

PATHWAYS

NATIONAL HERITAGE AREA



DRAFT 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

DRAFT #3: FINAL DRAFT August 1, 2024

PATHWAYS NATIONAL HERITAGE AREA FEASIBILITY STUDY



Draft #3: FINAL DRAFT August 1, 2024

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** which includes 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
- 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 PNHA Feasibility Study began on February 21, 2024, when **Natrona County Commissioners** voted to join the **Carbon County Commissioners** in support of obtaining a feasibility study for the project.

The feasibility study will be released for public comment in three successive drafts with each draft duly considering public comments and building upon the previous version. This strategy is intended to keep the community engaged and informed during the process.

The Draft Feasibility Study review release dates are:

- Draft #1 - March 30, 2024 (completed)
- Draft #2 - June 1, 2024 (completed)
- **Draft #3 - August 1, 2024 FINAL DRAFT**

The Final Feasibility Study will be submitted to the supporting partners by September 15, 2024, and to the **National Park Service** who will assess the merits of the proposed PNHA for Congressional designation.

Please visit www.PathwaysNHA.com
to submit comments and vote in support/opposition to
the PNHA designation.

You can also submit a letter of support for inclusion in the final
report by sending your signed letter to PathwaysNHA@gmail.com.



**Please
Vote!**

CONTENTS

PART 1: INTRODUCTIONPage 6

- A. What is a Feasibility Study?6
- B. What is a National Heritage Area?6
- C. What is the Location of the Proposed PNHA?.....7
- D. What is the American Story Being Told by the PNHA?9
- E. What Was the Impetus for the PNHA?11
- F. Why Pursue National Heritage Area Designation?.....13
- G. How Was the Study Organized?14
- H. What Was the Feasibility Study Process?14

PART 2: THESE PATHWAYS CONNECTED OUR CONTINENTPage 18

- A. The Pathways**
 - Pathway 1: North Platte River19
 - Pathway 2: The Oregon National Historic Trail.....21
 - Pathway 3: The California National Historic Trail21
 - Pathway 4: The Mormon Pioneer National Historic Trail22
 - Pathway 5: The Bozeman Trail23
 - Pathway 6: The Bridger Trail23
 - Pathway 7: The Overland Trail23
 - Pathway 8: The Cherokee Trails24
 - Pathway 9: The Chief Washakie Trail.....24
 - Pathway 10: The Pony Express National Historic Trail.....24
 - Pathway 11: The Transcontinental Telegraph Line24
 - Pathway 12: The Transcontinental Railroad.....25
 - Pathway 13: The Transcontinental Telephone Line27
 - Pathway 14: The Transcontinental Lincoln Highway28
 - Pathway 15: The Transcontinental US Airmail Service Route28
- B. Rationale for National Significance30**
 - 1. The PNHA is the American story of how fifteen Pathways connected our continent30
 - 2. Eras of Migration.....31
 - 3. Pathway of American Progress.....31
 - 4. Vast Historic Landscapes.....32

PART 3: ADMINISTRATIVE ASPECTS FOR MANAGING THE PNHA.....Page 34

A. Vision, Mission, and Goals of the PNHA34

B. PNHA’s Target Audience36

C. Heritage Tourism36

D. Visitor Experiences38

E. PNHA Mobile App40

PART 4. CONGRESSIONAL REQUIREMENTS FOR NHA DESIGNATION.....Page 42

Criterion 1: National, Historic and Cultural Resources43

Criterion 2: Traditions, Customs, Beliefs and Folklife48

Criterion 3: Conservation Opportunities59

Criterion 4: Identified Themes63

Criterion 5: Involvement, Planning & Support.....72

Criterion 6: Management Entity80

Criterion 7: Conceptual Boundary.....84

APPENDICIES

Letters of Support (forthcoming Sept. 1 2024)87

The National Heritage Area Act, Jan. 5, 2023 (P.L. 117-339)88

Affected Environments.....106

The Red Desert.....120

Socio/Economic Profile.....123

Related Articles, Books and Videos129

PNHA Public Engagement Strategy140

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 94,204. The PNHA is sparsely settled with an average of ninety acres per person where 71% of the residents are clustered in Casper and Rawlins.

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.

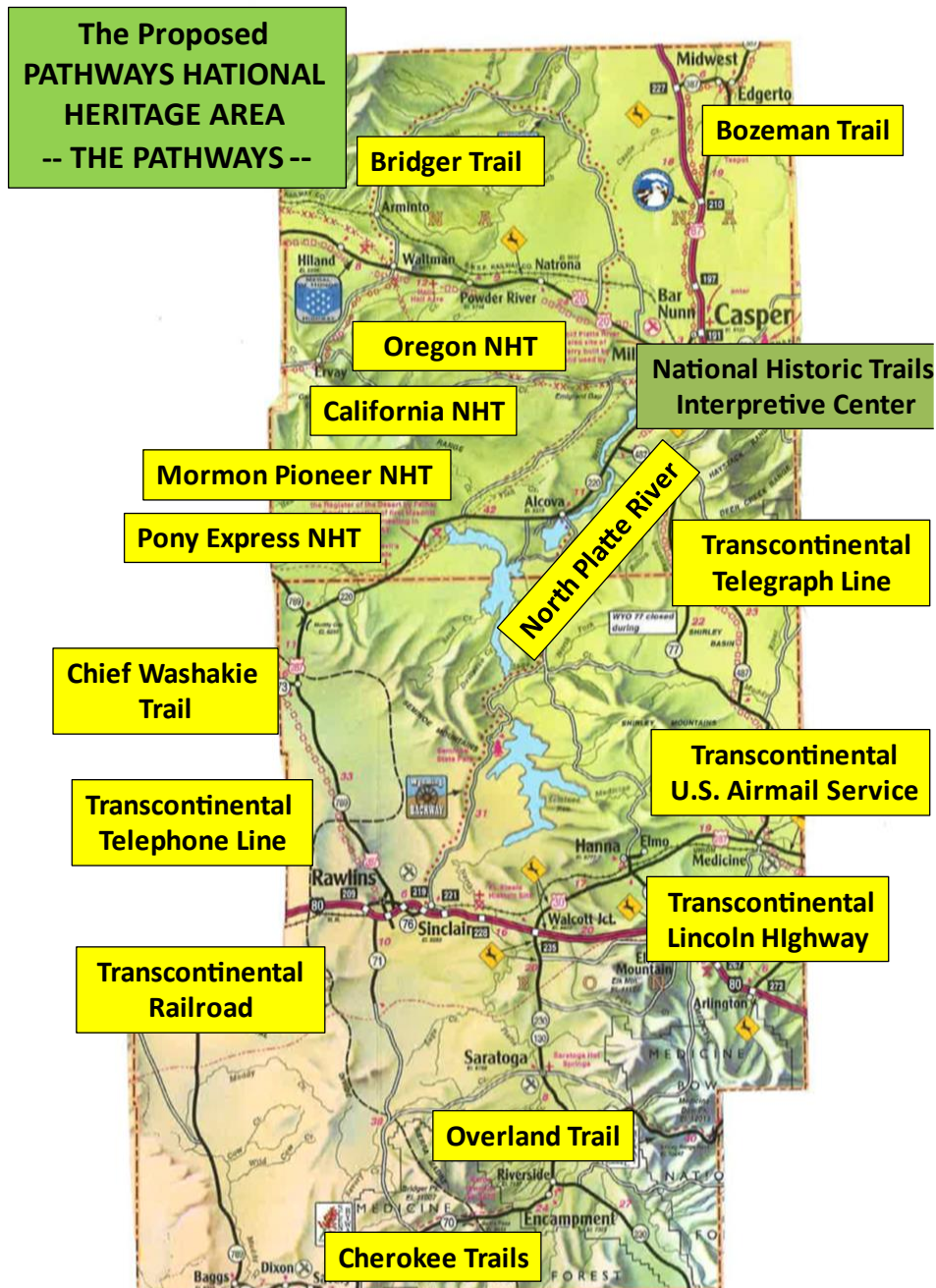
The PNHA is the American story of how fifteen Pathways connected our continent through western migration, settlement, and development.

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**. More recently, the **Wyoming Congressional Delegation** has endorsed the project. (See letters of support in Appendix A)

With these major endorsements in place, a 13-member 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
- 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.

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.”

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.

