trails along the North Platte River finally reaching Fort Caspar, Wyoming.

Construction in Wyoming was arduous. Line workers faced numerous challenges including strong winds, snow, hostile encounters with Native tribes, lack of ready timber, and bison disruptions when these large beasts knocked over early installed poles.



A replica of the telegraph office at Fort Caspar.

After a few years, the line was re-routed south with a new multi-line telegraph that followed the transcontinental railroad through southern Wyoming. This southern route was a more direct east-west connection and had greater security due to growing settlements and the presence of the Army at locations such as Fort Fred Steele.

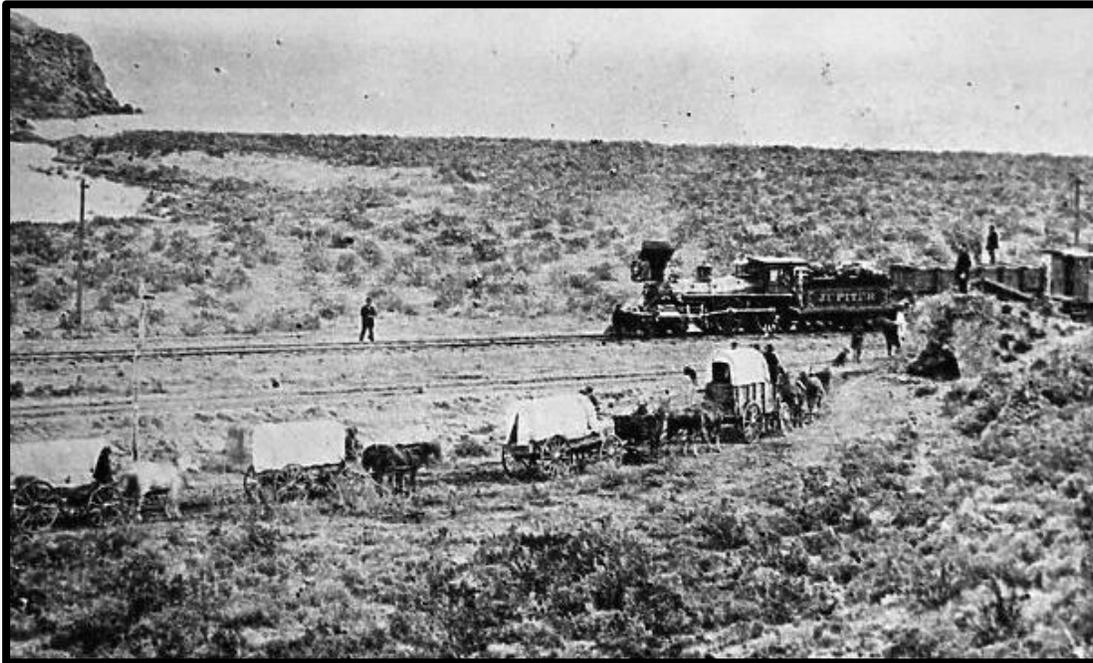
The financial benefit of the transcontinental telegraph was significant. Whereas, early transmission charges were \$1 per word (equal to \$33 in 2022 dollars), the Telegraph Act of 1860 set a rate of 30 cents per word. The transcontinental telegraph line was another transformative pathway in western expansion, settlement, and development of the Nation.

Pathway12: The Transcontinental Railroad (1869)

The Nation's 1st transcontinental railroad was 1,912 miles long. It connected Council Bluffs, Iowa, with San Francisco, California. Construction of this western section started at both ends in 1863 and was completed in Utah with the commemorative golden spike in May 1869. Cross-country rail passenger service began ten days later.

The transcontinental railroad effectively eliminated the long arduous cross-country wagon travel which had taken months. The railroad reduced travel times across the western expanses from 6 months by wagon or 25 days by stagecoach, to just 4 days by railroad.

The southern Wyoming railroad route was attractive for its wide-open spaces and flat topography. The route was closer to forests which provided a ready source of railroad ties and coal for the locomotives. The plains also contained plentiful wildlife and adequate water sources to sustain the crews.



While thousands of emigrants successfully crossed Wyoming by wagon train in the 1840s-70s, most travelers recognized that the landscape was too high, too cold, and too dry for farming. In addition, the wide-open prairies lacked ore for profitable mining.

When the transcontinental railroad was completed in 1869, travel by wagon and horseback began to diminish. Not only did the railroad provide a faster and safer means to migrate west, it incentivized agriculture, stimulated industrial development, and opened trade to distant eastern markets. As a result, more migrants viewed Wyoming as a place to settle.

For example, there are stories of 2,000 head of cattle being loaded on rail cars in one day in Medicine Bow. Tie hacks had ready access to thousands of trees for railroad ties in the Medicine Bow and Sierra Madre mountains. They floated cut trees down the Encampment and North Platte rivers to Carbon Timber Town where they were processed for use as railroad ties and building material. Rawlins also flourished because it had a source of water needed for the early steam engines to traverse the Red Desert. The town of Hanna boomed for its abundance of critical coal.

The railroad was a transformative pathway in western expansion, settlement, and development of the Nation. Today, the Nation's first transcontinental railroad runs along the same route as when it was first constructed. This pathway is a tribute to American engineering, ingenuity, and innovation.

The Medicine Bow and Rawlins (below) Union Pacific train depots are on the National Register of Historic Places.



Pathway 13: The Transcontinental Telephone Line (1914)

American ingenuity and innovation continued over the decades with the completion of the transcontinental telephone line in 1914. The telephone technology was invented and launched in 1876 enshrined by Alexander Graham Bell's famous words "*Mr. Watson, come here, I want to see you.*"

From Denver, Colorado, the telephone line turned north to Cheyenne, Wyoming, and then west to Laramie, Wyoming, and across the southern desert basins of Wyoming. At a spacing of 135 feet, the line was surveyed, holes drilled in the ground, and poles and wires installed. It took several decades, thousands of telephone poles, 6,000 miles of copper wire, and the effort by thousands of workers to connect New York and San Francisco.

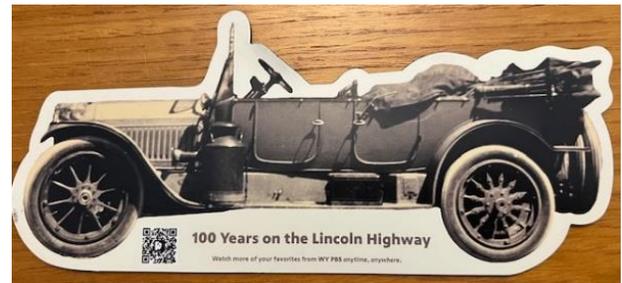
This significant pathway revolutionized American life by transforming communication, businesses, politics, diplomacy, military operations, and social interaction much like we see today with the internet and social media.

Pathway 14: The Transcontinental Lincoln Highway (1916)

The Lincoln Highway is considered the 1st transcontinental highway designed expressly for automobiles. It was conceived in 1912 and dedicated in 1913. Today, the highway runs from New York City to San Francisco, some 3,124 miles.

In the eastern U.S. and through Wyoming, the Lincoln Highway is U.S. Route 30. Today the highway is fragmented and replaced in sections by Interstate 80, but original stretches of the Lincoln Highway can be travelled through Laramie, Medicine Bow, Walcott Jct., Sinclair, and Rawlins. Highway markers are still intact, and memorabilia is conserved in the Medicine Bow and Rawlins museums.

The first car in Wyoming was constructed and assembled in Laramie by Elmer Lovejoy in his bicycle shop during the winter of 1897-98. Lovejoy's car was technically the first vehicle to use Wyoming roads that eventually became the Lincoln Highway.



The Historic Virginian Hotel in Medicine Bow remains an iconic fixture along the Lincoln Highway. Upon completion in 1911, it was the largest hotel between Denver and Salt Lake City.

Pathway 15: The Transcontinental US Airmail Service Route (1920)

WW1 propelled aviation and provided a corps of trained pilots. The 2,680-mile-long airmail route linking New York and San Francisco was completed in 1920 with 15 designated stops along the way. Westbound flights could traverse the continent in 34 hours while eastbound flights could do so in 28 hours, beating the railroad service by two days. Two of the landing zones are in Carbon County.

In addition to the 15 designated stops, the airmail route was defined by 90 “intermediate fields” which served both emergency landing and navigation purposes. In Wyoming, the transcontinental airmail service route followed the Union Pacific railroad from Cheyenne, Medicine Bow, Rawlins, Rock Springs, and on to Salt Lake City. Medicine Bow had one of 15 Wyoming intermediate fields. It was known as intermediate site 32 SL-O (Salt Lake to Omaha), was located at 6,500 feet elevation with remnants today of its “pasture” runway, 51-foot-tall beacon tower, teletype office, and a 54-foot concrete arrow pointing SE towards Cheyenne, Wyoming. Under clear conditions the beacon could be seen for 40 miles. These facilities and the arrow still exist next to the runway.

Site 32 SL-O Intermediate Field Historic District is on the National Register of Historic Places.



A recent video chronicled the journey of historic aircraft pilots who gathered in Medicine Bow at a little grass strip that was once one of the most important hubs in America.

<https://wakeupwyo.com/pilot-relives-history-landing-at-forgotten-wyoming-airstrip/>

B. Rationale for National Significance

This section introduces the rationale for the PNHA's national significance, with more detailed information and credentials provided in **PART 4: Congressional Requirements**.

The PNHA is unique and significant because it tells a compelling and wholistic story of our westward expansion, settlement, and development in the 1840s to 1920s. Few, if any other places in America afford people the chance to see, learn, experience, and contemplate the monumental transformation of our Nation in this timeframe.

The PNHA brings together numerous heritage sites which are themselves significant, noteworthy, and tell many site-level local stories. But the proposed PNHA brings an added perspective which is often difficult for people to see and grasp. The PNHA combines a landscape-level historical perspective to the already existing site-level perspective resulting in a more complete and wholistic American story of our western expansion, settlement, and development.

Thus, the rationale for the national significance of the PNHA is evidenced by four pillars of history.

1. The PNHA is the American story of how fifteen Pathways connected our continent

In 1840 the United States was not united or connected in terms of communication, transportation, commerce, trade, industry, or culture. There were 1,500 miles between Omaha and Sacramento of vast western landscape and the foreboding Rocky Mountains. But our western migration, settlement, and development was not to be denied as fifteen Pathways connected our continent.

Each Pathway has a unique and significant story which reflects the drive, courage, hardships, ingenuity, and innovation of early Americans who propelled the western expansion, settlement, and development of the Nation, and who connected our continent.



2. Eras of Migration

The PNHA encompasses two compelling American stories, often told apart but rarely told together. Together, these two stories enable us to better appreciate, understand, and have a more complete and richer historical view of our Nation’s western migration.

The first significant migration story is the “**wagon train era**” of western migration from 1840—1870s. Emigrants traversed the PNHA in covered wagons, pulling hand carts, riding horseback, stagecoaches, and on foot. The travel was long and arduous with one in ten never completing the journey. It is an extraordinary story of human courage, stamina, and determination.

Western migration in the wagon train era slowed in the 1860s in part because the gold and silver fields were declining, but mostly because of the “railroad era.” But **Western migration did not end with the wagon train era**----only the means, route, and nature of the journey changed.

The second significant migration story is the “**railroad era**” of western migration from 1869 into the 20th century. It is an extraordinary story of human ingenuity, invention, technology, political will, and corporate/government collaboration.

The railroad era shifted the migration path south on a more direct east-west path between Medicine Bow and Rawlins, Wyoming. The railroad pathway was completed in 1869 and was shortly followed by a rerouted transcontinental telegraph line and later the transcontinental Lincoln highway, telephone line, and airmail route. Western migration, settlement, and development greatly expanded in this era.

Western migration did not end with the wagon train era -- rather the means, route, and nature of the journey changed.

3. Pathways of American Ingenuity

These historic Pathways highlight our Nation’s progression in transportation technology from foot trails, riverways, horse trails, wagon and handcart trails, railroads, and highways (**Figure 1**). They also reflect our Nation’s progression in communication technology from word of mouth, pony express, telegraph line, railroad, telephone line, highways, and airmail service (**Figure 2**). It was this ingenuity that connected our continent.

Figure 1

Progression of Early Transportation



Figure 2

Progression of Early Communication



4. Vast Historic Landscapes

The PNHA is more than an assemblage of historic sites but is a large historical and natural landscape covering millions of acres. The landscape is not restored, reclaimed, altered, or “built” by humans. Absent of buffalo plus the addition of occasional power lines, wind farms and fences, one sees the same historic landscape the early emigrants encountered 150 years ago.

Travelers can drive along rural paved roads and step back in time to see, hear, smell, and feel what early travelers experienced. One can pause at a vista and smell the sage, view the majestic clouds, watch the antelope, sense the quiet serenity, feel the brisk winds, and otherwise experience a truly historic landscape in stark contrast from the more urban environments where most Americans reside.



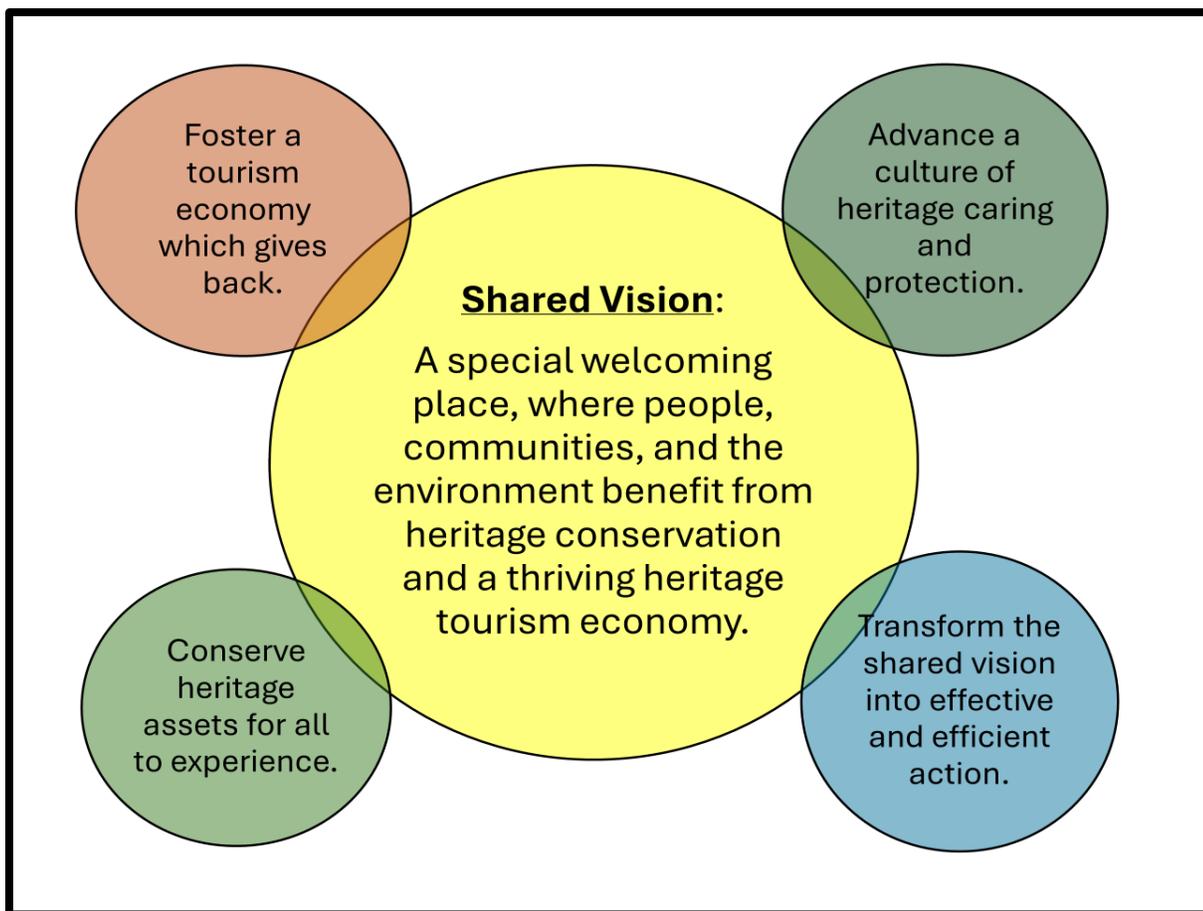
PART 3: ADMINISTRATIVE ASPECTS FOR MANAGING THE PNHA



PART 3 provides important descriptive information about the proposed PNHA organization and operation. More detailed information about interpretive themes and the management entity is provided in **PART 4**.

A. Vision, Mission, and Goals of the PNHA

VISION



MISSION: The PNHA promotes heritage tourism to procure its economic and social benefits, strengthen communities, and conserve its heritage resources to tell the PNHA story.

GOALS: The specific goals of the PNHA are to:

1. Increase national and international recognition, curiosity, and interest in heritage tourism in the State of Wyoming
2. Inspire local and State pride, understanding, and engagement in the PNHA story
3. Support heritage conservation, protection, interpretation, and restoration efforts through collaborative grantsmanship endeavors with heritage partners
4. Expand the economic and social benefits of heritage tourism to Carbon and Natrona counties by increasing the number of heritage visitors, their length of stay, and number of expenditures
5. Communicate the PNHA story and its heritage assets through an effective and efficient mobile app

B. PNHA's Target Audience

There are two target audiences:

- **One target audience is the residents, landowners, schools, businesses, industry, civic organizations, and other local entities.** Inspiring an enterprising spirit is essential. Heritage conservation is dependent on an informed and engaged community of stakeholders. Without a keen understanding and sense of pride at the local level, long-term protection and restoration will be a challenge. Special attention would be directed to engaging K-12 programs and young people in educational tours, interpretive and living history programs, class projects, and internship opportunities.
- **A second target audience are heritage tourists** with multiple days of leisure time, resources, and curiosity for visiting the many heritage assets in the PNHA while also experiencing the culture, customs, festivals, and folklife of the local Wyoming communities. Given the national-level notoriety provided by a NHA designation, special attention would be directed towards out-of-state tourists given their potential economic impact on the State and region.

C. Heritage Tourism

Heritage tourism embodies the goals of increased visitation, economic enhancement, and heritage preservation. These three goals are interrelated and build a cycle of community benefit – increased visitation leads to increased economic prosperity which leads to increased historic preservation and restoration which leads to increased visitation and so forth.

Heritage tourism does not require the expensive purchase, construction, or maintenance of modern built structures. Rather, it relies on existing historical and cultural assets be they wagon trails, stage stops, homesteads, river crossings, encampments, travel routes, lodging, museums, early military forts, artifacts, reenactments, festivals, stories, and other historic evidence.

By their very nature, heritage tourists and traditional outdoor recreationists do not often share the same interests.

At the individual level, a heritage tourist seeks a more cognitive and intellectual experience as opposed to a more physical experience typical of outdoor recreation (e.g., fishing, backpacking, motorized off-road travel). Heritage tourism provides opportunities for people to learn and experience a different time and place. For a few hours or days, heritage tourists can be transfixed into a state of wonderment, curiosity, intrigue, and profound awe and exhilaration of yesteryear.

Compared to the average outdoor recreationist, a heritage tourist tends to be older, have more years of formal education, and a higher income. They tend to travel by auto, stay longer, participate in more activities, stay in local hotels or B&Bs, enjoy shopping, and spend more money. They seek opportunities to gain experience, experience, reflect, and contemplate the past. They are not active outdoor recreationists who wish to test their skills (e.g., fishing, walking rough trails, motorboats), challenge their stamina (e.g., wilderness treks, rock climbing), or explore remote off-road wildlands. By their very nature, heritage tourists and traditional outdoor recreationists do not often share the same interests or spaces.



D. Visitor Experiences

Becoming visitor-centric is increasingly important for heritage sites that offer education and interpretive opportunities. Adopting a visitor-centric philosophy means that there is a shared sense among the site or agency staff with that of the visitors. It recognizes that the visitor experience occurs over time from planning, travel, site visit, and post-visit experience. Creating an overall vision for the visitor experience is important including a set of desired visitor outcomes. Below is a broad vision and more specific desired visitor outcomes are included.

Vision for Pathways Visitor Experience

Visitors to the Pathways Natural Heritage Area (PNHA) have a special opportunity to explore and discover the natural resources, scenic beauty, and rich culture and history of pathway corridors in south-central Wyoming. First-hand engagement with the specific pathways and their associated sites and stories should be stimulating and relevant. Visitors will leave with a sense of understanding and appreciation for the important national story of western migration, settlement, and development.



Desired Visitor Outcomes

1. Awareness and Decision-making (Pre-Visit)

- Visitors will easily locate information about PNHA online and/or in printed materials.
- Visitors will easily understand and feel confident about their options for navigating the PNHA.

2. Orientation, Wayfinding and Comfort (Pre-Visit and Onsite)

- Visitors will feel confident in orienting themselves to the various PNHA heritage sites and feel comfortable using the PNHA mobile app.
- Visitors will feel welcomed and have a clear and unambiguous sense of national distinction while visiting the PNHA.
- Visitors will recognize their own personal needs and challenges and organize heritage area activities accordingly.
- Visitors will recognize their personal responsibility for helping protect and conserve the heritage sites.

3. The Story and its Cohesiveness (On-site)

- Visitors will see and experience stories about western culture and history at the various heritage sites and realize the linkages between those sites to the overall PNHA themes and stories.
- Visitors will feel the powerful American story of western migration, settlement, and development as they traverse the PNHA.
- Visitors will easily find part(s) of the PNHA story to which they can relate.

4. Relevance, Discovery, Learning, and Stewardship (Onsite and Post-Visit)

- Visitors will form a clearer and more meaningful connection to the various places of the PNHA.
- Visitors will act as stewards of the PNHA.
- Visitors will reflect with a sense of discovery and awe after visiting the diverse landscapes of the PNHA.
- Visitors will share their experiences with others following their trip.

E. PNHA Mobile App

Tourism marketing and promotion continues to evolve. Transitioning away from costly 4-color brochures, magazines, and highway signs, and towards digital sources of information is a priority. Today, digital resources can be accessed anytime across most of the Nation and world. Although there will always be a place for printed materials, tourists increasingly expect information that is readily accessible, current, and comprehensive.

The tourism industry has realized that trip planning is an important part of a total visitor experience that may begin months before the actual trip. The industry also realizes that trip planning has a direct impact on travel decisions such as where to go and stay, how long to stay, what experiences are available, and what is the desired route of travel.

Whereas Google and other internet sites can provide detailed information quickly for many heritage sites, it does not easily facilitate viewing and planning across multiple destinations, does not make connections between sites, and does not provide information about ancillary amenities and services. Also, most Google information is not real-time or near-real time.

In 2021, the NPS launched an innovative mobile app which includes all 440 NPS units. This app is easily modified and can post travel alerts in near real-time. Also useful for travelers to any NPS unit is the supporting information provided on the app -- things to do, lodging options, nearby amenities and services, visitor centers, park news, calendar of events, weather, and road conditions. One of the revenue streams for the local coordinating entity could be from advertising on the PNHA app.

Several NHAs have developed a mobile app. The PNHA local managing entity would want to take advantage of their experience and expertise:



- Niagara Falls
- Cane River Creole
- Cache La Poudre River
- Delaware & Lehigh
- Hudson River Valley

PNHA will develop and launch a separate stand-alone app that is similar in nature to the NPS mobile app. The PNHA mobile app could post information about the two hundred heritage sites that relate to the theme of western expansion, settlement, and development between 1840s -1920s.

Because each heritage site has a legal owner (e.g., private rancher, business, trust, cooperative, civic organization, non-governmental organization, community, county, state, or federal agency), the mobile app would only be populated with heritage sites with willing opt-in owners.

Willing owners would opt-in to the app by signing an agreement that their heritage site may be included as part of the app, and that the site would be available for public access under appropriate terms and conditions (e.g., operating hours, mode of travel access, size of party, closed times, areas, or seasons). If an owner opts-in but later changes their mind for whatever reason, they can opt-out and easily be removed from the app.

There are some areas of the PNHA without internet connections. Users of the app will be advised to download the app information prior to travel or arrival so information can be accessed where there is no internet connectivity.

Willing owners would opt-in to the app by signing an agreement that their heritage site may be included as part of the app.

PART 4: CONGRESSIONAL REQUIREMENTS FOR NHA DESIGNATION



The 2023 National Heritage Area Act (P.L. 117-339) states that the Secretary (of the Interior) may carry out or review a study to assess the suitability and feasibility of a proposed National Heritage Area for designation as a National Heritage Area.

Section 120103 (a) Studies (3) “REQUIREMENTS” of the Act states that the feasibility study must include analysis, documentation, and determinations on whether the proposed National Heritage Area complies with each of the following seven criteria.

PART 4 includes each of the seven congressional criteria with the verbatim statement from the Act.

Criterion 1: Natural, Historic and Cultural Resources

Has an assemblage of natural, historic, and cultural resources that:

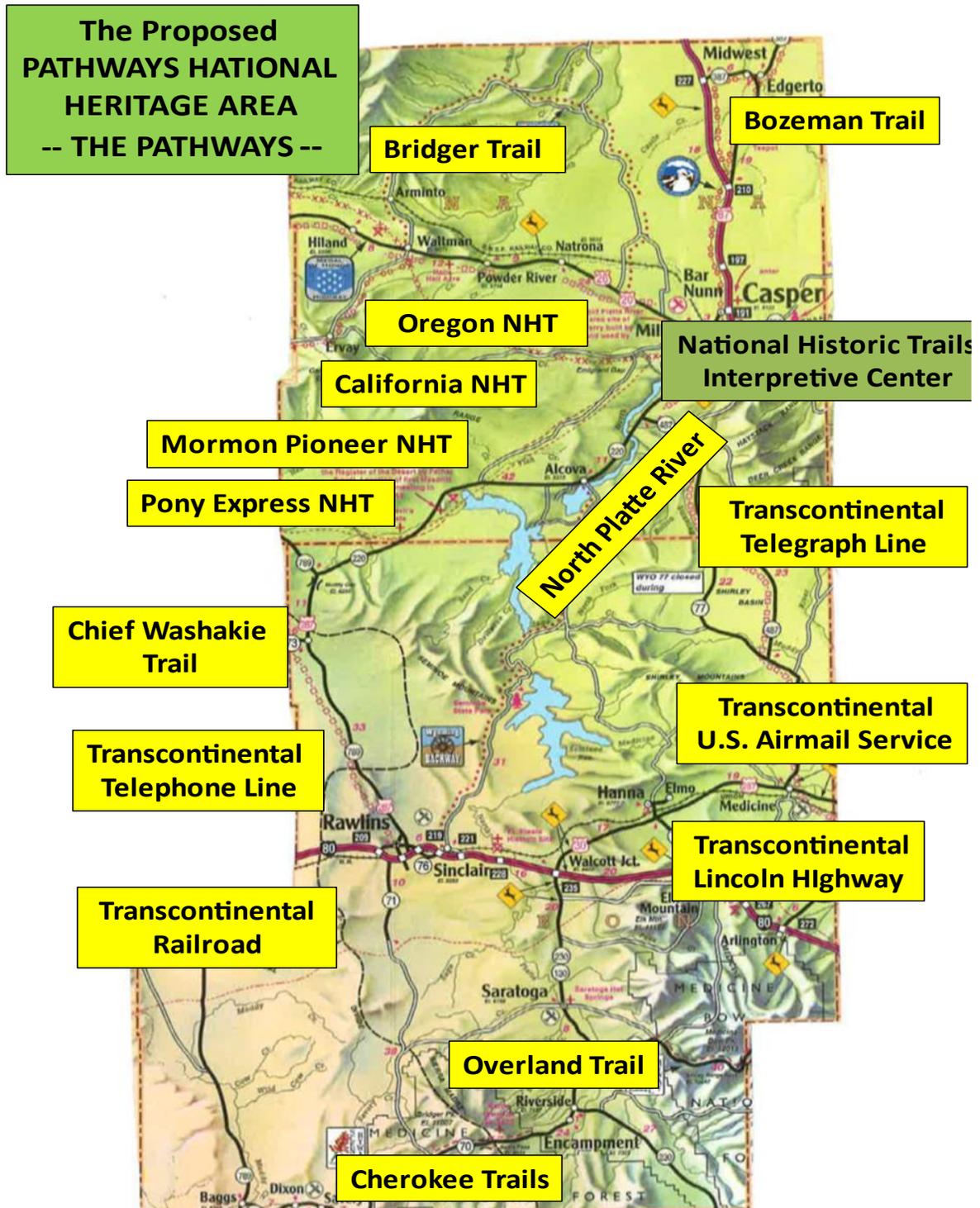
- a) Represent distinctive aspects of the heritage of the United States
- b) Are worthy of recognition, conservation, interpretation, and continuing use; and
- c) Would be best managed through partnerships among public and private entities; and by linking diverse and sometimes noncontiguous resources and active communities

a) Gold, silver, available land, retreat from the ravages of the Civil War and the opportunity for a new life motivated thousands of Americans westward during the 1840s-1920s. The PNHA has fifteen renown pathways which connected our continent through western migration, settlement, and development; Collectively, these pathways enabled America to flourish. It is a unique and powerful American story.

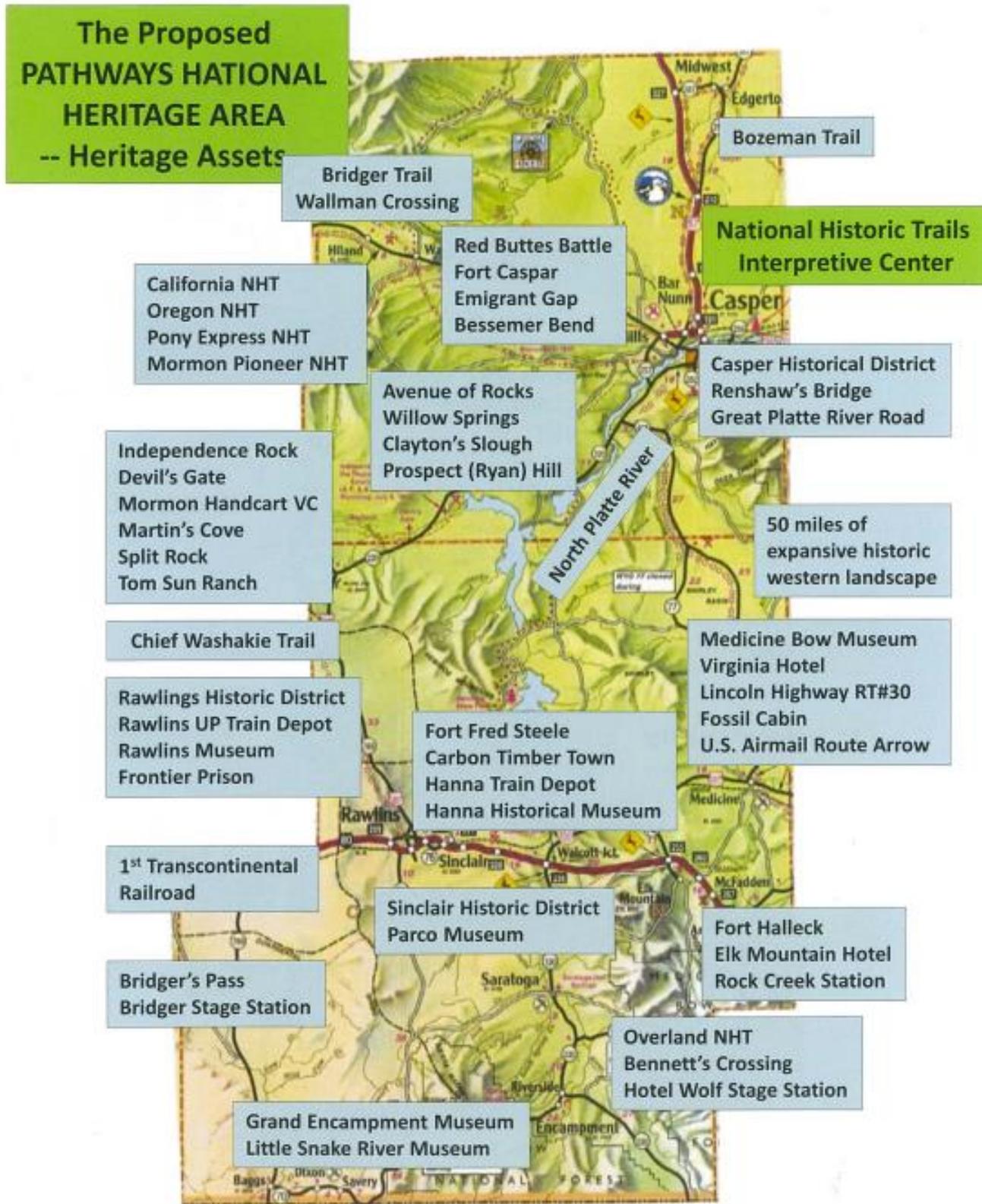
1. Bozeman Trail
2. Bridger Trail
3. California National Historic Trail
4. Cherokee Trails
5. Chief Washakie Trail
6. Mormon Pioneer National Historic Trail
7. North Platte River
8. Oregon National Historic Trail
9. Overland Trail
10. Pony Express National Historic Trail
11. First Transcontinental Telegraph Line
12. First Transcontinental Telephone Line
13. First Transcontinental "Lincoln" Highway
14. First Transcontinental Railroad
15. First Transcontinental U.S. Airmail Service Route

Map 4 depicts the Pathways and **Map 5** illustrates a sampling of local heritage sites associated with the Pathways.

The Pathways of the PNHA.



Local Heritage Sites Associated with the Pathways of the PNHA.



b) The credentials of these Pathways and supporting heritage sites and resources have been well chronicled by hundreds of historians, archeologists, researchers, academics, artists, and authors. The stories are told countless publications, books, scientific studies, public broadcasting specials, television shows, museum exhibits, and documentaries. Furthermore, the integrity and importance of the supporting heritage assets have been credentialled by local, state, and federal tributes such as:

- 4 Congressionally designated National Historic Trails that are units of the National Park Service
- The Congressionally authorized National Historic Trails Interpretive Center administered by the Bureau of Land Management
- 2 National Historic Landmarks
- 88 sites on the National Register of Historic Places
- 19 Historic Districts on the National Register of Historic Places
- Approximately 47% of the PNHA are public lands and waters managed by the Forest Service, Bureau of Land Management, Bureau of Reclamation, the Fish and Wildlife Service, and by the State of Wyoming
- 4 units of the National Wilderness Preservation System plus 7 additional units under consideration
- North Platte River (aka., The Great Platte River Road)
- 7 historic river crossing sites—Bessemer, 1st & 2nd Mormon Ferry, Elk Mountain, Hickman Ferry, Reshaw Bridge, Gunard Bridge
- 5 Wyoming Scenic Byways and Backways
- Backcountry Discovery Routes
- 1 Wyoming State Park
- Independence Rock State Historical Site and National Landmark
- Fort Fred Steele State Historical Site
- Mormon Handcart Historical Site
- 15 museums with artifacts, exhibits, and stories of western expansion, settlement, and development
- 50+ miles of the famed transcontinental Lincoln Highway to drive and experience first-hand
- 75 miles of the transcontinental Union Pacific railroad to drive along and still serving our Nation since 1869
- 4 historic railroad depots
- Rawlins Springs, original watering stop for UP railroad and City Interpretive Park
- 3 historic stage stations

Criterion #4 also contains a list of conservation opportunities, county, state and federal land designations, and recreation opportunities.

c) The PNHA pathways and historic sites are owned and managed by different private, local, state, and federal agencies. There is little or no communication, coordination, collaboration, consistency, and shared direction. They are also dispersed across many miles and rural communities.

Thus, the most effective and efficient approach to assisting the numerous communities and historic sites would be by a local community-driven entity operating under the auspices of a National Heritage Area Act. Congressional designation would encourage needed partnerships among private and public entities, including residents and landowners, to thrive and build a better tomorrow.

No other local, state, or federal designation would bring organization, partnerships, recognition, community pride, or access to national-level grants and other resources for heritage protection and interpretation. Thus, no other management alternatives were considered.

Criterion 5 describes the proposed Business Plan for the PNHA.

DETERMINATION:

The Pathways NHA satisfies criterion #1.

Criterion 2: Traditions, Customs, Beliefs and Folklife

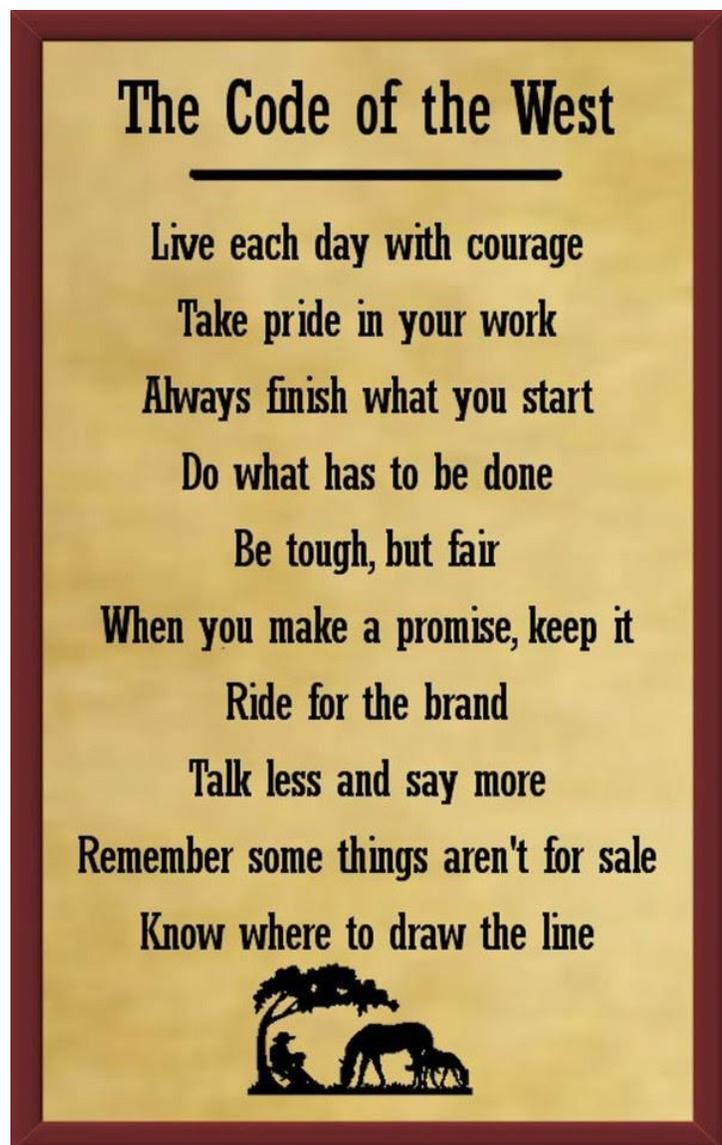
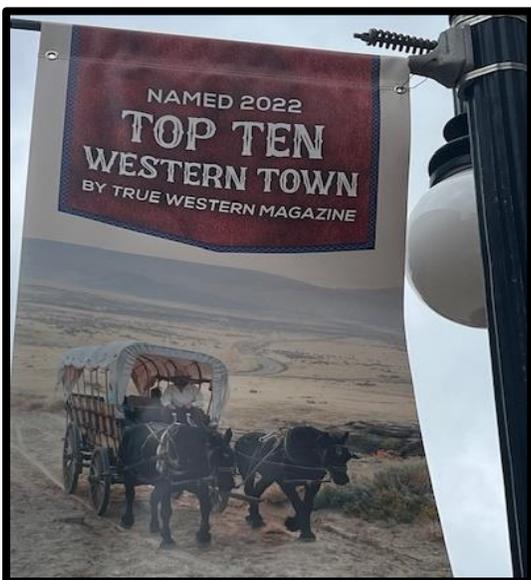
Reflects traditions, customs, beliefs, and folklife that are a valuable part of the story of the United States

The PNHA embodies the traditions, customs, beliefs, and folklife from the eras of western migration settlement, and development. Several examples are provided.

