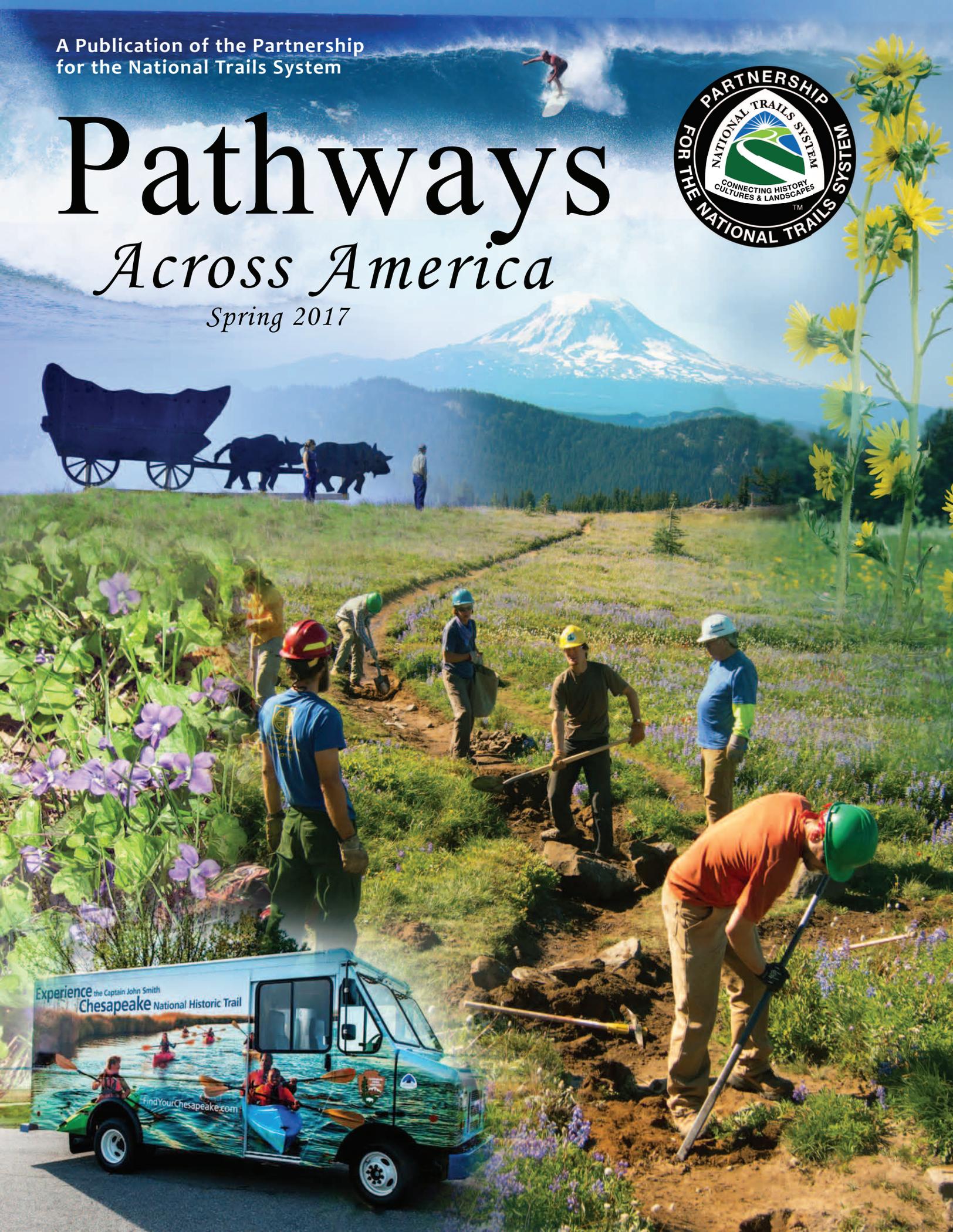


A Publication of the Partnership
for the National Trails System

Pathways

Across America

Spring 2017



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Chesapeake National Historic Trail

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Pathways Across America

Pathways Across America is the only national publication devoted to the news and issues of America's national scenic and historic trails. It is published by the Partnership for the National Trails System under cooperative agreements with:



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Pathways serves as a communication link for the major partners of the following national trails:

- Ala Kahakai National Historic Trail
- Appalachian National Scenic Trail
- Arizona National Scenic Trail
- California National Historic Trail
- Captain John Smith Chesapeake National Historic Trail
- Continental Divide National Scenic Trail
- El Camino Real de Tierra Adentro National Historic Trail
- El Camino Real de los Tejas National Historic Trail
- Florida National Scenic Trail
- Ice Age National Scenic Trail
- Iditarod National Historic Trail
- Juan Bautista de Anza National Historic Trail
- Lewis and Clark National Historic Trail
- Mormon Pioneer National Historic Trail
- Natchez Trace National Scenic Trail
- New England National Scenic Trail
- Nez Perce (Nee-Me-Poo) National Historic Trail
- North Country National Scenic Trail
- Old Spanish National Historic Trail
- Oregon National Historic Trail
- Overmountain Victory National Historic Trail
- Pony Express National Historic Trail
- Pacific Crest National Scenic Trail
- Pacific Northwest National Scenic Trail
- Potomac Heritage National Scenic Trail
- Santa Fe National Historic Trail
- Selma to Montgomery National Historic Trail
- Star-Spangled Banner National Historic Trail
- Trail of Tears National Historic Trail
- Washington-Rochambeau Revolutionary Route National Historic Trail



Building Community...

The National Trails Pathways Nationwide for

What is the

National Trails System?

The National Trail System includes 3 main types of national trails: Scenic Trails, Historic Trails, and Recreation Trails.



Categories of National Trails:

National Scenic and Historic Trails

NSTs and NHTs are designated by Congress (see specific descriptions below). The Partnership for the National Trails System (see left) is the nonprofit dedicated to facilitating stewardship of the Scenic and Historic Trails as a group.

National Recreation Trails

Offer local and regional trail experiences in thousands of locations around the country. The nonprofit American Trails encourages the stewardship of the National Recreation Trails (NRTs). NRTs are designated by the Secretary of Interior or the Secretary of Agriculture.

19 National Historic Trails

- Ala Kahakai NHT
- California NHT
- Captain John Smith Chesapeake NHT
- El Camino Real de Tierra Adentro NHT
- El Camino Real de los Tejas NHT
- Iditarod NHT
- Juan Bautista de Anza NHT
- Lewis and Clark NHT
- Mormon Pioneer NHT
- Nez Perce (Nee-Me-Poo) NHT
- Old Spanish NHT
- Oregon NHT
- Overmountain Victory NHT
- Pony Express NHT
- Santa Fe NHT
- Selma to Montgomery NHT
- Star-Spangled Banner NHT
- Trail of Tears NHT
- Washington-Rochambeau Revolutionary Route NHT

National Historic Trails may be foot or horse paths, travel routes, roadways, or a combination of both designated as a route retracing a part of American history. Many National Historic Trails have interpretive centers and regular events to immerse you in the past. While historic trails may run through urban and suburban settings, they boast wilderness and hiking opportunities as beautiful and diverse as the National Scenic Trails.



Heritage • History • Hiking • Culture • Reenactments



Keeping History Alive...

Preserving Biodiversity

System... Discovery, Learning, and Understanding

Strengthening Communities

through heritage and ecotourism, public involvement, and community collaboration.



Enhancing Access

to natural areas and historic treasures through innovative interpretation and community outreach efforts.



Facilitating

Public-Private Partnerships

for preservation of history, natural environments, and human health through outdoor recreation.



11 National Scenic Trails

The National Scenic Trails represent some of the most magnificent long distance hiking trails anywhere in the world. Virtually every major ecosystem in the US is traversed by a National Scenic Trail, from deserts, temperate rainforests, tundra, mountains, prairies, temperate deciduous forests, wetlands, and rivers. The National Scenic Trails offer natural corridors for wildlife preservation and unspoiled views, and they create fitness and outdoor leadership opportunities for all ages.

- Appalachian NST
- Arizona NST
- Continental Divide NST
- Florida NST
- Ice Age NST
- Natchez Trace NST
- New England NST
- North Country NST
- Pacific Crest NST
- Pacific Northwest NST
- Potomac Heritage NST

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THE PATHWAYS COVER

From top left to bottom right, The Spring 2017 Pathways cover features a surfing trail user of the coastal Ala Kahakai NHT, by Christopher Hawkins, courtesy Ala Kahakai Trail Association; flowers along the Ice Age NST by Gary Werner, PNTS photo; steel cut-out at Fry’s Ruts along Santa Fe NHT, courtesy of the Santa Fe Trail Association; Sasquatch Crew along the Pacific Crest NST constructing check dams, an approach to erosion mitigation on existing trail, by Linda Rostad, courtesy of the Pacific Crest Trail Association; Violets along the Ice Age NST, PNTS photo; Chesapeake Bay Roving Ranger vehicle, photo courtesy of the Chesapeake Conservancy.

Inside cover photos, top left to right: Boy Scouts help with posting the Old Spanish NHT in Iron County, Utah, courtesy of the Old Spanish Trail Association; “Walk on the Santa Fe Trail” hosted by Bent’s Old Fort National Historic Site at Comanche National Grassland, courtesy of the Santa Fe Trail Association; and sea turtles visiting the Ala Kahakai NHT, courtesy of the Ala Kahakai Trail Association.