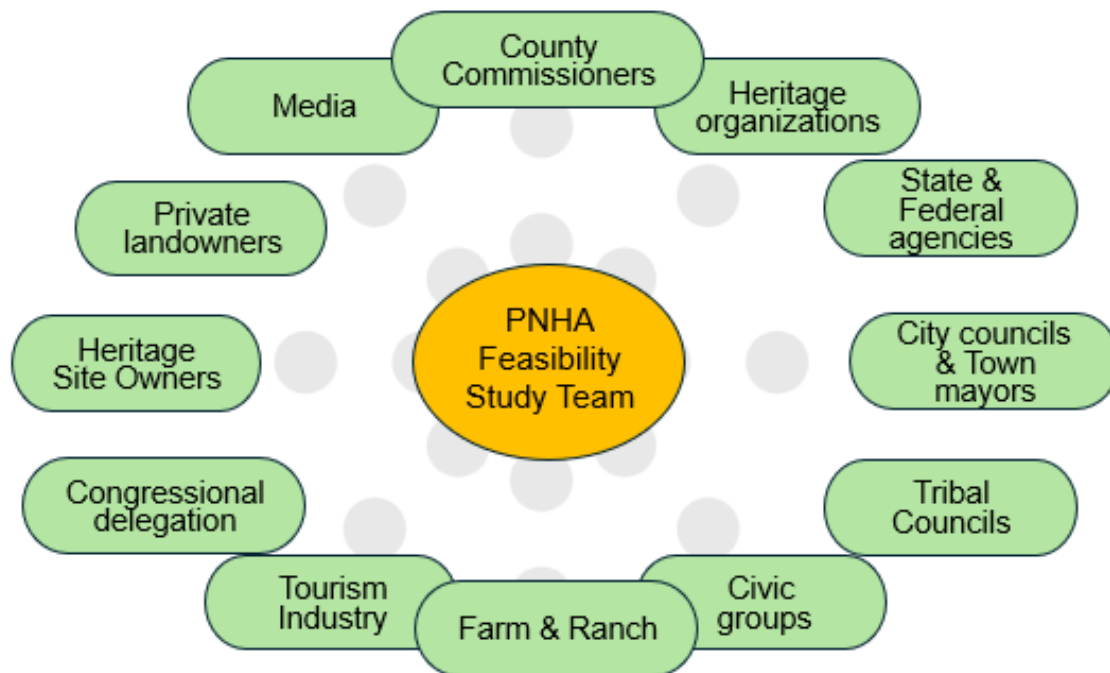
1. Identify a **credible lead ambassador** or spokesperson to advance the notion of a feasibility study to assess the merits and support/opposition of the PNHA.
2. **Assemble a feasibility study team** of volunteers who were representative of Carbon and Natrona Counties and had networks to communicate 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
Cache La Poudre, CO
Chattanooga, TN
Southern Campaign, GA
Susquehanna, PA

Mormon Trail, UT
Big Sky, MT
Lincoln, IL
Finger Lakes, NY

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 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.



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 County *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 Rep 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 Engagement Strategy in Appendix).

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.**

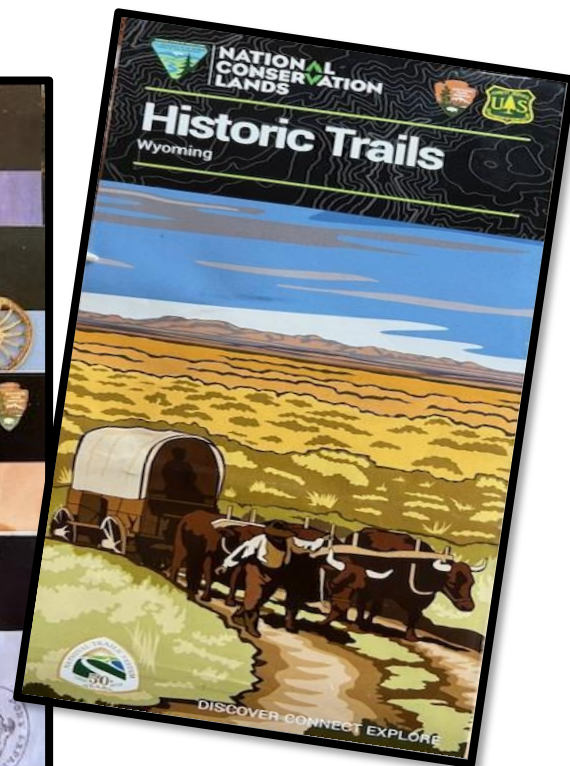
PART 2: THE PATHWAYS CONNECTED OUR CONTINENT



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 E** 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**).

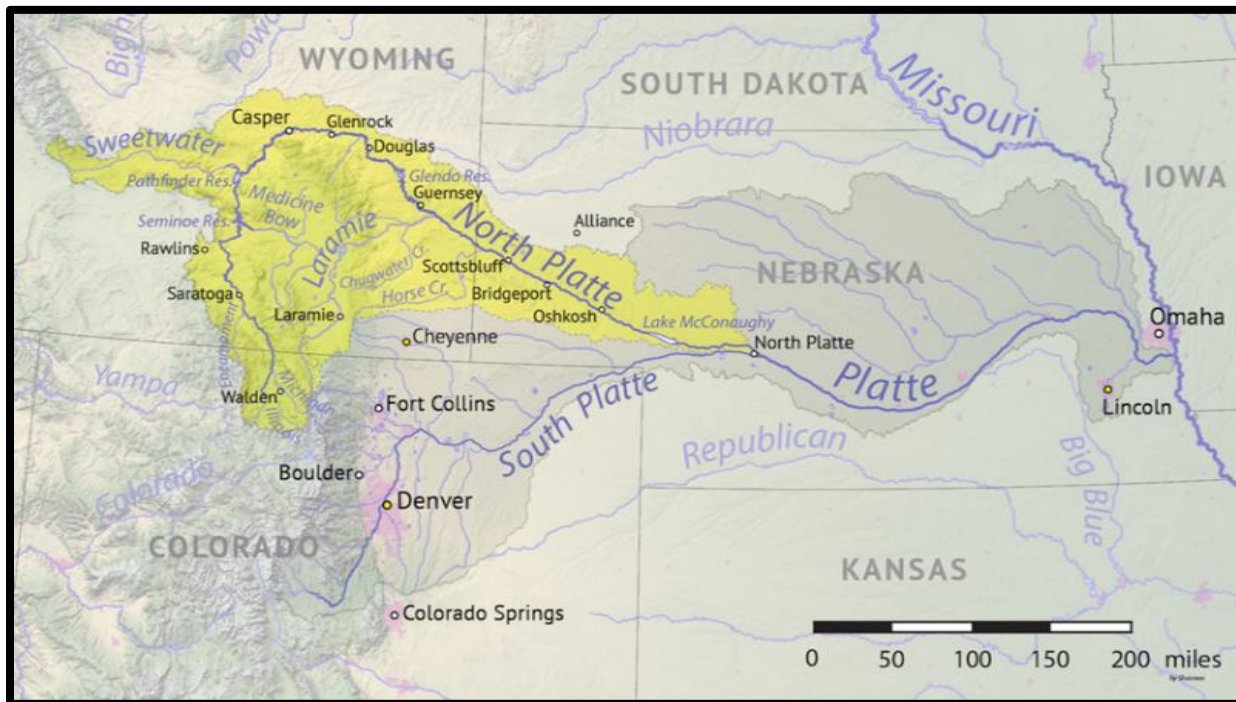
The river corridor provided a recognizable travel route, potable water for travelers and livestock, fish and wildlife for food, forage for livestock, and protection and shelter from the heat and winds. Conversely, the river also presented impediments with respect to high flows and dangerous river crossings.

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 a 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 advent of commercial services such as ferries and fee bridges. Some 400,000 emigrants travelled of 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. first 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 Casaer, 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.

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.



A replica of the telegraph office at Fort Caspar.

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 reduced the long arduous cross-country wagon travel which had taken month. 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 to 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.

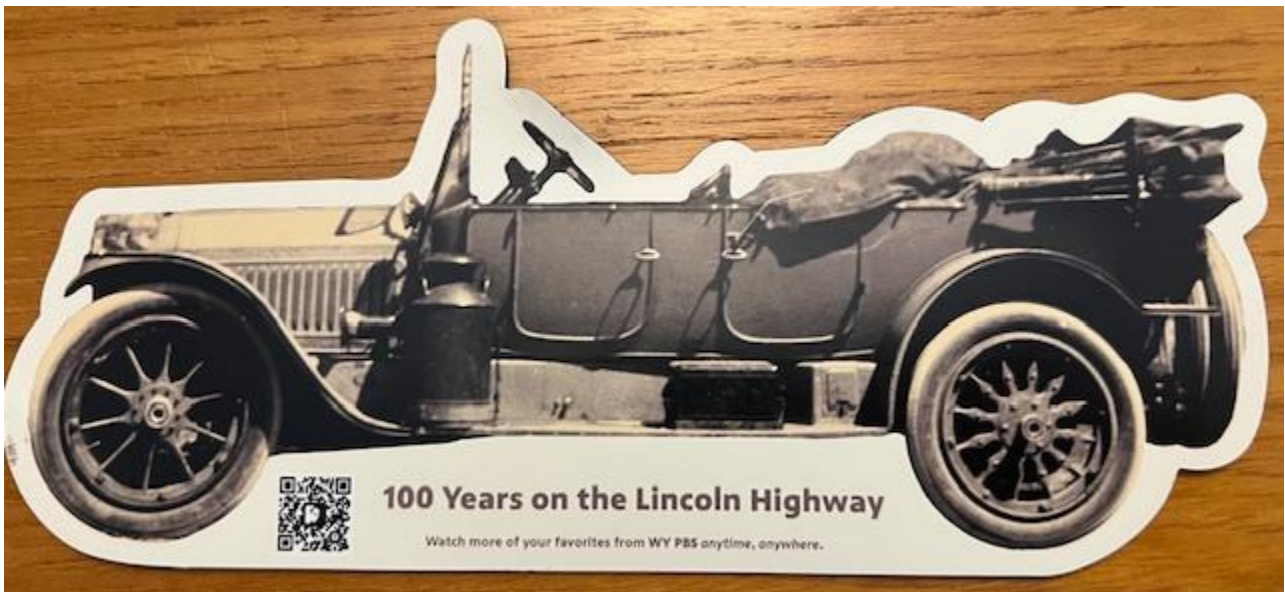
Pathway 14: The Transcontinental Lincoln Highway (1916)

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 Museum.



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.



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.



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 affords people the chance to see, learn, experience, and contemplate the monumental transformation of our Nation in this time.

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 exist site-level perspective resulting in a more complete and wholistic American story of our western expansion, settlement, and development.