Code of the West

The American cowboy is the iconic image of the West. The cowboy image was born the western expansionist and remains today. For example, the Wyoming State logo is the cowboy and its officially adopted “Code of the West” reflects the virtues of the American cowboy.

For decades Wyoming residents have maintained a time-honored ethos of independence, freedom, loyalty, self-reliance, ruggedness, honor, hard work, love of the land, and can-do attitude.



Dress

From weddings to funerals, riding a horse to buckin' a saloon (i.e., dancing), the accepted dress remains cowboy boots, blue jeans, wide-brim hat, long sleeve shirt, bandana, and a big silver belt buckle.

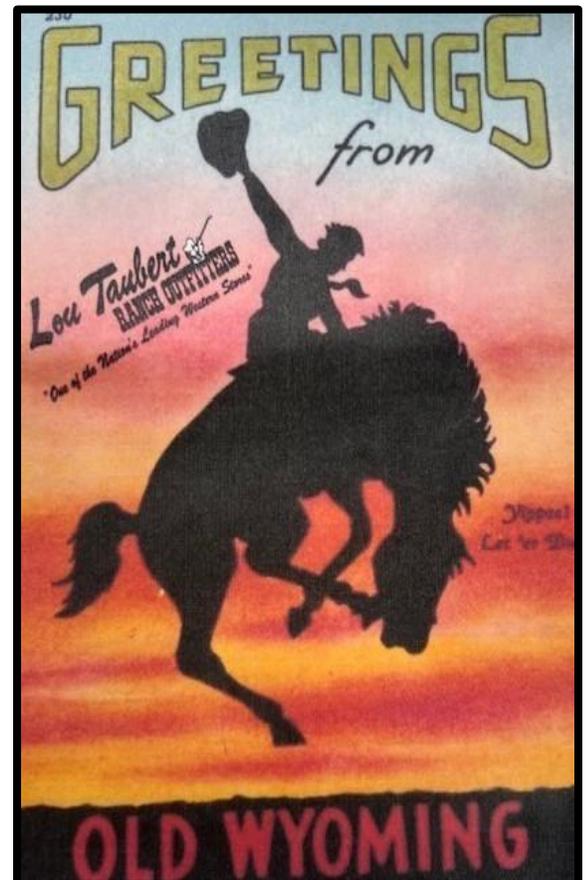
This fact is reinforced by the famed Lou Taubert Ranch Outfitters in Casper, the oldest western apparel retail store in Wyoming, established in 1919, with 55,000 square feet of western attire featuring 12,000 pairs of cowboy boots. Wyoming today exemplifies the "old West" in dress and demeanor.



Rodeos

Rodeos have been referred to as the core of Wyoming culture. They are the iconic special events that distinguish true western culture. The PNHA has many prestigious rodeos each year.

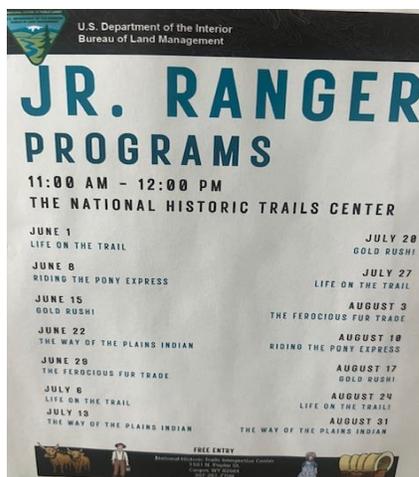
- The College National Finals Rodeo
- Central Wyoming Fair and Rodeo
- Woodchoppers Jamboree and Rodeo (Interesting Note---while cowboys were corralling cattle and sheep, woodchoppers were tie hacking and corralling wooden ties to build America's transcontinental railroad)
- Platte River Rodeo
- Saratoga Bullfest
- Little Snake River Rodeo
- Working Ranch Cowboy Association Rodeo
- Carbon County Fair and Rodeo
- Within a short distance, the granddaddy of them all—the Cheyenne Frontier Days Rodeo



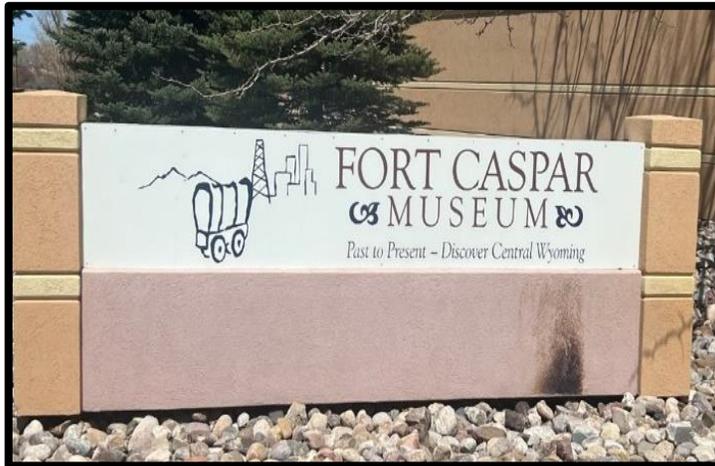
Living History and Education

Residents within the PNHA deeply value and respect their heritage. A significant amount of time and effort is allocated to conserving, interpreting, and helping both residents and travelers appreciate the trials and tribulations of our western expansion, settlement, and development. Several of the most notable venues are listed below:

- National Historic Trails Interpretive Center (Casper)---a world-class museum of interpretive presentations, events, classes, and re-enactments. The Center has 7 galleries, multimedia programs, and always memorable simulated covered wagon ride and river crossing. There are also summer youth interpretive events, Civilian Pioneer Living History Event and Pioneer trail treks.



- Fort Caspar Museum and Historic Site---is a noteworthy regional attraction with a museum, interactive exhibits, reconstructed military post, cemetery, living history programs, special school programs, and historic Platte River ferry crossing exhibit. The “fort” conducts numerous programs and hosts special events.



Fort buildings are open
8:30 am to 4:30 pm

WE'RE ON FACEBOOK:
Facebook.com/
FortCasparMuseum &
FortCasparMuseumAssociation

**FORT CASPAR
MUSEUM ASSOCIATION**

Fort Caspar Museum
4001 Fort Caspar Road
Casper, WY 82604

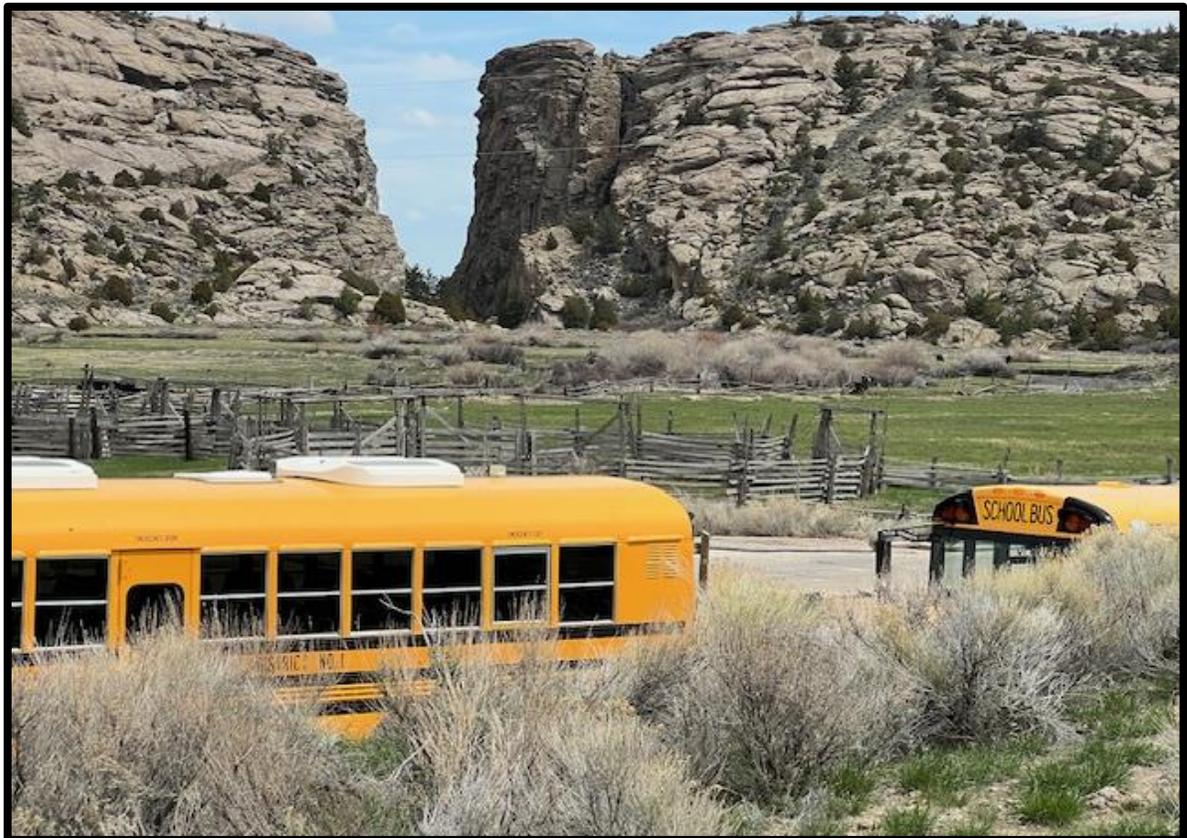
Phone: 307-235-8462
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www.fortcasparwyoming.com

**FORT CASPAR
MUSEUM**
Past to Present - Discover Central Wyoming

Fort Caspar Museum Calendar of Events 2022

<p>June</p> <p>3 America250! Monument Dedication by the DAR in front of the Museum, 5:30 pm</p> <p>9 OLLI Class: <i>The History of the DAR in Wyoming</i> (enroll thru Casper College/OLLI Program) \$ R</p> <p>10 Pony Express Re-Ride: horse change at Fort Caspar. Will occur in the afternoon; call the Museum on the day of event for ETA.</p> <p>18 Lunch and Learn: <i>The Wyoming State Flag & the Women Who Made It Fly</i> (see page 2) \$ R</p> <p>July</p> <p>10 <i>Patriotism from Peaks to Plains: WY Women of the DAR</i> exhibit closes</p> <p>13 <i>Rock Art in WY</i> exhibit opens</p> <p>23 Caspar Collins Day—FREE</p>	<p>August</p> <p>20 Archaeology Day—FREE (see page 2)</p> <p>October</p> <p>8 <i>Rock Art in WY</i> exhibit closes</p> <p>21 Ghost Investigations at the Fort R \$</p> <p>22 Ghost Investigations at the Fort R \$</p> <p>28 Ghost Investigations at the Fort R \$</p> <p>29 Ghost Investigations at the Fort R \$</p> <p>SAVE THE DATE: Dec. 3rd is <i>Candlelight Christmas at the Fort</i></p> <p>Key to Calendar</p> <p>\$ = Cost associated with event R = Reservations recommended or required</p> <p><i>Please Note: All events are subject to change, so please call or check our website for more up-to-date information.</i></p>
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- Mormon Handcart Visitor's Center and Martin's Cove---a world-class visitor center which details the tragic circumstances of the 1856 stranded Mormon travelers. As estimated 20,000 school age children visit the center each year. Most impressionable is the 4-hour handcart trek where you experience first- hand, albeit for a short-time, what our early settlers experienced.



- Great Encampment Museum---a regional “GEM” of southern Wyoming with an outstanding museum, historical research library, and 12 historical buildings with artifacts from the early ranching, timber, and mining days. Special events, living history, and guided tours enhance the learning experience at the Great Encampment.
- Historic Trails West---an extraordinary and unique private venture offering 2-hour, 4-hour, or 1-day adventures riding in the pioneer’s footsteps on the historic trails in an authentic Prairie Schooner Wagon. Two-day, 3-day and 5-days wagon treks are also available. Ride the actual trails and pleasure in rich interpretive stories.



- Other significant museums and visitor centers with interpretation and artifacts of western expansion include the Carbon County Museum, Saratoga Museum, Medicine Bow Museum, Hanna Museum, Little Snake River Museum, Elk Mountain Museum, among others.



Replica of Medicine Bow Rail and Telegraph Station.

Landscape

It is noteworthy to point out that the PNHA encompasses some 13,340 square miles, or 8,537,600 acres. Given a total 2022 population of some 96,000, this equates to 90 acres for every resident. Suffice it to say the PHNA is akin to the 1850s.

The PNHA includes large swaths of wide-open natural landscapes, big skies and cloud formations, long distant viewsheds, smells of sage and prairie grasses, herds of antelope, soaring hawks and eagles, and forests, plains, and deserts like those early Americans experienced. The visual resources and beauty of the PNHA are beyond words to fully describe, overwhelming to contemplate, and are the same today as 1850. The scenic values have been retained to share with all.





DETERMINATION:

The Pathways NHA satisfies criterion #2.

Criterion 3: Conservation Opportunities

Provides outstanding opportunities to conserve natural, historic, cultural, or scenic features for recreation and education.

The historic wagon-train trails have high quality modern interpretive modern facilities, programs, and heritage protection and management. A sampling of these existing heritage sites includes the National Historic Trails Interpretive Center, Fort Caspar National Historic Place, Bessemer Bend National Historic Site, Martins Cove National Historic Place, Devils Gate Historic Site, Independence Rock State Historic Site and National Landmark, Rawlins Springs, and other features.

In contrast, there is significant opportunity to conserve the historic and cultural assets in the technologic pathways----UP railroad, Lincoln Highway, telegraph and telephone lines, and the US Airmail Service beacon and landing site. These stories are currently not well interpreted. What makes this opportunity even more opportunistic is that the existing historic infrastructure is at risk of losing its integrity. Below is a sampling of opportunities in the PNHA to conserve historic and cultural features.

- Rawlins Railroad Depot
- Rawlins Springs
- Parco Historic District
- Fort Fred Steele
- Hanna Train Depot
- Medicine Bow Train Depot
- U.S. Air Mail Site 32





Opportunities for Recreation and Education

Historic Sites

- Bessemer Bend National Historic Site
- Pathfinder Dam Historic Civil Engineering Landmark
- Martins Cove National Historic Place
- Devils Gate Historic Site
- Parco National Historic District
- Frontier Prison National Historic Place
- Fort Caspar National Historic Place
- Fort Halleck National Historic Register Site
- Fort Fred Steele State Historic Site
- Independence Rock State Historic Site
- Stone Ranch Stage Stop Historic Site

Nationally Significant Natural and Recreational Assets

- USDA Medicine Bow National Forest
- USDI Bureau of Land Management lands and sites
- Platte River Wilderness Area
- Savage Run Wilderness Area
- Encampment River Wilderness Area
- Huston Park Wilderness Area
- Ferris Mountain Wilderness Study Area
- Bennet Mountains Wilderness Study Area
- Sweetwater Rocks Wilderness Study Areas
- Encampment Canyon Wilderness Study Area



- Prospect Mountain Wilderness Study Area
- Continental Divide National Scenic Trail
- Pathfinder National Wildlife Refuge, US Fish and Wildlife Service
- Seminoe State Park
- Alcova to Seminoe Scenic Backway
- Miracle Mile “blue ribbon” stretch of North Platte River
- Bureau of Reclamation’s Alcova, Pathfinder, and Seminoe Reservoirs
- Snowy Range Scenic Byway
- South Big Horn/ Red Wall Scenic Backway
- Wyoming Historical Track
- Great Divide and Washakie Basins
- Red Desert
- US Fish and Wildlife Service Pathfinder Wildlife Refuge
- Several hundred miles of trails for hiking, horseback riding, and mountain biking
- www.wyomingcarboncounty.com
- www.wyomingnatronacounty.com

Carbon County Museums

- Baggs Outlaw Shop
- Carbon County Museum
- Elk Mountain Museum
- Fort Fred Steele State Historic Site
- Grand Encampment Museum
- Hanna Basin Museum
- Little Snake River Museum
- Medicine Bow Museum
- Parco-Sinclair Museum
- Saratoga Museum
- Wyoming Frontier Prison

Natrona County Museums

- ART 321—Casper /Artists Guild
- Bishop House
- Casper Planetarium
- Crimson Dawn Park and Museum
- Fort Caspar Historical Site and Museum
- Good Aviation and Veterans Museum
- Mormon Handcart Historic Site and Visitor Center
- National Historic Trails Interpretive Center
- Nicolaysen Art Museum
- Salt Creek Museum
- Tate Geological Museum
- The Science Zone
- Werner Wildlife Museum

- Western History Center
- Wyoming Veterans Museum
- Casper Mountain ski area

DETERMINATION:

The Pathways NHA satisfies criterion #3.

Criterion 4: Identified Themes

Contains resources that:

- Are important to any identified themes of the proposed National Heritage Area
- Retain a degree of integrity capable of supporting interpretation

Interpretive Themes

The Context for the PNHA Interpretive Themes

The PNHA brings an overarching theme to the otherwise independent collection of heritage site stories. It adds a landscape-level perspective (i.e., the 30,000' view) to complement the existing site-level. From this landscape-level view it is easier to see how western migration, settlement, and development changed from the 1840s to the 1920s.

The PNHA interpretive themes are intended to enrich, complement, and broaden a unique story that may not be apparent at the local heritage sites. These PNHA themes do not replace, repeat, or compete with the many important stories told locally.

Overarching Theme of the PNHA

The PNHA is the American story of how fifteen Pathways connected our continent through western migration, settlement, and development.

Compelling Stories (Subthemes)

1. Geography and readily availability natural resources were the driving factors for the location of the Pathways which connected our continent.
2. As new means of transportation and communication emerged over time, the pathways changed. Advancements in transportation and communication enabled new pathways to emerge with different geographic and resource requirements.

Sampling of Local Heritage Sites and Their Stories

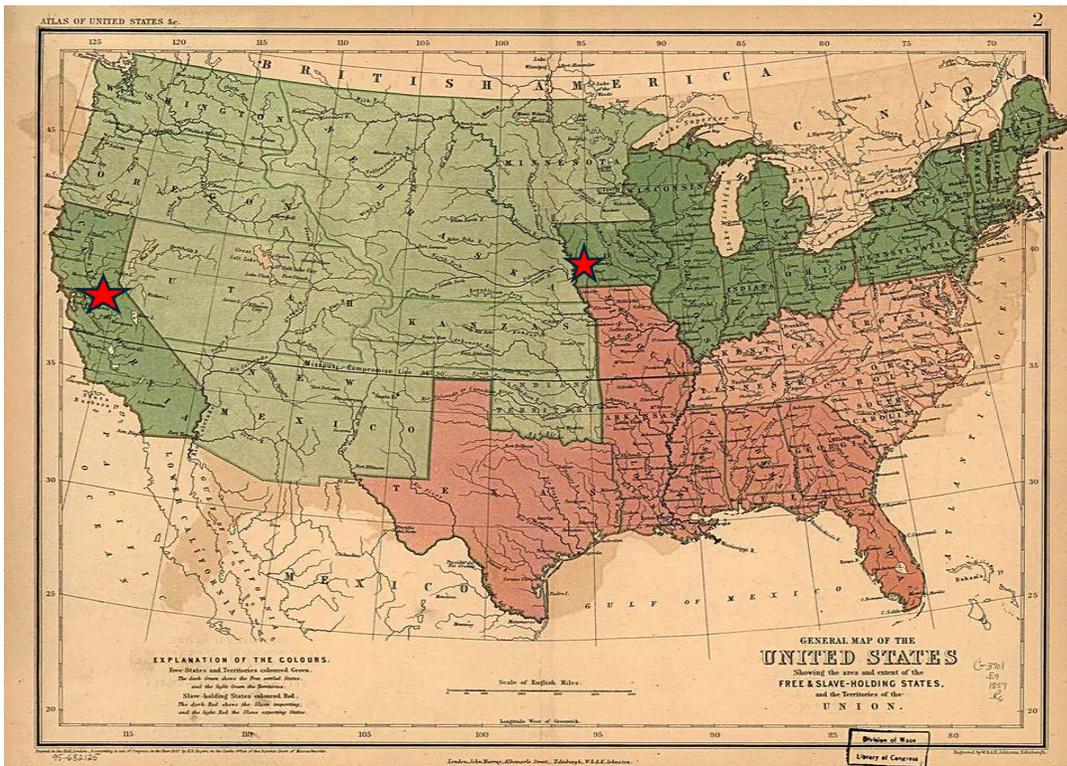
Site Name	General Location	Local Stories
National Historic Trails Interpretive Center	Casper	People and events that describe the migration of western settlers on the historic wagon trails between 1840-1870
Medicine Bow Museum and train depot	Medicine Bow	General Old West and Cowboy culture; UP Railroad, Lincoln Highway, Virginia Hotel, Old West cabins
Carbon County Museum	Rawlins	County-specific objects and stories including mining, railroads, pioneers, Native Americans, Lincoln Hwy., etc.
Grand Encampment Museum	Encampment	Homesteading, geology, anthropology, timber harvest UP railroad
Wyoming Frontier Prison	Rawlins	Prison chronology, facilities, events, and people
Independence Rock Historic Site	Alcova, State Hwy 220	Pioneers, Geology, Mormon Pioneer Trail, Native American Indians, Oregon Trail
Martin's Cove National Historic Place & Visitor Center	Alcova, State Hwy 220 & 287	Martin and Willie Handcart Companies, Blizzard of 1856, Mormon pioneers
Devils Gate	Alcova, State Hwy 220	Emigrant trails, area geology/topography, Oregon, California, and Mormon trails, South Pass
Fort Fred Steele State Historic Site	I80 east of Rawlins	1868 site built to protect workers on the UP Railroad
Rock Creek Stage Station	Elk Mountain	Major stage station on Overland Trail; historic buildings
Fort Caspar	Casper	Site of early bridge and ferry crossings of the North Platte River, Military outpost in 1860s
Bessemer Bend National Historic Site	Casper	Major North Platte River Crossing used by early wagon trains

Description of the PNHA Themes

Overarching Theme: The PNHA is the American story of how fifteen Pathways connected our continent through western migration, settlement, and development.

Map 5 illustrates that the United States in 1840 was not united or connected. Between Omaha and Sacramento there were 1,500 miles of vast western landscape.

Map 5
The United States in 1840



Map 6 illustrates that the Rocky Mountains were foreboding with few options for safe passage. As a point of reference, the red stars on the map below demark the location of Omaha and Sacramento.

Map 6

The Rocky Mountains Offered Few Options for Safe Passage.



The early American story of western migration, settlement, and development in the 1840s-1870s was largely one of thousands of emigrants travelling the historic wagon train trails motivated by gold, land, religious freedom, and opportunity. This was a profoundly impactful period in our Nation evidenced by settlement and development in California, Oregon, and the Salt Lake City area.

At the same time, both national and international interest and attention was aroused. Congress and corporate America were taking note, but it was recognized that wagon train trails were not the means to connect our continent efficiently or effectively.

Short of transport by boat around Cape Horn or overland through Panama to the Pacific Ocean, the continent was not connected in terms of communication, transportation, commerce, trade, and industry. This was a major problem and in the 1840s our government and business leaders were recognizing the limitations these constraints posed, such as:

- California was effectively an “island” disconnected from the burgeoning East Coast. Trade, communications, and transportation between the two regions was extremely limited.

- The protection and sovereignty of California and the western frontier was still in question.
- Military operations and movement of troops and ordinance were constrained and very costly.
- Growing interest in trade with Japan and China could not be fully realized.
- Agriculture and cattle/sheep products could not be effectively transported to the growing population of the eastern markets.
- America's full security, prosperity, and potential was constrained.

American ingenuity, invention, investment, corporate partnerships, and political will were all necessary to connect our continent. After years of debate and discussion, Congress enacted two seminal pieces of legislation in 1862: the Homestead Act and the Pacific Railway Acts.

The Homestead Act of 1862 encouraged settlers to move into the western frontier, claim land, and create a homestead and livelihood. The Pacific Railway Act of 1862 authorized government bonds and land grants to corporations that would build railroads across the nation.

Thus commenced the second American story of western migration, settlement, and development embraced by the proposed PNHA. Construction of the Union Pacific Railroad began in 1863 with one effort starting in Omaha and the other in Sacramento. This monumental effort was completed with the "golden spike" on May 10, 1869.

The UP railroad, still in operation today, passed through the southern portion of the PNHA. As described in following Compelling Story #1, the area's natural resources and geography enabled its location. The relocation of the transcontinental telegraph soon followed the railroad route and later the transcontinental telephone line, the transcontinental highway, and the transcontinental airmail service followed suit.

The PNHA encompasses the fifteen pathways which connected our continent between 1840s and 1920s. It tells the story of each pathway and enables current and future generations to see, experience, and reflect upon the amazing historic feats of our western migration, settlement, and development.

Compelling Story (subtheme) #1: Geography and the availability of natural resources were the driving factors for the location of the Pathways which connected our continent.

The location of the 15 pathways in the PNHA was not a coincidence, accident, haphazard, or random. These pathways could not have been located 100 miles north or south. Their location was predicated on the existing geography and natural resources.

In the “wagon train era,” the North Platte River guided wagon train emigrants west from Omaha and its junction with the Missouri River. From the eastern boundary of Wyoming, the North Platte River turns northwest toward Casper and then bends around the northern end of Casper Mountain where it turns southwest to the Sweetwater River, and westward to South Pass and over the Continental Divide. This circuitous route enabled settlers to circumvent the ominous Rocky Mountains and the Red Desert which could not accommodate wagon, horse, or foot travel.

The North Platte River was a trail marker for traveling west. It also provided potable water, fish and wild game, forage for livestock, firewood, and respite from long, hot, summer days. The gentle slopes bordering the river corridor made early wagon travel of eastern Wyoming passable.

The natural resources and geography, however, were also an impediment. Wagon travel had to follow the river corridors. Wagons traveled about 10-15 miles per day, so water sources were needed in close intervals. Wagon travel was also limited to a narrow window of the year during a few summer months due to weather, winds, mud, spring floods and impassable riverways. The rule of thumb was that wagon trains needed to reach Independence Rock by July 4th to ensure safe travel over the Continental Divide by winter. The Mormon Handcart tragedy of 1856 is testament of this wisdom.

Technological advances in transportation and communication shifted the human migration pathways south from the water-dependent wagon trails along the North Platte to a more direct and shorter route in south-central Wyoming.

Eventually, the “iron horse” ended the wagon train era as the railroad was faster, could travel further each day, and was less dependent on water sources. Springs fed by the ground water of the North Platte River watershed enabled railroad steam engines to travel through the vast landscape of southern Wyoming. Early trains, with tender boxes that carried extra water and fuel, could travel 150 miles before resupplying. Hanna, Carbon Town, and Rawlins were important supply points for the railroad.

Coal resources were essential to fuel the early locomotives. Coal was plentiful in mines nearby in Hanna and Carbon Town. Timber resources also had to be available for railroad ties, telegraph/telephone poles, mine shaft supports,

homes, businesses, bridges, and other infrastructure. The Medicine Bow forests to the south of the railroad near Saratoga and Encampment were vital to supplying these resources.

Compelling Story (subtheme) #2: Technological Advancements in Transportation and Communication.

Western migration, settlement, and development in 1840 -1920 was shaped by Progression of American innovation, invention, and new technology (Figures 1 & 2).

Early transport was by horseback or foot travel which followed the riverways and historic trails used by Native Americans and wildlife over the centuries. In 1841, the first wagon train made the western trek. Soon hand carts and stagecoaches were added to the transport mix. The most profound technological advancement came when the transcontinental railroad was completed in 1869.

Not only did the railroad increase the number of western emigrants, but it was also consequential in the settlement or “infill” of the western frontier. The railroad provided a means for ranchers and farmers to get their cattle, sheep, and food products to the eastern markets. The western agriculture industry was significantly expanded, commerce grew, the timber and coal industry flourished, which led to towns and settlement on the western frontier.

Figure 1

Pathways of Progression – Early Transportation



Figure 2

Pathways of Progression – Early Communication

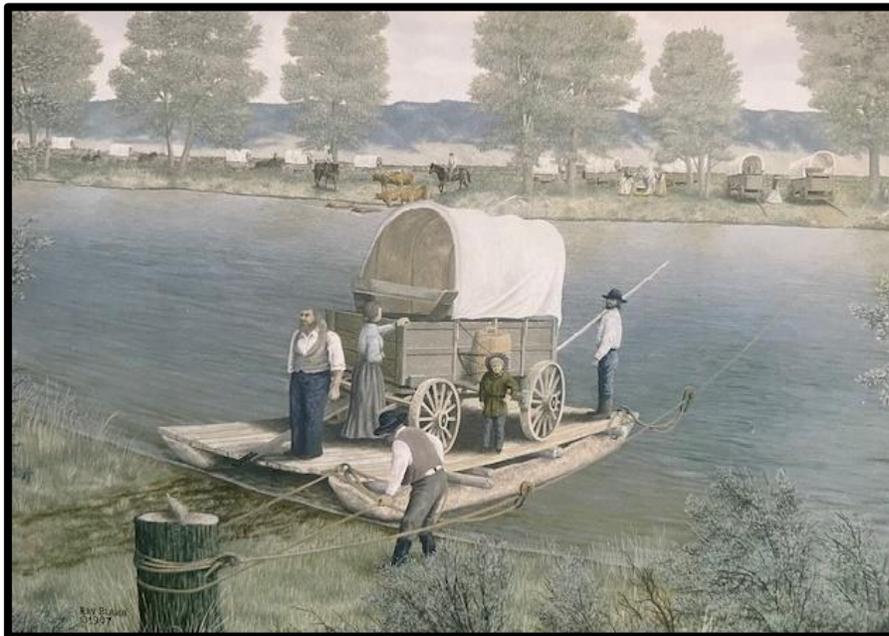


Several decades later came other significant technological changes: the automobile and airplane. While the automobile and airplane were not major drivers of western migration, they had a significant impact on western settlement, development, and lifestyles.

The progression of communication technology in 1840 -1920 is like that of transportation. Early communication was by word of mouth by settlers encountering each other along the trail, and layovers at various military posts, stage stops, and river crossings. The Pony Express too was a bold experiment, albeit short-lived, which impacted the delivery of mail and communication across the Nation.

Overall, the invention and innovation of the railroad, telegraph, telephone, and airplane had such a profound impact on western settlement and development, that in 1890 the U.S. Bureau of Census declared the western frontier closed. That is, there was no longer any discernible difference between the frontier and western settlement. Later, the construction of paved roads and the automobile further contributed to western settlement and development particularly in the nation's interior.

In summary to **Criterion 4**, the proposed PNHA tells the significant American story of how fifteen pathways connected our continent, how the geography and natural resources were determinant in this quest, and how American ingenuity and invention changed and enabled western migration, settlement, and development.





DETERMINATION:

The Pathways NHA satisfies criterion #4.

Criterion 5: Involvement, Planning and Support

Includes a diverse group of residents, business interests, nonprofit organizations, and state and local governments that:

- Are involved in the planning of the proposed National Heritage Area
- Have developed a conceptual financial plan that outlines the roles of all participants in the proposed National Heritage Area, including the Federal Government, and
- Have demonstrated significant support for the designation of the proposed National Heritage Area

The PNHA planning and development effort has involved a diverse group that includes residents, businesses, nonprofit organizations and state and local government representatives.

The PNHA Feasibility Volunteer Study Team is listed below:

- Mr. Vernon Lovejoy retired National Outdoor Recreation and Concessions Policy Coordinator, USDI, Bureau of Reclamation, Indian Hills, Colorado
- Dr. Glenn Haas, Emeritus Professor, Parks, Recreation and Tourism, Colorado State University
- Ms. Leslie Jefferson, CEO, *Discover Carbon County*, Rawlins, Wyoming
- Mr. Tyler Daugherty, CEO, *Visit Casper*, Casper, Wyoming
- Dr. Travis Moore, Carbon County Commissioner, Rawlins, Wyoming
- Ms. Connie Hall, Chairwoman, Casper Historic Preservation Commission. Casper, Wyoming
- Mr. Craig Collins, Casper City Planner, Casper, Wyoming
- Mr. Mike Armstrong, Carbon County Comet Founder, Hanna, Wyoming
- Dr. Marcella Wells, Interpretation Specialist, Wells Resources, Inc, Fort Collins, Colorado
- Dr. Richard Nida, Video Production, Hillsborough, North Carolina
- Mr. Jordan Brack, Web and Digital Support, Golden, Colorado
- Mr. Karl Brack, Production Design, Freeport, Florida
- Mr. Tim Bottomley, Geographic Information Specialist, Arvada, Colorado

Study Team members have engaged numerous groups in presentations, interviews, and email communications. Below is a list of stakeholders the Team communicated with and invited comments and input throughout the study process. The number of contacts with each entity through August 30, 2024 **are indicated in parens** (e.g., emails, personal conversation, meetings, telephone calls, direct mail). **NOTE:** The more detailed qualitative and quantitative Public Outreach and Engagement Strategy, activities and contacts, and a summary of what was learned is provided in **Appendix G**.