Giving Our Trails a Voice in Washington, D.C.

Adapted from the February 28 PNTS Blog Article by Chelsea Bodamer, PNTS

More than 100 individuals representing over 40 trail organizations from throughout the country traveled to Washington, D.C. this past February to “Hike the Hill”. Now in its 20th year, Hike the Hill® is a joint effort between the Partnership for the National Trails System and the American Hiking Society aimed at increasing congressional and Federal agency leader awareness of funding and authorities needed to sustain the National Trails System (NTS).

During our week in D.C., we met with agency partners, congressional staff, and members of Congress to discuss the opportunities for and the threats facing our NTS. There are many pieces of legislation that aid or threaten our national trails. The year ahead will prove critical to our NTS. Some of the main issues or pieces of legislation we discussed while in Washington are as follows:

- **Land and Water Conservation Fund (LWCF) (HR 502)** — This is one of the most well-known bipartisan issues that relates to the NTS. The LWCF provides funding that allows for protection and completion of crucial sections of trails. Revenue from offshore drilling for oil and gas helps to fund various conservation projects with no cost to taxpayers. The LWCF is only authorized until September 30, 2018 and will expire then unless Congress reauthorizes the program. We believe, however, that LWCF should be permanently authorized and fully funded at \$900 million annually. There is currently a bill (HR 502) in support of the LWCF in the House, but no similar bill in the Senate.
- **Wildfire Disaster Funding** — We believe that the Federal government should budget for the suppression of wildfire disasters by treating wildfires like other U.S. disasters such as floods, hurricanes, tornadoes, etc. Currently, more than 50% of the US Forest Service budget is being spent to fight unprecedented wildfires. This takes money away from other important functions such as maintaining national forests and trails.
- **Federal Land Transaction Facilitation Act (FLTFA)** — This bipartisan Act would restore the authority to facilitate the sale of unneeded Federal land by the Bureau of Land Management in order to provide funding to purchase high-priority land for conservation and outdoor recreation.
- **BLM 2.0** — BLM Planning 2.0 makes land use planning more accessible to the public, more responsive to the changing conditions on public lands, and more efficient. Despite its benefits, Congressional Review Act (CRA) resolutions were introduced in both the House of Representatives and the Senate to prohibit its use moving forward.
- **North Country National Scenic Trail Route Adjustment** — Two bipartisan bills (H.R. 1026 and S. 636) authorize the relocation of the North Country National Scenic Trail along the north shore of Lake Superior and across the Arrowhead of Minnesota to rejoin the existing trail in the Chippewa National Forest. They also authorize extending the trail from the New York-Vermont border to connect with the Long Trail and Appalachian National Scenic Trail in Vermont. These bills repeat bills introduced, but not passed, in the previous Congress.
- **National Scenic Trails Parity Act** — We expect bills to be introduced that repeat bills introduced, but not passed, in the previous Congress to designate the Ice Age, New England, and North Country National Scenic Trails as units of the National Park System. The other three national scenic trails—Appalachian, Natchez Trace, and Potomac Heritage—administered by the National Park Service (NPS) are units of the National Park System. These bills would instruct the NPS to treat all six of these trails the same within the structure of the National Park System.
- **Increased Funding** — Greater Federal funding for the National Park Service, Bureau of Land Management, and USDA Forest Service’s trails programs will help leverage our ability to care for, connect, and protect our NTS.



Above: Christy Corzine, PNTS board member, and Gary Werner, PNTS Executive Director, pose for a picture outside the Department of Interior South Building

50th Anniversary of the National Trails System

During our time in Washington, we also continued to plan for the 50th Anniversary of the National Trails System Act, which will take place in 2018. We are excited to commemorate the 50th anniversary with partners and the public alike. We will continue to work closely with our non-profit and Federal agency partners to educate the public on the NTS, while also inspiring its use and encouraging more people to help sustain the trails.

Many opportunities will be available to take part in the commemoration throughout the next two years. Meanwhile, we encourage you to get involved today by using the hashtag #findyourtrail and by visiting us on the following Trails 50 social media platforms:

Facebook Twitter Trails50.org

Photo at right: Non-profit and Federal agency staff 50th Anniversary planning meeting at the Department of the Interior South Building.