Thus, the rational 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, railroad, 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, 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.



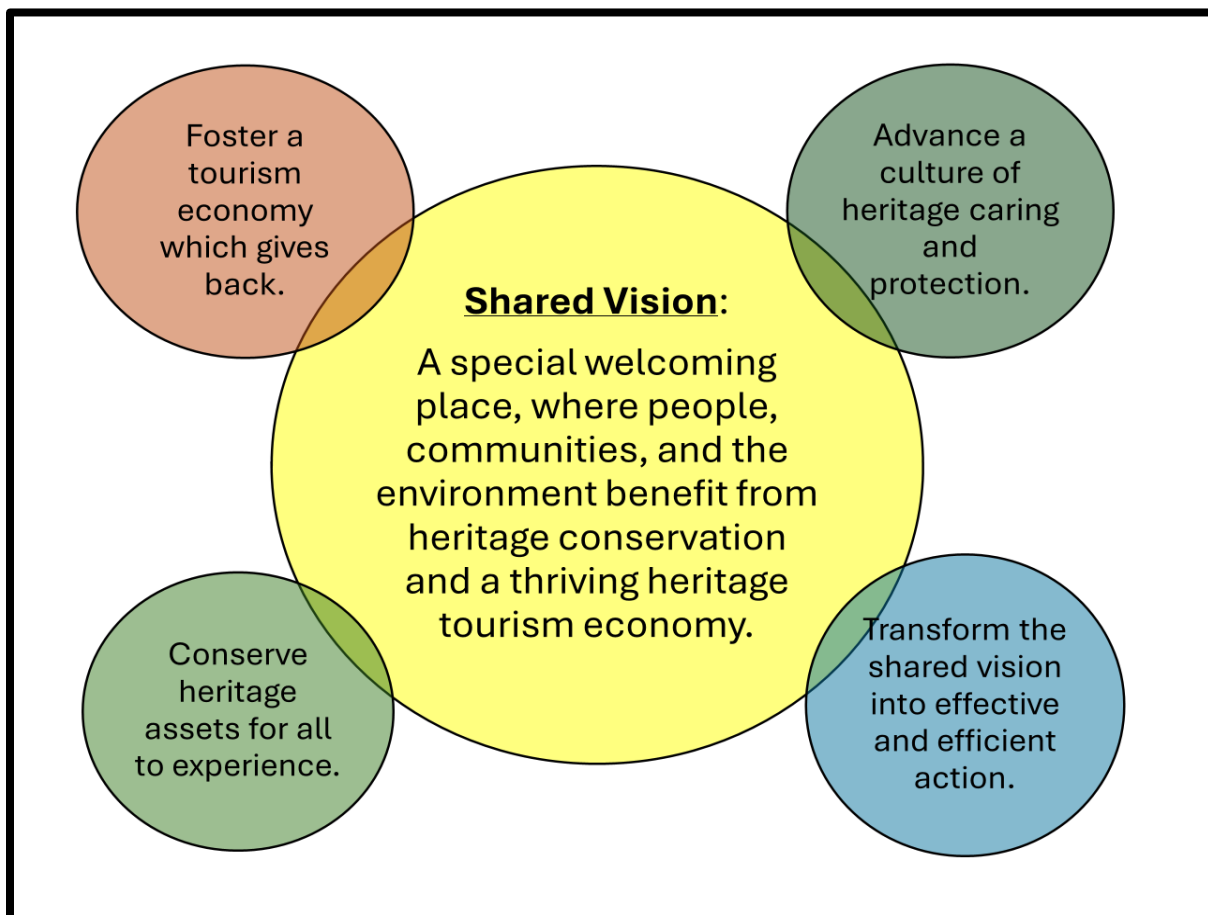
PART 3: ADMINISTRATIVE ASPECTS FOR MANAGING THE PNHA



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 searches 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.

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 connection. 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.

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:

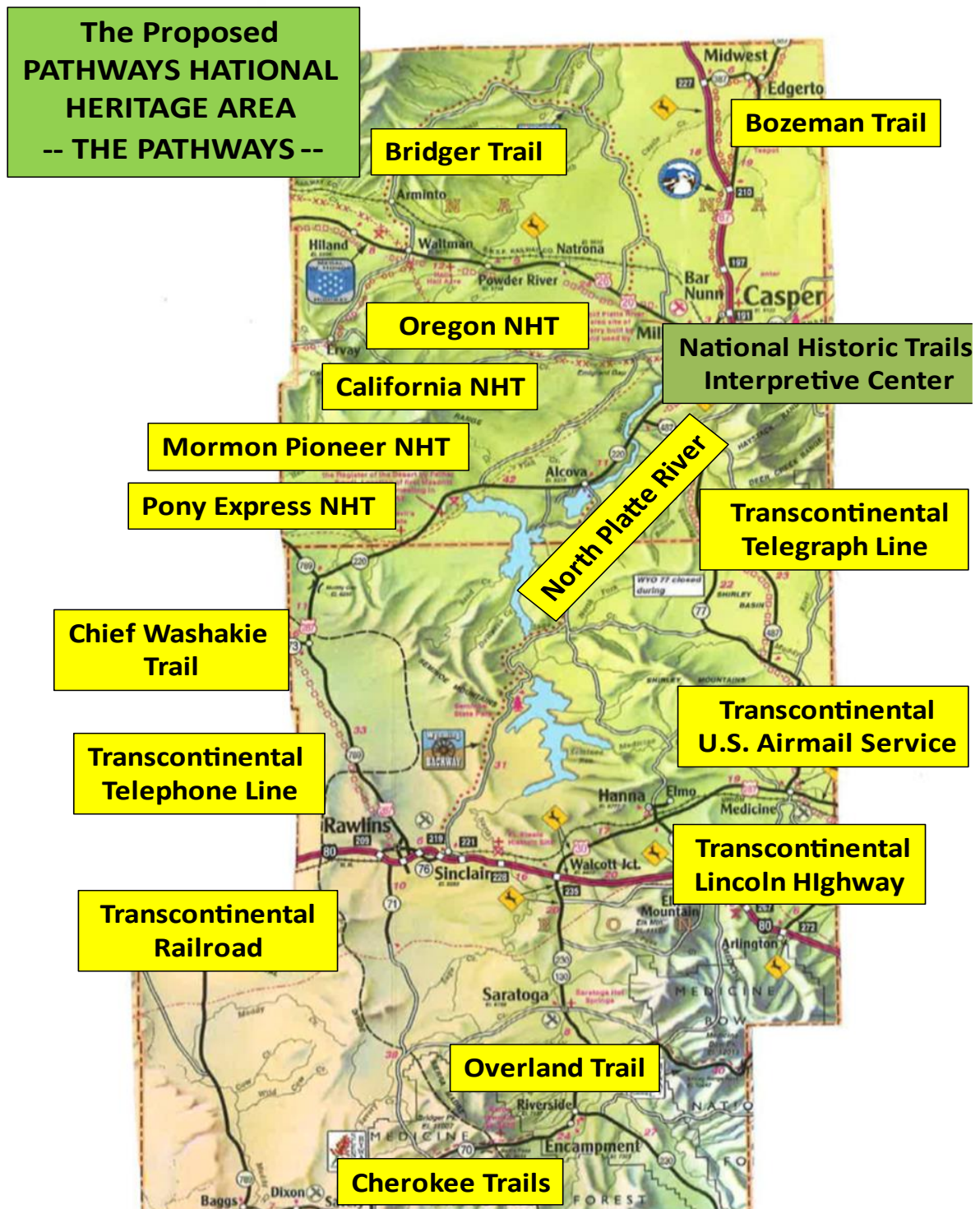
- a) Represent distinctive aspects of the heritage of the United States
- b) Are worthy of recognition, conservation, interpretation, and continuing use; and
- c) Would be best managed through partnerships among public and private entities; and by linking diverse and sometimes noncontiguous resources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