Carbon County

Carbon County Board of County Commissioners (20+)
Carbon County Council of Governments—12 mayors (2)
Carbon County *Discover Carbon County* Tourism Office (20+)
Medicine Bow Museum (4)
Hanna Basin Museum (1)
Grand Encampment Museum (4)
Virginian Hotel (4)
Hotel Wolfe (1)
Saratoga Museum (1)
Elk Mountain Museum (2)
Historic Elk Mountain Hotel (2)
Carbon County Museum (6)
Rawlins Historic Prison (2)
Little Snake River Museum (1)
Parco Historic District (10)
Rawlins Women’s PEO (1)
Town of Sinclair (3)
Town of Hanna (2)

Natrona County

Natrona County Board of County Commissioners (10)
Natrona County Historic Preservation Commission (2)
City of Casper City Council (1)
City of Casper Planning Office (20+)
City of Casper Parks and Recreation (3)
Visit Casper Tourism (20+)
Casper Chamber of Commerce (3)
Fort Caspar Museum (6)
Mormon Handcart Historic Site (2)
Historic Trails West (2)
Rotary Club (1)
Lou Taubert Ranch Outfitters (6)

State of Wyoming

Wyoming State Parks State Office (2)
Wyoming SHIPO Office (3)
Wyoming State Tourism Office (5)
Wyoming Game and Fish (2)
Wyoming Stock Growers Association (2)
Wyoming Farm Bureau (2)
National Historic Trails Interpretive Center (8)
Wyoming State Historical Society (3)
Wyoming Senator John Barrasso staff (1)
Wyoming Senator Cynthia Lummis staff (1)
Wyoming Representative Harriet Hageman staff (1)

Tribal Councils

Eastern Shoshone Tribe (2)
Northern Cheyenne Tribe (2)
Ute Indian Tribe (2)
Northern Arapahoe Tribe (2)
Crow Tribe (2)

Federal Agencies

Bureau of Land Management—Rawlins Field Office and Casper District Office (6)
Bureau of Land Management State Office (3)
U.S. Corps of Engineers (1)
U.S. Fish and Wildlife Service (1)
Bureau of Reclamation, Wyoming Area Office (3)
Medicine Bow National Forest (3)
NPS National Heritage Program Regional Coordinator (5)

Media Contacts

Rawlins Times (2)
Carbon County Comet (8)
Cowboy State Daily (3)
Wyofile-statewide (3)
Oil City News (2)
Casper Star (2)
Bigfoot radio-Carbon County (8)
K2 Radio Casper (1)
WY PBS (2)

Other Entities

Cache La Poudre National Heritage Area (3)
South Park National Heritage Area (1)
Alliance for Historic Wyoming (8)
Pony Express Association (2)
Lincoln Highway Association (2)
Oregon - California Trails Association (2)
Sheridan Land Trust (1)
Union Pacific Railroad (4)
Creating Flourishing Churches (1)

- **As the following pages show, PNHA also has developed a conceptual financial plan that outlines the roles of all participants in the proposed National Heritage Area, including the Federal Government.**

PNHA 5-Year Work Plan

Phases	Timeframe	Outputs
<p>Phase 1—PNHA Formation</p> <p>a. Complete any remaining 501c3 nonprofit steps, revise bylaws as necessary given congressional action, expand board members as needed, conduct board training as needed, copyright organization name with state and federal offices</p> <p>b. Prepare operating procedures manual---development of policies and procedures for PNHA and Board functioning, accounting, staffing, recordkeeping</p> <p>c. Develop and initiate PNHA national awareness and promotion campaign; work with communities and private sector as to utilizing PNHA designation</p> <p>d. Begin R&D on PNHA mobile APP—layout and design of PNHA app; examine other NHA mobile apps; identify willing heritage sites to be listed on app; select content to be included; develop operating procedures; test, evaluate and revise</p> <p>e. Prepare core elements of 5-year management plan---vision, mission, goals, objectives, activities, priorities, schedule, responsible people/parties, timeline, budget.</p>	<p style="text-align: center;">YEAR 1</p> <p>assumes 2 FTEs:</p> <ul style="list-style-type: none"> • ½ year interim director yr. 1; full-time yr. 2 • Mobile app, coordinator 	<ul style="list-style-type: none"> • Regional and national promotion, awareness, recognition, and interest. • Formal incorporation of Pathways Alliance LLC • Board of Directors is seated • PNHA mobile app tested • Pathways management planning process organized and initiated
<p>Phase 2---PNHA Management Plan</p> <p>a. Continue with PNHA national promotion campaign and app refinement/expansion</p> <p>b. Set up Grant Seeking Program---identify potential funding sources; develop grant seeking strategy for PNHA; collaborate partners in their grant seeking efforts Implement management planning process with partners, heritage site managers, and other stakeholders.</p> <p>c. Submit draft for NPS review and Secretarial approval.</p> <p>d. Management planning process underway with completion targeted for year 3.</p>	<p style="text-align: center;">YEARS 2-3</p> <p>assumes 2 FTEs:</p> <ul style="list-style-type: none"> • Director • Mobile app. coordinator 	<ul style="list-style-type: none"> • Regional and national promotion, awareness, recognition, and interest, and increased visitation. • PNHA mobile app tested and upgraded. • Grant seeking program organized, and plan approved • Pathways management plan drafted in year 2-3. (assumes planning is outsourced)
<p>Phase 3---Plan Implementation</p> <p>a. Management plan approved</p> <p>b. Implementation of plan</p>	<p style="text-align: center;">YEARS 4-5</p> <p>assumes 4 FTEs:</p> <ul style="list-style-type: none"> • Director • Mobile app coordinator • Office support • Grants Director 	<ul style="list-style-type: none"> • Regional and national promotion, awareness, recognition, and interest, and increased visitation. • PNHA mobile app operational • Grant seeking program underway • Approval and implementation of Pathways management plan

5-Year REVENUE STREAMS

(cash and value of in-kind contributions)

REVENUES	Year 1	Year 2	Year 3	Year 4	Year 5
In-kind Publicity: Third-party no-cost NHA publicity and promotion (e.g., Wyoming state highway maps, Wyoming State Tourism Official travel guide and website, <i>Visit Casper</i> and Discover Carbon County Official Guides and website, NPS information and website, WYO/BLM Recreation Guide, travel magazine coverage, hotel websites, private travel tourism publications, newspaper and radio publicity, WYODOT state highway signage)	\$65K	\$80K	\$125K	\$125K	\$125K
<i>Visit Casper</i> (i.e., money, staff time, office and meeting space, equipment, services, utilities, communications)	\$25K	\$25K	\$25K	\$30K	\$30K
<i>Discover Carbon County</i> (i.e., money, staff time, office and meeting space, equipment, services, communication, utilities)	\$25K	\$25K	\$25K	\$30K	\$30K
Business & Corporate In-kind contributions (e.g., app development, marketing, equipment, mgmt. planning, accounting, grant development, Board service)	\$20K (a)	\$25K	\$20K	\$20K	\$20K
Individual, civic, and corporate cash donations	\$15K	\$15K	\$15K	\$20K	\$20K
Revenue from advertising on app		\$10K	\$15K	\$15K	\$20K
Grants (i.e., state, federal, corporate, foundations, trusts)			\$50K	\$60K	\$75K
SUBTOTAL	\$150K	\$180K	\$275K	\$305K	\$325K
NPS matching financial assistance to assist with NHA start-up and developing management plan	\$150K	\$150K	\$150K	\$300K	\$300K
TOTAL	\$300K	\$330K	\$425K	\$600K	\$620K

(a) A \$15K donation has been pledged in Year 1 pending congressional designation. The pledge letter is included in Appendix A.

5-Year EXPENSES

EXPENSES	Year 1	Year 2	Year 3	Year 4	Year 5
PNHA Director (startup Interim appt for year 1; FTE Director hired in year 2)	\$60K	\$75K	\$80K	\$90K	\$95K
Communication/Outreach coordinator (oversees mobile app)	\$50K	\$55K	\$60K	\$65K	\$70K
Office support			\$30K	\$40K	\$45K
Grants Director				\$75K	\$80K
Fringe at ~25%	\$30K	\$35K	\$45K	\$70K	\$55K
APP development & operation (development in year 1-2; testing and revision year 3; operation/management 4-5)	\$45K	\$45K	\$30K	\$25K	\$25K
Grantsmanship program (development in yr. 1-2); Full implementation yr. 3-5)		\$20K	\$30K	\$35K	\$30K
Travel (networking, annual Alliance conference, Heritage site visits, NPS Denver, NHA visits)	\$20K	\$20K	\$25K	\$25K	\$30K
National and international promotion of PNHA	\$60K	\$25K	\$35K	\$40K	\$40K
Office, communication, Board meetings, equipment, insurance	\$15K	\$10K	\$10K	\$20K	\$20K
Bookkeeping and accounting (outsource)	\$10K	\$10K	\$10K	\$20K	\$25K
Heritage site matching partnership projects			\$30K	\$45K	\$50K
Management Plan development & Implementation	\$10K	\$35K	\$40K	\$50K	\$55K
TOTAL	\$300K	\$330K	\$425K	\$600K	\$620K

- **The PNHA team has demonstrated significant support for the designation of the proposed National Heritage Area.**

SEE APPENDIX A FOR LETTERS OF SUPPORT

DETERMINATION:

- The Pathways NHA satisfies criterion #5.**

Criterion 6: Management Entity

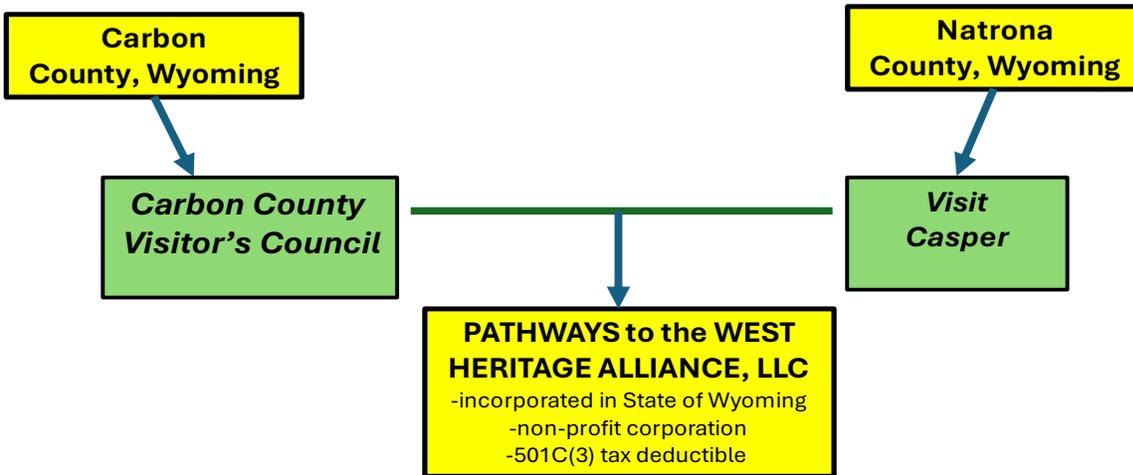
Has a potential management entity to work in partnership with the individuals and entities described in item 5 (above) to develop the proposed National Heritage Area while encouraging State and local economic activity.

Local Community Management Entity

Consideration was given to assigning the local coordinating role to an existing entity such as the Carbon County Tourism Council, Casper Parks and Recreation Department, Casper Historic Preservation Commission, or the National Historic Trails Center Foundation. These options were rejected because they did not allow for a fair and balanced representation of Carbon and Natrona Counties.

The local community management entity for the PNHA is the **Pathways to the West Heritage Alliance, LLC**. It was incorporated as a non-profit in the State of Wyoming in September 2024. Federal 501c3 tax status will be sought upon receiving favorable National Park Service support for congressional designation.

Pathways to the West Heritage Alliance, LLC was incorporated in partnership by the *Carbon County Visitor's Council (CCVC)* and *Visit Casper (VC)*. Its initial Board of Directors include Carbon County Commissioner Travis Moore, CCVC Executive Director Leslie Jefferson, and VC Executive Director Tyler Daugherty. A corporate EIN has been obtained and Bylaws have been drafted.



The *Carbon County Visitor's Council* (CCVC) was formed in 1987 by a joint powers agreement between the Carbon County Commissioners and the towns of Baggs, Elk Mountain, Encampment, Hanna, Medicine Bow, Rawlins, Riverside, and Saratoga. Its mission is to promote events, tourism, and the hospitality industry in Carbon County. CCVC is managed by an 11-member Board, 3 full-time and 3 part-time staff, and funded by a 4% lodging tax which accrued \$1.2M dollars in 2023.

Visit Casper was formed in 1989 by a joint powers agreement between Natrona County, City of Casper, and several town councils. Its mission is to bring visitors to Natrona County in support of our local economy and quality of life. Visit Casper is managed by a 9-member board, 7 full-time and 2 part-time staff, and funded by a 4% lodging tax which accrued \$1.9M in FY 2023.

It is proposed that Western Pathways Inc. be administered by a Board of Directors with a minimum of 3 and a maximum of 11 members. Its composition would ensure a balanced community-based leadership team.

Proposed Composition of Board

- Visit Casper ED (standing appointee)
- CC Tourism Council ED (standing appointee)
- City of Casper appointee
- Carbon County Council of Governments appointee
- Natrona County CC appointee
- Carbon County CC appointee
- 1-5 At-large members appointed by the Board

Establish Board Points of Contact (POCs) with

- Bureau of Land Management and other Federal agencies
- Wyoming Office of Tourism
- Wyoming State Historical Preservation Officer
- National Historic Trails Interpretive Center
- TBD

Board membership would be staggered on a 3-year term basis not to exceed two successive terms (6 years) for any one person. After a 2 -year hiatus a member may be reappointed. Adopted Bylaws would provide additional details on operations and procedures.

The executive director of *Visit Casper* and the *CCVC*, or their appointees, would be standing perpetual members of the PNHA Board. The Board Chair and Vice Chair would be rotated every two years between the executive director of *Visit Casper* and *CC Tourism Council*, one serving as Chair while the other as Vice Chair. The full Board would elect the officers of secretary and treasurer.

The Chair, Vice-Chair, Secretary, and Treasurer would serve as the Executive Committee to handle matters in a timely fashion with ratification of decisions at the next regular business meeting of the Board. The full Board would convene in person or electronically at least on a quarterly basis.

The Board may establish advisory committees as needed to ensure representation from different interests and stakeholders (e.g., agriculture industry, state, and federal agencies).

By alternating the leadership role of the *Western Pathways Inc* between the two county tourism offices and having liaison with the Wyoming State tourism

office, the non-profit organization would be in a strong position to foster State and local economic activity.

DETERMINATION:

The Pathways NHA satisfies criterion #6.

Criterion 7: Conceptual Boundary

Has a conceptual boundary map that is supported by the public

The PNHA boundary is defined by the boundaries of the Carbon and Natrona counties, Wyoming. The demarcation is clear, well-marked, known, integrates with various state and federal records and databases, and serves the practical purpose of designating an NHA.

This boundary was recommended by the county commissioners and no public objections have been offered.

Initial boundary discussions proposed that the northern PNHA boundary would be several miles north of Casper, the county lines would serve east and west PNHA boundary, and the southern boundary would be several miles north of Saratoga. The County Commissioners felt this configuration was too unwieldy and discounted several key heritage assets, and requested that all of Carbon and Natrona Counties be included in the PNHA. Other than this early discussion with the County Commissioners, the number of objections to the PNHA boundary mirroring Carbon and Natrona Counties were as follows

Wyoming Congressional Delegation	0
Wyoming State Delegation	0
Carbon County Board of County Commissioners	0
Natrona County Board of County Commissioner	0
Discover Carbon County Board	0
Visit Casper Board	0
Town mayors	0
Organizations	0
State agencies	0
Federal agencies	0
Property owners and general public	0

- a. The PHNA boundaries are those of Carbon and Natrona counties in central and southern Wyoming. Combined, the two counties comprise 13,246 square miles or 8,477,440 acres, with a total approximate 2022 population of 92,000 people.
- b. Casper is the largest city in Wyoming with a population of 58,656 in 2022.

- c. The City of Rawlins is the largest city in Carbon County with a population of 8,298 in 2021. The North Platte River, Union Pacific Railroad, Towns of Saratoga, Encampment, Baggs/Dixon, Hanna, Elk Mountain, Medicine Bow National Forest, and Interstate 80 are major features.
- d. There are five Bureau of Reclamation reservoirs along the North Platte River in Carbon and Natrona counties.

DETERMINATION:

The Pathways NHA satisfies criterion #7.

In summary of Part 4: Congressional Requirement for NHA Designation, the Pathways National Heritage Area Feasibility Study Team concludes that the PNHA meets each of the Congressional criteria for designation.

- ✓ The area has an assemblage of natural, historic, or cultural resources that together represent distinctive aspects of American heritage worthy of recognition, conservation, interpretation, and continuing use.
- ✓ The area reflects traditions, customs, beliefs, and folklife that are a valuable part of the national story.
- ✓ It provides outstanding opportunities to conserve natural, cultural, historic, and /or scenic features, as well as outstanding recreational and educational opportunities.
- ✓ Resources in the area are important to the identified interpretive themes and retain a degree of integrity capable of supporting these interpretations.
- ✓ A diverse group of residents, business interests, non-profit organizations, and governments within the proposed area have been involved in planning and development of a proposal for coordinating and supporting the PNHA.
- ✓ The proposal is consistent with continued economic activity in the area, and a management entity has been proposed to work in partnership to develop the proposed NHA.
- ✓ The conceptual PNHA boundary map is supported by the public.

APPENDIX



PATHWAYS NATIONAL HERITAGE AREA FEASIBILITY STUDY

A. LETTERS & STATEMENTS OF SUPPORT



Mark Gordon
Governor



Diane Shober
Executive Director

November 30, 2023

ATTN: Discover Carbon County team and board, Visit Casper team and board.

RE: Wyoming Office of Tourism Letter of Support for National Heritage Area

Dear Discover Carbon County and Visit Casper stakeholders,

I hope this letter finds you well. Thank you for reaching out to the Wyoming Office of Tourism (WOT) regarding your efforts toward implementing a Pathways National Heritage Area (NHA) in both Carbon and Natrona counties. Implementing such an area in Wyoming is an exciting prospect that can lead to a significant positive impact on our tourism industry. An NHA is a site that is designated by an Act of Congress with the intention of preserving the history of the designated area, as well as highlighting the appreciation and heritage of the land. This is something that is found in many states across the U.S. – but currently not in Wyoming. It is exciting to see the work being done in real time to change that for Wyoming.

The Wyoming Office of Tourism is the marketing agency charged with bringing non-resident visitors to Wyoming. Any opportunity to entice visitors and extend their length of stay contributes to the economic value of Carbon and Natrona County and the state of Wyoming as a whole. As we all know, Wyoming is home to some of the world's greatest wonders and breathtaking sights. Whether that be a fall day in the Sierra Madres, Hell's Half Acre, or one of our many national and state parks, we have the outdoor and cultural resources that many travelers want to experience. By implementing this NHA in both counties, it will allow us to leverage the land and resources that already exist and use them to create more unique experiences for Wyoming visitors and residents.

We are always looking for new ways to promote Wyoming's continuation of being the "Last Bastion of the West" and we believe that an NHA designation will help us do just that. In the proposal for this designation, Dr. Glenn Haas and Mr. Vernon Lovejoy note that this is akin to a "museum without walls." Much of Wyoming's reputation has been built on the back of outdoor scenery, cultural awareness, and our national and state parks. By creating this "museum without walls" we can continue that reputation by highlighting our diverse culture, stewardship and pride in our state.

We are happy to offer our support with this designation and look forward to the increased exposure it can offer Wyoming.



Sincerely,
Diane Shober
Executive Director – Wyoming Office of Tourism

*Why does the untamed spirit of the West forever find a spot in the souls of all who seek it?
Because some things can't be explained. Only Experienced.*

That's WY

5611 High Plains RdCheyenne, WY 82007307.777.7777TravelWyoming.com



☎ (307) 333-3508
✉ execdirector@historicwyoming.org
📍 P.O. Box 123 Laramie, WY 82073
🌐 www.HistoricWyoming.org

August 29, 2024

National Park Service
National Heritage Area Program

RE: Support for the Pathways National Heritage Area Proposal

To whom it may concern,

The Alliance for Historic Wyoming is pleased to express our support for the proposed Pathways National Heritage Area. As Wyoming's statewide nonprofit dedicated to historic preservation, we also serve as the Wyoming Chapter of the Lincoln Highway Association, a resource included in the designation. Our organization's record is marked with dedicated persistence to protect important sites associated with the Oregon-California-Mormon Trails. As such, we continue this mission today and are encouraged by this undertaking to recognize this region's significant role for centuries as a transportation corridor, although we would like to see stronger inclusion of Indigenous peoples and cultures both before and after European contact. Congressional designation of Carbon and Natrona Counties as a National Heritage Area would be valuable to protecting, restoring, interpreting, and sharing Wyoming's valued heritage resources with the Nation.

The local, statewide, regional, and national support of this undertaking is encouraging for the future of heritage tourism, and the preservation of historic and cultural resources that are invaluable to telling the story of our nation's expansion and westward migration.

Very Respectfully,

A handwritten signature in black ink that reads "Megan M Stanfill".

Megan Mepham Stanfill
Executive Director

Andrea Graham (Laramie)
Julia Stuble (Lander)

Aidan Brady (Green River)
Thomas Tisthammer (Bellvue, CO)
Josh Chrysler (Cheyenne)

Kristin Campbell (Sheridan)
Austin Moon (Evanston)



August 30, 2024

National Heritage Area Program
National Park Service

Subject: Support for the Pathways National Heritage Area Feasibility Study

The Wyoming State Historic Preservation Office has received and reviewed the draft feasibility study for the proposed Pathways National Heritage Area. We would like to voice our support for this feasibility study.

The area encompassed by this study contains a wide array of cultural resources that help to tell the story of our country's growth and westward migration. Recognition as a National Heritage Area would help to bring these resources to a broader audience and share our important heritage to a wide range of visitors.

This feasibility study highlights the importance of heritage tourism to our local economies. Heritage tourism is an important mechanism to help diversify and strengthen our economy. National Heritage Area recognition will help to bring special attention to out of state tourists who have an interest in visiting areas of historic and cultural interest.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brian Beadles', written over a white background.

Brian Beadles
Deputy State Historic Preservation Officer

Mark Gordon | Governor
Dave Glenn | Director
Sara Sheen | SHPO Officer



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HISTORY.
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OFFICE OF THE MAYOR

CITY OF CASPER

200 NORTH DAVID STREET
CASPER, WYOMING 82601-1815
PHONE (307) 235-8224
FAX: (307) 235-8313
www.cityofcasperwy.com

August 20, 2024

National Heritage Area Program
National Park Service

RE: Support for the Pathways National Heritage Area Feasibility Study

Dear NPS Representatives,

The members of the Casper City Council offer their support for the Pathways National Heritage Area Feasibility Study to potentially designate Carbon and Natrona Counties as a National Heritage Area.

Council believes this official designation would highlight the importance of these counties' place in our nation's history. The designation would help tell the story of the migration, settlement, and development of the western territory, and commemorate the history of our area – from the Native Americans to the early explorers, and the travel corridor of the Oregon, Mormon, California, and Pony Express trails.

By offering visitors the opportunity to traverse the same ground as our intrepid forefathers, providing historical information, stories, and educational opportunities, we would be contributing to the public's understanding of the historic westward expansion while providing good stewardship of public lands.

We welcome this designation to help us protect, restore, interpret, and share our heritage with the Nation. Heritage tourism is important and NHA distinction would benefit our citizens, schools, communities, businesses, heritage sites and programs, and economy.

We appreciate your consideration as you review this matter.

Regards,

Stephen Cathey, Mayor
City of Casper, Wyoming



CASPER AREA CONVENTION
& VISITORS BUREAU
139 WEST 2ND STREET, SUITE 1B
CASPER, WYOMING 82601

July 24, 2024

Elizabeth Vehmeyer
Program Coordinator, National Heritage Areas
National Park Service
1849 C Street, NW
MS 7508
Washington, DC 20240

Dear Ms. Vehmeyer:

Visit Casper and its Board of Directors are writing in support of the Pathways National Heritage Area (PNHA) between Natrona and Carbon Counties in the wonderful State of Wyoming. The PNHA promotes heritage tourism within our areas and shares a unique perspective of our past that we are extremely supportive of and proud of.

The Visit Casper Board expresses its full support for the continuation of this project. Additionally, we support and will commit to the following:

- Support of congressional designation of the proposed Pathways National Heritage Area.
- Visit Casper agrees to participate in the governance of the proposed local management entity for the PNHA in partnership with the Carbon County Visitors Council.
- Visit Casper agrees to financially support the local coordinating entity with a minimum of \$25,000 per year in cash and/or in-kind services.

Visit Casper is committed to helping ensure that this study and designation process goes as smoothly as possible. I'd like to thank you for your consideration and please do not hesitate to contact me should you have any questions on our organizational support for this project.

Sincerely,

A handwritten signature in black ink that reads "Tyler Daugherty".

Tyler Daugherty, CEO
Visit Casper
139 W. 2nd Street, Casper, WY 82601
307-234-5362
tyler@VisitCasper.com

September 30th, 2024

To: National Heritage Area Program National Park Service

From: Carbon County Council of Governments

Subject: Support for the Pathways National Heritage Area Feasibility Study

The Carbon County Council of Governments is providing this letter of support for the Pathways National Heritage Area Feasibility Study.

Thank you for all you do to help preserve our history and sustain tourism.

Sincerely,

Shannon Fagan, Secretary
Carbon County Council of Governments
PO Box 497
Encampment, WY 82325
307-710-2626
Sfagan05@gmail.com



Gena Jensen
National Historic Trails Center Foundation 1501 N.
Poplar St.
Casper, WY. 82601
Aug. 21, 2024

Subject: Support for the Pathways National Heritage Area Feasibility Study

National Heritage Area Program
National Park Service

Dear National Heritage Area Program Leaders,

I am writing to support the designation of The Pathways National Heritage Area in Natrona and Carbon Counties. This designation will benefit our citizens, schools, communities, and economy in several ways.

For our schools, it will provide valuable educational resources, allowing students to engage with our region's history firsthand. This will foster a deeper appreciation for our heritage and inspire future generations.

Our communities will benefit from enhanced civic pride and cohesion. Recognizing our historical sites will encourage community involvement and strengthen bonds among residents.

The designation will also complement existing heritage sites and programs, creating a unified approach to preservation and promotion. This will attract more visitors, increasing public awareness and appreciation of our region's historical significance.

Economically, the Pathways National Heritage Area will boost local businesses and create jobs through increased heritage tourism. The federal support and funding will provide essential resources for preserving and promoting our heritage sites.

In conclusion, the National Heritage Area designation will bring substantial benefits to our region. I wholeheartedly support this initiative and urge you to consider its positive impact.

Thank you for your attention.

Sincerely,

Gena Jensen

Executive Director

National Historic Trails Center Foundation



Casper Historic Preservation Commission
City of Casper Community Development Dept.
200 North David Street
Casper, WY 82601
Phone 307-235-8241

August 12, 2024

National Heritage Area Program
National Park Service

RE: Support for the Pathways National Heritage Area (PNHA) Feasibility Study

Dear NPS Representatives,

The Casper Historic Preservation Commission (CHPC) endorses the Feasibility Study to determine the merits of Congressionally designating areas of Natrona and Carbon Counties as a Pathways National Heritage Area (PNHA).

The CHPC believes that a designated PNHA would bring positive attention to the historical significance of our beautiful state and highlight Natrona County's vital role in the settlement of the western territory.

Utilizing the designation as an educational tool, those traversing the PNHA would be following in the footsteps of our bold and adventurous ancestors, exploring the significant historical assets located in and around our communities. Assets including the Oregon, Mormon, California, and Pony Express trails, along with other facilities and locations of compelling note.

Heritage tourism is important and the PNHA designation would greatly benefit not only our community directly, but would also provide unique learning opportunities for our residents and visitors.

We appreciate your thoughtful consideration of this matter.

Regards,
Casper Historic Preservation Commission

Beth McConigly
JIM Group Hotels
1100 N Poplar St
Casper, WY 82601
Beth@JIMGroupHotels.com
307-215-2125
8/8/2024

National Heritage Area Program
National Park Service

Subject: Support for the Pathways National Heritage area Feasibility Study

To Whom it May Concern,

I am writing to express my wholehearted support for the Pathways National Heritage Area, a remarkable initiative that celebrates and preserves the rich cultural and historical tapestry of our region. As a resident of Natrona County, who is deeply invested in the legacy of our community, I believe that the Pathways National Heritage Area plays a crucial role in highlighting our shared heritage and fostering a deeper appreciation for our history.

The Pathways National Heritage Area represents more than just a designation; it is a commitment to preserving the unique stories, landmarks, and traditions that define our community. By protecting and interpreting our historical sites, we ensure that future generations can learn from and connect with their roots. This initiative not only enriches our cultural landscape but also provides invaluable educational opportunities, stimulates local economies, and enhances community pride.

One of the most significant benefits of the Pathways National Heritage Area is its potential to promote sustainable tourism. By attracting visitors interested in exploring our region's history, heritage tourism can generate economic growth and support local businesses. It also encourages responsible stewardship of our natural and historical resources, ensuring that they remain vibrant and accessible for years to come.

Moreover, the Pathways National Heritage Area fosters a sense of unity and collaboration among diverse stakeholders, including local governments, historical societies, and community organizations. This collective effort strengthens our capacity to advocate for and implement preservation projects, ensuring that our historical assets receive the attention and care they deserve.

I am confident that the Pathways National Heritage Area will continue to make a meaningful impact, preserving our past while shaping a brighter future. I encourage all stakeholders to lend their support to this initiative and work together to achieve its goals. The preservation of our heritage is not just about maintaining physical sites; it is about honoring the stories and experiences that define us as a community.

Thank you for your dedication to this vital cause. I look forward to witnessing the continued success and positive outcomes of the Pathways National Heritage Area.

Sincerely,

Beth McConigly
JIM Group Hotels

August 12, 2024

TO: National Heritage Area Program
National Park Service

FROM: Fort Caspar Museum Association
4001 Fort Caspar Road
Casper, WY 82604

SUBJECT: Support for the Pathways National Heritage Area Feasibility Study

Summary:

The Fort Caspar Museum Association (FCMA) is writing in support of the proposed National Heritage Area encompassing Carbon and Natrona Counties in Wyoming. As a Friends group for one of the major attractions within the proposed area, this designation will help us to share our history with the many visitors we see each year.

In addition to highlighting the many historic attractions within the proposed area, the designation will also serve as an economic tool to strengthen the local economy through increased tourism.

As the Board of FCMA, and representing our membership, we urge approval of the Pathways National Heritage Area.

Thank you for your time and consideration.

Sincerely,

Con Trumbull, Chair
Fort Caspar Museum Association

**BOARD OF COUNTY COMMISSIONERS
MINUTES OF PROCEEDINGS
February 20, 2024**

The regular meeting of the Board of County Commissioners was brought to order at 5:30 p.m. by Chairman Peter Nicolaysen. Those in attendance were Commissioner Jim Milne (via phone), Commissioner Dave North, Commissioner Dallas Laird, Commissioner Steven Freel, County Attorney Heather Duncan-Malone, Clerk Tracy Good and Michelle Maines, Commissioners' Assistant.

Commissioner North moved to amend the consent agenda to include item G. Title 28 Grant Application for the Pathfinder Walkway Bridge. Commissioner Freel seconded the motion. Motion carried.

Commissioner North moved to amend the Regular Agenda by adding the Pathway National Heritage Area feasibility study (participation only). Commissioner Freel seconded the motion. Motion carried.

Consent Agenda:

Commissioner North moved for approval of the Consent Agenda as amended. Commissioner Laird seconded the motion. Motion carried.

Public Hearings:

Chairman Nicolaysen opened the public hearing.

Clerk Good reported 16 licenses are on the agenda for approval; County has met all requirements and has received no comments from Liquor Commission or Sheriff in favor or opposition. Clerk Good recommended approval of all liquor licenses according to paperwork submitted.

Commissioner Freel moved to handle the Northern Dreams separately from all the other renewal applications. Commissioner North seconded the motion. Motion carried.

RETAIL LIQUOR LICENSES: 1. ALCOVA RESORT LLC, dba ALCOVA LAKESIDE MARINA; 2. ON THE ROCKS, INC dba SUNSET BAR & GRILL; 3. THE SHOE, INC. dba THE HORSESHOE BAR; 4. GREY REEF OUTFITTERS INC, dba NORTH PLATTE LODGE; 5. TROPHY TROUT OUTFITTERS dba REEF FLY SHOP/THE RUSTY SCUD (package only); 6. C. LEANN MOSES dba MOUNTAIN HOME; 7. NORTHERN DREAMS; 8. SEASON'S HALL LLC dba SEASONS HALL; 9. TAVIN LLC dba MILE HIGH TIGHT ENDS; 10. TROUT ON INN, LLC dba TROUT ON INN LODGE & COBINS BY THE RIVER; **LIMITED RETAIL LIQUOR LICENSE:** 1. CASPER BOAT CLUB; 2. CASPER COUNTRY CLUB; **RETAIL COUNTY MALT BEVERAGE PERMITS:** 1. BLACK OPS, LLC dba SLOANE'S GENERAL STORE; 2. PATHFINDER BOAT & FISHING CLUB; 3. NATRONA COUNTY FAIR ASSOCIATION dba CENTRAL WYOMING FAIR & RODEO; **RESTAURANT:** 1. CASPER HOKKAIDO LLC dba HOKKAIDO RAMEN HOUSE; **AIRPORT RETAIL LIQUOR LICENSE PURSUANT TO W.S. 12-4-201:** 1. BOARD OF TRUSTEES CASPER NC INTERNATIONAL AIRPORT

Hearing no comments in favor or opposition, Chairman Nicolaysen closed the public hearing.

Commissioner Freel moved for approval of the liquor licenses omitting Northern Dreams. Commissioner North seconded the motion. Motion carried.

RETAIL LIQUOR LICENSES: 7. NORTHERN DREAMS.

Chairman Nicolaysen opened the public hearing.

Deputy-County Attorney Jared Holbrook reported remodeling has not been finished; no additional action has been taken with the building department since the March 2023 hearing.

Hearing no comments in favor or opposition, Chairman Nicolaysen closed the public hearing.



Commissioner Free! moved to decline the renewal for discussion. Commissioner North seconded the motion. Motion carried.

Pathway National Heritage Area Feasibility Study

Commissioner North moved to accept the Pathway National Heritage Area Feasibility Study. Commissioner Free! seconded the motion. Commissioner North amended his motion to include the following resolution. "Whereas the concept of a Pathways National Heritage Area has been proposed, the Natrona County BOCC expresses its support for a feasibility study to inform the community about the merits of such a congressional designation. This support is in spirit only and does not oblige the Board to any financial resources or further action. The BOCC also agrees to appoint a Commissioner to serve as a point of contacts and liaison to transmit questions and provide information throughout the study process". Commissioner Free! seconded the amended motion. Motion carried.

Public Comments:

Chairman Nicolaysen opened the floor to public comments.

Walter Merschatt (Casper), Steve Logan (Casper), Gregg Werger (Casper), Judy Jones (Casper), and Rozmaring Czaban (Casper),

Hearing no further comments, the floor was closed.

Commissioner Comments:

Chairman Nicolaysen opened the floor to Commissioner Comments.

Hearing no further comments, the floor was closed.

Adjournment into Executive Session

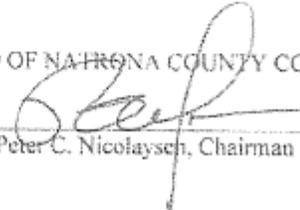
Commissioner Laird moved to go into executive session: W.S. 16-4-405 (a)(ix) & W.S. 16-4-405 (a)(ii). Commissioner Free! seconded the motion. Motion carried.

Adjournment:

There being no further business to come before the Board of Commissioners, Chairman Nicolaysen adjourned the meeting at 7:32 p.m.

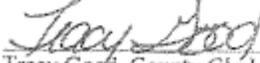


BOARD OF NATRONA COUNTY COMMISSIONERS


Peter C. Nicolaysen, Chairman

ATTEST:

NATRONA COUNTY CLERK


Tracy Gopp, County Clerk

My term of office expires
January 4, 2027

Board of Carbon County Commissioners

Sue Jones, Chairman
R. Travis Moore, Vice Chairman
Byron Barkhurst
John Espy
Willing "John" Johnson



P.O. Box 6, 215 W. Buffalo Street, Room 218
Rawlins, WY 82301
(307) 328-2668 or 800-250-9812
www.carbonwy.com
E-mail: commissioners@carbonwy.com

Natrona County Commissioners
200 N Center St.
Casper, WY 82601

18 April 2023

Re: National Heritage Area Designation and Feasibility Study

Commissioners,

The Commissioners of Carbon County are in support of the effort to pursue a National Heritage Area designation and the feasibility study thereof conducted by Hass and Lovejoy that will include an area involving Carbon and Natrona Counties. The benefits of increased tourism alone make the effort and the study well worth pursuing.

Best Wishes,

Handwritten signatures of the Carbon County Commissioners: Sue Jones, Robert Travis Moore, Willing John Johnson, John Espy, and Byron Barkhurst.

Sue Jones	Robert Travis Moore	Willing John Johnson	John Espy	Byron Barkhurst
Chair	Vice-Chair	Commissioner	Commissioner	Commissioner

February 6, 2024

Natrona County Commissioners
200 N. Center
Room 211
Casper, WY 82601

Honorable Natrona County Commissioners,

Please accept this letter of support for the proposed Pathways National Heritage Area Initiative in Carbon and Natrona Counties led by Vernon Lovejoy and Glenn Haas. We believe this initiative holds immense potential to benefit the region on multiple fronts.

The Pathways National Heritage Area (PNHA) offers a valuable opportunity to:

Preserve and protect: This area boasts a rich tapestry of historical and cultural resources, from the iconic Oregon Trail to charming frontier towns. The PNHA would provide crucial safeguards for these irreplaceable treasures, ensuring their legacy for future generations.

Promote economic development: By fostering heritage tourism and attracting visitors, the PNHA has the potential to revitalize local businesses, create jobs, and inject significant new income into the community. This economic boost would be a boon for Carbon and Natrona Counties.

Enhance education and understanding: The PNHA presents an unparalleled opportunity to educate the public about the region's diverse history and vibrant cultures. The triumphs and challenges of life in the Wild West, for the brave pioneers to miners, will be celebrated in this living classroom, offering invaluable educational experiences.

Celebrate cultural diversity: The PNHA recognizes and honors the rich tapestry of cultures that have shaped this region. It would serve as a platform for inclusivity and respect, celebrating the unique traditions and stories contributing to the area's vibrant identity.

In conclusion, I and the Carbon County Visitors' Council Board of Directors and staff believe that the Pathways National Heritage Area Initiative presents a valuable and strategic investment in the future of Carbon and Natrona Counties. It promises to preserve the past, revitalize the present, and pave the way for a prosperous and culturally enriched future. We urge you to lend your full support to this transformative initiative.

Thank you for your time and consideration.

Sincerely,



Leslie Jefferson, CEO
Carbon County Visitors' Council
dba **Discover Carbon County Wyoming**
PO Box 1017/105 E Cedar St.
Rawlins, WY 82301
307-324-3020/800-228-3547



ECONOMIC DEVELOPMENT CORPORATION

215 W Buffalo St. #369
Rawlins, WY 82301
director@carbonwyedc.com
307-370-0767
August 15, 2024

Ms. Elizabeth Vahmeyer
Program Coordinator, National Heritage Areas
National Park Service
1849 C Street, NW
MS 7508
Washington DC 20240

Dear Ms. Vehmeyer,

On behalf of the Carbon County Economic Development Corporation, I would like to express our support for the Carbon and Natrona Counties as a National Heritage Area. The Pathways National Heritage Area Feasibility Study has clearly outlined the region's invaluable contributions to our nation's history, serving as a pivotal corridor for western migration, settlement, and development.

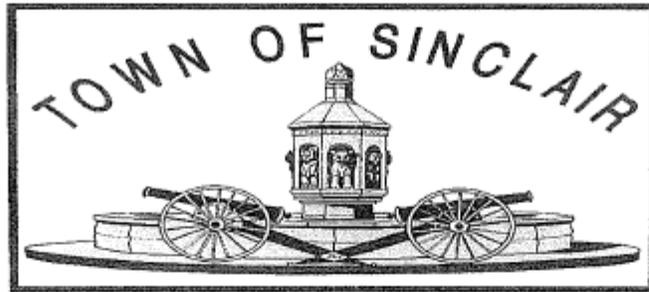
We fully understand the importance of sharing our history and the journey west with visitors. I believe that the Congressional designation of this area as a National Heritage Area would be a significant step forward in preserving, interpreting, and sharing our rich heritage with future generations. By protecting and restoring our valued historical resources, we can create a lasting legacy for our community. This designation will bring numerous benefits to our citizens, schools, businesses, and heritage sites. It will foster a deeper appreciation for our history, strengthen community bonds, and stimulate economic growth through heritage tourism. By diversifying our economy and attracting visitors from across the nation, we can enhance the quality of life for all residents. I ask you to support the Carbon and Natrona Counties as a National Heritage Area. It is an opportunity to celebrate our shared history, protect our valuable resources, and create a brighter future for our community. Thank you for your time and consideration.

Sincerely,

A handwritten signature in blue ink that reads 'Yvonne Johnson'.

Yvonne Johnson, Executive Director
Carbon County Economic Development Corporation

PO Box 247



(307)324-3058

Sinclair, WY 82334

"Founded in 1924"

Listed on the National Register of Historic Places #250

August 28, 2024

National Heritage Area Program
National Park Service

Subject: Support for the Pathways National Heritage Area Feasibility Study

We, the Town of Sinclair, support the Pathways National Heritage Area Feasibility Study.

I appreciate the hard work that is going on.