Partnership for the National Trails System

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CONTRIBUTIONS MADE IN 2016

TO SUPPORT THE NATIONAL TRAILS SYSTEM

BY NATIONAL SCENIC AND HISTORIC TRAIL ORGANIZATIONS

Trail Organization(s)	Volunteer Hours	Value of Volunteer Hours	Private Contributions
Ala Kahakai Trail Association and E Mau Na Ala Hele	1,820	\$42,879	\$5,055
Appalachian Trail Conservancy	256,689	\$6,047,593	\$5,594,000
Arizona Trail Association	18,280	\$430,677	\$473,919
El Camino Real de Tierra Adentro Trail Association	1,240	\$29,214	\$259,700
Camino Real de los Tejas National Historic Trail Association	3,000	\$70,680	\$52,240
Chesapeake Conservancy and partners	-	-	\$1,891,224
Continental Divide Trail Coalition and partners	52,602	\$1,239,303	\$259,700
Florida Trail Association	29,986	\$706,470	\$220,800
Ice Age Trail Alliance	76,715	\$1,807,405	\$660,400
Iditarod Historic Trail Alliance	15,000	\$353,400	\$10,000
Anza Trail Coalition of Arizona, Anza Trail Foundation, and Other Partners	19,412	\$457,347	\$750
Lewis and Clark Trail Heritage Foundation, Lewis and Clark Trust, and other partners	76,771	\$1,808,725	\$116,947
Mormon Trails Association and other partners	10,000	\$235,600	-
Natchez Trace Parkway Foundation	524	\$12,345	\$30,000
National Pony Express Association	50,659	\$1,193,526	\$6,560
Connecticut Forest and Park Association	18,353	\$432,397	\$15,000
Nez Perce Trail Foundation	1,493	\$35,175	\$2,100
North Country Trail Association	69,708	\$1,642,320	\$493,600
Old Spanish Trail Association	23,964	\$564,592	\$8,779
Oregon-California Trails Association	52,067	\$1,226,699	\$161,545
Overmountain Victory Trail Association	18,000	\$424,080	\$73,304
Pacific Crest Trail Association	104,000	\$2,450,240	\$2,650,590
Pacific Northwest Trail Association	7,706	\$181,553	\$9,343
Potomac Heritage Trail Association	8,900	\$209,684	\$700
Santa Fe Trail Association	56,718	\$1,336,276	\$29,294
National Trail of Tears Association	29,577	\$696,834	\$9,336
Washington-Rochambeau Revolutionary Route National Historic Trail Association (W3R-US)	26,385	\$621,631	\$150,000
TOTAL	1,029,569	\$24,256,645	\$13,184,886

Notes: value of volunteer time calculated using the national 2015 value of volunteer time by the Independent Sector. Some, but not all, trail organizations include federal reimbursement rates for miles driven for volunteer work as part of their private contributions.

Volunteer stewardship activities include but are not limited to: trail building and maintenance, outreach event development, youth engagement, public education, development of interpretive materials and sites, removal of invasive species, habitat restoration, land protection, historic research, reenactments, archaeological studies, and community partnership development.

25 Years of the National Trails Community Working Together

Part 2 — EXPANDED ADVOCACY AND PUBLIC POLICY GAINS

By Gary Werner, Executive Director, Partnership for the National Trails System

Continued from the Autumn 2017 Pathways Across America.

With the changing of the century and millennium, the advocacy work led by the Partnership for the National Trails System (PNTS) expanded beyond only seeking increased operations funding for the national scenic and historic trails to securing Land and Water Conservation Fund money and increased authorities for Federal agencies to benefit these trails. Considerable effort was also focused on changing Federal agency policies to elevate the status and strengthen protection of the national scenic and historic trails and the natural, cultural, and historic resources along them in the management of public lands.



While continuing to seek increased operations funding for the national scenic and historic trails, the national trails community led by the PNTS began also to advocate for Land and Water Conservation Fund (LWCF) money for Federal agencies to acquire land along some of the trails. These efforts resulted in Congress appropriating \$15 million in 2000 to “finish” the several decades long work to protect a greenway corridor for the Appalachian National Scenic Trail and in nearly annual LWCF money to close gaps in the Pacific Crest National Scenic Trail. During the first decade of the 21st Century, Congress appropriated \$15 million of LWCF money for land purchases along the Florida National Scenic Trail and more than \$13 million to the National Park Service-Wisconsin Department of Natural Resources partnership for the Ice Age National Scenic Trail and \$500,000 for the North Country National Scenic Trail, in each case on a 1:1 matching basis.



In the late 1990s, the PNTS joined with leaders from the Trust for Public Land, The Wilderness Society, The Nature Conservancy, Defenders of Wildlife, State Park Administrators, and other organizations to form Americans for our Heritage and Recreation to convince Congress to permanently reauthorize and fully fund the Land and Water Conservation Fund. Many of the same organizations are continuing the effort as the Land and Water Conservation Fund Coalition.

In the late 1990s, the PNTS joined with leaders from the Trust for Public Land, The Wilderness Society, The Nature Conservancy, Defenders of Wildlife, State Park Administrators, and other organizations to form Americans for our Heritage and Recreation to convince Congress to permanently reauthorize and fully fund the LWCF. This multiyear effort succeeded in passing a bill in the Senate but did not succeed in passing the companion bill in the House. Now many of the same organizations are continuing the effort on behalf of the LWCF as the Land and Water Conservation Fund Coalition with reauthorization bills introduced in both the House and Senate in the past several Congresses. The PNTS continues to play a prominent role in this effort to secure permanent and full annual funding of the LWCF.