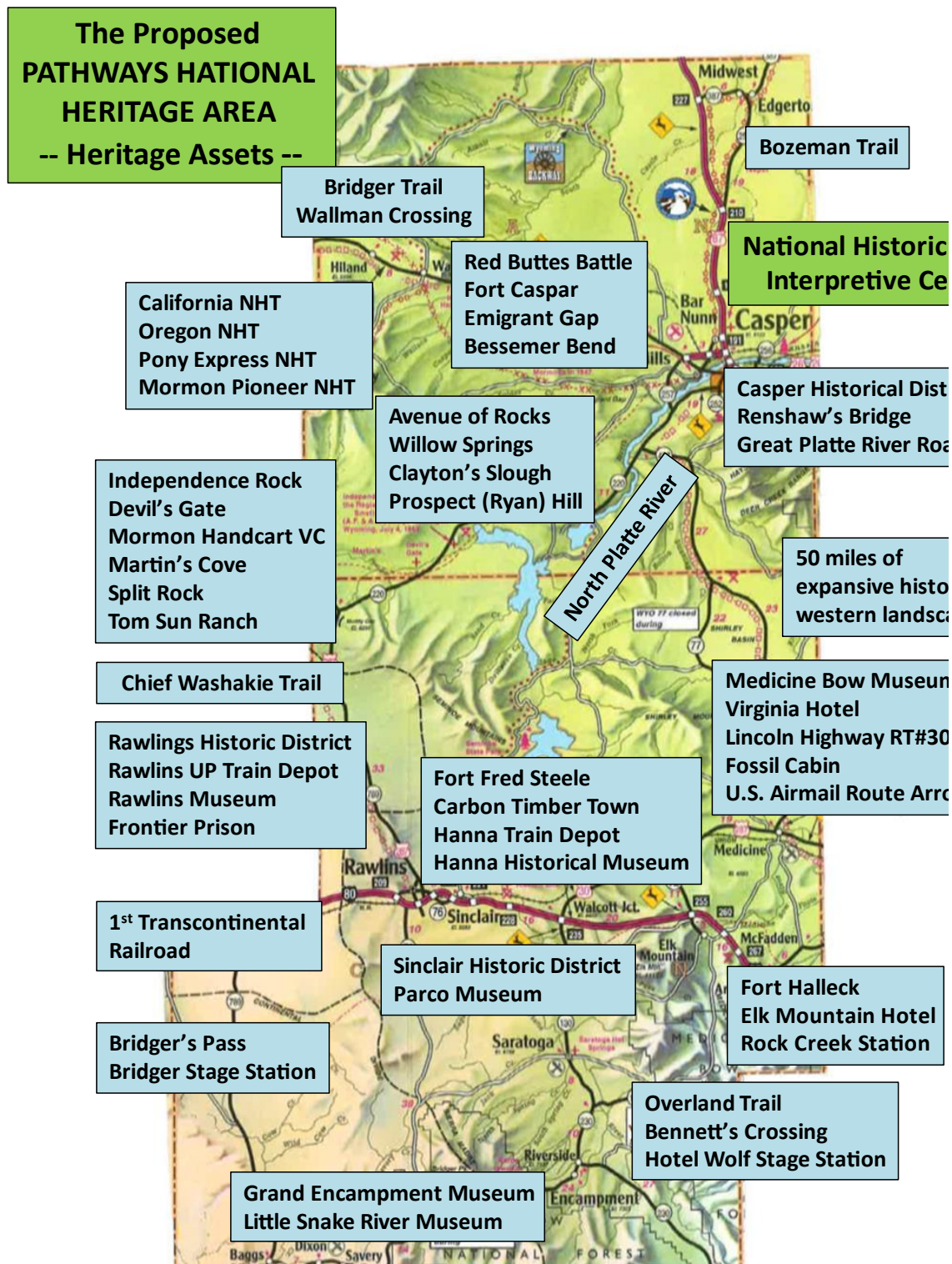
1. Bozeman Trail
2. Bridger Trail
3. California National Historic Trail
4. Cherokee Trails
5. Chief Washakie Trail
6. Mormon Pioneer National Historic Trail
7. North Platte River
8. Oregon National Historic Trail
9. Overland Trail
10. Pony Express National Historic Trail
11. First Transcontinental Telegraph 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 Parks
- 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, a City Interpretive Park
- 4 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

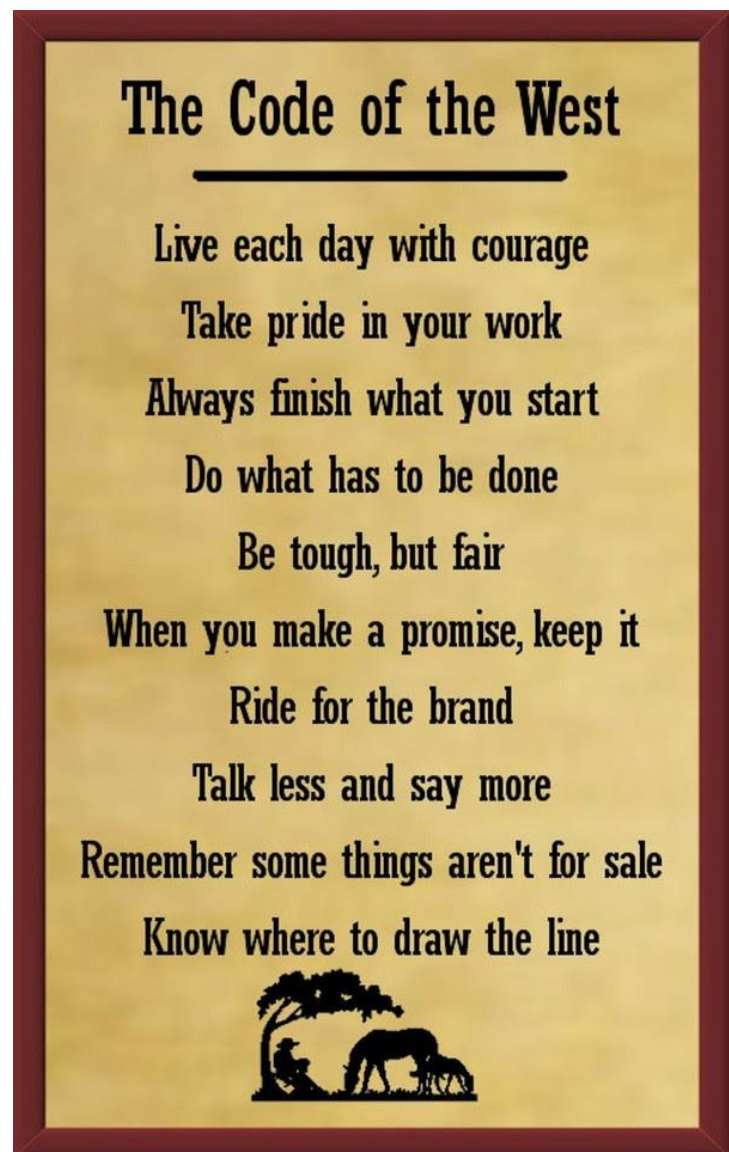
Reflects traditions, customs, beliefs, and folklife that are a valuable part of the story of the United States.

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.

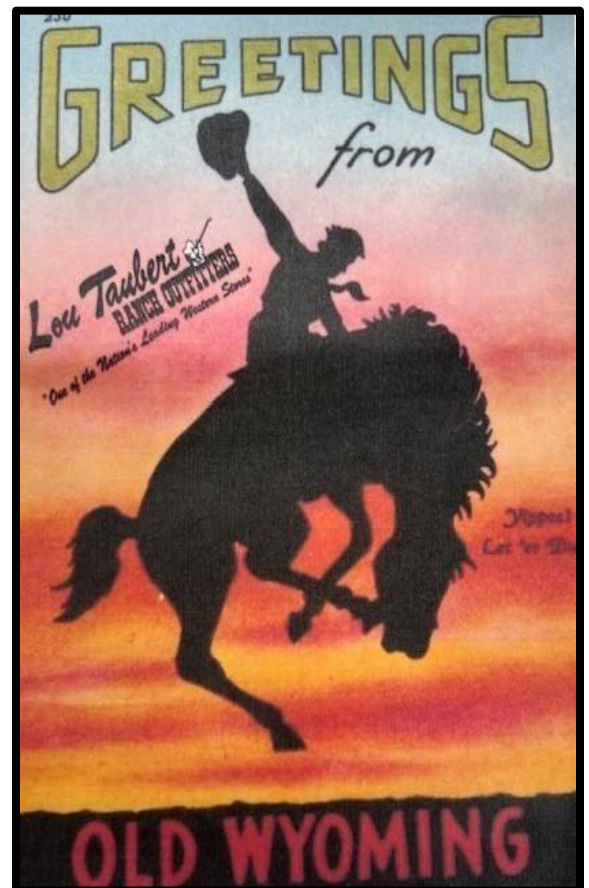
This fact is reinforced by the famed Lou Taubert Ranch Outfitters in Casper, the oldest western apparel retail store in Wyoming, established in 1919, with 55,000 square feet of western attire featuring 12,000 pairs of cowboy boots. Wyoming today exemplifies the “old West” in dress and demeanor.



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.





U.S. Department of the Interior
Bureau of Land Management

JR. RANGER PROGRAMS

11:00 AM - 12:00 PM
THE NATIONAL HISTORIC TRAILS CENTER

JUNE 1 LIFE ON THE TRAIL	JULY 20 GOLD RUSH!
JUNE 8 RIDING THE PONY EXPRESS	JULY 27 LIFE ON THE TRAIL
JUNE 15 GOLD RUSH!	AUGUST 3 THE FEROCIOUS FUR TRADE
JUNE 22 THE WAY OF THE PLAINS INDIAN	AUGUST 10 RIDING THE PONY EXPRESS
JUNE 29 THE FEROCIOUS FUR TRADE	AUGUST 17 GOLD RUSH!
JULY 6 LIFE ON THE TRAIL	AUGUST 24 LIFE ON THE TRAIL!
JULY 13 THE WAY OF THE PLAINS INDIAN	AUGUST 31 THE WAY OF THE PLAINS INDIAN

FREE ENTRY
National Historic Trails Interpretive Center
1501 N. Boulder St.
Casper, WY 82601
907-261-7700
blm_wy_trailscenter@blm.gov

- 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](https://www.facebook.com/FortCasparMuseum)

**FORT CASPAR
MUSEUM ASSOCIATION**

Fort Caspar Museum
4001 Fort Caspar Road
Casper, WY 82604

Phone: 307-235-8462
Fax: 307-235-8464
E-mail: fcaspar@casperwy.gov
www.fortcasparwyoming.com

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

Fort Caspar Museum Calendar of Events 2022

June

3 America250! Monument Dedication by the DAR in front of the Museum, 5:30 pm

9 OLLI Class: *The History of the DAR in Wyoming* (enroll thru Casper College/OLLI Program) \$ R

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.