Thank you so much.

A handwritten signature in black ink, appearing to read "Cullen Meeks". The signature is written in a cursive style with a large initial "C".

Cullen Meeks, Mayor

Town of Sinclair, Mayor Cullen Meeks
PO Box 247
Sinclair, WY 82334



Town of Baggs

*PO Box 300
Baggs, WY 82321
877-347-4888*

August 28, 2024

Elizabeth Vehmeyer
Program Coordinator, National Heritage Areas
National Park Service
1849 C Street, NW
MS 7508
Washington, DC 20240

RE: Support for the Pathways National Heritage Area Feasibility Study

Dear Ms. Vehmeyer,

The Town of Baggs' Council is writing to express their support for the designation of Carbon and Natrona Counties as a National Heritage Area. The Pathways National Heritage Area Feasibility Study has clearly outlined the region's invaluable contribution to our nation's history, serving as a pivotal corridor for western migration, settlement, and development.

As the Town of Baggs' Council in Carbon County, we fully understand the importance of sharing our history and the journey west with visitors. We believe that Congressional designation of this area as a National Heritage Area would be a significant step forward in preserving, interpreting, and sharing our rich heritage with future generations. By protecting and restoring our valued historical resources, we can create a legacy for our community.

This designation will bring numerous benefits to our citizens, schools, businesses, and heritage sites. It will foster a deeper appreciation for our history, strengthen community bonds, and stimulate economic growth through heritage tourism. By diversifying our economy and attracting visitors from across the nation, we can enhance the quality of life for all residents.

We ask you to support the designation of Carbon and Natrona Counties as a National Heritage Area. It is an opportunity to celebrate our shared history, protect our valuable resources, and create a brighter future for our community.

The Town of Baggs is an Equal Opportunity Employer and Provider.
TDD 7-1-1



August 12, 2024

Elizabeth Vehmeyer
Program Coordinator, National Heritage Areas
National Park Service
1849 C Street, NW
MS 7508
Washington, DC 20240

RE: Support for the Pathways National Heritage Area Feasibility Study

Dear Ms. Vehmeyer,

I am writing to express my support for the designation of Carbon and Natrona Counties as a National Heritage Area. The Pathways National Heritage Area Feasibility Study has clearly outlined the region's invaluable contributions to our nation's history, serving as a pivotal corridor for western migration, settlement, and development.

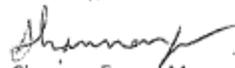
As the Mayor of the Town of Encampment in Carbon County, I fully understand the importance of sharing our history and the journey west with visitors. I believe that Congressional designation of this area as a National Heritage Area would be a significant step forward in preserving, interpreting, and sharing our rich heritage with future generations. By protecting and restoring our valued historical resources, we can create a lasting legacy for our community.

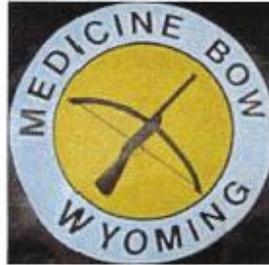
This designation will bring numerous benefits to our citizens, schools, businesses, and heritage sites. It will foster a deeper appreciation for our history, strengthen community bonds, and stimulate economic growth through heritage tourism. By diversifying our economy and attracting visitors from across the nation, we can enhance the quality of life for all residents.

I ask you to support the designation of Carbon and Natrona Counties as a National Heritage Area. It is an opportunity to celebrate our shared history, protect our valuable resources, and create a brighter future for our community.

Thank you for your time and consideration.

Sincerely,


Shannon Fagan, Mayor
Town of Encampment
Sfagan05@gmail.com



Town of Medicine Bow
P.O. Box 156
Medicine Bow, WY 82329-0156
medbowtown@gmail.com
307-379-2225

August 12, 2024

Elizabeth Vehmeyer Program Coordinator
National Heritage Areas National Park Service
1849 C Street, NWMS 7508 Washington, DC 20240

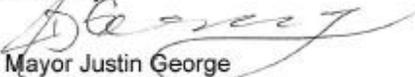
RE: Support for the Pathways National Heritage Area Feasibility Study

Dear Ms. Vehmeyer,

I am writing to express my support for the designation of Carbon and Natrona Counties as a National Heritage Area. The Pathways National Heritage Area Feasibility Study has clearly outlined the region's invaluable contributions to our nation's history, serving as a pivotal corridor for western migration, settlement, and development. As the Mayor of Medicine Bow in Carbon County, I fully understand the importance of sharing our history and the journey west with visitors. Carbon County is rich in westward expansion landmarks, as well as many other historic sites, and I believe that Congressional designation of this area as a National Heritage Area would be a significant step forward in preserving, interpreting, and sharing our rich heritage with future generations. By protecting and restoring our valued historical resources, we can create a lasting legacy for our community.

This designation will bring numerous benefits to our citizens, schools, businesses, and heritage sites. It will foster a deeper appreciation for our history, strengthen community bonds, and stimulate economic growth through heritage tourism. By diversifying our economy and attracting visitors from across the nation, we can enhance the quality of life for all residents. I ask you to support the designation of Carbon and Natrona Counties as a National Heritage Area. It is an opportunity to celebrate our shared history, protect our valuable resources, and create a brighter future for our community. Thank you for your time and consideration.

Sincerely,


Mayor Justin George

105 West Bridge Street / PO Box 17
Elk Mountain, WY 82324
elkmtmuseum@gmail.com
307-348-7037



August 28, 2024

Elizabeth Vehmeyer
Program Coordinator, National Heritage Areas
National Park Service
1849 C Street, NW
MS 7508
Washington, DC 20240

RE: Support for the Pathways National Heritage Area Feasibility Study

Dear Ms. Vehmeyer,

I am writing to express my support for the designation of Carbon and Natrona Counties as a National Heritage Area. The Pathways National Heritage Area Feasibility Study has clearly outlined the region's invaluable contributions to our nation's history, serving as a pivotal corridor for western migration, settlement, and development.

As the Museum Director for a local history museum in Carbon County, I fully understand the importance of sharing our history and the journey west with visitors because that is what our museum tries to do everyday. I believe that Congressional designation of this area as a National Heritage Area would be a significant step forward in preserving, interpreting, and sharing our rich and important heritage with future generations. By protecting and restoring our valued historical resources, we can create a lasting legacy for our communities and for the men and women that blazed the trail all those years ago.

This designation will bring numerous benefits to the citizens, schools, businesses, and heritage sites that make Carbon and Natrona Counties their home. It will foster a deeper appreciation for our history, strengthen community bonds, and stimulate economic growth through heritage tourism. By diversifying our economy and attracting visitors from across the nation, we can enhance the quality of life for all residents.

I ask you to support the designation of Carbon and Natrona Counties as a National Heritage Area. It is an opportunity to celebrate our shared history, protect our valuable resources, and create a brighter future for our community.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads "Angie Hobbs". The signature is written in a cursive, flowing style.

Angie Hobbs - Elk Mountain Museum Director



Sheridan
Community
LAND TRUST
Conservation | History | Recreation

Connecting people to land and history

14 Lane Ln.
Sheridan, WY 82801
307.673.4702
sheridanclt.org

National Heritage Area Program
National Park Service

To Whom It May Concern:

I am writing in Support of the Pathways National Heritage Area Feasibility Study. The designation of this heritage area would be a significant example of responsible historic preservation in the state of Wyoming. The study recognizes our valued heritage resources and role in the Nation's western migration, settlement, and development. This is an ideal way for Congress to protect, restore, interpret, and share our valued heritage resources with the Nation.

NHA designation would benefit our citizens, schools, communities, businesses, heritage sites and programs, and economy. Wyoming's potential for successful heritage tourism is largely untapped and NHA distinction would help us diversify and strengthen our local and state economy.

Thank you,

Kevin M. Knapp
History Program Manager

To: National Heritage Area Program
National Park Service

From: Mike Beckstead
Retired CFO of the City of Fort Collins
3314 Buteos Ct.
Fort Collins, CO 80524

Date: August 25, 2024

Subject: **Support for the Pathways National Heritage Area Feasibility Study**

I've had the pleasure of reading the Pathways National Heritage Area Feasibility Study and would like to share my support for the proposal.

The people of Natrona and Carbon counties have the great privilege of living in a land rich with the history related to the early exploration and settlement of the west. It is a rare and vibrant history. A history of explorers and pioneers that gives westerners a heritage of taking risks and adventures in their search for a better life.... it's a heritage I am proud of and I think more people should be aware of.

I have a passion for 1800's history. In 2009 I traveled the Oregon/California/Mormon trails from Council Bluffs through Nebraska and Wyoming, and then followed the Mormon Trail into Utah. It was a fascinating adventure to see Chimney Rock, Fort Laramie, wagon tracks in the rocks coming up off the Platte River, taking a dirt road out of Casper across the Devils Backbone to the Sweetwater, visiting Martin's Cove and the museum, traveling over South Pass and to Salt Lake City. I have a relative on my dad's side buried in Martin's Cove. Seeing the land and landmarks these pioneers traveled was stunning and inspiring. What left me awestruck was the notion of pulling a hand cart across these barren lands over 150 years ago.

I've read detailed narratives of the Astor party that discovered the South Pass in 1813, the first wagon trains that came through these routes each year of the 1840's, Jim Bridgers biography, the conflict with Red Cloud on the Bozeman trail in the 1860's, the building of the transcontinental railroad in the late 1860's, and more. It is a unique history in a small geographic area that is largely unknown by most people who travel through this part of the country.

The PNHA will help make this history better known to visitors and tourism but will also benefit the current residents of Natrona and Carbon counties. Visitors interested in learning more, following the trails, visiting the museums, experiencing the vastness of the west will bring tourist dollars to support the local economies and will not in any way adversely impact current landowners. The Pathways is a heritage adventure that all can enjoy.

I ask you please approve the Pathways National Heritage Area proposal.

Kind regards,

M N Beckstead



August 6, 2024

Dr. Glenn E. Haas
Co-Owner & Manager
2620 S. Timberline Rd,
Fort Collins, CO 80524
970-215-0255
glennehaas@comcast.net

TO: National Heritage Program
National Park Service

FROM: Dr. Glenn E. Haas *glenn e haas (e-sign)*
Pathways Volunteer

SUBJECT: LETTER OF SUPPORT FOR AND A \$15K FINANCIAL PLEDGE TO PNHA

I am a member of the Pathways National Heritage Area Feasibility Study Team and wish to strongly endorse its designation. Also I pledge to donate, within one year of congressional designation, \$5K in personal cash and \$10K of in-kind professional services to assist in the development of the PNHA management plan.

I am a retired professor of Parks, Recreation, and Tourism at Colorado State University. Over the years I was involved in the creation of the Cache La Poudre National Heritage Area and the South Park National Heritage Area, and have worked on more than 100 federal and state management plans including several for the National Park Service.

In early 2023, I agreed to work with my business partner on the proposed Pathways National Heritage Area. After much study and numerous trips, meetings, site visits, conversations, and public contact, I feel that the PNHA's story of connecting our continent through western migration, settlement, and development is a powerful and significant American story.

I frequently find myself comparing the PNHA to the South Park and Cache La Poudre NHAs I worked on. I easily conclude that the PNHA story is at least comparable in significance to America, if not greater.

It has been a real joy to work on the PNHA project. It has introduced me to a large new historical area of interest. Thus, I am pleased to make a \$15K pledge to the PNHA upon congressional designation.

P.O. Box 1213
Evergreen, CO 80439
August 31, 2024

To: National Park Service (NPS)/ National Heritage Area Program:

I write to you today, from the perspective of a former Regional Director (RD) of the former largest region within the Bureau of Reclamation, a sister agency within the Department of the Interior (DOI) to NPS. This Great Plains (GP) Region included all nine states from the Canadian Border to Mexico, from North Dakota thru Texas, thus including the State of Wyoming. My experience in working with WY State, Federal and local officials is broad. This Pathways National Heritage Area has caught my attention in that it offers the NPS an extraordinarily rare opportunity to partner with a western state that generally steers clear of federal involvement. NPS will be reviewing a feasibility study that would involve a unique partnership between lands WY is proud of and NPS, known for its Crown Jewels and respect protecting our valued heritage resources with the USA. This partnership can offer the best of both entities to citizens, nationally, starving for more outdoor experiences and in a state with the capacity for increased visitation of these cultural and natural resources. Unlike prior proposals from other states, that have, in essence, presented 'troubled lands' to the NPS, Carbon and Natrona Counties present, with pride, WY lands in the Pathways National Heritage Area. I look forward to NPS's review with fresh eyes and enthused interest in this state/federal partnership concept.

Sincerely,

Maryanne C. Bach

Maryanne C. Bach

Former RD, Great Plains Region, BOR

Beth McConigly
JIM Group Hotels
1100 N Poplar St
Casper, WY 82601
Beth@JIMGroupHotels.com
307-215-2125
8/8/2024

National Heritage Area Program
National Park Service

Subject: Support for the Pathways National Heritage area Feasibility Study

To Whom it May Concern,

I am writing to express my wholehearted support for the Pathways National Heritage Area, a remarkable initiative that celebrates and preserves the rich cultural and historical tapestry of our region. As a resident of Natrona County, who is deeply invested in the legacy of our community, I believe that the Pathways National Heritage Area plays a crucial role in highlighting our shared heritage and fostering a deeper appreciation for our history.

The Pathways National Heritage Area represents more than just a designation; it is a commitment to preserving the unique stories, landmarks, and traditions that define our community. By protecting and interpreting our historical sites, we ensure that future generations can learn from and connect with their roots. This initiative not only enriches our cultural landscape but also provides invaluable educational opportunities, stimulates local economies, and enhances community pride.

One of the most significant benefits of the Pathways National Heritage Area is its potential to promote sustainable tourism. By attracting visitors interested in exploring our region's history, heritage tourism can generate economic growth and support local businesses. It also encourages responsible stewardship of our natural and historical resources, ensuring that they remain vibrant and accessible for years to come.

Moreover, the Pathways National Heritage Area fosters a sense of unity and collaboration among diverse stakeholders, including local governments, historical societies, and community organizations. This collective effort strengthens our capacity to advocate for and implement preservation projects, ensuring that our historical assets receive the attention and care they deserve.

I am confident that the Pathways National Heritage Area will continue to make a meaningful impact, preserving our past while shaping a brighter future. I encourage all stakeholders to lend their support to this initiative and work together to achieve its goals. The preservation of our heritage is not just about maintaining physical sites; it is about honoring the stories and experiences that define us as a community.

Thank you for your dedication to this vital cause. I look forward to witnessing the continued success and positive outcomes of the Pathways National Heritage Area.

Sincerely,

Beth McConigly
JIM Group Hotels

To: National Heritage Area Program
National Park Service

From: Mike Beckstead
Retired CFO of the City of Fort Collins
3314 Buteos Ct.
Fort Collins, CO 80524

Date: August 25, 2024

Subject: **Support for the Pathways National Heritage Area Feasibility Study**

I've had the pleasure of reading the Pathways National Heritage Area Feasibility Study and would like to share my support for the proposal.

The people of Natrona and Carbon counties have the great privilege of living in a land rich with the history related to the early exploration and settlement of the west. It is a rare and vibrant history. A history of explorers and pioneers that gives westerners a heritage of taking risks and adventures in their search for a better life.... it's a heritage I am proud of and I think more people should be aware of.

I have a passion for 1800's history. In 2009 I traveled the Oregon/California/Mormon trails from Council Bluffs through Nebraska and Wyoming, and then followed the Mormon Trail into Utah. It was a fascinating adventure to see Chimney Rock, Fort Laramie, wagon tracks in the rocks coming up off the Platte River, taking a dirt road out of Casper across the Devils Backbone to the Sweetwater, visiting Martin's Cove and the museum, traveling over South Pass and to Salt Lake City. I have a relative on my dad's side buried in Martin's Cove. Seeing the land and landmarks these pioneers traveled was stunning and inspiring. What left me awestruck was the notion of pulling a hand cart across these barren lands over 150 years ago.

I've read detailed narratives of the Astor party that discovered the South Pass in 1813, the first wagon trains that came through these routes each year of the 1840's, Jim Bridgers biography, the conflict with Red Cloud on the Bozeman trail in the 1860's, the building of the transcontinental railroad in the late 1860's, and more. It is a unique history in a small geographic area that is largely unknown by most people who travel through this part of the country.

The PNHA will help make this history better known to visitors and tourism but will also benefit the current residents of Natrona and Carbon counties. Visitors interested in learning more, following the trails, visiting the museums, experiencing the vastness of the west will bring tourist dollars to support the local economies and will not in any way adversely impact current landowners. The Pathways is a heritage adventure that all can enjoy.

I ask you please approve the Pathways National Heritage Area proposal.

Kind regards,
M N Beckstead

CARBON COUNTY
RAWLINS WYOMING
MUSEUM

Tom Mensik, Museum Director
904 W. Walnut Rawlins, WY 82301
307-328-2740
director@carboncountymuseum.org

9.4.2024

RE: Letter of Support for the Pathways National Heritage Area

To Whom It May Concern,

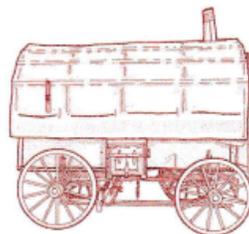
The Carbon County Museum is putting forth its support for the Pathways National Heritage Area. We believe this is an essential part of the history of Carbon County and migration into the West. The Carbon County Museum recently created an exhibit on this very topic. It is titled How Did We Get Here: Travels Through Carbon County. It traces the history and the development of the same trails this Heritage Area would cover, and how they evolved into the modern roads we use today. As a museum, one of our main goals is the preservation and conservation of historic places. We fully support the preservation efforts of these places that will surely come from this designation. It is essential to our future that we preserve the past and fully examine how these roads and trails lead to future opportunities.

As a steward of the history of Carbon County, we as an organization believe that this designation will positively impact heritage travel to Carbon County. Heritage travel will allow travelers to wander as the pioneers did through the West. It will bring new types of travelers to Carbon County who want to spend time in the various communities of Carbon County. These new types of travelers will be inspired to shop and stay in Carbon County.

Sincerely,



Tom Mensik, Museum Director, Carbon County Museum



CARBON COUNTY
RAWLINS WYOMING
MUSEUM

Tom Mensik, Museum Director
904 W. Walnut Rawlins, WY 82301
307-328-2740
director@carboncountymuseum.org

February 6th, 2024

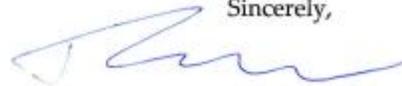
Attn: Discover Carbon County and Visit Casper

RE: Carbon County Museum Letter of Support for National Heritage Area

Dear Discover Carbon County and Visit Casper,

I am writing to voice my support for the National Heritage Pathways proposal. As most of these trails travel through Carbon County, it was imperative for me to voice my support for this plan. Westward travel especially through Wyoming was one of the main drivers for settling in the state. Additionally, these landmarks are essential to interpreting the history of Wyoming and the country at large. As an organization we are doing everything we can to promote this important project including the creation of a brand-new permanent exhibit to show travel through the west at the Museum. We are happy to support this grand idea and look forward to its completion.

Sincerely,



Tom Mensik, Museum Director



August 30, 2024

Pathways NHA Feasibility Study Team
Submitted electronically: pathwaysnha@gmail.com

Dear Pathways Feasibility Study Team:

The Wyoming Farm Bureau Federation (WyFB) appreciates the opportunity to comment on the Pathways National Heritage Area (PNHA) feasibility study. Our organization represents over 2,000 farm and ranch families across the state, with over 250 regular members in Carbon and Natrona counties. Our members are concerned with, and ultimately oppose, the proposed PNHA outlined in the final draft feasibility study.

Our members have a policy against new land designations like the PNHA. Should localities decide to pursue National Heritage Area designations, our members believe they should not be continuously funded by the federal government and must become self-sustaining.

Understanding the National Park Service (NPS) plays an advisory role along with local entity management, the concerns of overreach in the PNHA for our members are not unfounded. It only takes a cursory glance to Yellowstone, Grand Teton, and other national parks to see how NPS oversight and advisement has made a travesty out of maintaining natural ecosystems, as well as the property rights of area landowners. Even currently designated state historic sites are not maintained and have even been vandalized or burned to unrecognizable ruins. Therefore, the creation of a designation that spans Natrona and Carbon counties is absolutely an endeavor the WyFB opposes.

National Heritage Area designations absolutely impact livelihoods. When designating entire counties, new tourists will not be able to discern maps accurately enough to avoid trespass. This already occurs throughout Carbon County on a regular basis due to Google Maps and other navigation services directing traffic through non-approved routes. When tourists deviate from approved access routes inevitably damage to land by vehicles or other mechanized means of transportation occurs, leaving farmers and ranchers to reclaim the land at their own expense. Regarding this and other proposed designations, our members would appreciate the consideration of additional funding for law enforcement, in conjunction with increased trespass fees, to help protect private property.

In addition, several substantial landowners in Natrona and Carbon counties have not been contacted about the proposed feasibility study. Lack of communication in the initial planning stages certainly does not bode well for the partnership between the various tourism and government entities involved and private stakeholders.



☎ 307.721.7719
🌐 www.wyfb.org
📍 931 Boulder Dr, Laramie, WY 82070
📮 P.O. Box 1348, Laramie, WY 82073

The restrictions that are inherent with land designations, the federal funding needed to sustain them, the impacts on resources and adjacent livelihoods, and lack of stakeholder communication are all reasons why the WyFB opposes the PHNA from moving forward. Again, thank you for the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads 'Kelly Carpenter'.

Kelly Carpenter
National Affairs
Wyoming Farm Bureau Federation

Rick Nida, Ph.D.
206 South Nash Street
APT 158
Hillsborough, NC 27278
ricknida13@gmail.com

National Heritage Area Program
National Park Service

Subject: Support for the Pathways National Heritage Area Feasibility Study

Recently, I volunteered to assist with The Pathways National Heritage Area (NHA) Feasibility Study. Though I had some familiarity with goals and objectives of the project, spending a week in Wyoming visiting several of the cultural and historical sites and speaking with a number of Carbon and Natrona county residents in order to record those comments for a supporting videotape further convinced me of the value of the NHA designation.

Previously, I had worked for two international coal companies that at different times had separately operated two of the largest coal surface mines in the Powder River Basin, near Gillette. Both of these mines, as well as others, are now closed as the demand for low BTU coal has diminished. The resulting economic effect has been felt statewide.

Heritage tourism offers a bright spot for Wyoming generally and for Carbon and Natrona counties particularly should the proposed pathways projects be approved. The NHA distinction would help diversify and strengthen this already growing aspect of the local economy.

Beyond the economic impact and perhaps more important, the NHA designation would help protect what currently remains of the story of the Nation's great western migration and might even encourage restoration some of the ones that are quickly deteriorating.

I encourage approval of the NHA designation.

Sent Electronically

Richard A. Nida

To: National Heritage Area Program
National Park Service

Richard Rizzi
PO Box 745905
Arvada, Colorado 80006

Subject: Support for the Pathways National Heritage Area Feasibility Study

I have reviewed with great interest the proposed Pathways National Heritage Area and find it to be most compelling. As a native of Rock Springs, Wyoming, I have driven to and from southern Wyoming many times over the decades and one thing is clear—diversifying the economy would be a tremendous help.

Creating the Heritage Area would encourage those who are passing through a reason to stop and spend some time in the area. I have witnessed the effects of the boom-and-bust economy that much of southern Wyoming west of Laramie experiences due to an overreliance on extraction industries (coal, oil and gas, trona, etc.). I have witnessed once thriving communities, such as Medicine Bow, decline when the Interstate passed them by. Having another source of revenue through tourism could only help.

Before I retired, I was a Bureau of Reclamation division manager whose office was responsible for the nationwide policy and programs for recreation, cultural resources, museum property and other activities at Reclamation projects. I, therefore, have a little experience on the subject of what national heritage tourism could provide an area. For example, I have a cousin who is an armature historian and in 2018 took me to sites in southern Wyoming that still include pony express stage stops, U.S. army posts, markers for the first transcontinental air traffic route, etc. We spent 2 full days touring. All but one of the sites was not marked in any way and were deteriorating because nobody is taking care of the sites. For example, the one pony express site that the State of Wyoming is protecting near Point of Rocks just off Interstate 80 is informative, but at Point of Rocks is a tower and ground arrow for the transcontinental air traffic route that are not marked, let alone protected. All of these heritage resources are literally melting away.

A National Heritage Area designation would encourage and help local organizations and governmental entities to take steps to preserve such sites and advertise them to the public. Then maybe some visitors on their way across southern Wyoming or travelling to Yellowstone might stop to explore and, thereby, help diversify the local economies.

Daniel L. Sonye - 2900 S. Valley View Blvd. #288 - Las Vegas, NV 89102 - dan@sonye.org

National Heritage Area Program National Park Service

Greetings:

After being made aware of the "Pathways National Heritage Area Feasibility Study" from an interested relative who reside near the study area, I quickly realized the benefits to the general public would be substantial and lasting should this project proceed to completion.

I would support my tax dollars being spent in a manner that would embrace and preserve the heritage of our 'Great Country' in a tangible way.

Sincerely,
Daniel L. Sonye

As a former Rawlins resident and having visited many of the sites/areas mentioned in the study, I strongly support this proposal. Even though I have been to many of the sites, I was unaware of the number of heritage sites contained within the proposed NHA.

Stanley Frazier
8241 SE Iris St
Milwaukie, OR

503-880-9265
sfrazier1446@gmail.com

From TJ Dougherty
2973 Zachary Dr Loveland Co 89537

I was born and raised in Wyo and continue to be amazed at the role played by the Heritage Areas discussed in the planning documents for Carbon and Natrona County's NHA. I would believe that the role played by these areas should be celebrated by a NHA designations

Tammi Chappell
1100 N Poplar
Casper, Wyoming 82601
Tammi.chappell@hilton.com
307-235-6668 Option 2

8/8/2024,

I am Tammi Chappell, and I am writing to express my strong support for the initiative to designate Natrona and Carbon counties as a National Heritage Area. This important effort, led by Visit Casper, the Natrona and Carbon County Commissions, and the Casper City Council, in collaboration with the Pathways National Heritage Area Feasibility Study Team, is a significant step toward recognizing and preserving the rich history of our region.

The proposed designation will offer both locals and visitors a new and meaningful perspective on the early history of our area. It will highlight the pivotal role Natrona and Carbon counties played in Western expansion, settlement, and development. This recognition will not only deepen our community's appreciation for its historical roots but will also attract a new segment of tourists—heritage tourists—who have a profound interest in the historical narratives and infrastructure of our region.

Furthermore, the influx of heritage tourists will have a positive impact on our local economy and provide an opportunity for greater engagement with our historical and cultural resources. This is an exciting prospect that will benefit our community in numerous ways.

I encourage everyone to review the final draft of the feasibility study and consider how they can contribute to this effort. Whether by writing a letter of support or providing feedback, your involvement is crucial to the success of this initiative.

Thank you for your attention and support in this endeavor. Together, we can ensure that Natrona and Carbon counties receive the recognition they so richly deserve.

Sincerely,

Tammi Chappell

8/5/2024

To: National Heritage Area Program, National Park Service
From: Eric Luse, 1405 Heathrow Ave, Casper WY, 82609
Subject: Support for the Pathways National Heritage Area Feasibility Study

As a private citizen, I'm responding to fully support the proposed Pathways National Heritage Area (PNHA) Feasibility Study. Having lived in both Carbon County (Rawlins) for 10 years and currently living in Natrona County for more than 20 years, this effort would be big boost in promoting heritage tourism for both counties. In addition, this propose study will help diversify and strengthen our local and state economy. Definitely a win-win situation for Natrona and Carbon Counties and the State of Wyoming if the Pathways National Heritage Area is congressionally designated.

I would like to commend the team for putting together a well thought-out PNHA Feasibility Study. A lot of effort was put in by the team in covering all basis with the federal and state agencies, counties, and various users groups. Upon completion of the PNHA Feasibility Study, the supporting partners will then submit the study to the National Park Service for further review and assess the merits.

Again, I fully support the concept of the PNHA Feasibility Plan. This is a very nice opportunity to further showcase some outstanding heritage resources we have here in Wyoming, in particular to Natrona and Carbon Counties.

National Heritage Area Program

National Park Service

To Whom It May Concern:

The next step in the designation of ***Pathways National Heritage Area*** is the completion of a supportive feasibility study.

I strongly support the efforts to accomplish this study.

The designation will formally highlight and expose the MANY valued heritage resources located in the proposed area. The designation would create an organizational vehicle to protect and share these valued sites. NHA designation will diversify our economy and help replace the energy sector losses.

Most of our county has lost population since the early 1980's. I respectfully ask you to actively advance the efforts of this project.

Respectfully yours,

Jay Grabow

Vice Chairman

Carbon County Planning Commission

National Heritage Area Program
National Park Service

I am writing this letter in support of having Congressional designation of Carbon and Natrona Counties, Wyoming, as a National Heritage Area.

Our area is rich in historic sites and resources, which played a vital role in migration, settlement, and development of the West. This history should be protected, shared, and interpreted with others throughout our nation. With this designation, travelers will have opportunity to visit and learn about the development of the West.

Heritage tourism is important to this area, and will be a boost to not only the economy in these two counties, but for the state of Wyoming.

As a 50-year resident of Carbon County, Wyoming, I am involved with several non-profit groups, all of which support this project and would benefit from the visitors coming into our communities.

I encourage the National Park Service to enthusiastically endorse this proposal for designation as a National Heritage Area.

Judy Tigner
104 E. Kendrick Street
Rawlins, WY 82301
307-321-4117



Sarah Huckabee Sanders
Governor
Shea Lewis
Secretary

Date: August 12, 2024

To whom this concerns:

With this letter I signify my support for the Pathways National Heritage Area Feasibility Study. The proposal is a bold but realistic one; it is attainable and contains great potential benefits for Carbon and Natrona Counties. It should also positively impact tourism (and the economic activities associated with it) throughout Wyoming.

Wyoming needs to continue to promote and preserve heritage assets. These assets are not limited to isolated individual historic sites or districts; Wyoming was and remains a place of trails, of routes and of migrations. The Pathways National Heritage Feasibility Study points the way to preserving these historic routes and ways while integrating them into a broad promotional vision. This is, I believe, the first major attempt to do so on a large, inclusive scale and notably, it takes in a broad swath of Wyoming, running north-south, through which so many historic routes pass. The end result, if successful, would be a vital combination of locally-retained control and federal promotion. This effort demonstrates that in addition to mineral production and agriculture, the area can diversify the economy through low-cost/high return heritage tourism.

The potential benefits will be particularly significant to local communities that would otherwise miss out on the state's power as a touring destination. The Pathways project offers a way to encourage visitors and residents alike to explore not just the obvious scenic attractions of the state but also the traces left by generations of humans, crossing and recrossing a beautiful and challenging land.

I realize that a respondent from Arkansas would seem to not have much connection to the Equality State, but I lived and worked many years in Wyoming (Fremont, Sublette, Uinta, Albany, Goshen and Laramie counties) as a roughneck, engineer, graduate student, park ranger and, ultimately, teacher; my job is here but my roots remain there. I have followed (on wheels or on foot) many of the trails that intersect the proposed study area and have encouraged others to do the same, to learn and to enjoy. The Pathways Heritage Area study proposal offers one way of encouraging larger numbers to do likewise.

Sincerely,

Dr. David Ware
State Historian
Director, Arkansas State Archives.

Arkansas State Archives
One Capitol Mall • Little Rock, AR 72201 • 501-682-6900
Archives.Arkansas.gov

Pathways is good for Wyoming

My name is Mike Armstrong.

I am one of the founders of the Carbon County Comet, a newspaper that is distributed in 10 Carbon County municipalities. We have 120 distribution points throughout these towns. We are one year old. We publish weekly and our news is local.

I have written several stories on what is trying to be accomplished with this project.

I am also Hanna's rep for Discover Carbon County and Hanna's rep for the Carbon County Economic Development Corporation.

I find the Pathways opportunity a smart move in helping the designated areas have the opportunity to promote their historic and cultural contributions not only to the West, but to the Country as a whole.

The Pathways National Heritage Area Feasibility Study recognizes valued heritage resources including mining towns, railroad hubs, forts, and the role in the Nation's western migration, settlement, and development.

I agree with the assessment that Congressional designation of Carbon and Natrona Counties as a National Heritage Area would be welcomed and help us protect, restore, interpret, and share our valued heritage resources with the Nation.

NHA designation would benefit our citizens, schools, communities, businesses, heritage sites and programs, and the economy which is important to the area I live in.

Heritage tourism is important and NHA distinction would help us diversify and strengthen our local and state economy.

It allows the opportunity for us to show visitors what we are so proud of and get to enjoy being around every day.

Which I personally think is a good thing.

Thank you for your time.

Respectfully,

Mike Armstrong

Founder/reporter

The Carbon County Comet

From: **Timothy Bottomley** <bottomleytimothy34@gmail.com>
Date: Fri, Aug 30, 2024 at 5:32 PM
Subject: Pathways support
To: Vernon Lovejoy <velovejoy@gmail.com>

To whom it may concern:

I, Timothy A. Bottomley, residing at 11191 W 54th Ave., Arvada, CO 80002, fully support the proposed Pathways National Heritage Area in southcentral Wyoming. I lived in Rawlins for over 15 years, and I am very aware of just how much this area contributes to telling the story of the settling of the West. Additionally, I continue to visit the area several times a year to enjoy its natural beauty. Its designation as a National Heritage Area will ensure that future generations can have these same experiences.

To: National Heritage Area Program
National Park Service

From: Laura McKinnon, 1421 Mountain View Court, Rawlins, WY. Carbon County Resident

Subject: Support for the Pathways National Heritage Area Feasibility Study

To Whom it may Concern:

- The Pathways National Heritage Area Feasibility Study recognizes our valued heritage resources and role in the Nation's western migration, settlement, and development.
- Congressional designation of Carbon and Natrona Counties as a National Heritage Area would be welcomed and help us protect, restore, interpret, and share our valued heritage resources with the Nation.
- NHA designation would benefit our citizens, schools, communities, businesses, heritage sites and programs, and economy.
- Heritage tourism is important and NHA distinction would help us diversify and strengthen our local and state economy.

All of these points aid in enhancing the tourism, growth and sustainability of Carbon County

Thank you for considering my input
Laura McKinnon
Carbon County Resident

To: National Heritage Area Program National Park Service

From: Matthew A. Copeland

201 Harrison Street, Hanna, Wyoming 82327

Local Reporter

Subject: Support for the Pathways National Heritage Area Feasibility Study

To whom it may concern, I, Matt Copeland, wish to express my support for the Pathways National Heritage Area.

I grew up in the Pine Barrens of New Jersey. As such, I was surrounded by history. The Pine Barrens, and the bog iron it contains, played an integral part in the Revolutionary War. Thanks to the efforts of the state and local landowners, many of the villages and structures from that time period still stand to this day, allowing people to experience the physical history of the area.

After moving to Carbon County in 2021, I took it upon myself to learn the local history as much as possible. What I found is that much of the history of this area is not adequately cataloged. The Pathways National Heritage Area will make it easier for people to find more information about the important role Carbon and Natrona Counties played in the nation's western expansion.

Congressional National Heritage Area designation will give landowners of Carbon and Natrona Counties an incentive to protect and restore our valued heritage resources so they may be shared with the entire country. Unfortunately, many of the most important aspects of our local history have either been lost or are quickly deteriorating.

Take Hanna for example. Founded by Union Pacific in 1898, the town played an essential role in the movement of people across the country. Despite literally fueling America's westward expansion, there is little to no trace of the numerous mines that supplied the railroad with coal.

National Heritage Area designation will benefit the residents of the included counties by providing additional education and economic opportunities. Take Hanna as an example once again. If the Pathways National Heritage Area is authorized, local students will have more resources to learn about the specific contributions our area has made to the formation of the United States of America as we know it today. Also, people drawn to Hanna by its inclusion on the National Heritage Area registry will be inclined to spend money at the local grocery store or gas station, thus benefiting the local economy.

In conclusion, I support the formation of the Pathways National Heritage Area because I believe that preserving history is essential. As an added bonus, federal recognition will provide both Carbon and Natrona Counties with additional economic opportunities.

Sincerely,

Matthew A. Copeland

matthewacopeland@yahoo.com

856-677-7093

ADDITIONAL STATEMENTS OF SUPPORT

Transcript

THE PROPOSED PATHWAYS NATIONAL HERITAGE AREA VIDEO 1

Below is a transcript of views shared on video by several Carbon and Natrona County residents concerning the proposed Pathways National Heritage Area.

Video Conceived and Produced by Volunteer Dr. Rick Nida

YouTube Video Link: <https://www.youtube.com/watch?v=cVPGoqU-MD0>

Video Published: August 3, 2024



Travis Moore, Carbon County Commissioner (0:22)

The pathways National Heritage area is a fantastic idea as it Bridges the majority of Carbon County Wyoming and Natrona County, which is a huge land mass. Many eastern states would fit well within Carbon County by itself and Natrona County.

It's a huge collaborative effort to bring people here to enjoy the Heritage and the history here in Wyoming.



Reid Miller, Visitor Information Specialist National Historic Trails Interpretive Center, Casper, WY (0:50)

We welcome an excess of 30,000 visitors a year from all around the world.

Everything's connected in our history here in the United States in Wyoming, In Natrona County, and we try to represent that connection as best we can.

It's really remarkable and very gratifying to us when we get visitors here from Vermont or Massachusetts who say you know my great, great grandfather traveled West in a covered wagon and he homesteaded in Oregon. And we can go to the general land office records online -- it's a Bureau of Land Management website -- and if that person filed a homestead claim in Oregon we can find that patent for them. And we have moved visitors to tears by doing just that.

Everything in our history as a nation is connected. That's why the notion of representing National Historic Trails and Heritage corridors and those that may yet be designated is a good idea.



Rick Young, Manager of Fort Caspar Museum (2:00)

My understanding of the Heritage Pathways project that we're talking about is it's an opportunity for Carbon County and Natrona County to highlight some of the historic resources that we have within these areas -- an opportunity to share them with the public.