WILLING SELLER LAND ACQUISITION AUTHORITY

During the late 1990s the PNTS began a decade long effort to persuade Congress to provide authority to the Federal agencies to buy land from willing sellers for nine of the national scenic and historic trails. These “orphan trails” had been denied this authority provided by the National Trails System Act for all the other national scenic and historic trails through a Congressional amendment in the mid 1980s.

Over the course of several Congresses bills to rectify this disparity were passed twice by the House and once by the Senate—but never in the same Congress. The bipartisan effort was led several times in the House by Representative Scott McInnis, a Republican from Colorado, while Senator Carl Levin, a Democrat from Michigan led the work in the Senate. Finally the Omnibus Public Lands Bill passed by Congress in January 2009 completed the decade-long work.

FEDERAL AGENCY POLICY WORK

Besides providing willing seller land acquisition authority for the nine national scenic and historic trails, the 2009 Omnibus Public Lands Act authorized the Arizona, New England, and Pacific Northwest National Scenic Trails, the Washington-Rochambeau Revolutionary Route National Historic Trail, and several additional routes for the Trail of Tears National Historic Trail. The three national scenic trails were the first added to the National Trails System since 1983. The 2009 Public Lands Act also legislatively authorized the National Conservation Lands System (NCLS) within the Public Lands administered by the Bureau of Land Management (BLM). The NCLS was first established administratively near the end of the Clinton Administration by Interior Secretary Bruce Babbitt.

President Barack Obama signing the Omnibus Public Lands Bill in 2009, which granted authority for Federal agencies to buy land on behalf of nine NSHTs as well as authorized four new trails.





Hike the Hill Participants in front of the Capitol Building in Washington D.C. PNTS photo.

Encompassing 26 million acres of BLM-administered land, the NLCS includes Congressionally designated national monuments, wilderness areas, national conservation areas, and importantly, national scenic and historic trails and wild and scenic rivers.

Establishment of this new system focused on the conservation of natural, cultural, historic, and scenic resources within the designated national areas prompted the BLM to develop first a 10-year “National Scenic and Historic Trails Strategy and Work Plan” to accelerate work on these trails and later a series of Policy Manuals, issued in 2012, to guide BLM staff in administering and managing these nationally significant conservation areas. Development of the Strategy and Policy Manuals for national scenic and historic trails was led within the BLM by Deb Salt, National Trails Program Coordinator. PNTS staff and leaders from national scenic and historic trails organizations participated in several planning meetings and consultations to provide information, concerns, and “best practices” for BLM staff to consider in developing the Strategy and Policy Manuals.

Significantly, the BLM Policy Manuals recognized that in establishing the National Trails System Congress intended to both “provide for maximum outdoor recreational potential” and to preserve “the nationally significant scenic, historic, natural, or cultural qualities of the areas through which such trails may pass.” To implement this second purpose of the National Trails System Act, the BLM Policy Manuals require that a “corridor of sufficient width” to preserve the resources and settings of the national scenic and historic trails be designated around them in BLM resource management plans.

Awareness of the need to preserve not just the continuity of trail routes but also the integrity of their settings grew during the first 15 years of the new century as greatly increased energy development occurred on Public Lands. This development—first for oil, natural gas, and coal mining during the George W. Bush Administration, followed by solar and wind renewable energy projects in the Obama Administration—drastically changed or threatened to change western landscapes along the trails little changed in over 150 years.

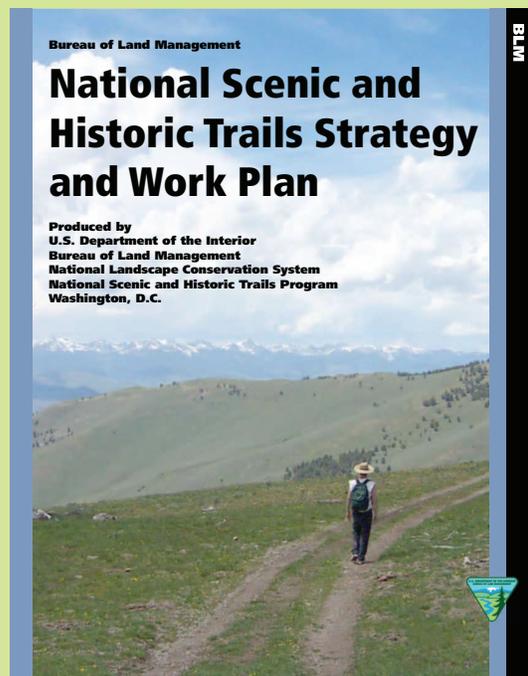
PNTS staff and leaders of the affected national scenic and historic trail organizations participated in the US Forest Service National Forest Planning Rule revision process during 2010 - 13 to revise how the plans guiding management of the national forests are developed and revised. Using the approach adopted by the BLM Policy Manuals for “best practices”, and applying wisdom gained from written comments and a series of meetings with Forest Service staff regarding nearly 30 years of Forest Service management of a corridor for the Appalachian National Scenic Trail, the PNTS and organization leaders convinced Forest Service planners to emulate the BLM approach. The Forest Service planners included guidance for delineating management corridors for national scenic and historic trails in the Final Planning Rule Directives, issued in 2013, similar to the guidance provide by the BLM Policy Manuals.