18 Lunch and Learn: *The Wyoming State Flag & the Women Who Made It Fly* (see page 2) \$ R

July

10 *Patriotism from Peaks to Plains: WY Women of the DAR* exhibit closes

13 *Rock Art in WY* exhibit opens

23 Caspar Collins Day—FREE

August

20 Archaeology Day—FREE (see page 2)

October

8 *Rock Art in WY* exhibit closes

21 Ghost Investigations at the Fort R \$

22 Ghost Investigations at the Fort R \$

28 Ghost Investigations at the Fort R \$

29 Ghost Investigations at the Fort R \$

SAVE THE DATE:
Dec. 3rd is *Candlelight Christmas at the Fort*

Key to Calendar

\$ = Cost associated with event

R = Reservations recommended or required

Please Note: All events are subject to change, so please call or check our website for more up-to-date information.

- 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.



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

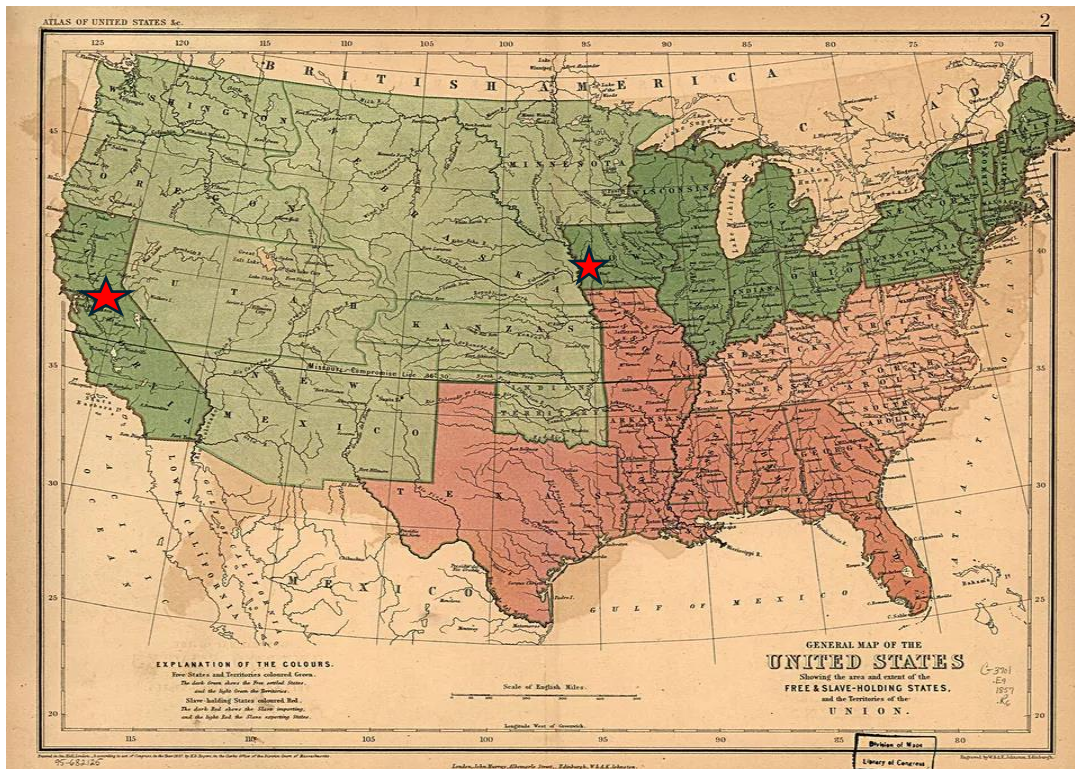
Description of the PNHA Themes

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.

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 was 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 known as the Lincoln 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 the Medicine Bow Mountain Range 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.
- 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 are a partial list of organizations and people engaged in the planning effort (with the number of contacts to date in parentheses).

Carbon County

Carbon County Board of County Commissioners (3)
Carbon County Council of Governments—12 mayors (2)
Carbon County Discover Carbon County Tourism Office (10+)
Medicine Bow Museum (3)
Hanna Basin Museum (1)
Grand Encampment Museum (2)
Virginian Hotel (3)
Hotel Wolfe (1)
Saratoga Museum (1)
Elk Mountain Museum (1)
Historic Elk Mountain Hotel (2)
Rawlins County Museum (2)
Rawlins Historic Prison (1)
Little Snake River Museum (1)
Parco Historic District (2)
Women's PEO (1)
Town of Sinclair (3)
Town of Hanna (2)
Carbon County Fair, 2024 (1)
Parco Hotel 100th Anniversary, 2024 (1)

Natrona County

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

State of Wyoming

Wyoming State Parks State Office (2)
Wyoming SHIPO Office (3)
Wyoming State Tourism Office (3)

Wyoming Game and Fish (1)
Wyoming Stock Growers Association (2)
Wyoming Farm Bureau (2)
National Historic Trails Interpretive Center (4)
Wyoming State Historical Society (2)
Wyoming Senator John Barrasso staff (1)
Wyoming Senator Cynthia Lummis staff (1)
Wyoming Representative Harriet Hageman staff (1)
Wyoming Outdoor Council (2)

Indigenous Tribes

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 (2)
U.S. Corps of Engineers (1)
U.S. Fish and Wildlife Service (1)
Bureau of Reclamation, Wyoming Area Office (2)
Medicine Bow National Forest (2)
NPS National Heritage Program Regional Coordinator (3)

Media Contacts

Rawlins Times (3)
Cowboy State Daily (3)
Wyofile-statewide (3)
Oil City News (2)
Casper Star (2)
Bigfoot radio-Carbon County (3)
K2 radio Casper (1)
WY PBS (2)
Carbon County Comet (10)

Other Entities

Cache La Poudre National Heritage Area (2)
South Park National Heritage Area (1)
Alliance for Historic Wyoming (6)
Pony Express Association (1)
Lincoln Highway Association (1)
Oregon - California Trails Association (1)

Sheridan Land Trust (2)
Union Pacific Railroad (2)
Creating Flourishing Churches (1)
Dude Rancher's Association (1)
National Parks Conservation Association (2)

NOTE: The more detailed Public Engagement Strategy, process, commonly asked questions and responses, and a summary of what was learned is provided in **Appendix G**.

- **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
Phase 1—PNHA Formation <ol style="list-style-type: none"> 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 Prepare operating procedures manual---development of policies and procedures for PNHA and Board functioning, accounting, staffing, recordkeeping Develop and initiate PNHA national awareness and promotion campaign; work with communities and private sector as to utilizing PNHA designation 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 Prepare core elements of 5-year management plan---vision, mission, goals, objectives, activities, priorities, schedule, responsible people/parties, timeline, budget. 	YEAR 1 assumes 2 FTEs: <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
Phase 2---PNHA Management Plan <ol style="list-style-type: none"> Continue with PNHA national promotion campaign and app refinement/expansion 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. Submit draft for NPS review and Secretarial approval. Management planning process underway with completion targeted for year 3. 	YEARS 2-3 assumes 2 FTEs: <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)
Phase 3---Plan Implementation <ol style="list-style-type: none"> Management plan approved Implementation of plan 	YEARS 4-5 assumes 4 FTEs: <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	\$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

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

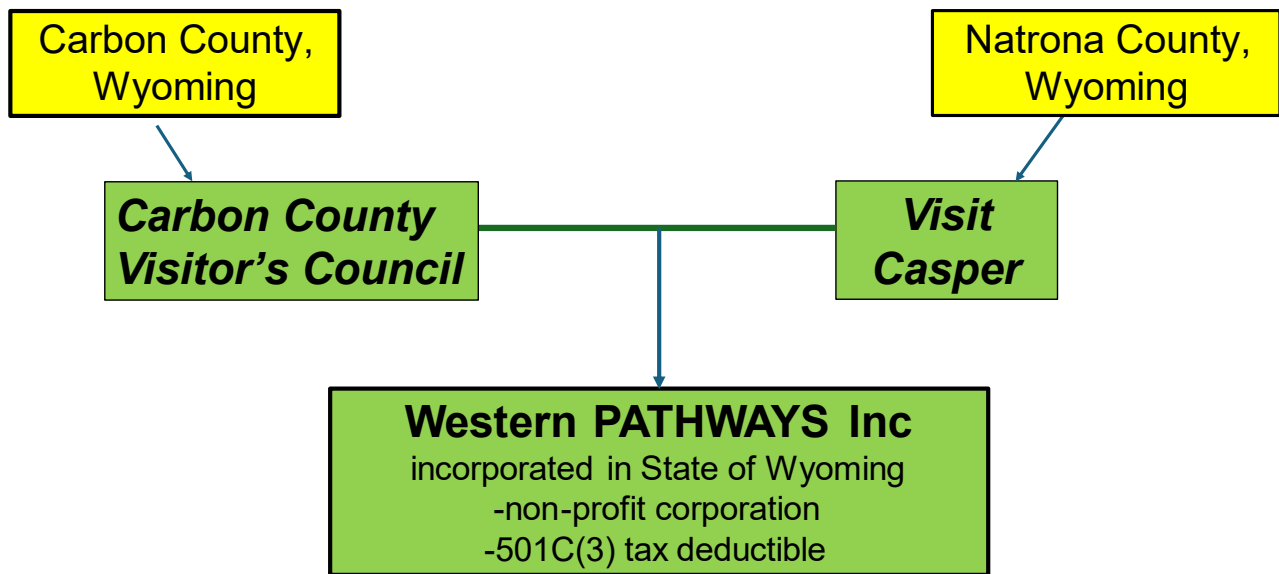
Has a potential management entity to work in partnership with the individuals and entities described in item 5 (above) to develop the proposed National Heritage Area while encouraging State and local economic activity.