It's an amazing historic Corridor for the Great Migration. Where we're standing here you're on the Oregon Trail, the California Trail the Mormon Pioneer Trail, the Pony Express

Trail, the Overland stage for a year, the Transcontinental Telegraph line. All of this that helped develop the whole West pass right through this property. So it's fun for us to be able to share that with visitors whenever they come to the state and particularly come to Casper.

(7:00) The other thing that I see this project providing us an opportunity to do: In Natrona County and Carbon County, we have a number of great historic sites, but consolidating everything together in a project like this will let us cross-promote and be able to share everything that we have with a wider audience than we're able to reach individually.



Monte Thayer, Sinclair Community Events Director (2:48)

This theater sits right on the original Lincoln Highway, which was the first transcontinental highway to connect the East and the west. It was finally paved in 1916, and right out the front door of this theater is where the highway came right through.

And also, we're in an area where the first Transcontinental Railroad came through right here, as well the first US Air Mail transcontinental service came through this area as well.

Of course, I push the fact that this year 2024 in August 17th the town and the refinery turns 100 years old and we're having a huge celebration called The Sinclair Centennial celebration, so we're all looking forward to that. It'll be a really fun time.

This town is really excited to be a part of the pathways National Heritage area that has been proposed and we hope it comes to fruition, because it's a really truly a great Concept in this town and all the communities in Natrona and Carbon County will benefit by the tourism that it will create. So, a really great initiative and hope it all passes and we're looking forward to being a part of it when it does, so I'm sure it will.



Mike Armstrong, Co-Founder, Carbon County Comet Newspaper (4:02)

Where with this the Pathways, it'll all be labeled. It'll all be defined. So that when people are looking, they can say "I'd really like to go see a coal mining Monument," or "I'd really like to go see a Civil War Veteran Monument out in the middle of the West." I believe they have one in Rawlins.

And also we get to highlight the museums. If you stop and think about that, that's a big deal. I mean I've mentioned two because they're large, but every municipality except Riverside, I believe, but let's just say eight, nine museums are in this County. If you stop and think about that, that's a lot. And they're all unique to their towns.

And that's again where we get to label it, we get to explain "This is this Museum, and you can go here. This is this Museum, and you can go here."

Maybe you're only going to want to go to one, maybe you're going to want to go to all nine. But without this branding, without this labeling, many people are just going to miss it because they don't know. We have this cohesive...



Tom Mensik, Director of Carbon County Museum (5:06)

And that's why this project is going to be a huge boon, not only for the economics -- everyone talks about the economics -- but just the cultural and historic preservation of this area.

Because our history and our how we preserve it and view it is extremely important to future generations. And if we just disregard the smallest things because it's not that important, or how people got here, then we're doing ourselves a disservice.

And the movement of people and the movement of civilization is probably the most important historical theme throughout humankind. People expand and move around and live somewhere and go somewhere else. And you need trails and roads to do that.



Matt Copeland, Reporter for Bigfoot 99 Radio (KTGA) (5:51)

Well, we are the voice of the not necessarily the people of Wyoming, but we're the town crier. We stand in the middle of the entire county, and we tell people what's going on.

And so, when we are approached, as when I was approached as I was, to learn more about this National Heritage area. First of all, I didn't know anything about National Heritage areas, so it forced me to become more knowledgeable about it and then I was able to kind of pass that knowledge on the people.

And I hear the concerns and questions that people have, and I'm able to answer those questions either in person or we can do a story that is broadcast on the air, and a good portion of Carbon County listens to our radio station. And now those people will know that information.

The most important thing is that this is not going to interfere with people's ability to maintain their private property. National Pathways designation would simply be a way to be on a list that people can find this place.

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B. NATIONAL HERITAGE AREA ACT



PUBLIC LAW 117-339—JAN. 5, 2023

NATIONAL HERITAGE AREA ACT

Public Law 117-339
117th Congress

An Act

Jan. 5, 2023
[S. 1942]

To standardize the designation of National Heritage Areas, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

National
Heritage Area
Act.
Historic
preservation.
State listings.
54 USC 100101
note.

SECTION 1. SHORT TITLE.

This Act may be cited as the “National Heritage Area Act”.

SEC. 2. NATIONAL HERITAGE AREA SYSTEM.

(a) IN GENERAL.—Subtitle I of title 54, United States Code, is amended by adding at the end the following:

**“DIVISION C—NATIONAL HERITAGE
AREAS**

54 USC
prec. 120101.

“CHAPTER 1201—NATIONAL HERITAGE AREA SYSTEM

54 USC
prec. 120101.

“Sec.
“120101. Definition of National Heritage Area.
“120102. Establishment of National Heritage Area System.
“120103. National Heritage Area studies and designation.
“120104. Evaluation.

54 USC 120101.

“§ 120101. Definition of National Heritage Area

“In this chapter, the term ‘National Heritage Area’ means a component of the National Heritage Area System described in section 120102(b).

54 USC 120102.

“§ 120102. Establishment of National Heritage Area System

“(a) IN GENERAL.—To recognize certain areas of the United States that tell nationally significant stories and to conserve, enhance, and interpret those nationally significant stories and the natural, historic, scenic, and cultural resources of areas that illustrate significant aspects of the heritage of the United States, there is established a National Heritage Area System through the administration of which the Secretary may provide technical and financial assistance to local coordinating entities to support the establishment, development, and continuity of the National Heritage Areas.

“(b) NATIONAL HERITAGE AREA SYSTEM COMPONENTS.—The National Heritage Area System shall be composed of—

“(1) each National Heritage Area, National Heritage Corridor, National Heritage Canalway, Cultural Heritage Corridor, National Heritage Route, and National Heritage Partnership

designated by Congress before or on the date of enactment of this chapter; and

“(2) each National Heritage Area designated by Congress after the date of enactment of this chapter.

“(c) RELATIONSHIP TO THE SYSTEM.—

“(1) RELATIONSHIP TO SYSTEM UNITS.—The Secretary shall—

“(A) ensure, to the maximum extent practicable, participation and assistance by any administrator of the System unit that is located near or encompassed by a National Heritage Area in local initiatives for the National Heritage Area to conserve and interpret resources consistent with the applicable management plan for the National Heritage Area; and

“(B) work with local coordinating entities to promote public enjoyment of System units and System-related resources.

“(2) TREATMENT.—

“(A) IN GENERAL.—A National Heritage Area shall not be—

“(i) considered to be a System unit; or

“(ii) subject to the authorities applicable to System units.

“(B) EFFECT.—Nothing in this paragraph affects the administration of a System unit located within the boundaries of a National Heritage Area.

“(d) AUTHORITIES.—In carrying out this chapter, the Secretary may—

“(1) conduct or review, as applicable, feasibility studies in accordance with section 120103(a);

“(2) conduct an evaluation of the accomplishments of, and submit to Congress a report that includes recommendations regarding the role of the Service with respect to, each National Heritage Area, in accordance with section 120104;

Reports.
Recommendations.

“(3) enter into cooperative agreements with other Federal agencies, States, Tribal governments, local governments, local coordinating entities, and other interested individuals and entities to achieve the purposes of the National Heritage Area System;

“(4) provide information, promote understanding, and encourage research regarding National Heritage Areas, in partnership with local coordinating entities; and

“(5) provide national oversight, analysis, coordination, technical and financial assistance, and support to ensure consistency and accountability of the National Heritage Area System.

“§ 120103. National Heritage Area studies and designation 54 USC 120103.

“(a) STUDIES.—

“(1) IN GENERAL.—Subject to the availability of appropriations, the Secretary may carry out or review a study to assess the suitability and feasibility of each proposed National Heritage Area for designation as a National Heritage Area.

Assessments.

“(2) PREPARATION.—

“(A) IN GENERAL.—A study under paragraph (1) may be carried out—

“(i) by the Secretary, in consultation with State and local historic preservation officers, State and local

Certification.	historical societies, State and local tourism offices, and other appropriate organizations and governmental agencies; or “(ii) by interested individuals or entities, if the Secretary certifies that the completed study meets the requirements of paragraph (3).
Deadline. Review.	“(B) CERTIFICATION.—Not later than 1 year after receiving a study carried out by interested individuals or entities under subparagraph (A)(ii), the Secretary shall review and certify whether the study meets the requirements of paragraph (3).
Analysis. Determinations.	“(3) REQUIREMENTS.—A study under paragraph (1) shall include analysis, documentation, and determinations on whether the proposed National Heritage Area— “(A) has an assemblage of natural, historic, and cultural resources that— “(i) represent distinctive aspects of the heritage of the United States; “(ii) are worthy of recognition, conservation, interpretation, and continuing use; and “(iii) would be best managed— “(I) through partnerships among public and private entities; and “(II) by linking diverse and sometimes non-contiguous resources and active communities; “(B) reflects traditions, customs, beliefs, and folklife that are a valuable part of the story of the United States; “(C) provides outstanding opportunities— “(i) to conserve natural, historic, cultural, or scenic features; and “(ii) for recreation and education; “(D) contains resources that— “(i) are important to any identified themes of the proposed National Heritage Area; and “(ii) retain a degree of integrity capable of supporting interpretation; “(E) includes a diverse group of residents, business interests, nonprofit organizations, and State and local governments that— “(i) are involved in the planning of the proposed National Heritage Area; “(ii) have developed a conceptual financial plan that outlines the roles of all participants in the proposed National Heritage Area, including the Federal Government; and “(iii) have demonstrated significant support for the designation of the proposed National Heritage Area; “(F) has a potential management entity to work in partnership with the individuals and entities described in subparagraph (E) to develop the proposed National Heritage Area while encouraging State and local economic activity; and “(G) has a conceptual boundary map that is supported by the public. “(4) REPORT.— “(A) IN GENERAL.—For each study carried out under paragraph (1), the Secretary shall submit to the Committee

on Energy and Natural Resources of the Senate and the Committee on Natural Resources of the House of Representatives a report that describes—

“(i) any correspondence received by the Secretary demonstrating support for, or opposition to, the establishment of the National Heritage Area;

“(ii) the findings of the study; and

“(iii) any conclusions and recommendations of the Secretary.

“(B) TIMING.—

“(i) STUDIES CARRIED OUT BY THE SECRETARY.—With respect to a study carried out by the Secretary in accordance with paragraph (2)(A)(i), the Secretary shall submit a report under subparagraph (A) not later than 3 years after the date on which funds are first made available to carry out the study.

“(ii) STUDIES CARRIED OUT BY OTHER INTERESTED PARTIES.—With respect to a study carried out by interested individuals or entities in accordance with paragraph (2)(A)(ii), the Secretary shall submit a report under subparagraph (A) not later than 180 days after the date on which the Secretary certifies under paragraph (2)(B) that the study meets the requirements of paragraph (3).

Certification.

“(b) DESIGNATION.—An area shall be designated as a National Heritage Area only by an Act of Congress.

“§ 120104. Evaluation

54 USC 120104.

“(a) IN GENERAL.—At reasonable and appropriate intervals, as determined by the Secretary, the Secretary may—

Determination.

“(1) conduct an evaluation of the accomplishments of a National Heritage Area in accordance with subsection (b); and

“(2) prepare and submit to the Committee on Energy and Natural Resources of the Senate and the Committee on Natural Resources of the House of Representatives a report that includes recommendations for the continued role of the Service with respect to each National Heritage Area in accordance with subsection (c).

Reports.
Recommendations.

“(b) COMPONENTS.—An evaluation under subsection (a)(1) shall—

“(1) assess the progress of the applicable local coordinating entity of a National Heritage Area with respect to—

Assessment.

“(A) accomplishing the purposes of the applicable National Heritage Area; and

“(B) achieving the goals and objectives of the management plan;

“(2) analyze Federal, State, local, Tribal government, and private investments in the National Heritage Area to determine the leverage and impact of the investments; and

Analysis.
Determination.

“(3) review the management structure, partnership relationships, and funding of the National Heritage Area for purposes of identifying the critical components for sustainability of the National Heritage Area.

Review.

“(c) RECOMMENDATIONS.—Each report under subsection (a)(2) shall include—

Analyses.

“(1) if the report contains a recommendation of the Secretary that Federal funding for the applicable National Heritage Area should be continued, an analysis of—

“(A) any means by which that Federal funding may be reduced or eliminated over time; and

“(B) the appropriate time period necessary to achieve the recommended reduction or elimination of Federal funding; or

“(2) if the report contains a recommendation of the Secretary that Federal funding for the applicable National Heritage Area should be eliminated, a description of potential impacts on conservation, interpretation, and sustainability in the applicable National Heritage Area.”.

(b) PRIVATE PROPERTY AND REGULATORY PROTECTIONS.—

54 USC 120101
note.

(1) IN GENERAL.—Nothing in this section (including an amendment made by this section)—

(A) abridges any right of a public or private property owner, including the right to refrain from participating in any plan, project, program, or activity conducted within a National Heritage Area;

(B) requires any property owner to permit public access (including Federal, State, Tribal government, or local government access) to a property;

(C) modifies any provision of Federal, State, Tribal, or local law with respect to public access or use of private land;

(D)(i) alters any applicable land use regulation, land use plan, or other regulatory authority of any Federal, State, or local agency or Tribal government; or

(ii) conveys to any local coordinating entity any land use or other regulatory authority;

(E) authorizes or implies the reservation or appropriation of water or water rights;

(F) diminishes the authority of a State to manage fish and wildlife, including through the regulation of fishing and hunting within a National Heritage Area in the State; or

(G) creates or affects any liability—

(i) under any other provision of law; or

(ii) of any private property owner with respect to any person injured on private property.

(2) CONFORMING AMENDMENT.—Section 8004(f) of the Omnibus Public Land Management Act of 2009 (54 U.S.C. 320101 note; Public Law 111-11; 123 Stat. 1245) is amended by striking paragraphs (2) through (4) and inserting the following:

“(2) requires any property owner to permit public access (including Federal, State, Tribal government, or local government access) to a property;

“(3) modifies any provision of Federal, State, Tribal, or local law with respect to public access or use of private land;

“(4)(A) alters any applicable land use regulation, land use plan, or other regulatory authority of any Federal, State, or local agency or Tribal government; or

“(B) conveys to any local coordinating entity any land use or other regulatory authority.”.

(c) CONFORMING AMENDMENT.—Section 3052(a) of Public Law 113-291 (54 U.S.C. 320101 note) is amended by striking paragraph (2).

(d) CLERICAL AMENDMENT.—The analysis for subtitle I of title 54, United States Code, is amended by adding at the end the following:

54 USC
prec. 100101.

“DIVISION C—NATIONAL HERITAGE AREAS”

“1201. National Heritage Area System.....120101”.

SEC. 3. AUTHORIZATION OF CERTAIN NATIONAL HERITAGE AREA STUDIES.

Assessments.

(a) KAENA POINT NATIONAL HERITAGE AREA STUDY.—The Secretary of the Interior (referred to in this section as the “Secretary”), in consultation with State of Hawaii and local historic preservation officers, State and local historical societies, State and local tourism offices, and other appropriate organizations and governmental agencies and in accordance with section 120103(a) of title 54, United States Code, shall conduct a study to assess the suitability and feasibility of designating all or a portion of Honolulu County on the island of Oahu as a National Heritage Area, to be known as the “Kaena Point National Heritage Area”.

(b) GREAT DISMAL SWAMP NATIONAL HERITAGE AREA STUDY.—

(1) IN GENERAL.—The Secretary, in consultation with State and local organizations and governmental agencies, Tribal governments, nonprofit organizations, and other appropriate entities and in accordance with section 120103(a) of title 54, United States Code, shall conduct a study to assess the suitability and feasibility of designating the areas described in paragraph (2) in the States of Virginia and North Carolina as a National Heritage Area, to be known as the “Great Dismal Swamp National Heritage Area”.

(2) DESCRIPTION OF STUDY AREA.—The areas to be studied under paragraph (1) include—

(A) the cities of Chesapeake, Norfolk, Portsmouth, and Suffolk in the State of Virginia;

(B) Isle of Wight County in the State of Virginia;

(C) Camden, Currituck, Gates, and Pasquotank Counties in the State of North Carolina; and

(D) any other area in the State of Virginia or North Carolina that—

(i) has heritage aspects that are similar to the heritage aspects of an area described in subparagraph (A), (B), or (C); and

(ii) is adjacent to, or in the vicinity of, an area described in subparagraph (A), (B), or (C).

(c) GUAM NATIONAL HERITAGE AREA STUDY.—The Secretary, in consultation with appropriate regional and local organizations or agencies, and in accordance with section 120103(a) of title 54, United States Code, shall conduct a study to assess the suitability and feasibility of designating sites in Guam as a National Heritage Area.

SEC. 4. NATIONAL HERITAGE AREA DESIGNATIONS.

(a) DESIGNATIONS.—Section 6001(a) of the John D. Dingell, Jr. Conservation, Management, and Recreation Act (Public Law 116-9; 133 Stat. 768) is amended by adding at the end the following:

“(7) ALABAMA BLACK BELT NATIONAL HERITAGE AREA.—

54 USC 320101
note.

“(A) IN GENERAL.—There is established the Alabama Black Belt National Heritage Area in the State of Alabama, as depicted on the map entitled ‘Alabama Black Belt Proposed National Heritage Area’, numbered 258/177,272, and dated September 2021.

“(B) LOCAL COORDINATING ENTITY.—The Center for the Study of the Black Belt at the University of West Alabama shall be the local coordinating entity for the National Heritage Area designated by subparagraph (A).

54 USC 320101
note.

“(8) BRONZEVILLE-BLACK METROPOLIS NATIONAL HERITAGE AREA, ILLINOIS.—

“(A) IN GENERAL.—There is established the Bronzeville-Black Metropolis National Heritage Area in the State of Illinois.

“(B) BOUNDARIES.—The National Heritage Area shall consist of the region in the city of Chicago, Illinois, bounded as follows:

“(i) 18th Street on the north to 22nd Street on the south, from Lake Michigan on the east to Wentworth Avenue on the west.

“(ii) 22nd Street on the north to 35th Street on the south, from Lake Michigan on the east to the Dan Ryan Expressway on the west.

“(iii) 35th Street on the north to 47th Street on the south, from Lake Michigan on the east to the B&O Railroad (Stewart Avenue) on the west.

“(iv) 47th Street on the north to 55th Street on the south, from Cottage Grove Avenue on the east to the Dan Ryan Expressway on the west.

“(v) 55th Street on the north to 67th Street on the south, from State Street on the west to Cottage Grove Avenue/ South Chicago Avenue on the east.

“(vi) 67th Street on the North to 71st Street on the South, from Cottage Grove Avenue/ South Chicago Avenue on the west to the Metra Railroad tracks on the east.

“(C) LOCAL COORDINATING ENTITY.—The Black Metropolis National Heritage Area Commission shall be the local coordinating entity for the National Heritage Area designated by subparagraph (A).

54 USC 320101
note.

“(9) DOWNEAST MAINE NATIONAL HERITAGE AREA.—

“(A) IN GENERAL.—There is established the Downeast Maine National Heritage Area in the State of Maine, consisting of Hancock and Washington Counties, Maine.

“(B) LOCAL COORDINATING ENTITY.—The Sunrise County Economic Council shall be the local coordinating entity for the National Heritage Area designated by subparagraph (A).

54 USC 320101
note.

“(10) NORTHERN NECK NATIONAL HERITAGE AREA, VIRGINIA.—

“(A) IN GENERAL.—There is established the Northern Neck National Heritage Area in the State of Virginia, as depicted on the map entitled ‘Northern Neck National Heritage Area Proposed Boundary’, numbered 671/177,224, and dated August 2021.

“(B) LOCAL COORDINATING ENTITY.—The Northern Neck Tourism Commission, a working committee of the Northern

Neck Planning District Commission, shall serve as the local coordinating entity for the National Heritage Area designated by subparagraph (A).

“(11) ST. CROIX NATIONAL HERITAGE AREA, U.S. VIRGIN ISLANDS.— 54 USC §20101 note.

“(A) IN GENERAL.—There is established on the island of St. Croix, U.S. Virgin Islands, the St. Croix National Heritage Area, consisting of the entire island of St. Croix.

“(B) LOCAL COORDINATING ENTITY.—The Virgin Islands State Historic Preservation Office shall be the local coordinating entity for the National Heritage Area designated by subparagraph (A).

“(12) SOUTHERN CAMPAIGN OF THE REVOLUTION NATIONAL HERITAGE CORRIDOR, NORTH CAROLINA AND SOUTH CAROLINA.— 54 USC §20101 note.

“(A) IN GENERAL.—There is established the Southern Campaign of the Revolution National Heritage Corridor in the States of North Carolina and South Carolina, as depicted on the map entitled ‘Southern Campaign of the Revolution Proposed National Heritage Corridor’, numbered 257/177,271, and dated September 2021.

“(B) LOCAL COORDINATING ENTITY.—The University of South Carolina shall be the local coordinating entity for the National Heritage Area designated by subparagraph (A).

“(13) SOUTHERN MARYLAND NATIONAL HERITAGE AREA.— 54 USC §20101 note.

“(A) IN GENERAL.—There is established the Southern Maryland National Heritage Area in the State of Maryland, as depicted on the map entitled ‘Southern Maryland National Heritage Area Proposed Boundary’, numbered 672/177,225B, and dated November 2021.

“(B) LOCAL COORDINATING ENTITY.—The Tri-County Council for Southern Maryland shall be the local coordinating entity for the National Heritage Area designated by subparagraph (A).”.

(b) MANAGEMENT PLANS.—For the purposes of section 6001(c) of the John D. Dingell, Jr. Conservation, Management, and Recreation Act (Public Law 116-9; 133 Stat. 772), the local coordinating entity for each of the National Heritage Areas designated under the amendment made by subsection (a) shall submit to the Secretary for approval a proposed management plan for the applicable National Heritage Area not later than 3 years after the date of enactment of this Act. Deadline. 54 USC §20101 note.

(c) TERMINATION OF AUTHORITY.—For the purposes of section 6001(g)(4) of the John D. Dingell, Jr. Conservation, Management, and Recreation Act (Public Law 116-9; 133 Stat. 776), the authority of the Secretary to provide assistance under that section for each of the National Heritage Areas designated under the amendment made by subsection (a) shall terminate on the date that is 15 years after the date of enactment of this Act.

SEC. 5. EXTENSION OF CERTAIN NATIONAL HERITAGE AREA AUTHORITIES.

(a) EXTENSIONS.—

(1) ILLINOIS AND MICHIGAN CANAL NATIONAL HERITAGE CORRIDOR.—Section 126 of the Illinois and Michigan Canal National Heritage Corridor Act of 1984 (54 U.S.C. 320101 note; Public Law 98-398; 98 Stat. 1456; 120 Stat. 1853), as amended by

section 119(a) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “2023” and inserting “September 30, 2037”.

(2) JOHN H. CHAFEE BLACKSTONE RIVER VALLEY NATIONAL HERITAGE CORRIDOR.—Section 10(a) of Public Law 99-647 (54 U.S.C. 320101 note; 100 Stat. 3630; 104 Stat. 1018; 128 Stat. 3804), as amended by section 119(b) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “2023” and inserting “2037”.

(3) DELAWARE AND LEHIGH NATIONAL HERITAGE CORRIDOR.—Section 12 of the Delaware and Lehigh Navigation Canal National Heritage Corridor Act of 1988 (54 U.S.C. 320101 note; Public Law 100-692; 102 Stat. 4558; 112 Stat. 3260; 123 Stat. 1293; 127 Stat. 420; 128 Stat. 314; 128 Stat. 3801), as amended by section 119(c) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended—

(A) in subsection (c)(1), by striking “2023” and inserting “2037”; and

(B) in subsection (d), by striking “2023” and inserting “2037”.

(4) THE LAST GREEN VALLEY NATIONAL HERITAGE CORRIDOR.—Section 106(b) of the Quinebaug and Shetucket Rivers Valley National Heritage Corridor Act of 1994 (54 U.S.C. 320101 note; Public Law 103-449; 108 Stat. 4755; 113 Stat. 1728; 123 Stat. 1291; 128 Stat. 3802), as amended by section 119(d) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “2023” and inserting “2037”.

(5) NATIONAL COAL HERITAGE AREA.—Section 107 of the National Coal Heritage Area Act of 1996 (54 U.S.C. 320101 note; Public Law 104-333; 110 Stat. 4244; 127 Stat. 420; 128 Stat. 314; 128 Stat. 3801), as amended by section 119(e)(1) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “2023” and inserting “2037”.

(6) TENNESSEE CIVIL WAR HERITAGE AREA.—Section 208 of division II of the Omnibus Parks and Public Lands Management Act of 1996 (54 U.S.C. 320101 note; Public Law 104-333; 110 Stat. 4248; 127 Stat. 420; 128 Stat. 314; 129 Stat. 2551; 132 Stat. 661; 133 Stat. 778), as amended by section 119(e)(9) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “2023” and inserting “2037”.

(7) AUGUSTA CANAL NATIONAL HERITAGE CORRIDOR.—Section 310 of division II of the Omnibus Parks and Public Lands Management Act of 1996 (54 U.S.C. 320101 note; Public Law 104-333; 110 Stat. 4252; 127 Stat. 420; 128 Stat. 314; 129 Stat. 2551; 132 Stat. 661; 133 Stat. 778), as amended by section 119(e)(7) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “2023” and inserting “2037”.

(8) RIVERS OF STEEL NATIONAL HERITAGE AREA.—Section 408 of the Steel Industry American Heritage Area Act of 1996 (54 U.S.C. 320101 note; Public Law 104-333; 110 Stat. 4256;

127 Stat. 420; 128 Stat. 314; 128 Stat. 3801), as amended by section 119(e)(2) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “2023” and inserting “2037”.

(9) ESSEX NATIONAL HERITAGE AREA.—Section 507 of division II of the Omnibus Parks and Public Lands Management Act of 1996 (54 U.S.C. 320101 note; Public Law 104-333; 110 Stat. 4260; 127 Stat. 420; 128 Stat. 314; 128 Stat. 3801), as amended by section 119(e)(3) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “2023” and inserting “2037”.

(10) SOUTH CAROLINA NATIONAL HERITAGE CORRIDOR.—Section 607 of the South Carolina National Heritage Corridor Act of 1996 (54 U.S.C. 320101 note; Public Law 104-333; 110 Stat. 4264; 127 Stat. 420; 128 Stat. 314; 129 Stat. 2551; 132 Stat. 661; 133 Stat. 778), as amended by section 119(e)(8) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “2023” and inserting “2037”.

(11) AMERICA’S AGRICULTURAL HERITAGE PARTNERSHIP.—Section 707 of division II of the Omnibus Parks and Public Lands Management Act of 1996 (54 U.S.C. 320101 note; Public Law 104-333; 110 Stat. 4267; 127 Stat. 420; 128 Stat. 314; 128 Stat. 3801), as amended by section 119(e)(4) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “2023” and inserting “2037”.

(12) OHIO & ERIE NATIONAL HERITAGE CANALWAY.—Section 809 of the Ohio & Erie Canal National Heritage Corridor Act of 1996 (54 U.S.C. 320101 note; Public Law 104-333; 110 Stat. 4275; 122 Stat. 826; 127 Stat. 420; 128 Stat. 314; 128 Stat. 3801), as amended by section 119(e)(5) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “2023” and inserting “2037”.

(13) MAURICE D. HINCHEY HUDSON RIVER VALLEY NATIONAL HERITAGE AREA.—Section 910 of division II of Public Law 104-333 (54 U.S.C. 320101 note; 110 Stat. 4281; 127 Stat. 420; 128 Stat. 314; 128 Stat. 3801), as amended by section 119(e)(6) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “2023” and inserting “2037”.

(14) MOTORCITIES NATIONAL HERITAGE AREA.—Section 109 of the Automobile National Heritage Area Act (54 U.S.C. 320101 note; Public Law 105-355; 112 Stat. 3252; 128 Stat. 3802), as amended by section 119(f) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “2023” and inserting “2037”.

(15) LACKAWANNA VALLEY NATIONAL HERITAGE AREA.—Section 108 of the Lackawanna Valley National Heritage Area Act of 2000 (54 U.S.C. 320101 note; Public Law 106-278; 114 Stat. 818; 127 Stat. 420; 128 Stat. 314; 128 Stat. 3802), as amended by section 119(g)(1) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022

(Public Law 117-103), is amended by striking “2023” and inserting “2037”.

(16) SCHUYLKILL RIVER VALLEY NATIONAL HERITAGE AREA.—Section 209 of the Schuylkill River Valley Heritage Area Act (54 U.S.C. 320101 note; Public Law 106-278; 114 Stat. 824; 128 Stat. 3802), as amended by section 119(g)(2) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “2023” and inserting “2037”.

(17) WHEELING NATIONAL HERITAGE AREA.—Subsection (i) of the Wheeling National Heritage Area Act of 2000 (54 U.S.C. 320101 note; Public Law 106-291; 114 Stat. 967; 128 Stat. 3802), as amended by section 119(h) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “2023” and inserting “2037”.

(18) YUMA CROSSING NATIONAL HERITAGE AREA.—Section 7 of the Yuma Crossing National Heritage Area Act of 2000 (54 U.S.C. 320101 note; Public Law 106-319; 114 Stat. 1284; 128 Stat. 3802), as amended by section 119(i) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “2023” and inserting “2037”.

(19) ERIE CANALWAY NATIONAL HERITAGE CORRIDOR.—Section 811 of the Erie Canalway National Heritage Corridor Act (54 U.S.C. 320101 note; Public Law 106-554; 114 Stat. 2763A-295; 128 Stat. 3802), as amended by section 119(j) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “2023” and inserting “2037”.

(20) BLUE RIDGE NATIONAL HERITAGE AREA.—Subsection (j) of the Blue Ridge National Heritage Area Act of 2003 (54 U.S.C. 320101 note; Public Law 108-108; 117 Stat. 1280; 133 Stat. 778), as amended by section 119(k) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “2023” and inserting “2037”.

(21) NATIONAL AVIATION HERITAGE AREA.—Section 512 of the National Aviation Heritage Area Act (54 U.S.C. 320101 note; Public Law 108-447; 118 Stat. 3367; 133 Stat. 2713) is amended by striking “September 30, 2022” and inserting “September 30, 2037”.

(22) OIL REGION NATIONAL HERITAGE AREA.—Section 608 of the Oil Region National Heritage Area Act (54 U.S.C. 320101 note; Public Law 108-447; 118 Stat. 3372; 133 Stat. 2713) is amended by striking “September 30, 2022” and inserting “September 30, 2037”.

(23) NORTHERN RIO GRANDE NATIONAL HERITAGE AREA.—Section 208 of the Northern Rio Grande National Heritage Area Act (54 U.S.C. 320101 note; Public Law 109-338; 120 Stat. 1790), as amended by section 119(l)(1) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “September 30, 2023” and inserting “September 30, 2037”.

(24) ATCHAFALAYA NATIONAL HERITAGE AREA.—Section 221 of the Atchafalaya National Heritage Area Act (54 U.S.C. 320101 note; Public Law 109-338; 120 Stat. 1795), as amended

by section 119(l)(1) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “September 30, 2023” and inserting “September 30, 2037”.

(25) ARABIA MOUNTAIN NATIONAL HERITAGE AREA.—Section 240 of the Arabia Mountain National Heritage Area Act (54 U.S.C. 320101 note; Public Law 109-338; 120 Stat. 1799), as amended by section 119(l)(1) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “September 30, 2023” and inserting “September 30, 2037”.

(26) MORMON PIONEER NATIONAL HERITAGE AREA.—Section 260 of the Mormon Pioneer National Heritage Area Act (54 U.S.C. 320101 note; Public Law 109-338; 120 Stat. 1807), as amended by section 119(l)(1) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “September 30, 2023” and inserting “September 30, 2037”.

(27) FREEDOM’S FRONTIER NATIONAL HERITAGE AREA.—Section 269 of the Freedom’s Frontier National Heritage Area Act (54 U.S.C. 320101 note; Public Law 109-338; 120 Stat. 1813), as amended by section 119(l)(1) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “September 30, 2023” and inserting “September 30, 2037”.

(28) UPPER HOUSATONIC VALLEY NATIONAL HERITAGE AREA.—Section 280B of the Upper Housatonic Valley National Heritage Area Act (54 U.S.C. 320101 note; Public Law 109-338; 120 Stat. 1819), as amended by section 119(l)(2) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “September 30, 2023” and inserting “September 30, 2037”.

(29) CHAMPLAIN VALLEY NATIONAL HERITAGE PARTNERSHIP.—Section 289 of the Champlain Valley National Heritage Partnership Act of 2006 (54 U.S.C. 320101 note; Public Law 109-338; 120 Stat. 1824), as amended by section 119(l)(1) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “September 30, 2023” and inserting “September 30, 2037”.

(30) GREAT BASIN NATIONAL HERITAGE ROUTE.—Section 291J of the Great Basin National Heritage Route Act (54 U.S.C. 320101 note; Public Law 109-338; 120 Stat. 1831), as amended by section 119(l)(1) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “September 30, 2023” and inserting “September 30, 2037”.

(31) GULLAH/GEECHEE CULTURAL HERITAGE CORRIDOR.—Section 295L of the Gullah/Geechee Cultural Heritage Act (54 U.S.C. 320101 note; Public Law 109-338; 120 Stat. 1837), as amended by section 119(l)(1) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “September 30, 2023” and inserting “September 30, 2037”.

(32) **CROSSROADS OF THE AMERICAN REVOLUTION NATIONAL HERITAGE AREA.**—Section 297H of the Crossroads of the American Revolution National Heritage Area Act of 2006 (54 U.S.C. 320101 note; Public Law 109-338; 120 Stat. 1844), as amended by section 119(I)(1) of the Department of the Interior, Environment, and Related Agencies Appropriations Act, 2022 (Public Law 117-103), is amended by striking “September 30, 2023” and inserting “September 30, 2037”.

(33) **ABRAHAM LINCOLN NATIONAL HERITAGE AREA.**—Section 451 of the Consolidated Natural Resources Act of 2008 (54 U.S.C. 320101 note; Public Law 110-229; 122 Stat. 824) is amended by striking “the date that is 15 years after the date of the enactment of this subtitle” and inserting “September 30, 2037”.

(34) **JOURNEY THROUGH HALLOWED GROUND NATIONAL HERITAGE AREA.**—Section 411 of the Consolidated Natural Resources Act of 2008 (54 U.S.C. 320101 note; Public Law 110-229; 122 Stat. 809) is amended by striking “the date that is 15 years after the date of enactment of this subtitle” and inserting “September 30, 2037”.

(35) **NIAGARA FALLS NATIONAL HERITAGE AREA.**—Section 432 of the Consolidated Natural Resources Act of 2008 (54 U.S.C. 320101 note; Public Law 110-229; 122 Stat. 818) is amended by striking “the date that is 15 years after the date of enactment of this Act” and inserting “September 30, 2037”.

(36) **SANGRE DE CRISTO NATIONAL HERITAGE AREA.**—Section 8001(i) of the Omnibus Public Land Management Act of 2009 (54 U.S.C. 320101 note; Public Law 111-11; 123 Stat. 1229) is amended by striking “the date that is 15 years after the date of enactment of this Act” and inserting “September 30, 2037”.

(37) **CACHE LA POUDE RIVER NATIONAL HERITAGE AREA.**—Section 8002(i) of the Omnibus Public Land Management Act of 2009 (54 U.S.C. 320101 note; Public Law 111-11; 123 Stat. 1234) is amended by striking “the date that is 15 years after the date of enactment of this Act” and inserting “September 30, 2037”.

(38) **SOUTH PARK NATIONAL HERITAGE AREA.**—Section 8003(i) of the Omnibus Public Land Management Act of 2009 (54 U.S.C. 320101 note; Public Law 111-11; 123 Stat. 1240) is amended by striking “the date that is 15 years after the date of enactment of this Act” and inserting “September 30, 2037”.

(39) **NORTHERN PLAINS NATIONAL HERITAGE AREA.**—Section 8004(j) of the Omnibus Public Land Management Act of 2009 (54 U.S.C. 320101 note; Public Law 111-11; 123 Stat. 1247; 123 Stat. 2929) is amended by striking “the date that is 15 years after the date of enactment of this Act” and inserting “September 30, 2037”.

(40) **BALTIMORE NATIONAL HERITAGE AREA.**—

(A) **EXTENSION.**—Section 8005(i) of the Omnibus Public Land Management Act of 2009 (54 U.S.C. 320101 note; Public Law 111-11; 123 Stat. 1253) is amended by striking “the date that is 15 years after the date of enactment of this Act” and inserting “September 30, 2037”.

(B) **BOUNDARY MODIFICATION.**—

(i) MAP.—Section 8005(a)(4) of the Omnibus Public Land Management Act of 2009 (54 U.S.C. 320101 note; Public Law 111-11; 123 Stat. 1247) is amended by striking “entitled” and all that follows through the period at the end and inserting “entitled ‘Baltimore National Heritage Area Proposed Boundary’, numbered T10/179,623, and dated February 2022.”

(ii) BOUNDARIES.—Section 8005(b)(2) of the Omnibus Public Land Management Act of 2009 (54 U.S.C. 320101 note; Public Law 111-11; 123 Stat. 1247) is amended by striking subparagraph (A) and inserting the following:

“(A) The area encompassing the Baltimore City Heritage Area certified by the Maryland Heritage Areas Authority in July 2020.”

(41) FREEDOM’S WAY NATIONAL HERITAGE AREA.—Section 8006(i) of the Omnibus Public Land Management Act of 2009 (54 U.S.C. 320101 note; Public Law 111-11; 123 Stat. 1260) is amended by striking “the date that is 15 years after the date of enactment of this Act” and inserting “September 30, 2037”.

(42) MISSISSIPPI HILLS NATIONAL HERITAGE AREA.—Section 8007(i) of the Omnibus Public Land Management Act of 2009 (54 U.S.C. 320101 note; Public Law 111-11; 123 Stat. 1267) is amended by striking “the date that is 15 years after the date of enactment of this Act” and inserting “September 30, 2037”.

(43) MISSISSIPPI DELTA NATIONAL HERITAGE AREA.—Section 8008(i) of the Omnibus Public Land Management Act of 2009 (54 U.S.C. 320101 note; Public Law 111-11; 123 Stat. 1275) is amended by striking “the date that is 15 years after the date of enactment of this Act” and inserting “September 30, 2037”.