The PNTS and staff of the affected trail organizations are using the new guidance to insist that proper management areas and standards be included for the national scenic and historic trails in the national forest and BLM recreation management area plans as they are revised.

These accomplishments were among several initiatives pursued by the PNTS to foster more consistent management of national scenic and historic trails by the Federal agencies on the lands crossed by the trails. Another success toward more consistent management along the trails was a several year effort working with Forest Service staff to develop a national Saws Use Policy and certification program to enable volunteers and agency staff certified anywhere in the National Forest System to be able to use their sawing skills everywhere throughout the national forests.

(To be continued in the Summer 2017 Pathways)

- Gary Werner, Executive Director, PNTS



Significantly, the BLM Policy Manuals require a “corridor of sufficient width” in recognition that Congress intended to both “provide for maximum outdoor recreational potential” and to preserve “the nationally significant scenic, historic, natural, or cultural qualities of the areas through which such trails may pass.”

Mending Troubled Trail in the Mount Jefferson Wilderness

By Dana Hendricks, PCTA Regional Representative

Adapted from the original article of the same name printed in the Spring 2017 issue of PCT Communicator

I have never been so excited about the prospect of digging in the dirt.

For years, my US Forest Service colleagues and I racked our brains about what to do with a few perennially troubled spots of the PCT near Mount Jefferson in Oregon. On these short stretches, erosion was becoming severe, and the trail was not responding to normal drainage strategies. We had designed a more radical fix, but it was expensive so the project kept being deferred. All we could do was watch the tread in this popular area continue to erode. It's been such a shame to see the area known as Jefferson Park, one of the most iconic jewels of the PCT, being marred by the very trail we love.

But now it's actually going to happen. Thanks to a couple of generous donors, we're going to be able to replace these segments over the next two summers. When we're done, the trail will no longer call attention to itself as an ugly contrast to the landscapes where we go to lose ourselves.

Trail designers and maintainers cringe at the sight of a trail that has become an erosive scar on the landscape. That is not only because a gully full of rocks and roots is an uncomfortable place to walk. Nor is it only because a trail having lost that much soil is extremely difficult to repair. It's also because a trail with poor drainage can actually alter the hydrological patterns and habitats of the mountainside. A gullied trail deposits sediment into mountain streams and lakes, a detriment to aquatic life. Leaving big blotches of human manipulation goes against the whole reason we build trails into beautiful wild places. Therefore, we need to ensure our trails are well designed and maintained to drain properly. This is a crucial Leave No Trace practice.

Why does the trail become entrenched so easily in some places? Many segments of the PCT are traditional routes that were not necessarily designed in a sustainable manner.

Even where it was designed, conditions can change. Trail tread across sensitive areas become entrenched, and then braids begin to form as users walk beside the trench. Next thing you know, there are multiple parallel gullies. When we start to see this happen, the best fix is to realign that segment out of the meadow and restore the meadow.

When we get to design a new segment of trail to be more sustainable, we set out to ensure it has curvilinear alignment, which means essentially that it follows the contour lines of a topographical map. We want to make sure its grade is gentle, usually not to exceed 10 percent, and ideally we keep it on hillsides that can sustain a well-compacted full bench with substantial outslope. This facilitates the natural sheet flow of rainfall and minimizes the need for drainage structures.