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 Western Pathways Inc. It was incorporated as a non-profit in the State of Wyoming in August 2024. Western Pathways Inc will apply for federal 501c3 tax status upon receiving favorable National Park Service support for congressional designation.

Western Pathways Inc was developed 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
- 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 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. Thus,

- 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 95,000 people.
- b. Casper is the largest city in Wyoming with a population of 58,656 in 2022. The North Platte River that includes 5 Bureau of Reclamation reservoirs, City of Casper, Casper Mountain, and Interstate 25 are major features.
- c. The City of Rawlins is the largest city in Carbon County with a population of 8,298 in 2021. The North Platte River, Bureau of Reclamation Seminoe Reservoir, Union Pacific Railroad, Towns of Saratoga, Encampment, Baggs/Dixon, Hanna, Elk Mountain, Medicine Bow National Forest, and Interstate 80 are major features.

DETERMINATION:

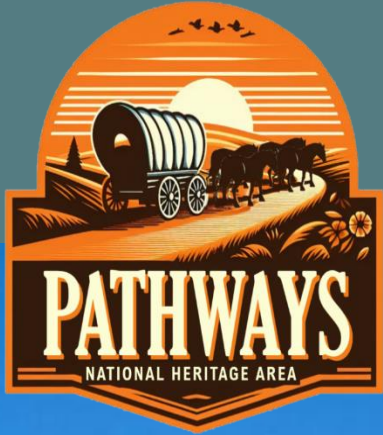
☑ The Pathways NHA satisfies criterion #7.

In summary, 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.

This concludes Draft #3, FINAL DRAFT, August 1, 2024

Fatal flaw revisions and corrections, updated data, and letters of support for Appendix A will be completed for a planned September 15, 2024, release.



PATHWAYS

NATIONAL HERITAGE AREA



DRAFT FEASIBILITY STUDY

APPENDICIES AND SUPPORTING DOCUMENTS

DRAFT: August 1, 2024

LETTERS OF SUPPORT

(Forthcoming September 1, 2024)

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. CHAFFEE 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(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”.

(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(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”.

(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(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”.

(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(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”.

(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(I)(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(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”.

(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(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”.

(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(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”.

(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(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”.

(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”;

(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.



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.

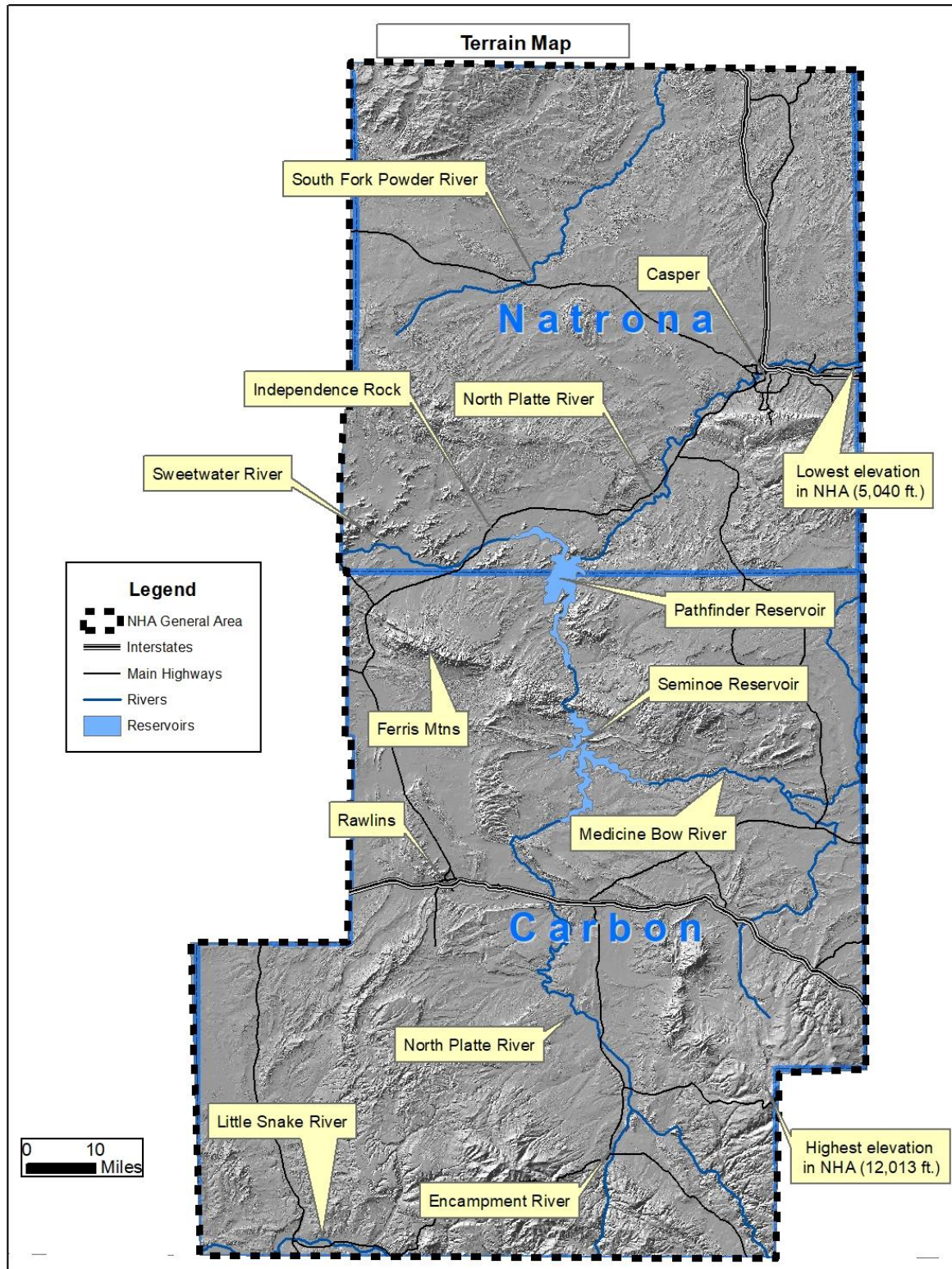
The *cold season* lasts from mid-November to mid-March with an average daily elevated temperature below 40°F. The coldest month is December with an average low in the mid 15-20°F. and highs in the upper 20s°F. During the *cold season*, which lasts from mid-November to mid-March, there is a moderate chance 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 Freemont Canyon, Natrona County



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

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.

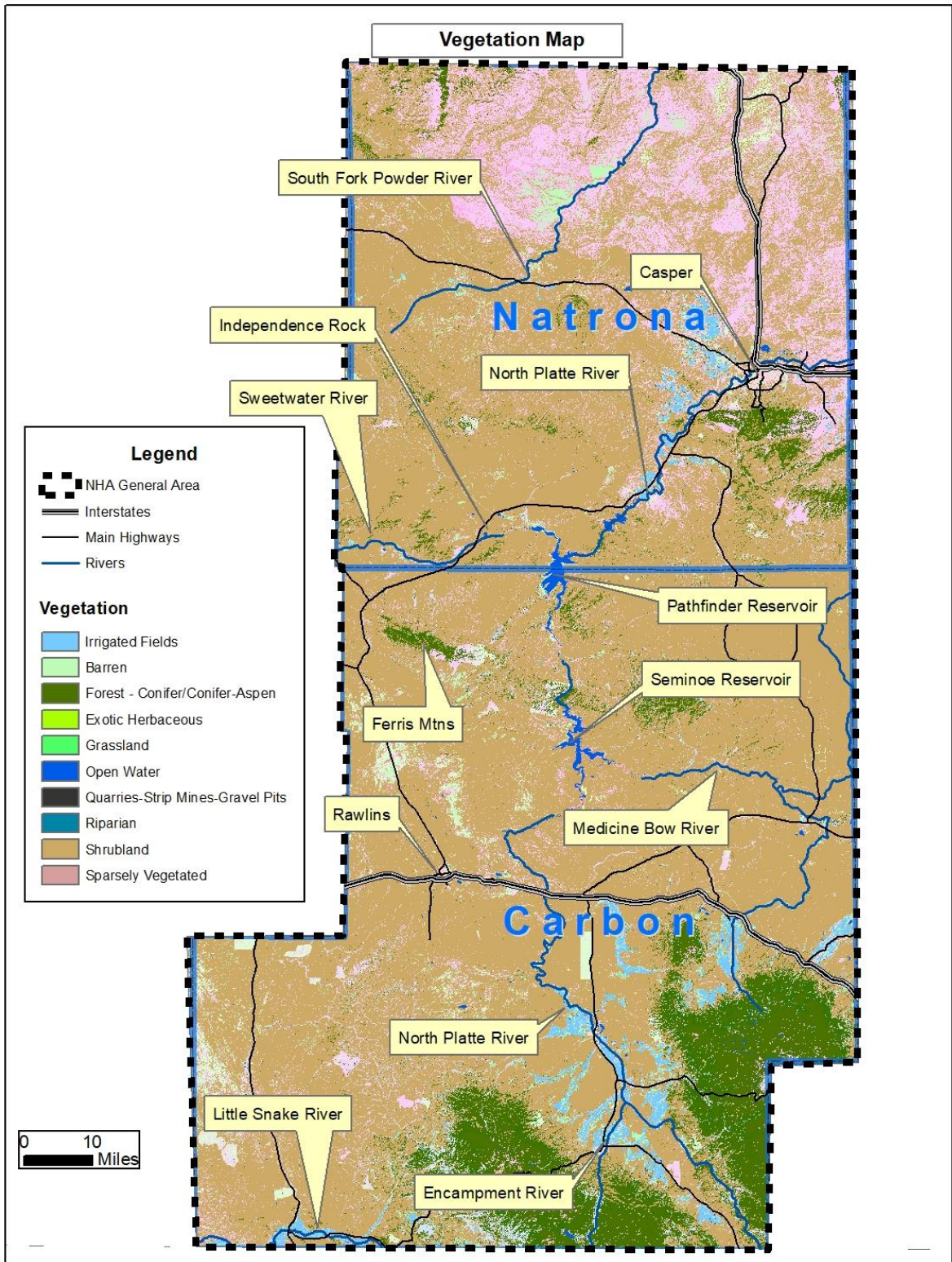
The most common shrub in this ecosystem is the sagebrush, which is known for its aromatic, silvery-green leaves. There are over 20 species of sagebrush shrubs and herbs.