(44) MUSCLE SHOALS NATIONAL HERITAGE AREA.—Section 8009(j) of the Omnibus Public Land Management Act of 2009 (54 U.S.C. 320101 note; Public Law 111-11; 123 Stat. 1282) is amended by striking “the date that is 15 years after the date of enactment of this Act” and inserting “September 30, 2037”.

(45) KENAI MOUNTAINS-TURNAGAIN ARM NATIONAL HERITAGE AREA.—Section 8010(i) of the Omnibus Public Land Management Act of 2009 (54 U.S.C. 320101 note; Public Law 111-11; 123 Stat. 1288) is amended by striking “the date that is 15 years after the date of enactment of this Act” and inserting “September 30, 2037”.

(b) AUTHORIZATION OF APPROPRIATIONS.—There is authorized to be appropriated for each National Heritage Area extended under an amendment made by paragraphs (1) through (45) of subsection (a) not more than \$1,000,000 for each of fiscal years 2023 through 2037, subject to any other applicable provisions of, but notwithstanding any limitation on total appropriations for the applicable National Heritage Area established by, a law amended by that subsection. Time period.

SEC. 6. AUTHORIZATION OF APPROPRIATIONS FOR CERTAIN NATIONAL HERITAGE AREAS.

(a) **RIVERS OF STEEL NATIONAL HERITAGE AREA.**—Section 409(a) of the Steel Industry American Heritage Area Act of 1996 (54 U.S.C. 320101 note; Public Law 104-333; 110 Stat. 4256; 129 Stat. 2551; 133 Stat. 778) is amended, in the second sentence, by striking “\$20,000,000” and inserting “\$22,000,000”.

(b) **ESSEX NATIONAL HERITAGE AREA.**—Section 508(a) of division II of the Omnibus Parks and Public Lands Management Act of 1996 (54 U.S.C. 320101 note; Public Law 104-333; 110 Stat. 4260; 129 Stat. 2551; 133 Stat. 778) is amended, in the second sentence, by striking “\$20,000,000” and inserting “\$22,000,000”.

(c) **SOUTH CAROLINA NATIONAL HERITAGE CORRIDOR.**—Section 608(a) of the South Carolina National Heritage Corridor Act of 1996 (54 U.S.C. 320101 note; Public Law 104-333; 110 Stat. 4264; 122 Stat. 824; 133 Stat. 2714) is amended, in the second sentence, by striking “\$17,000,000” and inserting “\$19,000,000”.

(d) **AMERICA’S AGRICULTURAL HERITAGE PARTNERSHIP.**—Section 708(a) of division II of the Omnibus Parks and Public Lands Management Act of 1996 (54 U.S.C. 320101 note; Public Law 104-333; 110 Stat. 4267; 122 Stat. 824; 134 Stat. 1505) is amended, in the second sentence, by striking “\$17,000,000” and inserting “\$19,000,000”.

(e) **OHIO & ERIE NATIONAL HERITAGE CANALWAY.**—Section 810(a) of the Ohio & Erie Canal National Heritage Corridor Act of 1996 (54 U.S.C. 320101 note; Public Law 104-333; 110 Stat. 4275; 122 Stat. 826; 133 Stat. 778) is amended by striking “\$20,000,000” and inserting “\$22,000,000”.

(f) **MAURICE D. HINCHEY HUDSON RIVER VALLEY NATIONAL HERITAGE AREA.**—Section 909(c) of division II of Public Law 104-333 (54 U.S.C. 320101 note; 110 Stat. 4280; 122 Stat. 824) is amended, in the matter preceding paragraph (1), by striking “\$15,000,000” and inserting “\$17,000,000”.

(g) **MOTORCITIES NATIONAL HERITAGE AREA.**—Section 110(a) of the Automobile National Heritage Area Act (54 U.S.C. 320101 note; Public Law 105-355; 112 Stat. 3252; 133 Stat. 778) is amended, in the second sentence, by striking “\$12,000,000” and inserting “\$14,000,000”.

(h) **WHEELING NATIONAL HERITAGE AREA.**—Subsection (h)(1) of the Wheeling National Heritage Area Act of 2000 (54 U.S.C. 320101 note; Public Law 106-291; 114 Stat. 967; 133 Stat. 778) is amended by striking “\$15,000,000” and inserting “\$17,000,000”.

(i) **THE LAST GREEN VALLEY NATIONAL HERITAGE CORRIDOR.**—Section 109(a) of the Quinebaug and Shetucket Rivers Valley National Heritage Corridor Act of 1994 (54 U.S.C. 320101 note; Public Law 103-449; 108 Stat. 4756; 113 Stat. 1729; 123 Stat. 1292; 133 Stat. 2714) is amended, in the first sentence, by striking “\$17,000,000” and inserting “\$19,000,000”.

(j) **LACKAWANNA VALLEY NATIONAL HERITAGE AREA.**—Section 109(a) of the Lackawanna Valley National Heritage Area Act of 2000 (54 U.S.C. 320101 note; Public Law 106-278; 114 Stat. 818; 134 Stat. 1505) is amended by striking “\$12,000,000” and inserting “\$14,000,000”.

(k) **BLUE RIDGE NATIONAL HERITAGE AREA.**—Subsection (i)(1) of the Blue Ridge National Heritage Area Act of 2003 (54 U.S.C. 320101 note; Public Law 108-108; 117 Stat. 1280; 133 Stat. 778) is amended by striking “\$14,000,000” and inserting “\$16,000,000”.

SEC. 7. REDESIGNATIONS.**(a) SILOS & SMOKESTACKS NATIONAL HERITAGE AREA.—**54 USC 320101
note.

(1) **REDESIGNATION.**—The America’s Agricultural Heritage Partnership established by section 703(a) of division II of the Omnibus Parks and Public Lands Management Act of 1996 (Public Law 104-333; 110 Stat. 4266) shall be known and designated as the “Silos & Smokestacks National Heritage Area”.

(2) **REFERENCES.**—Any reference in a law, map, regulation, document, paper, or other record of the United States to the partnership referred to in paragraph (1) shall be deemed to be a reference to the “Silos & Smokestacks National Heritage Area”.

(b) GREAT BASIN NATIONAL HERITAGE AREA.—54 USC 320101
note.

(1) **DESIGNATION OF THE GREAT BASIN NATIONAL HERITAGE AREA.**—The Great Basin National Heritage Route Act (54 U.S.C. 320101 note; Public Law 109-338; 120 Stat. 1824) is amended—

(A) by striking “the Heritage Route” each place it appears and inserting “the Heritage Area”;

(B) by striking “along” each place it appears and inserting “in”;

(C) in the subtitle heading, by striking “Route” and inserting “Area”;

(D) in section 291, by striking “Route” and inserting “Area”;

(E) in section 291A(a)—

(i) in paragraphs (2) and (3), by striking “the Great Basin Heritage Route” each place it appears and inserting “the Great Basin National Heritage Area”; and

(ii) in paragraph (13), by striking “a Heritage Route” and inserting “a Heritage Area”;

(F) in section 291B, by striking paragraph (2) and inserting the following:

“(2) **HERITAGE AREA.**—The term ‘Heritage Area’ means the Great Basin National Heritage Area established by section 291C(a).”

Definition.

(G) in section 291C—

(i) in the section heading, by striking “ROUTE” and inserting “AREA”; and

(ii) in subsection (a), by striking “Heritage Route” and inserting “Heritage Area”; and

(H) in section 291L(d), in the subsection heading, by striking “IN HERITAGE ROUTE” and inserting “IN HERITAGE AREA”.

(2) **DESIGNATION OF GREAT BASIN HERITAGE AREA PARTNERSHIP.**—The Great Basin National Heritage Area Act (54 U.S.C. 320101 note; Public Law 109-338; 120 Stat. 1824) is amended by striking “Great Basin Heritage Route Partnership” each place it appears and inserting “Great Basin Heritage Area Partnership”.

SEC. 8. EXTENSION OF DEADLINE TO COMPLETE CERTAIN MANAGEMENT PLANS.

Section 6001(c)(1) of the John D. Dingell, Jr. Conservation, Management, and Recreation Act (54 U.S.C. 320101 note; Public

136 STAT. 6174

PUBLIC LAW 117-339—JAN. 5, 2023

Law 116-9; 133 Stat. 772) is amended by striking “3” and inserting “5”.

Approved January 5, 2023.

LEGISLATIVE HISTORY—S. 1942:

SENATE REPORTS: No. 117-156 (Comm. on Energy and Natural Resources).

CONGRESSIONAL RECORD, Vol. 168 (2022):

Dec. 20, considered and passed Senate.

Dec. 22, considered and passed House.



C. AFFECTED ENVIRONMENT

Climate, Geology, Vegetation and Outdoor Recreational Use of the Natural Resources

Carbon and Natrona have a semi-arid, arid, and desert climate depending on the location. They are in what can be described as a high desert or prairie with multiple scattered mountain ranges. The lower elevations are more rolling terrain whereas the higher mountains are a mosaic of steep rocky tree covered slopes with dispersed mountain meadows and associated creeks and streams. Much of the spring water comes from the mountain ranges. Two maps are shown below that provide an overview of the terrain and vegetation.

SEASONS

The *warm season* lasts from mid-June to mid-September with an average daily elevated temperature in the low to mid 70s°F. The hottest month is July, with an average high in the mid- 80s°F and lows in the 50s°F. During the warm season there is a low chance that precipitation will be observed at some point during a given day. When precipitation does occur, it is most often in the form of thunderstorms.

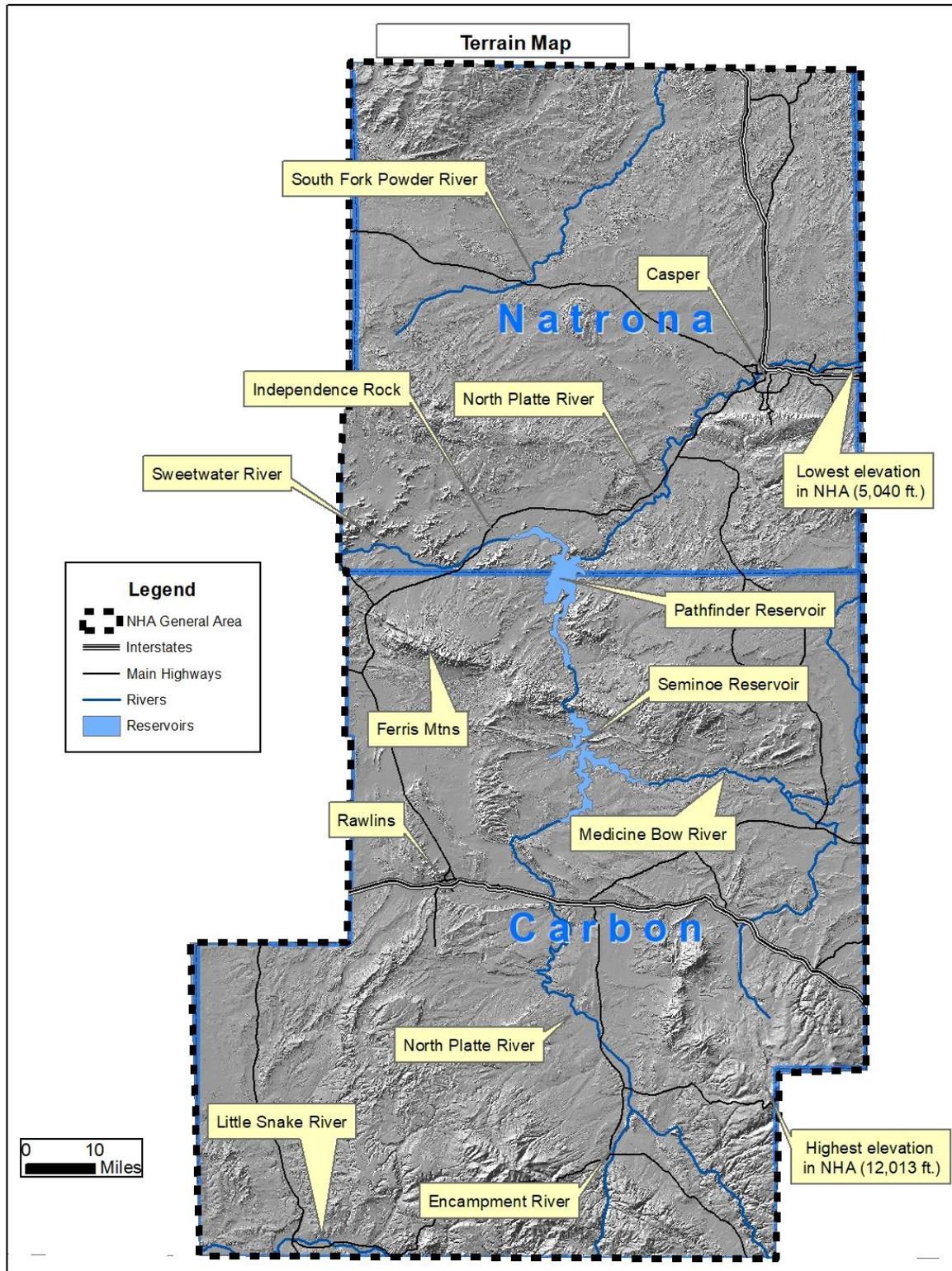
The *cold season* lasts from mid-November to mid-March with an average daily elevated temperature below 40°F. The coldest month is December with an average low in the mid 15-20°F. and highs in the upper 20s°F. During the *cold season*, which lasts from mid-November to mid-March, there is a moderate chance that precipitation will be observed at some point during a given day. When precipitation does occur, it is most often in the form of light snow or sleet.

Source. Weatherspark.com (paraphrase)

GEOLOGY AND GEOLOGIC ROCK FORMATIONS

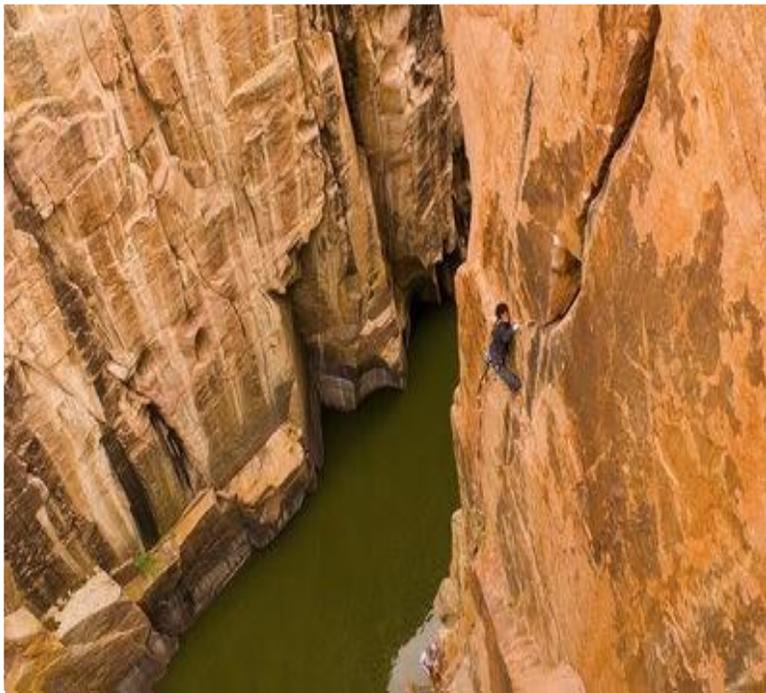
The most common geologic rock formations are:

- Cody Shale
- Variegated multi-colored claystone, siltstone, Wind River Formation
- Rocks of the Miocene Period, tuffaceous sandstone
- Rawlins Uplift, Pine Ridge Sandstone Formation





Limestone exposed outcrops and cliffs in Ferris Mountains, Carbon County



Layers of sandstone with some quartzite conglomerates in Fremont Canyon, Natrona County



The highest elevation in the PNHA is in Medicine Bow National Forest, Carbon County, at 12,013 feet.

VEGETATION

There are many important plant species in the proposed PNHA. Four of the most important are discussed.

Sagebrush Steppe

The classic plant community is sagebrush steppe, which occurs throughout much of the proposed PNHA. Although sagebrush communities may look monotonous or barren from the roads, they are comprised of an extremely diverse mixture of shrubs, grasses and herbaceous flowering plants, each highly adapted to the harsh, dry climates where they grow.

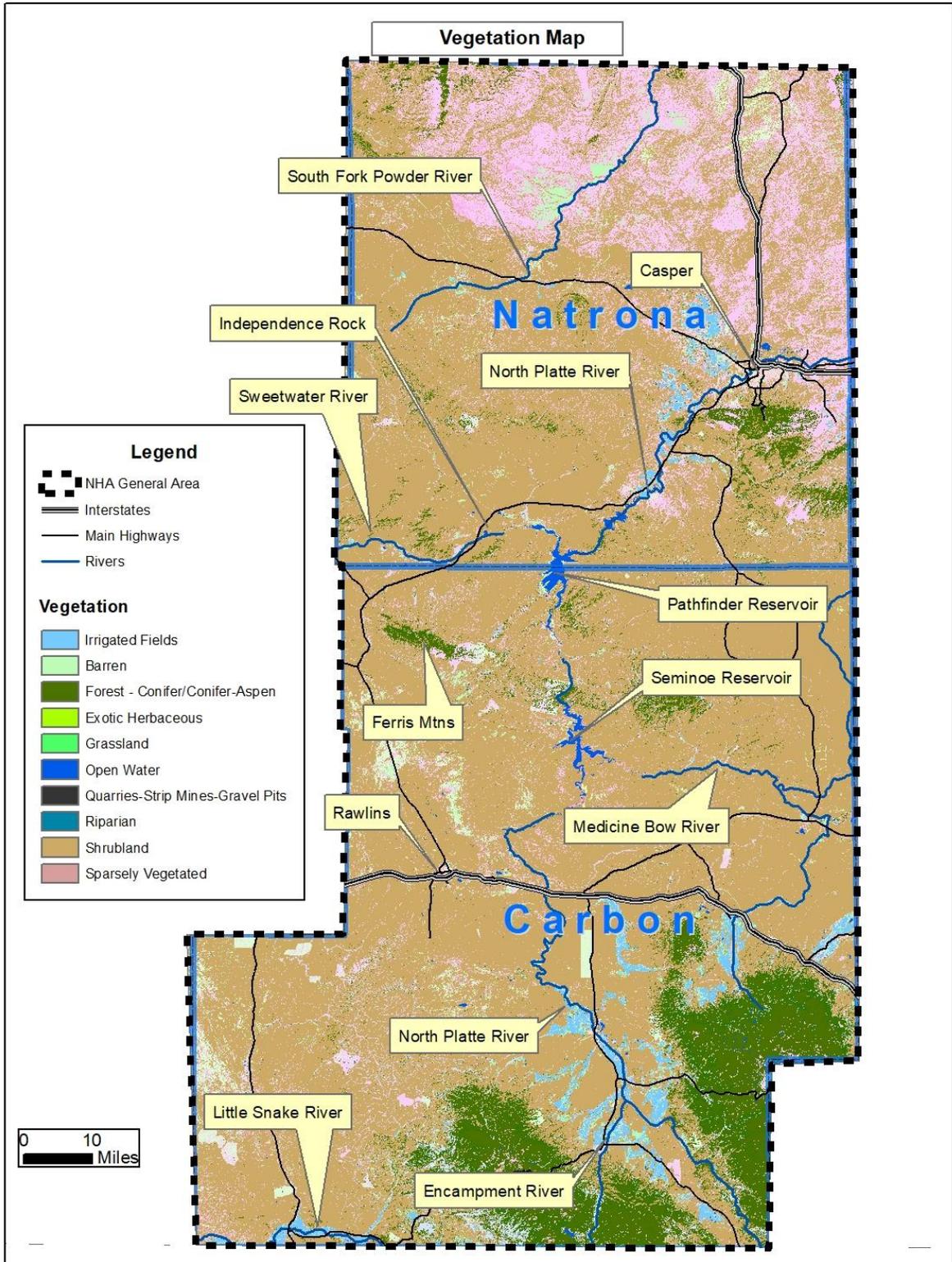
The most common shrub in this ecosystem is the sagebrush, which is known for its aromatic, silvery-green leaves. There are over 20 species of sagebrush shrubs and herbs.



Sagebrush Steppe



Sagebrush in Bloom



Grasslands

Mixed grass prairies are common in the region. The dominant plant component is perennial grasses. The word “mixed” prairie grass means there are both short and tall grasses. Native grasses establish extensive root systems to hold water in dry conditions. Over time, these roots improve soil conditions by leaving organic matter when they die. Organic matter helps retain moisture for longer periods of time.



Mixed Grasslands



Mixed Grassland

Riparian

A riparian area is a wetland plant community found around springs, creeks and rivers. They are unbelievably valuable to the ecosystem. Riparian plant communities vary widely, and four distinct types occur throughout the PNHA. Riparian communities can contain diverse species of plants not found in dry areas. They might include wetland grasses, sedges, rushes, willows, and a wide variety of herbaceous flowering plants.



Riparian Area in Sagebrush Steppe



Mountain Riparian Area.



Desert Riparian Swale



Sweetwater River Riparian Area

Forest

The significant elevational change within the PNHA provides ideal conditions for a variety of forest species. Starting at the lowest elevations, the riparian areas have mostly cottonwood, willows and aspen. They are found throughout the PNHA and are associated with moist soil. Conifers predominate as the elevation increases. The general order of species encountered begins with Rocky Mountain juniper, limber pine, ponderosa pine, Douglas-fir, lodgepole pine, subalpine fir, and Engelmann spruce at the highest elevations. These forests provide important wildlife habitat, help retain the snowpack by storing water and releasing the water slowly and prevent erosion. These mountain ranges also provide social values including sightseeing, outdoor recreation, wilderness experience, hiking, hunting, and other public uses.



Typical Aspen – Conifer Forest

Mineral Extraction

The PNHA has a varied amount of minerals including coal, oil, natural gas, and uranium that are of commercial value. Likewise, many precious metals including gold and silver are present but are not considered abundant or easily accessible. Current efforts to extract minerals are ongoing and distributed throughout the PNHA. Federal and State agencies can provide current information on these activities. Revenue from minerals is vital for the state and impacts every resident.

Livestock Grazing

Except for urban or populated areas or areas with some formal restrictions, grazing is widespread and covers nearly all the PNHA including federal, state and private land. Livestock grazing has been an important economic activity since Wyoming was settled. As transportation networks improved and expanded, so did livestock production. Information on livestock grazing is available from federal, state and local outlets. The Red Desert is the largest desert unfenced landscape in the lower-48 with over half a million acres of contiguous of open country.

Timber Harvesting

Because most of the PNHA is arid land, timber harvest is confined to higher elevations such as national forest. However, both state and private forests will have harvesting operations from time to time and is most important to local communities that depend on harvesting as part of their economy. Federal, state and local governments have detailed information on forest products.

Reservoirs – Irrigation, Hydropower, and Recreation

There are two large reservoirs in the PNHA that are particularly important and provide water for outdoor recreation, irrigation and electricity. Seminoe and Pathfinder are centrally located in the PNHA and are managed by the Bureau of Reclamation. Pathfinder Dam is on the National Register of Historic Places and was constructed in 1908.



Seminoe Reservoir



Pathfinder Reservoir

Wind Power

Wind power is a growing sector of the economy and becoming an important part of the nation's power supply. Portions of the PNHA have economically viable wind patterns and these areas could expect more wind farms. Most local public agencies would have information on existing and proposed wind farms.

Outdoor Recreation

The PNHA has a great variety of outdoor recreation that occurs on public and private land. Recreation is a growing part of the economy in both Carbon and Natrona Counties. Examples include:

- Hunting
- Fishing
- Boating - power boats, canoe, whitewater rafting, drift boats, personal watercraft
- Hiking – many trails, including the Continental Divide National Scenic Trail
- Off-road vehicles areas
- Camping/picnicking
- Auto touring – sightseeing, scenic highways and backcountry Roads
- Snow skiing – downhill and cross country
- Rock hounding
- Wilderness exploration (designated and study areas)
- Rock Climbing
- Biking – motorized and non-motorized mountain and long distance
- Public shooting ranges
- Golf
- County fairs/rodeos
- Photography
- Experiencing heritage trails
- National Wildlife Refuge birding

Public Information used in this report gathered from U.S. agencies including:

Bureau of Land Management
Department of Agriculture/U.S. Forest Service
U.S. Fish and Wildlife Service
Bureau of Reclamation
U.S. Geological Survey
National Park Service

State of Wyoming

State Parks (includes multiple offices - SHPO)
Game and Fish

Tourism

Carbon and Natrona Counties

Chambers of Commerce

Sinclair- Parco Historic District

City of Casper

City Council

Planning Offices

Historic Preservation Commission

Fort Caspar

Organizations

Discover Cabon County

Visit Casper

Alliance for Historic Wyoming

References for Geology/Geography

Mrdata.usgs.gov

https://ngmdb.usgs.gov/Geolex/UnitRefs/FremontCanyonRefs_8198.html

[https://en.wikipedia.org/wiki/Red_Desert_\(Wyoming\)](https://en.wikipedia.org/wiki/Red_Desert_(Wyoming))

References for Vegetation

Bureau of Land Management, Wyoming Native Plants Program

Knight, Dennis H. Mountains and Plains: the ecology of Wyoming landscapes. New Haven: Yale University. 1994.

References for Vegetation and Terrain Maps

Terrain Map

U.S. Geological Survey, 20180313, USGS 13 arc-second n42w107 1 x 1 degree: U.S. Geological Survey.

U.S. Geological Survey, 20180313, USGS 13 arc-second n43w107 1 x 1 degree: U.S. Geological Survey.

Vegetation Map

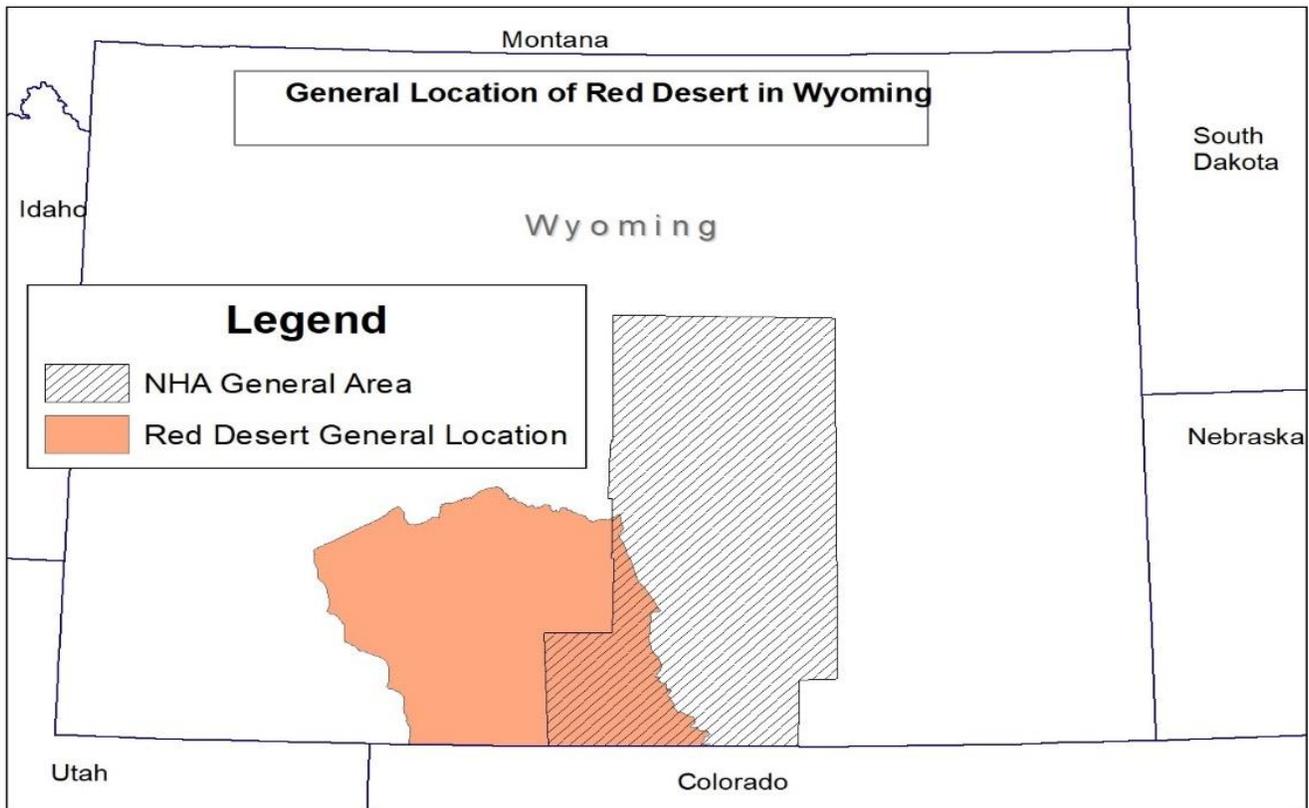
LANDFIRE, 2016, Existing Vegetation Type Layer, LANDFIRE 2.0.0, U.S. Department of the Interior, Geological Survey, and U.S. Department of Agriculture. Accessed 20 January 2020 at <http://www.landfire/viewer>.

D. THE RED DESERT

The Red Desert (desert) is in south-central Wyoming, with the eastern portion of the desert in the proposed Pathways National Heritage Area (PHNA). The high-altitude desert played a major role in the development of the historic trails. Due to the hot summers, lack of dependable water and minimal food for livestock, the early trail development prior to the 1860's intentionally avoided the desert. The Overland and Cherokee Trails that traversed the southern portion of the PNHA were not suitable for continuous use by wagon trains.

The Red Desert covers 9,320 square miles of primarily sagebrush steppe; Killpecker Sand Dune, the largest sand dune in the United States; and three important basins, Baxter, Washakie and Great Divide. The Divide Basin, an endorheic basin that is surrounded by the geologic division in the Continental Divide, prevents water from draining to the Gulf of Mexico or Pacific Ocean. Remnants of the Paleocene and Eocene Epochs are very prominent throughout the Red Desert. [https://en.wikipedia.org/wiki/Red_Desert_\(Wyoming\)](https://en.wikipedia.org/wiki/Red_Desert_(Wyoming))

In the winter of 1867/68, at the Army's Railroad Camp at Rawlins Springs (now Rawlins, WY), famed Generals Grenville Dodge and John Rawlins devised an engineering plan to build a rail line across the desert. **It was the first time in US history that a railroad traversed a major desert.**



E. SOCIO/ECONOMIC PROFILE

U.S. Census Data Profile for Natrona County, Wyoming

Population

Population Estimates, July 1, 2022	79,601
Population Estimates, July 1, 2021	79,660
Population estimates base, April 1, 2020	79,955
Population estimates base, April 1, 2020, (V2021)	79,955
Population change - April 1, 2020 (estimates base) to July 1, 2022	-0.4%
Population change - April 1, 2020 (estimates base) to July 1, 2021,	-0.4%
Population, Census, April 1, 2020	79,955
Population, Census, April 1, 2010	75,450

Age and Sex

Persons under 5 years	6.0%
Persons under 18 years	24.0%
Persons 65 years and over	16.5%
Female persons	49.4%

Race and Hispanic Origin

White alone	93.7%
Black or African American alone	1.3%
American Indian and Alaska Native alone	1.5%
Asian alone	1.0%
Native Hawaiian, Other Pacific Islander alone	0.1%
Two or More Races	2.5%
Hispanic or Latino	9.3%
White alone, not Hispanic or Latino	85.8%

Population Characteristics

Veterans, 2017-2021	5,449
Foreign born persons 2017-2021	2.0%

Housing

Housing units, July 1, 2021	37,048
Owner-occupied housing unit rate, 2017-2021	71.7%
Median value of owner-occupied housing units, 2017-2021	\$218,700
Median selected monthly owner costs -with a mortgage, 2017-2021	\$1,475
Median selected monthly owner costs -without a mortgage, 2017-2021	\$426
Median gross rent, 2017-2021	\$895
Building permits, 2022	207

Families & Living Arrangements

Households, 2017-2021	32,634
Persons per household, 2017-2021	2.39
Living in same house 1 year ago of persons 1 year+, 2017-2021	87.3%
Language other than English spoken at home 2017-2021	5.8%

Computer and Internet Use

Households with a computer, percent, 2017-2021	94.3%
Households with a broadband Internet subscription, percent, 2017-2021	87.6%

Education

High school graduate or higher of persons 25 years+, 2017-2021	94.0%
Bachelor's degree or higher of persons 25 years+, 2017-2021	24.9%

Health

With a disability, under age 65 years, percent, 2017-2021	10.3%
Persons without health insurance, under age 65 years	3.2%

Economy

Total accommodation and food services sales, 2017 (\$1,000)	\$211,070,000
Total health care and social assistance receipts/revenue, 2017 (\$1,000)	\$751,806,000
Total transportation and warehousing receipts/revenue, 2017 (\$1,000)	\$392,778,000
Total retail sales, 2017 (\$1,000)	\$1,386,045,000
Total retail sales per capita, 2017	\$17,408

Transportation

Mean travel time to work (minutes), workers 16 years+, 2017-2021	18.0
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Income & Poverty

Median household income (in 2021 dollars), 2017-2021	\$64,100
Per capita income in past 12 months (in 2021 dollars), 2017-2021	\$36,804
Persons in poverty, percent	10.7%

Businesses

Total employer establishments, 2021	2,930
Total employment, 2021	30,537
Total annual payroll, 2021 (\$1,000)	\$1,608,456,000
Total employment, percent change, 2020-2021	-5.5%
Total non-employer establishments, 2019	6,310
All employer firms, Reference year 2017	2,484
Men-owned employer firms, Reference year 2017	1,266
Women-owned employer firms, Reference year 2017	354
Minority-owned employer firms, Reference year 2017	119
Nonminority-owned employer firms, Reference year 2017	1,936
Nonveteran-owned employer firms, Reference year 2017	1,835

Geography

Population per square mile, 2020	15.0
Population per square mile, 2010	14.1
Land area in square miles, 2020	5,340.54
Land area in square miles, 2010	5,340.35

U.S. Census Data Profile for Carbon County, Wyoming

Population

Population Estimates, July 1, 2022	14,542
Population Estimates, July 1, 2021	14,679
Population estimates base, April 1, 2020	14,531
Population estimates base, April 1, 2020	14,531
Population change - April 1, 2020 (estimates base) to July 1, 2022	0.1%
Population change - April 1, 2020 (estimates base) to July 1, 2021	1.0%
Population, Census, April 1, 2020	14,537
Population, Census, April 1, 2010	15,885

Age and Sex

Persons under 5 years	5.7%
Persons under 18 years	22.6%
Persons 65 years and over	17.8%
Female persons	45.8%

Race and Hispanic Origin

White alone	93.2%
Black or African American alone	1.3%
American Indian and Alaska Native alone	2.3%
Asian alone, percent	1.0%
Native Hawaiian and Other Pacific Islander alone	0.1%
Two or More Races	2.1%
Hispanic or Latino	19.0%
White alone, not Hispanic or Latino	76.1%

Population Characteristics

Veterans, 2017-2021	879
Foreign born persons 2017-2021	5.3%

Housing

Housing units, July 1, 2021	198
Owner-occupied housing unit rate, 2017-2021	70.2%
Median value of owner-occupied housing units, 2017-2021	\$188,100
Median selected monthly owner costs -with a mortgage, 2017-2021	\$1,280
Median selected monthly owner costs -without a mortgage, 2017-2021	\$443
Median gross rent, 2017-2021	\$722
Building permits, 2022	40

Families & Living Arrangements

Households, 2017-2021	5,937
Persons per household, 2017-2021	2.36
Living in same house 1 year ago age 1 year+, 2017-2021	82.5%
Language other than English spoken at home 2017-2021	13.3%

Computer and Internet Use

Households with a computer, percent, 2017-2021	91.3%
Households with a broadband Internet subscription, percent, 2017-2021	85.4%

Education

High school graduate or higher of persons 25 years+, 2017-2021	90.0%
Bachelor's degree or higher of persons 25 years+, 2017-2021	20.1%

Health

With a disability, under age 65 years, percent, 2017-2021	7.0%
Persons without health insurance, under age 65 years	17.4%

Economy

Total accommodation and food services sales, 2017 (\$1,000)	\$60,752,000
Total health care and social assistance receipts/revenue, 2017 (\$1,000)	\$49,722,000
Total transportation and warehousing receipts/revenue, 2017 (\$1,000)	\$33,448,000
Total retail sales, 2017 (\$1,000)	\$270,258,000
Total retail sales per capita, 2017	\$17,709,000

Transportation

Mean travel time to work (minutes), workers age 16 years+, 2017-2021	14.2
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Income & Poverty

Median household income (in 2021 dollars), 2017-2021	\$62,654
Per capita income in past 12 months (in 2021 dollars), 2017-2021	\$31,151
Persons in poverty	12.3%

Businesses

Total employer establishments, 2021	507
Total employment, 2021	4,012
Total annual payroll, 2021 (\$1,000)	\$211,837,000
Total employment, percent change, 2020-2021	-3.0%
Total non-employer establishments, 2019	1,148
All employer firms, Reference year 2017	452
Men-owned employer firms, Reference year 2017	237
Women-owned employer firms, Reference year 2017	52
Nonminority-owned employer firms, Reference year 2017	332
Veteran-owned employer firms, Reference year 2017	20
Nonveteran-owned employer firms, Reference year 2017	359

Geography

Population per square mile, 2020	1.8
Population per square mile, 2010	2.0
Land area in square miles, 2020	7,897.80
Land area in square miles, 2010	7,897.58

F. RELATED ARTICLES, BOOKS, & VIDEOS

Carbon County Pathways

Transcontinental Air Mail Service

BOOKS/ARTICLES

Wyoming Airmail Pioneers by Shiley Talbott, Michael Kassel, Donly Feltner (foreword)

Saga of the US Air Mail Service 1918 – 1927 by Dale Nielson

Air Mail: An Illustrated History by Donald Holmes

Mavericks OF THE SKY by Barry Rosenburg and Catherine Macaulay

Flying the Mail by Time-Life Books, January 1, 1982

Sky Pioneers: The Airmail Crosses Wyoming

<https://www.wyohistory.org/encyclopedia/sky-pioneers-airmail-crosses-wyoming>

VIDEOS

Pilot Relives History, Landing at Forgotten Wyoming Airstrip

<https://wakeupwyo.com/pilot-relives-history-landing-at-forgotten-wyoming-airstrip/>