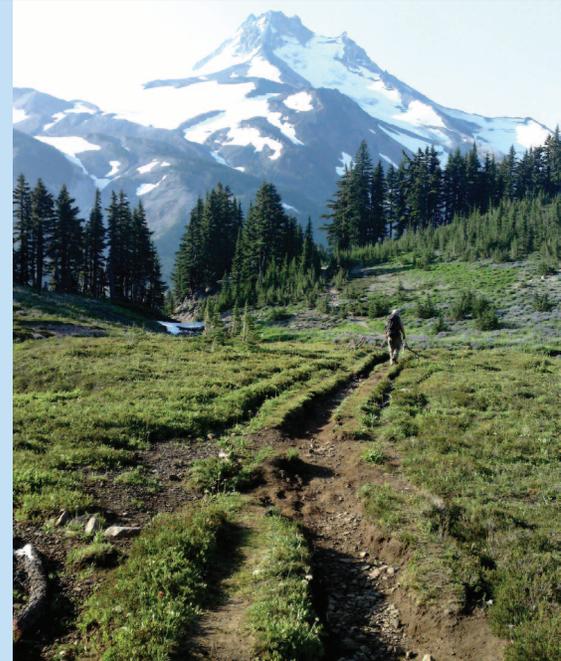
Although most of the PCT through the Mount Jefferson Wilderness meets this description, the segments that don't are pretty noticeable. These subalpine soils are full of volcanic ash, lacking in natural adhesion. Add to that the fact that the huge Bear Butte and Booth fires of 2003 burned hot enough to remove the organic layer that provides cohesion. So grades that perhaps once were sustainable are no longer so. The unstable soils are easily washed away by heavy rain and melting snow, causing trenching that is hard to correct with drainage structures. At the southern end of the Mount Jefferson Wilderness, we will be able to eliminate two sections of a half-mile each degraded beyond repair. The realignments will reduce the grade by half and allow for the incorporation of grade reversals into the trail to naturally drain the tread and provide a higher quality trail experience. Through proper design and construction, the new trail routes will decrease the maintenance needs in these areas.

"It will be such a great benefit to the resource and the public to finally accomplish this much-needed trail work," "We could not have made it happen without the great partnership between the US Forest Service and the PCTA, as well as donors and volunteers passionate about our wild places and the experiences they offer." - Brad Peterson, Willamette National Forest

What makes this type of project so costly? The first hurdle we face is environmental compliance. When you're proposing any action on Federal lands—even when it's an action to correct resource damage—you need to do a study in accordance with the National Environmental Policy Act (NEPA) to ensure that your fix won't be causing any new resource damage or unanticipated impacts. These NEPA studies can be costly. Thanks to a PCTA donor's gift last year, the majority of the NEPA cost was paid for. The Forest Service chipped in a significant amount of its own resources to study the four areas near Mount Jefferson where the PCT needs realignment. Put together, the segments of damaged PCT that have been studied and approved for realignment total almost 1.5 miles.

The next hurdle is construction. New trail construction is really fun. But it's time-consuming work, and even when it's done mostly with volunteers, the costs add up. We'll need to outfit a crew in the backcountry with gear, food, pack support and leadership for several weeks per summer. It is likely to take two or three years to finish all the segments. The good news is that after hearing about this exciting project, two different donors stepped forward to ensure we could get a really solid start on the work this summer.

This project is a great example of our collaborative work with the Forest Service and our dedicated donors and volunteers to restore and enhance our public lands. What we strive for is a trail that's a whisper on the mountainside, subtly and fluidly showcasing the wonders of nature we've come to see. It's what a National Scenic Trail is all about.



Trail in need of repair near Mount Jefferson along the Pacific Crest NST. Photo courtesy of the PCTA.

Granite Gear Sponsors Pack it Out Hikers on National Scenic Trails

By Wendy Raney

Minnesota-based Granite Gear is sponsoring 15 thru-hikers in 2017 dedicated to “Leave No Trace” principles and cleaning up trash. Inspired by the small, but extremely successful “Pack it Out” program, which collected more than 1,700 pounds of trash on the Appalachian and Pacific Crest National Scenic Trails in 2015 and 2016, Granite Gear developed its own version of the trail clean-up program called Grounds Keepers.



Granite Gear’s requirements for hikers included plans to complete a thru-hike in 2017, a 100 percent commitment to follow “Leave no Trace” principles and pack out trash whenever possible, the ability to be a storyteller through social media and a commitment to use gear supplied by the company throughout the hike.

Members of the inaugural 2017 team, chosen from among 200 applicants, plan to thru-hike trails this year including the Pacific Crest, Appalachian, Arizona, Florida Pacific Northwest National Scenic Trails and the Superior Hiking Trail. Each member of the team previously completed a thru-hike or a number of section hikes, has a passion for Leave No Trace principals, is strong in mind and body and is committed to cleaning up as much trash as possible on the trail. Granite Gear outfitted each of the hikers with a multi-day backpack, a scale to weigh trash, a trash grabber and other equipment necessary for trash collection.

Granite Gear supplies the Grounds Keepers with many of their products for the hike, including a bag that hooks onto a below loop. This bag is lined usually with a grocery bag. The trash is picked up with the provided ‘grabber’ and put into the lined Granite Gear bag. These smaller grocery bags will then be sealed themselves or put into bigger garbage bags and left at appropriate public receptacles. At any one time, a Keeper may have up to 5 lbs of trash.