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.



Deseret 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 and Hydropower

There are two large reservoirs in the PNHA that are particularly important and provide water for outdoor recreation, irrigation and electricity. Seminole 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.



Seminole 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 Carbon 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

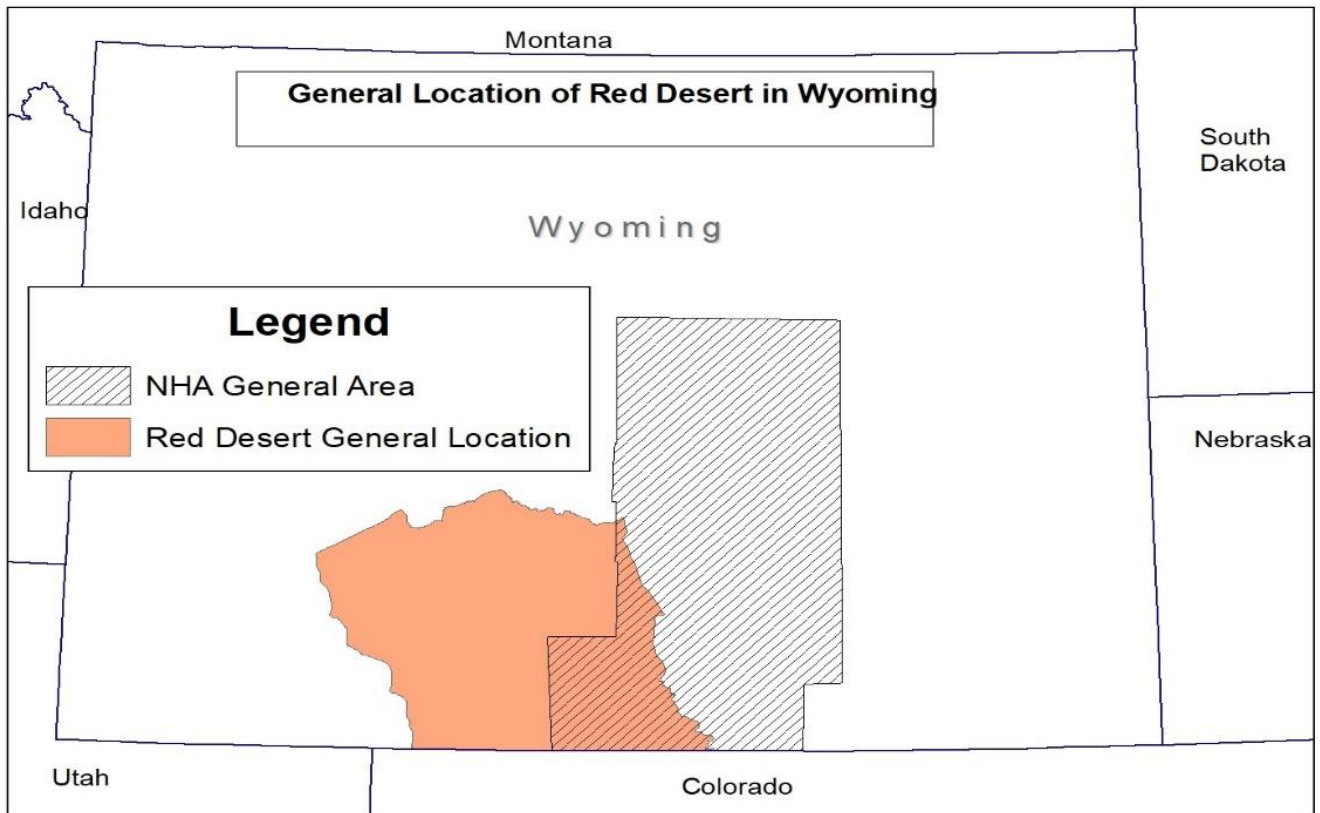
LANDFIRE, 2016, Existing Vegetation Type Layer, LANDFIRE 2.0.0, U.S. Department of the Interior, Geological Survey, and U.S. Department of Agriculture. Accessed 20 January 2020 at <http://www.landfire/viewer>.

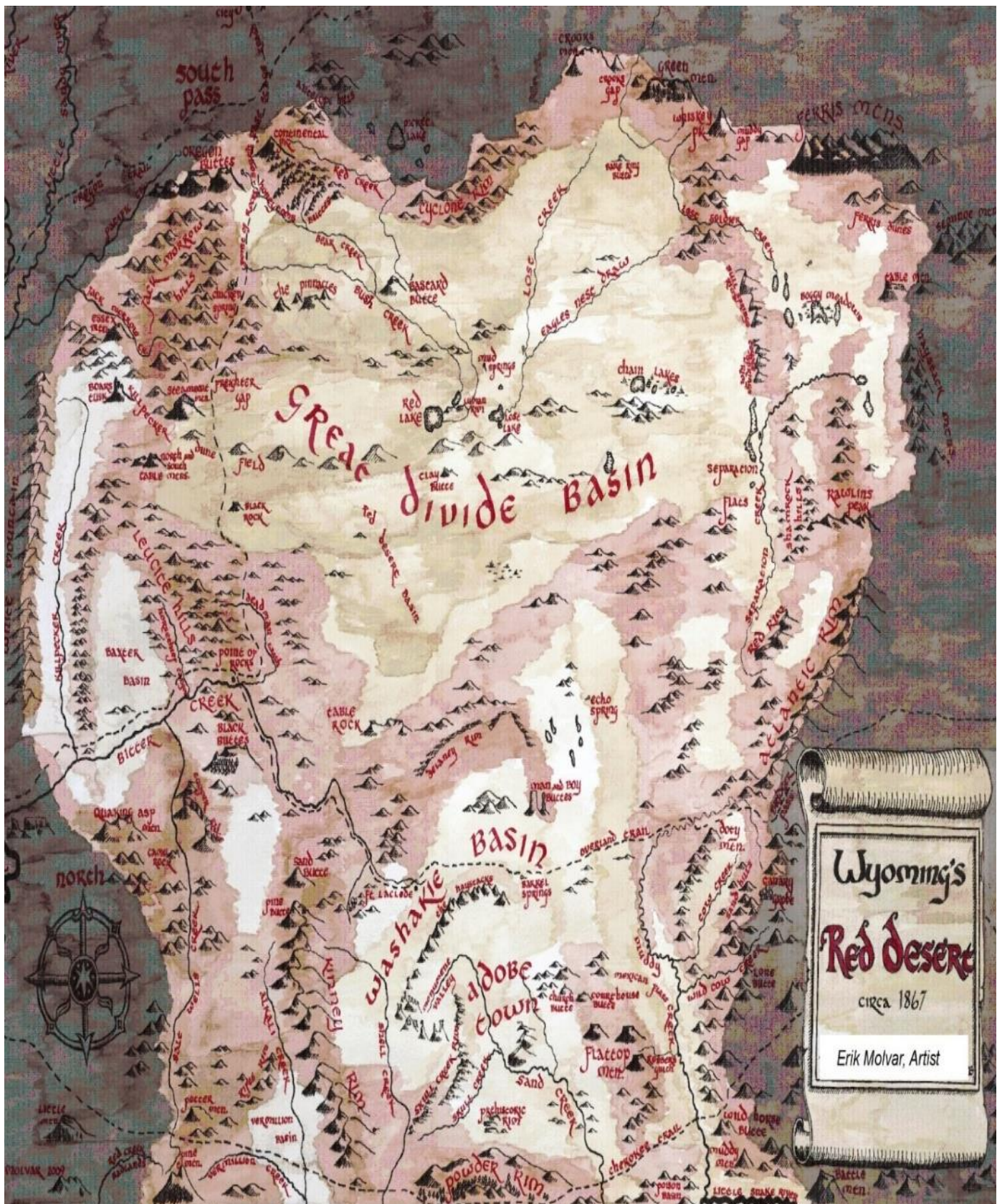
THE RED DESERT

The Red Desert (desert) is in south central Wyoming, with the eastern portion of the desert in the proposed Pathways National Heritage Area (PNHA). 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.**





An Artist's Rendering of the Red Desert in comparison with the PNHA.