1918 First Air Mail Delivered in the United States

<https://www.youtube.com/watch?v=NuGpMYFJNYo>

Raw Footage: <https://www.myfootage.com/100222-1918-first-air-mail-delivered-in-the-united-states.html>

History of US Mail and the Birth of Commercial Aviation

<https://www.youtube.com/watch?v=gsJQw79YPq0>

Airmail Centennial Flight

<https://www.youtube.com/watch?v=XZnzy9h-lks>

Of Men and Wings

<https://www.youtube.com/watch?v=3JPI1uprZKk>

First Non-stop US transcontinental flight

<https://www.youtube.com/watch?v=sQLIAXNpkjg>

Cowboys of the Sky

<https://www.pbs.org/video/cowboys-of-the-sky-ygn1nw/>

Transcontinental Lincoln Highway

BOOKS

The Lincoln Highway in Wyoming by John Clayton

The Lincoln Highway in Wyoming, vol. 3, by Gregory Franzwa

Link Across America: A Story of the Historic Lincoln Highway by Mary Elizabeth Anderson

Lincoln Highway, *the novel* by Trey Pitsenberger

The Lincoln Highway: The Story of a Crusade That Made Transportation History by the Lincoln Highway Association

VIDEOS

100 Years on the Lincoln Highway

<https://video.wyomingpbs.org/show/100-years-on-the-lincoln-highway/>

The Lincoln Highway: Across America on the First Transcontinental Motor Route

<https://www.youtube.com/watch?v=SmFQR0ItDQ>

It Was Like Flying to Mars

<https://www.foxbusiness.com/video/6308664987112>

A Ride Along the Lincoln Highway

<https://www.youtube.com/watch?v=-qxuB3YGvkY>

How a Highway Paved the Way to Opportunities

<https://video.ballstatepbs.org/video/how-highway-paved-way-opportunities-6frgr8/>

Transcontinental Railroad

BOOKS

James Ehernberger Western Railroad Collection 1949-2021 American Heritage Center, University of Wyoming

The Transcontinental Railroad Book: Western Expansion by John Perritano

Building the Transcontinental Railroad: Race of the Railroad Companies by Kelly Whitman

A Timeline History of the Transcontinental Railroad by Alison Benneke

The Transcontinental Railroad by Christine Zuchora Walske

Nothing Like It in the World: The Men That Built the Transcontinental Railroad 1863-1869 by Unknown Author, New Edition by Stephen Ambrose

VIDEOS

End of Track

https://www.youtube.com/watch?v=jUDv87_LjCs

The Transcontinental Railroad

<https://www.youtube.com/watch?v=vFr-HTd2XrgRailroad>

The Transcontinental Railroad (PBS)

<https://rmpbs.pbslearningmedia.org/resource/the-transcontinental-railroad-gallery/ken-burns-the-west/>

Focused Inquiry: Was the Transcontinental Railroad Good for the US? (PBS)

<https://rmpbs.pbslearningmedia.org/resource/focused-inquiry-transcontinental-railroad-video/unum-idm-inquiry-design-model/>

The Transcontinental Railroad Unites America

<https://www.youtube.com/watch?v=iwwfIJoVuIA>

How the Transcontinental Railroad Transformed America

<https://www.youtube.com/watch?v=rUmD0jFTnCA>

The Astonishing Story of the Men Who Built the Railroad

<https://www.pbs.org/video/astonishing-story-men-who-built-railroad-71djt1/>

Transcontinental Telegraph (Carbon & Natrona Counties)

BOOKS/ARTICLES

The Telegraph Crosses Wyoming, 1861 by Phil Roberts

The Telegraph in America 1832-1920 by David Hochfelder

The Telegraph: A History of Morse's Invention and Its Predecessors in the United States by Lewis Coe

How the Telegraph Changed the World by William Phalen

First Telegraph Line Across the Continent - Diary of Charles Brown in 1861; Only known written source about the day-to-day construction of the first transcontinental telegraph line

Digital Map Provides Interactive Lesson on Telegraph History

<https://www.cmu.edu/news/stories/archives/2023/may/digital-map-provides-interactive-lesson-on-telegraph-history>

VIDEOS

Going Online in 1861

<https://www.youtube.com/watch?v=V42Gr-JeMNY>

What Happened to America's Telegraph Lines?

https://www.youtube.com/watch?v=U3hqJ_-g5TY

Evolution of Telegraph 1791-2020

<https://www.youtube.com/watch?v=pZJF-igNvY0>

Transcontinental Telephone

BOOKS

The Idea Factory, Bell Labs and the Age of American Innovation by Jon Gertner

“Imagining the Internet: Personalities, Predictions, Perspectives, (Subsection, 1870s - 1940s, The Development of the Telephone) by Janna Quitney

The Emergence of Basic Research in the Bell Telephone System, 1875-1915 by Lillian Hoddeson

The Cherokee Trail

BOOKS/ARTICLES

En Route to the Land of Gold: The Cherokee Trail in Wyoming by David Johnson

Colorado, Wyoming History – Cherokee Trail, Bent’s Old Fort to Fort Bridger by Lee Whiteley

<https://www.wyomingcarboncounty.com/blog/125-trail-across-carbon-county-wyoming> (check link - error)

Cherokee Trail – An Alternate Route to the West

<https://www.legendsofamerica.com/cherokee-trail/>

Tracing the Cherokee Trail

<https://somewhereoutwest.us/2018/07/07/tracing-the-cherokee-trail/>

VIDEOS

On the Trail Again with Pat and Jack Fletcher

<https://www.youtube.com/watch?v=Zd2O0pDxotQ>

Cherokee Trail in Southern Wyoming

<https://www.youtube.com/watch?v=nBeK2-vNuPI>

Cherokee Overland Trail

<https://www.youtube.com/watch?v=4UBpBeNneDo>

The Overland Trail

BOOKS/ARTICLES

The Bridger Pass Overland-Trail, 1882-1869: Through Colorado and Wyoming and Crossroads at the Rawlins-Baggs Stage Road in Wyoming by Louise Erb, Ann Brown, Gilberta Hughes

Fort Bridger, Wyoming: Trading Post for Indians, Mountain Men and Westward Migrants by Janin Hunt

Women and Men on the Overland Trail by Kindle Edition

American Buial Ground: A New History of the Overland Trail (America in the Nineteenth Century) by Sarah Keyes

VIDEO

Overland Trail Platte River Crossing

<https://www.youtube.com/watch?v=FxITOOhRLys>

Natrona County Pathways

National Historic Trails Center, Casper, Wyoming

<https://nhtcf.org/>

Fort Caspar, Casper, Wyoming

<https://www.fortcasparwyoming.com/>

The Bozeman Trail

BOOKS/ARTICLES

The Bozeman Trail; Highway of History by Robert Murray

Bloody Bozeman: The Perilous Trail to Montana's Gold by Dorothy Johnson

The Bozeman Trail: The History and Legacy of the Exploration Route that Led to Red Cloud's War by Charles River Editors

Bound for Montana: Diaries from the Bozeman Trail, edited by Susan Badger Doyle

The Bozeman Trail: Historical Accounts of the Blazing of the Overland Routes into the Northwest and Fights with Red Cloud's Warriors by Grace Hebard and E.A. Brininstool

VIDEOS

The Bozeman Trail: A Rush to Montana's Gold

<https://video.wyomingpbs.org/show/the-bozeman-trail-a-rush-to-montanas-gold/>

The Bozeman Trail: What Was the Fetterman Massacre

<https://rmpbs.pbslearningmedia.org/resource/9b2ff75e-1e31-4587-aca4-e974bcd5ecc2/the-bozeman-trail-what-was-the-fetterman-massacre/>

The Bozeman Trail: Final Conflict of the Northern Plains

<https://www.youtube.com/watch?v=h1xedqx2wDE>

The Bozeman Trail: Broken Treaties

<https://www.youtube.com/watch?v=v5UwOuedwe8>

The Bozeman Trail 1863: The Final Trail West

<https://www.youtube.com/watch?v=CHXZWSkNDcc>

The Bozeman Trail: Who Was Jim Bridger?

<https://rmpbs.pbslearningmedia.org/resource/ae9ae752-9ad1-45db-983a-0b76d7a4d2e4/the-bozeman-trail-who-was-jim-bridger/>

The Bridger Trail

BOOKS/ARTICLES

Wyoming Fact & Fiction by Neil Waring

The Bridger Trail: A Viable Alternative Route to the Gold Fields of Montana Territory in 1864 by James Lowe

Jim Bridger: The Life and Legacy of America's Most Famous Mountain Man by Charles River Editors

Bridger Trail: A Classic Western Series by B. N. Randell

VIDEO

Along Jim Bridger's Trail

<https://video.austinpbs.org/video/along-jim-bridgers-trail-stxfmc/>

The California Trail

BOOKS/ARTICLES

With Golden Visions Bright Before Them: by Will Bagley

The California Trail: An Epic with Many Heroes by George Stewart

Shoshonean Peoples and the Overland Trail: Frontiers of the Utah Superintendency of Indian Affairs, 1849 – 1869

The California Trail: The History and Legacy of the 19th Century Routes that Led Americans to the Golden State by Charles River

The California Trail: Yesterday and Today by William Will

VIDEOS

Kylie McCormick and the History of Glenrock Wyoming

<https://youtu.be/bTelMbGKzV4>

The California Trail

<https://www.youtube.com/watch?v=WDcn121atKs>

The California Trail, 1841: Dead Ends and Gold Finds

<https://www.youtube.com/watch?v=RNIsB5xiarI>

Alcove Spring – Place to Visit on the Oregon & California Trails

<https://www.nps.gov/media/video/view.htm?id=22BC8935-C4AA-410B-8A64-BC0C048A4F71>

The Mormon Trail

BOOKS/ARTICLES

The Mormon Trail by Elaine Landau

The Gathering of Zion: The Story of the Mormon Trail by Wallace Stregner

The Mormon Trail: The History and Legacy of the Trail That Brought The Mormons to Utah by Charles River Editors (Audio Book)

Journey to Zion: Voices from the Mormon Trail by Carol Cornwall Madsen

Finding the Right Place: The Story of the Mormon Trail, an educational activity book by William Hill.

Pioneer Journeys – More Than a Trek

<https://www.churchofjesuschrist.org/media/video/2016-12-0001-pioneer-journeys-more-than-a-trek?lang=eng>

VIDEOS

Wyoming's Mormon Trail: A Time of Testing

<https://www.youtube.com/watch?v=mdqKo4WSZ7s>

The Who, What, When Where & Why of the Mormon Trail

<https://www.youtube.com/watch?v=KqVOTWFAFcQ>

Mormon Trail: A Journey of Faith

<https://www.youtube.com/watch?v=sLeOna2j6w4>

Mormon Trail Wagon Train

<https://www.youtube.com/watch?v=lpoRU--crTw>

The Mormon Trail | Daily Bellringer

<https://www.youtube.com/watch?v=kkTPtqgnrdE>

The Oregon Trail

BOOKS/ARTICLES

The Oregon Trail by Francis Parkman Jr

Women's Diaries of the Western Journey by Lillian Schlissel

The Devil's Paintbox by Victoria McKernna

Orphaned on the Oregon Trail by Neta Lohnes Frazier

Daily Life in a Covered Wagon by Paul Erickson

VIDEOS

Westward Expansion and the Oregon Trail

<https://www.youtube.com/watch?v=14wE9-kHb2M>

History of the Oregon Trail for Kids

<https://www.youtube.com/watch?v=uLFDDzeqBE>

What Was the Oregon Trail?

<https://www.youtube.com/watch?v=tHYW1kNSNBU>

The Story of the Oregon Trail

<https://www.youtube.com/watch?v=8QbjlHeoLdc>

Here's What it Was Really Like to Pioneer on the Oregon Trail

<https://www.youtube.com/watch?v=vMMpHRHM0Ac>

History of the Oregon Trail and Pony Express

<https://www.youtube.com/watch?v=5BbIG9rR4NQ>

The Pony Express

BOOKS/ARTICLES

West Like Lightening by Jim DeFelience

The Traveler's Guide to the Pony Express Trail by Joe Bensen

The Pony Express, an Illustrated History by C.W. Guthrie

Historic Resource Study, Pony Express National Historic Trail by Anthony Godfrey

Riders of the Pony Express by Ralph Moody

Pony Express Riding Through Wyoming in Annual Re-Ride Weekend

https://cowboystatedaily.com/2024/06/21/pony-express-kicking-up-dust-across-wyoming-in-annual-re-ride/?utm_source=Klaviyo&utm_medium=campaign

VIDEOS

Fleet and Fleeting: The Legacy of the Pony Express

<https://www.youtube.com/watch?v=EgoGx3SImfM>

What Was the Pony Express?

<https://www.youtube.com/watch?v=c55rsUfCoGk>

1,900 Miles in 10 Days on Horseback | A Brief History of the Pony Express

<https://www.youtube.com/watch?v=ahLTABPRlrc>

The Pony Express (1860-61)

<https://www.youtube.com/watch?v=dBzm6e5oLAW>

Pony Express Re-Ride Celebrating Old West History

<https://www.youtube.com/watch?v=Adc1vA99ptM>

The History of the Pony Express

<https://www.youtube.com/watch?v=po4z0b2Ld1U>

APPENDIX G: PNHA PUBLIC OUTREACH AND ENGAGEMENT STRATEGY

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1. INTRODUCTION
 2. STEPS ON OUTREACH AND ENGAGEMENT
 3. SUMMARY OF ACTIVITIES
 - a) CHRONOLOGY OF MAJOR MEETINGS AND EVENTS
 - b) MEDIA COVERAGE
 - c) WEBSITE RESULTS
 - d) DIRECT COMMUNICATIONS
 - e) LETTERS OF SUPPORT
 4. OVERALL SUMMARY OF OUTREACH AND ENGAGEMENT
 5. KEYS TO SUCCESSFUL PNHA STRATEGY
-

1. INTRODUCTION

The basic operating principle of the PNHA public engagement strategy was to be inclusive, comprehensive, fact-based, and respectful of all views and questions.

Like all public engagement efforts, the PHNA strategy faced challenges which required that the process not be rigidly linear or sequential but needed to be adaptive as the team learned more about Carbon and Natrona Counties and heard from stakeholders.

The PNHA Feasibility Study Team included the Casper City Planner (AICP certified) with 24 years of first-hand public planning experience. He knows what works and what does not in terms of public engagement in the proposed PNHA. Furthermore, the Team includes two other Team members with advanced degrees in public resource planning and with 70 collective years of related experience across some 200 state and federal public resource projects, including some with National Park Service units. Planning and public engagement was a strength of the Study Team.

By summer 2023, after four PNHA public presentations were attended by an average of 10 people, the Team accepted the fact that the traditional “best practice” type of engagement techniques employed in more urban population centers (i.e., workshops, listening sessions, charettes, open houses, focus groups, surveys, zoom calls) would not be efficient nor effective for several reasons:

- Wyoming is the most sparsely population State in the lower 48; the proposed PNHA has farms, ranches, and homes spread out north to south over 250 miles and east to west across 75 miles;
- The proposed PNHA area has a total population of 95K people, 23% are under 18 years and 16.5% over 65 years, so the net target audience is approximately 60K people in an area of 13,246 square miles. In contrast, the proposed PNHA is 195 times larger in size than the District of Columbia (68 square miles) with a population which is 14% of the District's 671,862 residents (2022).
- Wyomingites can be characterized as strong-willed, independent, conservative, with a strong disposition for self-governance, private property rights, and skepticism towards Federal programs and rules,
- In the proposed PNHA, energy and agriculture have been highly important for the economy. However, economic cycles have not been kind to the area due to the boom and bust of the mineral industry. Sometimes a proposal to help diversify the economy is difficult for people to understand and accept that an additional economic force such as heritage tourism may supplement the financial losses during economic downturns. The unfounded perception is anything new may negatively affect energy, agriculture or private property
- residents are loyal to their neighbors and friends but suspicious of outsiders,
- locals want to talk about things over a cup of coffee in a safe relaxed setting,
- workers in the energy and agriculture industry work long and hard hours, and are not inclined to go to meetings in their spare time,
- residents are not willing to travel distances for a formal meeting, particularly in winter months,
- residents would rather receive information than travel to get information, in order they may consume on their own terms,
- National heritage areas are not well known or understood in Wyoming; the closest comparable is the Cache La Poudre NHA in Colorado; there was a need to go slow and make accessible detailed background information about NHA history, legislation, local community management, and private property rights.

Based upon this unique combination of factors in Wyoming, and the “flexibility” afforded by the NPS in their Guidelines (pg.2; 2nd paragraph), the Team believed it would be more effective and efficient to implement an on-going rolling program of widespread information distribution over the course of the Study. Rather than the “firehose” distribution of information at a 2-3 hour work session attended by a few, this adopted technique is more of a “drip and dribble” distribution of information to all interested publics for ease of understanding and to build trust over time. Furthermore, the Team believed that public comments and feedback should not be

constrained to occasional events (e.g., workshop, survey), but rather they should be offered when an individual has the time and desire to do so.

Thus, while several traditional engagement techniques were employed over 15-20 events, the focus of the PNHA public engagement was a two-fold strategy. First, a “snowball technique” was used to widely broadcast and distribute updated information on a near real-time basis. Second, the PathwaysNHA.com website was built to serve as a resource library, provide easy access to updated Study information, and to enable the public to provide comments at their convenience on a 24/7 basis. These two techniques are described in more detail in the following section.

2. Steps in PNHA Public Engagement Process

The steps in the engagement process below were iterative and evolved during the feasibility study. The numerical labelling of the steps should not be taken as rigid or fixed, but fluid as new information and creative thinking was brought to bear.

8. Identification of a **lead credible ambassador** to advance the notion of a feasibility study to assess the merits and support/opposition of a PNHA was required.

While Carbon County residents were aware, proud, and valued their heritage resources, there had been little or no discussion of how to protect, restore, and celebrate them. In early 2023, Carbon County Commissioner Dr. Travis Moore was introduced by a Rawlins resident to the work that had been done some years prior by Mr., Vernon Lovejoy, who worked for the Bureau of Land Management in Rawlins. In addition, Mr. Lovejoy was also a volunteer member of the City of Rawlins, Recreation Board of Trustees.

Dr. Moore invited Mr. Lovejoy to a public open house in March 2023 to present his ideas. The meeting was a grand success with enthusiasm and suggestions for how to move forward. Commissioner Dr. Travis Moore was impressed and went on to become the lead ambassador for the PNHA Feasibility Study.

9. The key was to **assemble a feasibility study team** of volunteers who were representative of Carbon and Natrona Counties and had networks to communicate with key stakeholders and decision-makers. Some technical non-residents experts also became involved, and they volunteered to provide much needed critical support that was not readily available in Wyoming.

The study team evolved over time as different organizations and stakeholders expressed interest. Members and their affiliations are listed below:

- Mr. Vernon Lovejoy, retired National Outdoor Recreation and Commercial Concessions Policy Coordinator, USDI, Bureau of Reclamation, Indian Hills, Colorado
- Dr. Glenn Haas, Emeritus Professor, Parks, Recreation and Tourism, Colorado State University
- Ms. Leslie Jefferson, CEO, *Discover Carbon County*, Rawlins, Wyoming
- Mr. Tyler Daugherty, CEO, *Visit Casper*, Casper Wyoming
- Dr. Travis Moore, Carbon County Commissioner, Rawlins, Wyoming
- Ms. Connie Hall, Chairwoman, Casper Historic Preservation Commission, Casper, Wyoming
- Mr. Craig Collins, Casper City Planner, Casper, Wyoming
- Mr. Mike Armstrong, founder of the Carbon County Comet newspaper, Hanna, Wyoming
- Dr. Richard Nida, Video Production, Hillsborough, North Carolina
- Dr. Marcella Wells, Interpretation Specialist, Wells Resources, Inc, Fort Collins, Colorado
- Mr. Jordan Brack, Web and Digital Support, Golden, Colorado
- Mr. Karl Brack, Production Design, Freeport, Florida
- Mr. Tim Bottomley, Geographic Information Specialist, Arvada, Colorado

(Mr. Jon Ostling, Mayor of Hanna in Carbon County, resigned from the Team in May 2024 for health reasons)

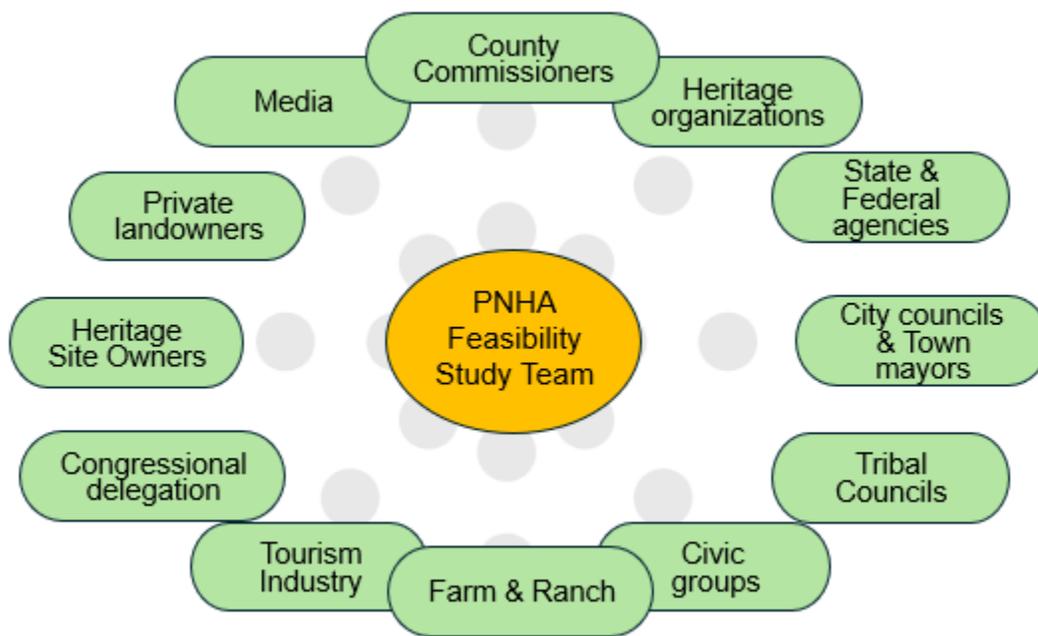
1. **Content analysis** of NHA legislation, NPS Policy and FAQs, and NHA feasibility studies in draft or approved. The latter included:

- South Park, CO
- Mormon Trail, UT
- Cache La Poudre. CO
- Big Sky, MT
- Chattanooga, TN
- Lincoln, IL
- Southern Campaign, GA
- Finger Lakes, NY
- Susquehanna, PA

2. The Study team **inventoried** existing heritage sites and Pathways in Carbon and Natrona Counties associated with the central theme of western migration, settlement, and development. This was an extensive task over many months involving, but not limited to, reviewing sites on National Register of Historic Places, local, state, and federal credentialled sites, heritage publications, YouTube and PBS documentaries, and consultation

with local historians, National Historic Trail Interpretive Center staff, Wyoming Historical Society, numerous museum staff, and input from stakeholders. Major interpretive themes were also identified in this step.

3. The Feasibility Study team assembled a **comprehensive list of stakeholders**. Conceptually, the Team approached this task using the following model to engage diverse stakeholders, distribute PNHA information and solicit input. A full list is provided in Summary section to follow.



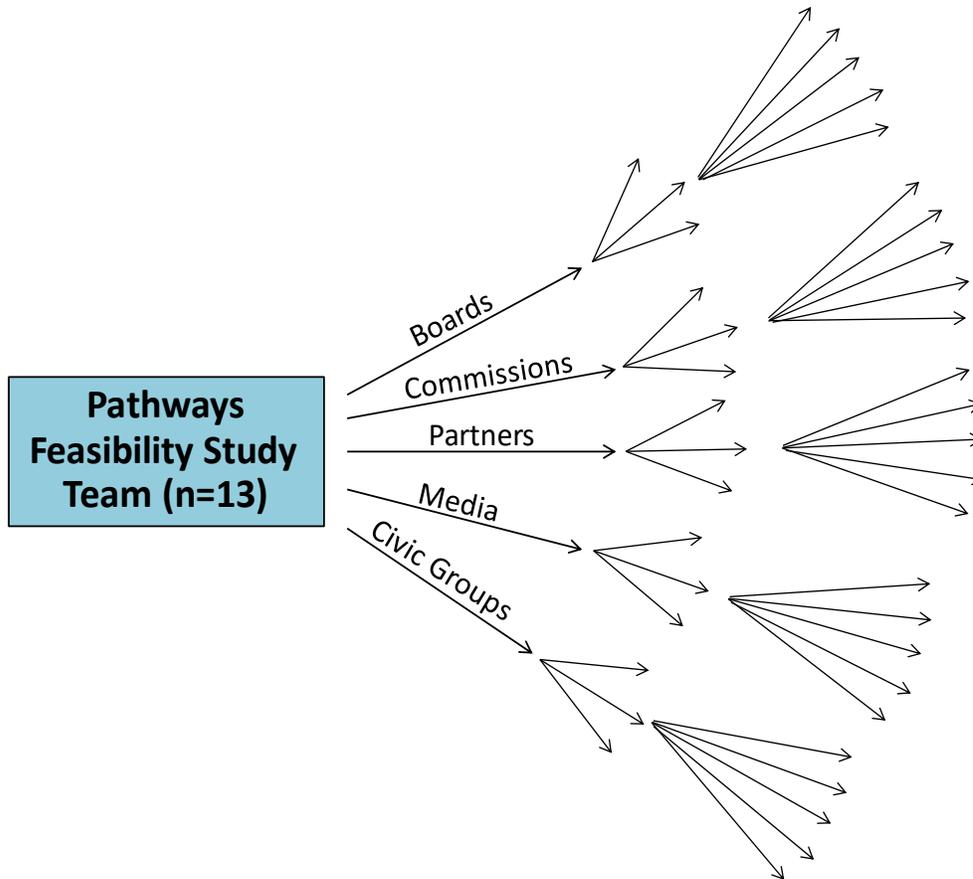
4. A **public outreach “snowball” technique** was adopted to distribute information and solicit feedback.

As previously described in the introduction to this Public Engagement section, the Team came to better understand our outreach challenge and target audience. It was concluded that traditional urban public outreach techniques (i.e., workshops, listening sessions, charettes, open houses, focus groups, surveys, zoom calls) would not be efficient nor sufficiently effective.

Figure A depicts the “snowball” technique of public outreach and engagement to distribute information and solicit input back to the Study Team or to the central website described below. It relied on existing networks from known entities (e.g., Boards, Commissions, Councils, organizations), and their on-going monthly/quarterly meetings, minutes, newsletters, media, and personal word of mouth to reach the public.

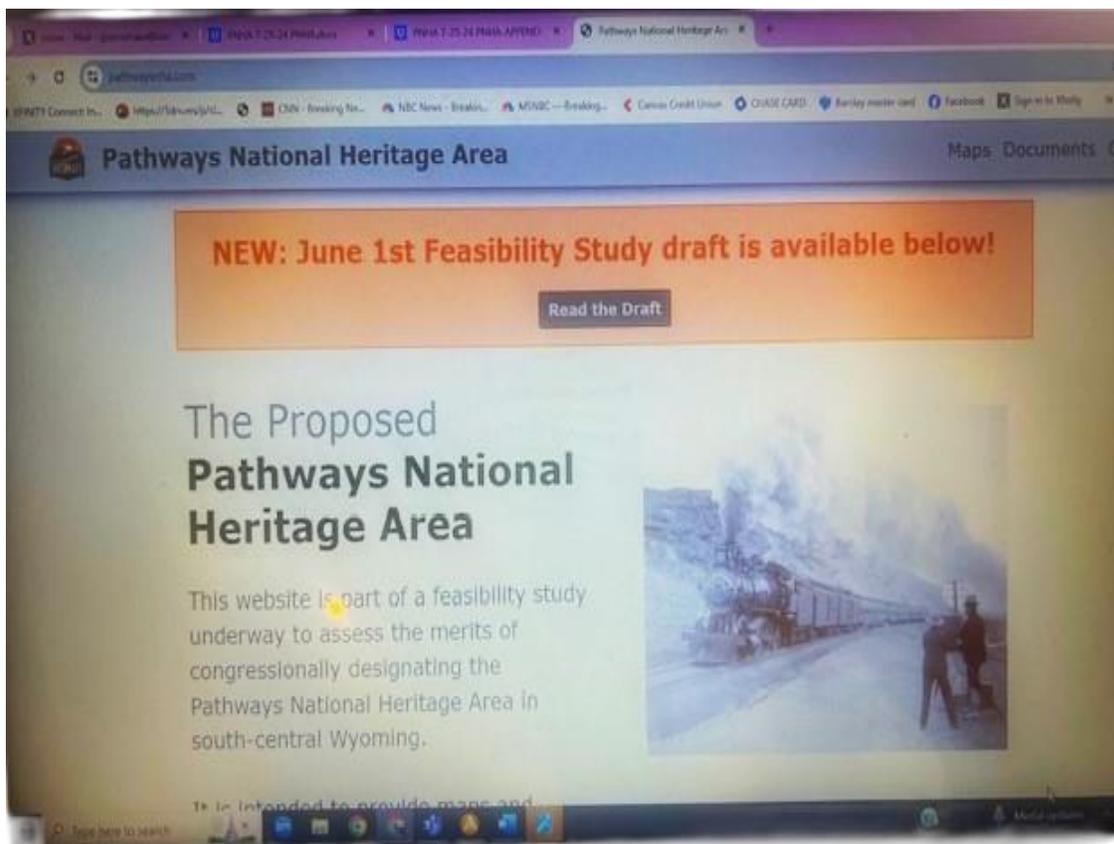
Figure A: The Snowball Technique of Public Outreach

“Snowball Technique” for Public Outreach and Engagement



8, Build a **central website** for easy access to full and factual information, solicit public comments, and secure a vote of support/oppose. The PathwaysNHA.com website was intended to be a central portal for distributing drafts of the Feasibility Study, maps, NHA legislation, NPS policies, decision points, and timeline. The website was activated in August 2023 and amended with updated information throughout the study process. Its homepage is depicted in Figure B.

Figure B: PathwaysNHA.com Web Site

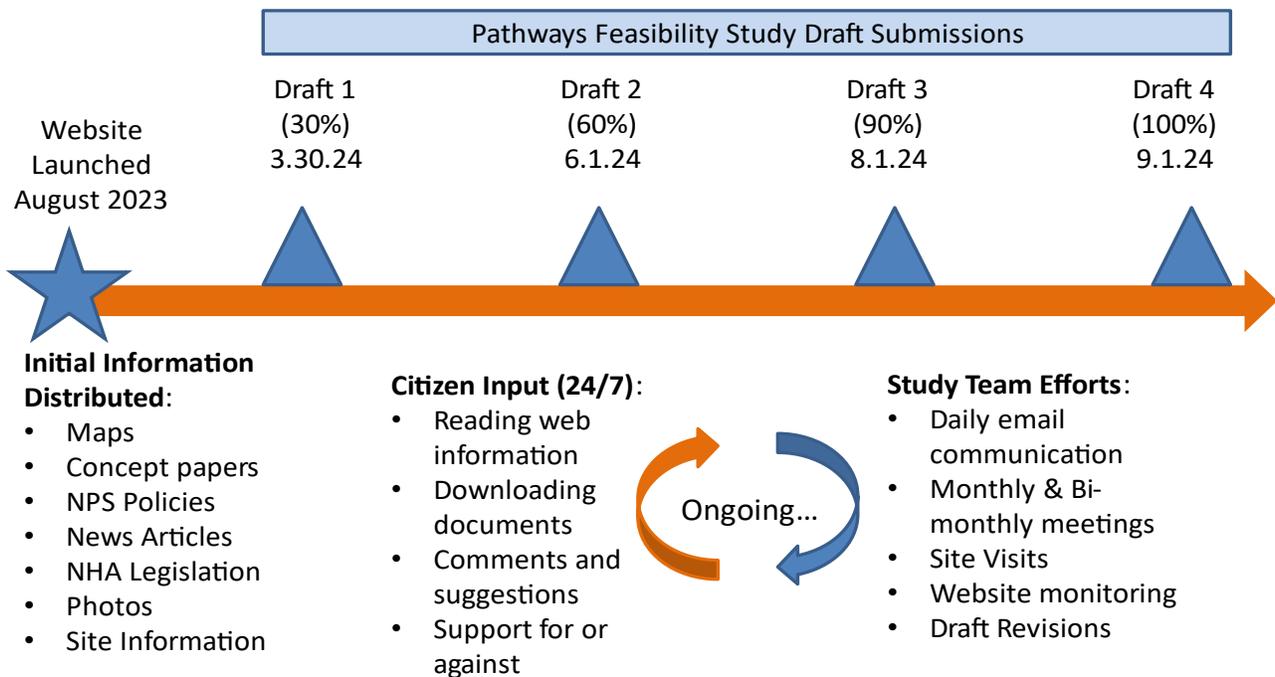


PathwaysNHA.com was an active 24/7 site for the public to easily access and download updated Study information, leave comments, and vote in support or opposition of the proposed PNHA. (Note: Voting was limited to once per IP address).

Figure C depicts the operation of the PathwaysNHA.com website.

Figure C: PathwaysNHA.com Operations

Interactive Website for distributing information and soliciting public feedback



9. Conceive a **phased roll-out of partial drafts** of the feasibility study to stimulate public interest and input as the study evolved. With each draft new information was added and public comments addressed. The drafts were posted for public access as follows:

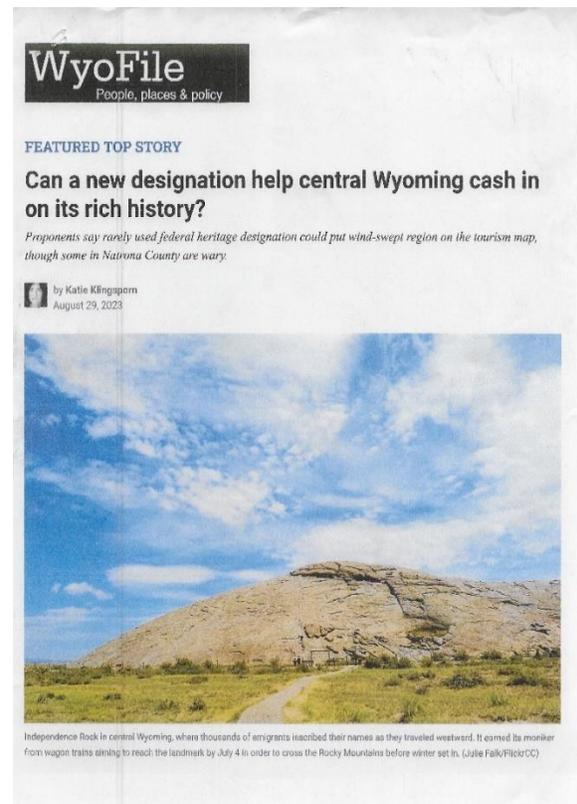
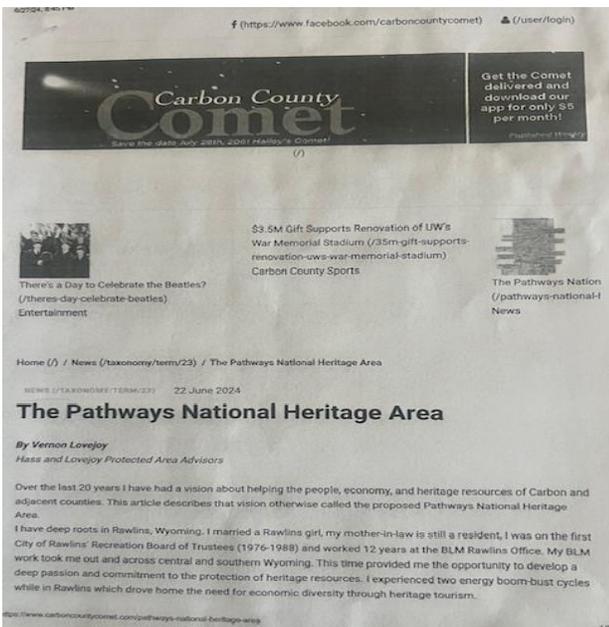
- March 31, 2024---30% draft
- June 1, 2024---70% draft
- August 1, 2024---FINAL DRAFT
- September 1, 2024---100% completed Feasibility Study

10. **Secure endorsements** for the PNHA Feasibility Study from key political entities. The team secured endorsements from the following entities early in the process:

- Carbon County Board of County Commissioners
- Carbon County Council of Governments (town mayors)
- Carbon Country *Discover Carbon County* (tourism bureau)
- Natrona County Board of County Commissioners
- Natrona County *Visit Casper* (tourism bureau)
- City of Casper City Council
- Casper Historic Preservation Commission
- Wyoming Office of Tourism
- Wyoming SHPO
- BLM Caspar District Manager
- Wyoming Congressional delegation (i.e., staff of Senators Lummis and Barrasso, and Representative Hageman)

11. With the website operational and populated with relevant documents, credible endorsements secured, and stakeholders identified, **outreach efforts were increased** to help ensure public awareness, understanding, and feedback about the proposed PNHA. The Team employed a multi-prong approach relying on direct contacts (e.g., conversations, presentations, meetings, open houses), print and digital mass media (e.g., Casper Star, WyoFile, Carbon County Comet), radio interviews (e.g., Bigfoot Radio), and more than 100 email contacts who were provided drafts of the feasibility study as work progressed.





The one constant of all communications was informing people about the PathwaysNHA.com website as the 24/7 source of full, factual, and up-to-date information. The website also enabled people to submit their comments and to indicate a vote of support or opposition for the PNHA.

This outreach effort was on-going until completion of the PNHA Feasibility Study on September 1, 2024. A 30-day public review period was provided.

Summary of PNHA Public Outreach and Engagement Strategy

This section provides a quantification and qualitative description of the PNHA outreach and engagement efforts.

a). Chronology of Major Engagements and Activities

Listing of Significant Public Outreach and Engagement Contacts/ Events

(number of participants in parens)

This is a list of what the Study Teams thought were significant contacts, meetings, public gatherings, open houses, events, or phone calls. Suffice it to say, there were hundreds of internal phone calls among Team members, thousands of internal emails, and dozens of small informal meetings, socials, conversations, and other contacts with the public that did not reach this list

December 29, 2023—Meeting with GIS and Rangeland Experts, Denver (inventory resources and heritage sites) (4)

January 17, 2023—NHA Concept Meeting with Bureau of Land Management, Rawlins (3)

January, 18, 2023---NHA Concept Phone meeting with Bureau of Reclamation, Casper (2)

January 20, 21, 22, 2023—NHA Concept Phone contact with Mormon Handcart managers in Natrona County and Salt Lake City (3)

February 18-21, 2023—Photo Collection for PNHA power-point to Carbon and Natrona; Fort Casper and Casper Museum staffs (7)

March 9, 2023---Public meeting hosted by Carbon County Board of County Commissioners (25)

March 9, 2023—Tour of Parco/Sinclair Historic District, city staff (6)

March 10, 2023---Informal discussion with Rawlins City Council member (2)

March 10, 2024---Presentation to Carbon County Commissioners (8)

March 11, 2023—Discussion with Bureau of Land Management manager, Rawlins (2)

March 31, 2023---NPS National Heritage Area Regional Coordinator (3)

April 2, 2023—Meeting with GIS labor time, maps and diagrams, Arvada. CO (2)

April 4-6, 2023---Visitor Casper and Discover Carbon County work sessions; (6)

informal briefing with Natrona County Commissioner Dave North, Cas[er] (3)

April 27, 2023---Wyoming State Visitor Center and Wyoming Office of Tourism (4)

May 7-12, 2023

- Meeting with National Historic Trail Interpretive Center ED & BLM (5)
- Meeting with Visit Casper and presentation to Business Economic Forum (12)
- Meeting with Carbon County Commissioners (8)
- Separate Meetings with museum managers at Medicine Bow, Rawlins, Fort Caspar, & Mormon Handcart and Martin's Cove (11)
- Commissioner Moore hosted Open House in Rawlins (14)

May 16, 2023---Zoom call with Wyoming Office of Tourism (4)

May 23, 2023—Phone discussion with Union Pacific Railroad (2)

May 24, 2023--- Phone discussion with Medicine Bow National Forest, Laramie (2)

May 25, 2023,---Phone discussion with Medicine Bow National Forest, Brush Creek RD (3)

May 26, 2023---Phone discussion with Alliance for Historic Wyoming, Laramie (3)

May 27, 2023.---Phone discussion with Oregon-California Trails Association (2)

June 4, 2023—Phone discussion with Wyoming Historical Society (2)

June 5, 2023—Phone discussion with Lincoln Highway Association (2)

June 14, 2023---Meeting with Alliance for Historic Wyoming (Laramie); (4)

Medicine Bow Visitor Center/Virginian Hotel discussion (4)

June 14, 2023---Public work session with Natrona County Historic Preservation Commission (12); discussion with Fort Casper ED (4)

June 15, 2023---Visit Casper hosted evening Open House at Ramkota, Casper (12)

June 20, 2023---Public work session with Natrona County Board of County Commissioners work session (10); College Rodeo Finals VIP Reception hosted by Visit Casper (25)

July 5-9, 2023---Site tour of PNHA; inventory, and photograph heritage sites (8)

July and On-going

Most of the Feasibility Study team were linked to key stakeholder groups. The groups represented had Boards and Commissions. As part of the Snowball outreach technique discussed elsewhere, Team members began to report and solicit feedback from their members each month through August 2024. The groups included:

- City of Casper
- Visit Casper
- Discover Carbon County

- Casper Historic Preservation Commission
- Carbon County BOCC
- Carbon County Council of Governments

All these meetings were open public meetings and some were video recorder for public viewing.

July and On-going

The Feasibility Study Team was largely assembled by the end of June, 2023. Suffice it to say, there were hundreds of internal phone calls, thousands of internal emails, and several dozen informal meetings and lunches. These contacts are not included as part of this list.

July 10, 2023—Discussion with Bureau of Land Management manager, Rawlins (2)

July 26, 2023---Wyofile interview (statewide electronic daily news) (3)

July 28, 2023---Bigfoot radio interview (3)

August 15, 2023---PathwaysNHA.com website activated to provide 24/7 information and obtain public comments

August 29, 2023---Wyofile statewide e-article

August 31, 2023---Casper Star--Tribune article of PNHA

September 20, 2023---Carbon County Council of Governments (12 mayors) briefing, Elk Mountain (12)

September 21, 2023---Casper Historic Preservation Commission work session, Casper (15); City of Casper staff discussion (5)

January 2, 2024--- Wyoming Deputy SHPO Brian Beadles, Cheyenne (3)

Feb. 19, 2024---Presentation to Casper Rotary Club, Casper (75); meeting with Historic Trails Interpretive Center staff & BLM (6)

Feb. 20, 2024---Participation in Natrona County BOCC work session, Casper (12); meeting with Lou Taubert owners (4)

March 27, 2024---Coordination meeting with NPS National Heritage Area Regional Coordinator (3)

March 30, 2024---Widespread launch of March 30, 2024, draft #1 (30%) of Feasibility Study. Posted on PathwaysNHA.com, e-blasted to 100+ organizations and individuals, hard copies sent postal service to those without email

April 3,-4 2024---Bigfoot 99 radio interview; Bigfoot radio coverage on April 4th (3)

April 4-2024---Hard copy of March 30th draft 1 to Wyoming Tourism Office ED, Wyoming State Parks Director, Wyoming Fish and Game Director, WYO State BLM Director, and WYO Deputy SHPO. (5)

April 5, 2024—Meeting with Bureau of Land Management manager, Rawlins (3)

April, 5, 2024—Tour of Parco-Sinclair Historic District, Sinclair city staff (6)

April 23, 2024---Discussions with Casper City Council members and City Staff –televised (13); Oil City newspaper article

April 25, 2024--- Phone discussion with Grand Encampment Museum director (2)

May 21, 2024---Meeting with Hanna and Sinclair officials (8); public open house with WyoPBS presentation of Lincoln HWY followed by PNHA in Sinclair (25); interview with Carbon County Comet newspaper (4)

May 22, 2024,---Meeting with Vice Chair, Carbon County Development Commission (4)

May 22, 2024---Work session with Carbon County Discover Carbon County Board (7)

May 23, 2024---Tour of Rawlins Springs Interpretive Site (5)

May 23, 2024---Tour of Fort Steele State Park (6)

June 1, 2024---Widespread launch of June 1st draft #2 (70%) of Feasibility Study, Posted on PathwaysNHA.com, e-blasted to 100+ organizations and individuals, hard copies sent postal service to those without email

June 3, 2024 —Phone Briefing US Fish & Wildlife Service, Pathfinder Refuge

June 5, 2024---Hard copy of March 30th draft 1 delivered to Wyoming Tourism Office ED, Wyoming State Parks Director, Wyoming Fish and Game Director, WYO State BLM Director, and WYO SHIPO lead.

June 5, 2024---Presentation and discussion with Wyoming Congressional delegation staff---- Senators Barrasso and Lummis, Rep. Hageman, Cheyenne (10)

June 5, 2024---Meeting with National Wildlife Federation former regional director, Cheyenne (4)

June 8, 2024---Meeting with former Bureau of Reclamation regional director (2)

June 10-13, 2024---Tour of Red Desert, Western Watersheds staff (6)

June 17, 2024---Phone Briefing with Western Watersheds ED (4)

July 6, 2024---meetings with Visit Casper, BLM Interpretation Center staff, Lou Taubert's Western store, Casper City Staff, and Historic Trails West staff (13)

July 7, 2024---meeting at Morman Handcart Visitor Center (4)

July 8, 2024---work session with Discover Carbon County (5); Briefing with Elk Mountain Museum, library and owner of Elk Mountain Historic Hotel (7)

July 21-25, 2024---Heritage site tour and meetings with site managers; consultation with museums managers in Casper, Encampment, Medicine Bow, and Elk Mountain. (8)

August 1, 2024--- Widespread launch of August #1 draft #3 (90%) Feasibility Study. Posted on PathwaysNHA.com, e-blasted to 100+ organizations and individuals, hard copies sent postal service to those without email

August 2, 2024—Phone briefing with owner of Virginian Hotel (2), Wyoming Office of Tourism (3); Grand Encampment Museum Director (2)

b). Media coverage

Media Outlet	Title	Date
Bigfoot Radio program	Pathways National Heritage Area Discussed at Commissioner’s Meeting	August 2, 2023
WyoFile (state news)	Can a New Designation Help Central Wyoming Cash-In on its Rich History	August 29, 2023
Oil City News	Can a New Designation Help Central Wyoming Cash-In on its Rich History	August 30, 2023
Casper Star-Tribune	Can a New Designation Help Central Wyoming Cash-in on its Rich History	August 31, 2023
Bigfoot Radio program	Work Continues on the National Heritage Area Proposal	Oct. 3, 2023
Cowboy Star Daily	Counties Explore Tourism Potential of Wyoming’s Historic Trails	February 24, 2024
WyoFile (state news)	Heritage Designation Effort Advances Despite Property-Rights Wariness	February 27, 2024
Oil City News	Council Endorses Bid to Get national Heritage Site Designation for Natrona County	April 23, 2024
Bigfoot Radio program	Pathways National Heritage Area Moving Forward in Carbon Conty	April 4, 2024
Casper Star-Tribune	Casper City Council Backs National Heritage Area Designation for Natrona & Carbon Counties	April 24, 2024
Carbon County Comet	The Pathways National Heritage Area	June 22, 2024

Youtube	https://www.youtube.com/watch?v=cVPGoqU-MDO	July 2024
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NOTE: It is likely there was more coverage that the Team was not aware of.

c). PathwaysNHA.com Website (updated 9-2-24)

The website was very useful for providing easy access to full and updated information, enabling comments to be posted, and for voting support or opposition.

- 4,425+ unique visitors to the site
- 600 downloads of one or more documents
- 164 comments (listed below)
- 90% of voting in support of proposed PNHA (16-no support/148-support)
- **Verbatim comments:** (names and contact info deleted to ensure privacy rights)

✓ I love our shared area.

✓ Anything that we can do to help spread awareness of our significant historical sites is enormously powerful. Please continue pursuing these designations!

✓ As a potential visitor to Wyoming in the coming years, I appreciate this effort to help highlight and provide context for so many interesting sites of historic and cultural interest. I hope this proposal advances, and this National Heritage Area helps create new economic benefits for the region, without requiring a significant investment on behalf of local residents and businesses.

✓ Fantastic opportunity to share our beautiful state and its incredible people!

✓ I think this is an excellent idea, one that will provide many benefits to the area.

✓ As a former Wyomingite and resident of Rawlins for several years, I love the beauty and historical significance of Wyoming. This is a legacy well with preserving for future generations. Establishing a National Heritage area is a well thought out plan.

✓ Good for the Earth. Good for humans and animals.

✓ What great way to bring in money to our county

✓ This project looks great.

✓ I think it is another opportunity to give visitors to Casper and Natrona county more things to do as well as attract more visitors to our area. This is only a designation. What we do with it would be up to a bunch of locals! It also should respect private properties that may or may not want anything to do with it.

✓ Seminole Boat Club supports this project. Let us know how we can help!

-
- ✓ Great opportunity
 - ✓ Wow great idea. How come know one thought of this before?
 - ✓ Excellent idea. Looking forward to development.
 - ✓ I used to live in Carbon County. I do not believe this area contains any special heritage that does not exist elsewhere.
 - ✓ Things like this always start off sounding good but end up bad for local residents. Greed ends up setting policy that is more friendly to the out of state visitors while hurting access and adding restrictions for local residents that have used the land for years.
 - ✓ Excellent project!
 - ✓ As an avocational archaeologist in the area of Aviation Archaeology (subset of Historical Archaeology) I have studied both Casper and Medicine Bow Airfields, working with their volunteers and _____ from the state, and making & giving Power Point presentations on each. The local museum folks in Casper have begun a great job in commemorating the history of their sites. However the Medicine Bow site was still a "diamond in the ruff" in danger of being destroyed & forgotten as of 2019. The principle historic artifacts at the site were the Light with its Tower, a small Control Building at tower base, and the concrete arrow. These 3 artifacts together [experience with board governance, leadership, decision-making, public engagement, and meeting management](#) should, and could be preserved.
 - ✓ Something that will end up not being kept up with and just another abandoned building in Rawlins. Tax payer money should go towards other projects
 - ✓ I love the story telling aspect.
 - ✓ This is an absolutely wonderful advancement for our communities and will bring great things our way!
 - ✓ Yes! Carbon county has many historical areas that should be highlighted!
 - ✓ This is a fantastic proposal for the State of WY and for others outside the state and outside the country. That there is a strong, controlling role for the State, provides a wonderful model for how states' rights can prevail in a healthy relationship with the federal land managing agencies.
 - ✓ slam dunk good idea. we need economic diversity and more money to protect our heritage sites
 - ✓ Great idea
 - ✓ Look like a worthwhile endeavor.
 - ✓ I think this is a fantastic idea!
 - ✓ Centrally located between Yellowstone/Teton, the Devil's Tower/Black Hills region, and the multitude of attractions in northern Colorado the Pathways NHA would clearly identify a destination between them to stop and explore rather than an empty area of the map to simply drive through without stopping.
 - ✓ We need to protect our historic resources
-

-
- ✓ Don't bother with this matter. there is little historical areas there to be exploited
 - ✓ Yes
 - ✓ I believe this proposal merits further consideration. I am intimately familiar with the national heritage resources and values and geography of this area. The educational value of the proposal would be of great worth to the public at large, nationwide, as well as locally.
 - ✓ Amazing!
 - ✓ Stay out of carbon county
 - ✓ This looks wonderful and needed.
 - ✓ Thank you
 - ✓ The linking of historical areas of interest where they are accessible to visitors through a national app would increase awareness and visitation.
 - ✓ Used to live in Rawlins, WY
 - ✓ Great idea
 - ✓ This seems to me to be an interesting and worthwhile project to explore. As a 75 year old Wyoming native, I support the concept of a clean, little-impact, project focused on history. We have such a diverse and varied history and any project that doesnt involve mineral extraction seems useful and potentially beneficial. Good luck! If a supporter in Fremont Co could be useful, please reach out!
 - ✓ Good project
 - ✓ I think its a great idea and a way for people to learn about history. Should the Sand Creek Massacre be included?
 - ✓ Question more than comment, an NHA is technically a national park does that impede on hunting, fishing and ORV use?
 - ✓ Very interesting!
 - ✓ I think it would be a great why to try and get more people to see history.
 - ✓ This would be great for our county
 - ✓ I support the project.
 - ✓ Looks very positive on first view!
 - ✓ Very worthwhile
 - ✓ We cannot even fund to replace 100 year old water lines which is more pertinent than this, I strongly feel that we need to start taking priority in our community because Rawlins has been neglected for years. Very sad and unfortunate that nobody on the city council wants to help the community try to fix these problems. They just want money in there pockets, nobody can show where
-

the revenue is going as to what is coming in. The state won't help because they say it's handled at city level, so at what point do we finally get some help and regular audits to be sure we are not in an eight month water restriction again!?

✓ Great idea

✓ Good luck with the challenge you'll have here in Wyoming when no one appears to want any change. It's difficult for businesses to find and hire staff to help our existing residents and tourists. Love the idea though!

✓ Rawlins resident. This would be wonderful not only for residents but for travelers as well

✓ looks good

✓ Good idea.

✓ Redundant Similar programs already exist.

✓ Excellent opportunity for the State of Wyoming and the two counties to better promote these valuable resources by designating these prime areas... A win-win for this designation!

✓ This would be amazing for the community as a whole! It would create a good place for tourism and build the economy.

✓ I understand the need to drive tourism into the lesser known areas so we don't continue to be known for one or two large internationally recognized parts of the state. I would hope that we can still maintain the local aspect, though.

✓ Thank you for the Rotary presentation, this is a great idea and I look forward to seeing it become a reality.

✓ This is a wonderful opportunity for Carbon and Natrona Counties! I fully support this opportunity.

✓ I think this would be a huge benefit to Carbon County and Rawlins. I strongly suggest you engage the Carbon County Visitors Council in this endeavor.

✓ This is a wise plan

✓ This project will generate more revenue from visitors who come into the area. A great idea!

✓ This would be awesome for Rawlins!

✓ This is amazing opportunity for our community

✓ I am in favor of a pathway

✓ A fantastic idea and ambition.

✓ About time someone recognized an alternate form of tourism managed by locals. Atta boy.

✓ Sounds like a great idea.

✓ Na

- ✓ This would be great for our community!
- ✓ This is a great project that will benefit the whole community without increasing federal control over the land. I can't think of a better way to highlight how special this area of Wyoming is, and it will surely help to bolster tourism in the area.
- ✓ I favour this designation
- ✓ I believe this would be a positive endeavor for our county.
- ✓ Wonderful idea.
- ✓ What a great idea
- ✓ It would be wonderful to promote our trails
- ✓ Great plan!
- ✓ This sounds like wonderful project which should bring in more tourists and out-of-state money.
- ✓ The Pathways designation is a good idea and will be a bet gain for Wyoming that lasts far beyond the booms and busts of minerals and renewable energy development. It also should be extended to Albany County and Sweetwater County.
- ✓ Good idea
- ✓ Would love to have this. I've only been to Independent Rock
- ✓ No comments
- ✓ I am a frequent visitor to Wyoming, and my daughter attended the University in Laramie. This National Heritage Area is an excellent idea and would greatly aid in tourism to the area. My sisters and I toured this area prior to my daughter's college years, and we would have loved the signage and direction for this "outdoor museum".
- ✓ Let's do it!
- ✓ It's a lovely place to visit.
- ✓ Family history in Savery, Dixon Wyoming area and support local historical efforts. Be sure to include Eastern Shoshone history in these areas as well as American migration. Support the travel plans and encouragement of understanding of the history of the two counties.
- ✓ heck of a great idea---will help protect and restore the heritage resources in both counties and bring great attention and notoreity to wyoming. Plus we need to diversify our economy. good job
- ✓ This would be fantastic for Carbon County.
- ✓ I am surprised that this part of history has not been told in this type of format already.
- ✓ Are you still looking at getting your website's SEO done?
- ✓ Great

-
- ✓ Please consider Rawlins in this
 - ✓ No
 - ✓ This is a unique and historical area which should be enjoyed by all.
 - ✓ Money well spent.
 - ✓ Excellent plan.
 - ✓ More tourists on the highways and byways. It has to be better for us all right ??
 - ✓ Worthwhile
 - ✓ In favor of designation.
 - ✓ This us a great opportunity.
 - ✓ What a wonderful opportunity to show case the Western History of our state and county. I can't find a reason why we would not want to participate. The fact that we can establish a local/state entity for coordinating the area seals the deal for me.
 - ✓ Pathways and hiking trails are always awesome. Educational placards and signs are often helpful, but not always necessary.
 - ✓ From the historic pioneer trails to the first transcontinental railroad, highway, telegraph line, telephone line, and US airmail route, Carbon and Natrona Counties have a storied past of national significance.
 - ✓ As a resident of Casper and a large land owner in Carbon County, I am adamantly against this proposal. This proposed project would be detrimental to our range operation. I am utterly amazed that as large land owners in Carbon we have not been consulted about this proposal.
 - ✓ I think the more attention we can bring to the amazong history of this part of Wyoming the better.
 - ✓ Love it!
 - ✓ This is a wonderful idea! Support it 100%
 - ✓ See if this works.
 - ✓ Absent initiatives such as this, history will be lost, perhaps in the next generation. Separately, we just love visiting Wyoming - and, probably spend \$1000.- /day, much more on a dude ranch, during these visits.
 - ✓ I travel through Wyoming regularly as a tourist. I would totally engage in this national heritage center as I travel through the south corridor.
 - ✓ This is great! As new residents we loved learning about these pathways. I know others would too
 - ✓ It is a fantastic idea and I see nothing but good coming out of it. Heritage tourism is wonderful and will help our local economy greatly.
-

- ✓ Anytime land like that described in the proposal it is a benefit to the public whether local or traveling to Wyoming. National Parks are extremely busy and many travelers enjoy visiting other places of significant interest.
- ✓ While overall this sounds like a nice idea, I'd be very cautious about giving the government and park service any authorization to include my land and cabin in a heritage area.
My property runs along the Overland Trail, and my concern is the government will come up with some reason to stipulate what I must and must not do with my property.
I understand this plan does not involve that at this time, but who can trust government officials these days?
- ✓ Excited to enhance your online security with ease? Our independent services got you covered!
From strengthening your website against unwanted visitors to facilitating file sharing, we've got straightforward solutions for all.
- ✓ I highly support this historical opportunity!
- ✓ Very much needed
- ✓ I fully support the Pathways National Heritage Area. These historic archaeological wonders need to be recognized and fully protected from the possibility of development which would ruin their integrity. Thank you,
- ✓ This is a great idea and will attract people from around the country.
- ✓ There currently is no significant reason to stop along I-80 in southern Wyoming other than to sleep, eat, and/or get gas. This is unlike the northern part of the state where there is plenty to see and do. As a native of Wyoming, I have seen many small towns disappear since the 1950's as their source of economics (i.e., extraction resources) have gone out of business--for example, Reliance, Superior, etc. I doubt a town like Rawlins will ever disappear, after all it has the state prison, but wouldn't it be nice to have a little economic diversification in southern Wyoming. Having a National Heritage Area would certainly help out and maybe in 25, 50, or 75 years it would be the driving economic force for Southern Wyoming
- ✓ Great effort to educate about the impressively dense number of historical assets in the subject area!
- ✓ I hope that this would preserve the integrity and history of our beautiful state for generations to come. Added bonus of revenue for the communities involved with the projects.
- ✓ I think parts of Wyoming including the Ruts of the Oregon Trail, Register cliff and Ft Laramie or so important to the history not only Wyoming but the Country as a whole that something needs to be done to promote them, now I don't know if this will or not but it is a step forward.
I live briefly in Casper and for many more years near Torrington Wyoming.
- ✓ Love the idea.
- ✓ Would be good for economy
- ✓ Good proposal would help preserve historical sites and locations.
Would encourage preservation of historical sites for future. Great ideas.
Would help local economies and provide employment in area.
- ✓ Looks like a great idea! As regular visitors to Wyoming, we value any action taken to value and maintain historical sites .

- ✓ I think its an excellent idea to creat a Natural Heritage area.
It will help increase both tourism and reinforce the culture identity of the people living here.
- ✓ I moved here from Colorado in 1982 and I think it is a great idea what your intentions are for the counties involved in your dreams. History is important part of our lives and Wyoming is a truly blessed state full of it.
- ✓ None
- ✓ This program sounds like a great way to encourage tourism and historical exploration without negatively impacting local communities, businesses, or landowners.
- ✓ Carbon county can not keep up the it's they have don't need anything else to be placed on them to care for.
- ✓ This will be beneficial to Carbon County!
- ✓ NO ! Just another land grab that will be controlled by a bureaucracy not an elected official. this will end by locking the area off to the people for recreational purposes other than what they deem permissible.
- ✓ This rich concentrated area of Wyoming is fascinating in geography,history & people€ of much importance to Western Culture
- ✓ This will be a great benefit to Sheridan County.
- ✓ I support this as a resident of Natrona County and I'm hopeful the County Commissioners will as well. I will contact them and let them know I think they should support it as well.
- ✓ As a Wyoming podcaster I always bring in WY's fascinating history when I can. We have a fascinating story to tell. That story unfolds in some of the most beautiful, stark, isolated and unique backgrounds in our country. I cannot imagine a better way to preserve and present that amazing history than the proposed project. I know there will be positive economic impacts, which are important, but to me telling our story in a memorable and authentic way is an even more important impact. I hope this proposal makes it!
- ✓ I am in favor of it.
- ✓ Bringing tourism to our area is an added benefit for our community.
- ✓ I am in favor of this. As we take road trips throughout the U.S. I am always wanting to know about the sites and towns we pass! AAA used to provide fascinating books that answered my questions and satisfied my curiosity, then they became, more and more, just ads and commercial information. I heard recently they no longer put them out. This would allow people like me to be happy again - and great for educating the curious!
- ✓ Yes
- ✓ Excellent idea.
- ✓ Good Luck
- ✓ I am in favor of doing the feasability study to see how this will help tourism in Wyoming and how it can help promote and preserve historic places in our County and our State.

-
- ✓ We lived in Carbon County between 2013-2018.

Great idea. Our national heritage is important for future descendents.

- ✓ Please see Wyoming Farm Bureau Federation comments emailed to pathwaysnha@gmail.com.

- ✓ This is a terrible waste of federal money and a pointless exercise

- ✓ This will be great for tourism I am writing to express my strong support for the initiative to designate Natrona and Carbon counties as a National Heritage Area. This important effort, led by Visit Casper, the Natrona and Carbon County Commissions, and the Casper City Council, in collaboration with the Pathways National Heritage Area Feasibility Study Team, is a significant step toward recognizing and preserving the rich history of our region. The proposed designation will offer both locals and visitors a new and meaningful perspective on the early history of our area. It will highlight the pivotal role Natrona and Carbon counties played in Western expansion, settlement, and development. This recognition will not only deepen our community's appreciation for its historical roots but will also attract a new segment of tourists—heritage tourists—who have a profound interest in the historical narratives and infrastructure of our region. Furthermore, the influx of heritage tourists will have a positive impact on our local economy and provide an opportunity for greater engagement with our historical and cultural resources. This is an exciting prospect that will benefit our community in numerous ways. I encourage everyone to review the final draft of the feasibility study and consider how they can contribute to this effort. Whether by writing a letter of support or providing feedback, your involvement is crucial to the success of this initiative. Thank you for your attention and support in this endeavor. Together, we can ensure that Natrona and Carbon counties receive the recognition they so richly deserve.

- ✓ What wonderful history we have in our area!

- ✓ I understand the need to drive tourism into the lesser known areas so we don't continue to be known for one or two large internationally recognized parts of the state. I would hope that we can still maintain the local aspect, though.

- ✓ Great idea

- ✓ Love it!

- ✓ Protecting and preserving state heritage and nature while contributing to local financial and cultural wellness is something every state in this Union could use more of, and I am in full support of this proposal. So long as local interests and residents are represented in the process, this seems like a no brainer. Wyoming as a whole has one of this most robust national parks in the country, and it seems this plan would only further allow the rest of the state to benefit from this fact. Furthermore, it seems this plan would further attract tourists coming up from CO and spending time in state stimulating local economy. I hope to see this move forward and thank all those involved.

- ✓ Very interesting!

- ✓ As a resident of Casper and a large land owner in Carbon County, I am adamantly against this proposal. This proposed project would be detrimental to our range operation. I am utterly amazed that as large land owners in Carbon we have not been consulted about this proposal.

- ✓ This will be a great benefit to Sheridan County.

- ✓ In favor of designation.

- ✓ None
-

d). Direct Communications

Below is a list of stakeholders the Team communicated with and invited comments and input throughout the study process. The number of contacts with each entity through August 30, 2024 **are indicated in parens** (e.g., emails, personal conversation, meetings, telephone calls, direct mail):

Carbon County

- Carbon County Board of County Commissioners (20+)
- Carbon County Council of Governments—12 mayors (2)
- Carbon County *Discover Carbon County* Tourism Office (20+)
- Medicine Bow Museum (4)
- Hanna Basin Museum (1)
- Grand Encampment Museum (4)
- Virginian Hotel (4)
- Hotel Wolfe (1)
- Saratoga Museum (1)
- Elk Mountain Museum (2)
- Historic Elk Mountain Hotel (2)
- Rawlins County Museum (2)
- Rawlins Historic Prison (2)
- Little Snake River Museum (1)
- Parco Historic District (10)
- Rawlins Women's PEO (1)
- Town of Sinclair (3)
- Town of Hanna (2)
- Morgan Creek Wildlife Habitat Management Area (2)

Natrona County

- Natrona County Board of County Commissioners (10)
- Natrona County Historic Preservation Commission (2)
- City of Casper City Council (1)
- City of Casper Planning Office (20+)
- City of Casper Parks and Recreation (3)
- Visit Casper* Tourism (20+)
- Casper Chamber of Commerce (3)
- Fort Caspar Museum (6)
- Mormon Handcart Historic Site (2)
- Historic Trails West (2)
- Rotary Club (1)
- Lou Taubert Ranch Outfitters (6)

State of Wyoming

Wyoming State Parks State Office (2)
Wyoming SHIPO Office (3)
Wyoming State Tourism Office (5)
Wyoming Game and Fish (2)
Wyoming Stock Growers Association (2)
Wyoming Farm Bureau (2)
National Historic Trails Interpretive Center (8)
Wyoming State Historical Society (3)
Wyoming Senator John Barrasso staff (1)
Wyoming Senator Cynthia Lummis staff (1)
Wyoming Representative Harriet Hageman staff (1)

Tribal Councils

Eastern Shoshone Tribe (2)
Northern Cheyenne Tribe (2)
Ute Indian Tribe (2)
Northern Arapahoe Tribe (2)
Crow Tribe (2)

Federal Agencies

Bureau of Land Management—Rawlins Field Office and Casper District Office (6)
Bureau of Land Management State Office (3)
U.S. Corps of Engineers (1)
U.S. Fish and Wildlife Service (1)
Bureau of Reclamation, Wyoming Area Office (3)
Medicine Bow National Forest (3)
NPS National Heritage Program Regional Coordinator (5)

Media Contacts

Rawlins Times (2)
Carbon County Comet (8)
Cowboy State Daily (3)
Wyofile-statewide (3)
Oil City News (2)
Casper Star (2)
Bigfoot radio-Carbon County (8)
K2 Radio Casper (1)
WY PBS (2)

Other Entities

Cache La Poudre National Heritage Area (3)
South Park National Heritage Area (1)
Alliance for Historic Wyoming (8)
Pony Express Association (2)
Lincoln Highway Association (2)
Oregon - California Trails Association (2)
Sheridan Land Trust (1)
Union Pacific Railroad (4)
Creating Flourishing Churches (1)

e). Letters of Support

Letters of support are included in Appendix A and are an indication of the efficacy of the PNHA Public Outreach and Engagement Strategy. It is important to note that elected officials do not make decisions to support a proposal without due consideration of their constituent's support. Below is a sample of the support among elected officials and state-level agencies.

Wyoming US Senator John Barrasso
Wyoming US Senator Cynthia Lummis
Wyoming US Representative Harriet Hageman
Carbon County Board of County Commissioners
Carbon County Council of Governments
Natrona County Board of County Commissioners
Casper City Council
Visit Casper Board of Directors
Discover Carbon County Board of Directors
Wyoming Tourism Office
Wyoming State Historic Preservation Office

4. Overall Summary of Public Engagement Strategy

- The rolling out of Study information kept people interested and engaged, while the website provided easy access to retrieve information and submit public comments.
- Very few people expressed opposition to PNHA.
- There was no organized opposition---no petitions, write-in campaigns, demonstrations, confrontations, verbal outcries, etc.
- There were initial concerns and questions but none that were not anticipated.
- There was recognition for the need to protect, restore, and interpret their heritage resources.
- There was pride and enthusiasm that the PNHA would help to share a significant American story about our Nation's western migration, settlement, and development.
- Wyomingites are well-aware of their historic "boom and bust" economic cycles and the need to diversify. There was recognition that prestigious NHA recognition of its heritage resources would stimulate the heritage tourism economy in the PNHA and the State.

5. Keys to the Successful PNHA Strategy

- Credible and influential ambassador to lead the Study
- The representation and diversity of the Feasibility Study Team
- The PathwaysNHA.com website provided easily accessible information
- Securing political endorsements early in process
- Team responded to the public concerns and questions
- Phased roll-out kept people interested engaged
- Extensive and repeated outreach efforts to inform and solicit feedback
- Tireless work by the Feasibility Study Team

APPENDIX H: ACKNOWLEDGING AND ADDRESSING PUBLIC CONCERNS

The PNHA Feasibility Study Team acknowledges that some residents, albeit very few, have expressed a concern with the proposed NHA designation. Questions about a new national designation are to be expected and most can be clarified with full information and an open discussion. Several of these public concerns are discussed below and were included in previous drafts.

A. Trespass and Loss of Private Property Rights

Trespassing on private ranches, farms, and private property is a historic problem in the West. The concern is that a national designation might exacerbate the situation (e.g., private land trespass, resource destruction). The PNHA proposes four actions to help control trespass and infringement on private property rights from a PNHA designation.

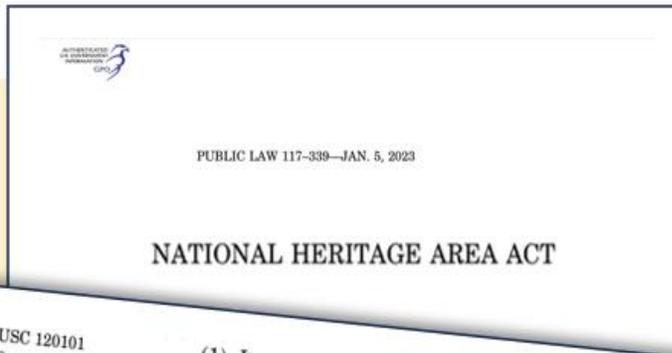
1. Strong Legal Protections

Federal Law provides strong private property rights protections regarding National Heritage Areas. Specifically, the National Heritage Area Act of January 5, 2023 (P.L. 117-339) Section 120104 includes these key property rights provisions:

- Nothing in the Act abridges the rights of public or private property owners, including the right to refrain from participating in the National Heritage Area.
- Similarly, nothing in the NHA Act requires any property owner to permit public access to a property.
- Furthermore, NHA designation does not modify any provision of law with respect to public access or use of private land, nor does it alter any applicable land use regulation, plan, or regulatory authority.
- NHA designation does not affect water or water rights, nor does it diminish the authority of a State to manage fish and wildlife, including through the regulation of fishing and hunting within a National Heritage Area.



- Finally, the Act states that nothing in the statute creates or affects any liability---(i) under any provision of law; or (ii) of any private property owner with respect to any person injured on private property.



54 USC 120101
note.

(1) IN GENERAL.—Nothing in this section (including an amendment made by this section)—

(A) abridges any right of a public or private property owner, including the right to refrain from participating in any plan, project, program, or activity conducted within a National Heritage Area;

(B) requires any property owner to permit public access (including Federal, State, Tribal government, or local government access) to a property;

(C) modifies any provision of Federal, State, Tribal, or local law with respect to public access or use of private land;

(D)(i) alters any applicable land use regulation, land use plan, or other regulatory authority of any Federal, State, or local agency or Tribal government; or
(ii) conveys to any local coordinating entity any land use or other regulatory authority;

(E) authorizes or implies the reservation or appropriation of water or water rights;

(F) diminishes the authority of a State to manage fish and wildlife, including through the regulation of fishing and hunting within a National Heritage Area in the State; or

(G) creates or affects any liability—

(i) under any other provision of law; or

(ii) of any private property owner with respect to any person injured on private property.

2. Embellishment of the Legislation Creating the PNHA

The Wyoming congressional delegation will be instrumental in preparing the legislative drafts for the PNHA designation. If there are issues or concerns that need stricter interpretation or clarification, providing legislative clarification would be one avenue for doing so.

3. Private Property Owner Representation in Local Coordinating Entity

The local coordinating entity with administrative responsibility for the PNHA could establish Bylaws which dictate that Board selection will include the seating of one or more private property owners to ensure their concerns are known. Alternatively, an Advisory Committee to the Board could be established with private landowner representation for the same purpose.

4. Property Owner Opt-In Requirement

The mobile app will not include any information about private property unless the owner willingly opts-in to the program, and then only when the owner provides and approves the information to be posted.

This information could include nearby backroads, trails, or other attractions which may be the cause of inadvertent trespass. Likewise, private property warnings and regulations would be made clear on the app.

B. Federal Overreach

It is understandable that when one mentions a new national land use designation, some people become concerned about federal control, imposition of new rules and regulations, and loss of local authority and property rights.

There is evidence to the contrary. The BLM has been exceptional in their support of the National Historic Trails Interpretive Center and several well-managed historic sites. The NPS has four units in the PNHA. Two of these trails were Congressionally designated in 1978 while the two others in the 1990s. During this 50-year span of time the relationship between the NPS and the communities and counties has been compatible and benign with no controversy or infringement.

The historic relationship between federal agencies and the heritage assets of the PNHA is evidence of no federal overreach, eminent domain, loss of private property rights, lawsuits, devaluations, or control of heritage sites.

Furthermore, since NHAs are not units of the NPS, there is no chance of overreaching. The National Heritage Area Act of 2023 is also clear on this issue. The role of the NPS is solely to assist NHAs with national recognition, financial support, and technical assistance.

C. Crowding and Congestion

Some residents expressed concern that they did not want more people at their favorite campground or lake, or fishing in their favorite blue-ribbon spots.

As stated in Chapter II, heritage tourists are different than outdoor recreationists visiting the area today. Heritage tourists do not typically go to the same places as outdoor recreationists such as state park campgrounds, wilderness areas, remote reservoirs, or gold medal trout streams.

Crowding and congestion has been reported to be a problem on some holidays/weekends at some outdoor recreation sites in the area, but there are no known similar situations at the area's heritage sites. Furthermore, current lodging occupancy rates in the 50-60% range would suggest that ancillary food or lodging services would welcome more heritage travelers.

However, at some point in the future crowding and congestion did become a problem at specific heritage sites. the mobile app could provide near real-time information encouraging visitors to other places and/or times.

D. Heritage Resource Protection

A few people expressed concern that more visitors will harm the archaeological efforts currently underway or in the future.

There is agreement that tourists can do harm and damage a heritage site, and that tourists should not be allowed to go anywhere and do anything. A heritage site needs active management with signage, trails, rules, sanitation, and enforcement. While the proposed PNHA will not directly own or manage any heritage sites, the local coordinating entity could recommend minimum

management requirements to be in place before a site could be included on the mobile app.

Where the PNHA would be helpful for heritage resource protection is when partnering with local heritage site managers to solicit grants and gifts to support heritage resource protection and restoration. The distinction as a NHA will add credibility and access to funding programs that individual heritage sites usually do not typically have.

E. Opt-In to Join the PNHA Mobile App

The PNHA mobile app will require a signed ***opt-in*** agreement from the heritage site owner who wants to be included in the app. The PNHA will not oblige or require any managing entity to participate in the NHA program. Thus, there is no interest in or need for an opt-out approach.