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

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

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=KgVOTWFAFcQ>

Mormon Trail: A Journey of Faith

<https://www.youtube.com/watch?v=sLeOna2j6w4>

Mormon Trail Wagon Train

<https://www.youtube.com/watch?v=IpoRU--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=5BblG9rR4NQ>

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>

PNHA PUBLIC ENGAGEMENT STRATEGY

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 PNHA 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. Below are several fundamental challenges which shaped the evolution of the PNHA strategy:

1. Wyoming is the most sparsely populated State in the Nation. Carbon and Natrona Counties encompass 13,246 square miles or 8,477,440 acres, with a total population of some 95,000 residents in 2022. Traditional public engagement methods of open houses and work sessions where people travel from afar were viewed as important but not sufficient to fully assess public input. Other means of distributing PNHA information and soliciting public input were necessary and utilized.
2. 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. Wyoming history traces state-federal conflicts going back a century to the creation of Grand Teton National Park and up to today with current opposition to a proposed BLM resource management plan in an adjacent county. Issues were raised about mineral leasing, development and federal mineral policy changes that could impact Wyoming's energy industry. Stated otherwise, the proposed "National" Heritage Area" could conjure notions of more Federal control of public land.

The Team recognized that the public engagement strategy required an extraordinary effort to explain the legislation, how NHAs are managed by a local coordinating entity, and there is no impact to private property rights.

3. The legislation, management, and value of National Heritage Areas is new to most Wyomingites. Several county commissioners stated they had never

heard of such a designation. There are no nearby comparable. Most NHAs are in eastern United States with none in Wyoming and only a few in adjacent States. Education was deemed a key component.

These challenges were duly considered throughout the PNHA public engagement strategy while specific tools and actions were adapted as the feasibility study team listened and learned.

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. 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)

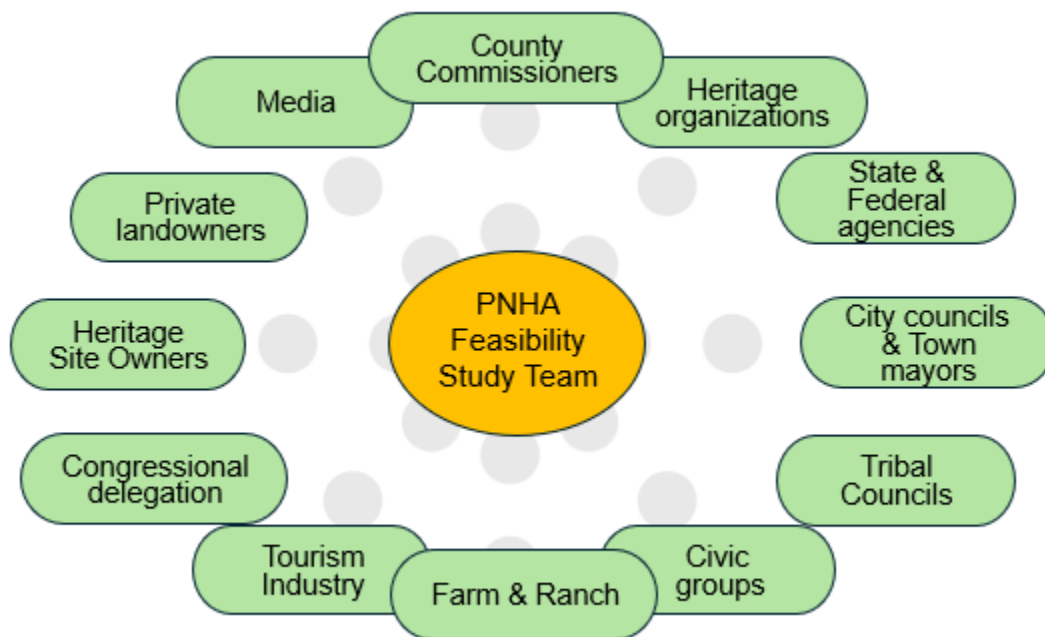
4. **Content analysis** of NHA legislation, NPS Policy and FAQs, and NHA feasibility studies in draft or approved. The latter included:

- 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

5. 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 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.

6. The Feasibility Study team assembled a **comprehensive list of stakeholders** and preferred contact methods. Conceptually, the Team approached this task using the following model to engage key stakeholders, distribute PNHA information and solicit input.



This effort resulted in the list of stakeholders shown below with the number of contacts made to each during the process as of August 1, 2024 (e.g., emails, personal conversation, meetings, presentations, direct mail):

Carbon County

Carbon County Board of County Commissioners (Numerous)
Carbon County Council of Governments—12 mayors (2)
Carbon County *Discover Carbon County* Tourism Office (Numerous)
Medicine Bow Museum (3)
Hanna Basin Museum (1)
Grand Encampment Museum (4)
Virginian Hotel (3)
Hotel Wolfe (1)
Saratoga Museum (1)

Elk Mountain Museum (1)
Historic Elk Mountain Hotel (2)
Rawlins County Museum (2)
Rawlins Historic Prison (2)
Little Snake River Museum (1)
Parco Historic District (Numerous)
Rawlins Women's PEO (1)
Town of Sinclair (3)
Town of Hanna (2)

Natrona County

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

State of Wyoming

Wyoming State Parks State Office (1)
Wyoming SHIPO Office (2)
Wyoming State Tourism Office (3)
Wyoming Game and Fish (1)
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 (2)
NPS National Heritage Program Regional Coordinator (Numerous)

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 (2)
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)

General Public

Residents and other people interested in the PNHA who offered their name and contact information (names not included for privacy concerns)

8, Build a **central website** for easy access to full and factual information, solicit public comments, and secure a vote of support/oppose. The website was intended to be a central portal for distributing 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.



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. For example, Part 3 of the Feasibility Study was added to address several reoccurring public issues heard by the Team. 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 (See stakeholder list under Step 7).





WyoFile
People, places & policy

FEATURED TOP STORY

Can a new designation help central Wyoming cash in on its rich history?

Proponents say rarely used federal heritage designation could put wind-swept region on the tourism map, though some in Natrona County are wary.

by Katie Klingsporn
August 29, 2023

Independence Rock in central Wyoming, where thousands of emigrants inscribed their names as they traveled westward. It earned its moniker from wagon trains aiming to reach the landmark by July 4 in order to cross the Rocky Mountains before winter set in. (Julie Falk/Flickr/CC)

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. The website totaled 416 comments. 96 percent were favorable.

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.

Acknowledging & Addressing 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.

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.

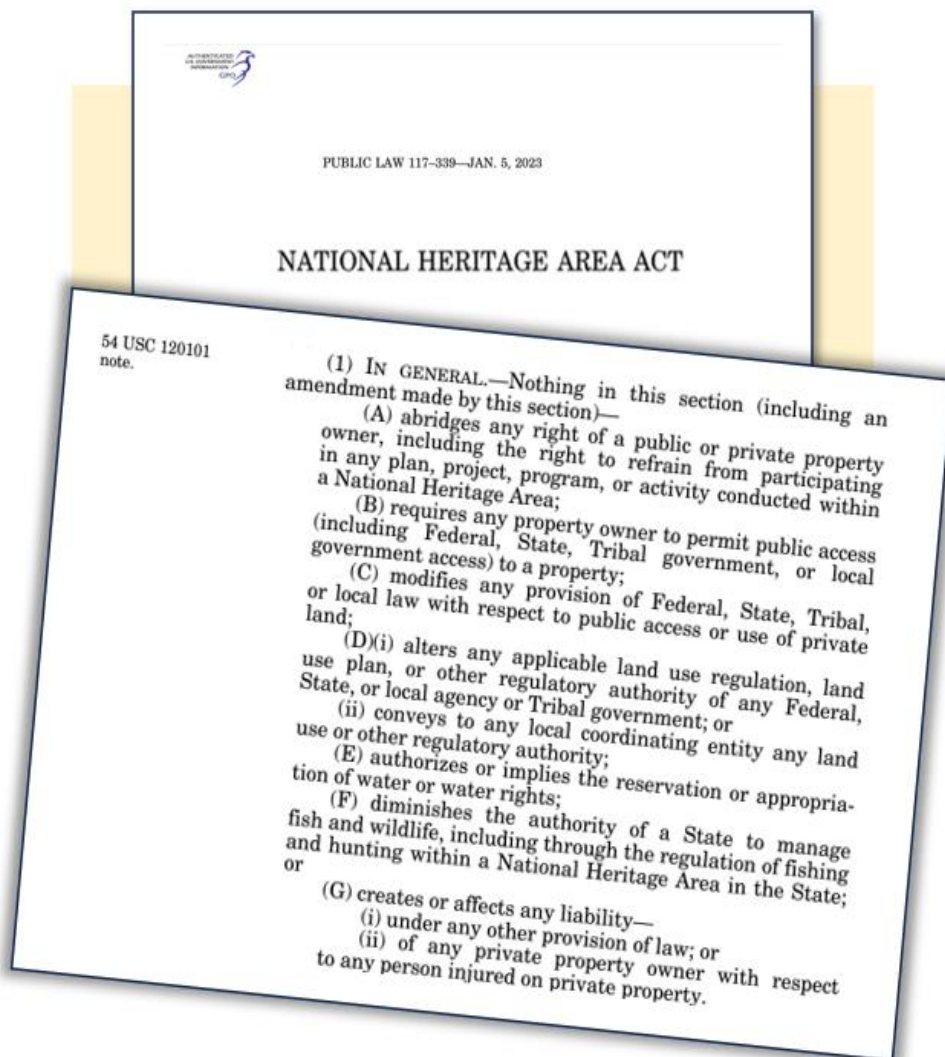


1. Strong Legal Protections

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.



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.

Summary of PNHA Public Engagement Strategy

1.. Website

In progress pending August feedback

- 96% of voters support the proposed PNHA project at this time

2. Overall Summary of Public Engagement Strategy

In progress pending August feedback

- Very few people (less than 5) expressed opposition to PNHA
- 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.

3. Keys to the Successful PNHA Public Engagement 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