The first Grounds Keeper set out in January on the Florida National Scenic Trail. Gretchen “Dirty Bowl” Matt picked up 5 pounds of trash in her first 50 miles on the trail. On Granite Gear’s website Matt wrote, “I chose to become a Grounds Keeper because of my passion for long-distance hiking. As thru-hiking becomes progressively more popular, it is up to all of us to keep the trails beautiful. Giving back feels good!” She completed the 1,102-mile trail in 40 days and collected 29.6 pounds of trash along the way.

The Grounds Keeper team had picked up 160.8 pounds of garbage as of the first of April, and team members are just getting started.

You can read the Grounds Keepers’ trail stories and see how much trash they have picked up on their journal page on Granite Gear’s website at <http://journal.granitegear.com>. You can see their photos from the trail on Instagram at <https://www.instagram.com/thegroundskeepers/>. Hikers already are lining up to participate in the program in 2018.



Top photo: Garbage packed out by Leland Kolson, Appalachian NST Groundskeeper. Photo by Leland Kolson, @leland_kolson.

Lower photo: Groundskeeper Ali Edwards says, “Packed out over 16lbs of trash on my first 4 days of hiking the AZT!” Photo courtesy @trailin_chicory.

Captain John Smith Chesapeake NHT and the Chesapeake Conservancy Introduce the “Chesapeake Bay Roving Ranger” Mobile Visitor Center

This mobile visitor center will appear at Chesapeake Trail locations and at public events and festivals related to the natural and cultural heritage of the Chesapeake Bay. Providing many of the functions of a visitor center, families will be able to collect a National Park passport stamp, pick up a trail brochure and a Junior Ranger hat, participate in an interpretive ranger program, and learn about new experiences on the Chesapeake Trail. Visit FindYourChesapeake.com to discover events where the Roving Ranger will be featured. #FindYourChesapeake National Park Service Partnership for the National Trails System”



“We’re taking the low cost concepts of the food truck phenomenon to accomplish the NPS mission,” says Joel Dunn, president and CEO of the Chesapeake Conservancy. “With this mobile visitor center we’re able to meet people where they are and reach diverse communities with the hopes of fostering a new sense of stewardship and a desire to take care of our natural, historical, and cultural resources that make the region so unique.”



Jonathan Stephens, US Forest Service Trail Program Manager, Retires

Prior to his retirement at the end of 2016, Jonathan Stephens served as the US Forest Service Trails and Congressionally Designated Areas National Program Manager in Washington, D.C. for more than a decade. During his time in that position, he was a valuable contributor with the Federal Interagency Council on Trails. Jonathan was responsible for guiding the Forest Service's administration of 5 national scenic and 1 national historic trail and management of significant stretches of 17 more national scenic and historic trails. In that capacity he instituted a "team approach" with the administrators of the five scenic and one historic trails encouraging and helping them to work together on projects and initiatives to benefit all the trails of the National Trails System.



Among the products of this teamwork was a National Scenic and Historic Trails Program Guide that describes how these trails are administered and managed, how they are funded, and how they fit into the recreation programs of the Forest Service. When the Forest Service began the process to revise the Rule governing land use planning for the national forests in 2010, Jonathan helped guide the successful five year effort to include defining a management corridor for all of the national scenic and historic trails as a requirement in future forest plans. He also guided a multi-year effort to revise chain saw and crosscut saw training, certification, and use policies throughout the Forest Service. Thanks to Jonathan's leadership now volunteers and staff who are trained and certified to use these saws anywhere in the National Forest System will be able to do so throughout all the national forests. This change will facilitate and encourage more volunteerism and will result in more necessary work being done.

Typical of Jonathan's pragmatic approach, during a lengthy discussion about finding ways to engage young people more in our national trails at a workshop in 2008, he pledged to fund bringing at least one youth from each of the 6 Forest Service trails to the next National Scenic and Historic Trails Conference in 2009. He challenged his colleagues from the other Federal agencies involved with the National Trails to do likewise. The result was funding that brought 24 18 to 25 year old "Trail Apprentices" to the next Conference in 2009. Since then more than 100 "Trail Apprentices" have participated in three additional national trails conferences and 8 national trails workshops.

Jonathan began his career working on behalf of public lands with the National Park Service, working for two years in the NPS Denver Service Center on planning for national park areas in the Mid-Atlantic region. During this time, he lived in a GSA trailer for 3 months—in the outer limits of New York City. He also worked on the Environmental Assessment for the Gateway National Recreation Area.

Jonathan's US Forest Service field roots include his work as a seasonal employee with the USFS in the Umatilla and Olympic National Forests where he served as a fire prevention guard and drove the tanker truck for a summer.

Jonathan also worked with the U.S. Senate for 6 years—a position he landed based on his role in serving Senator Bob Packwood as senior natural resources advisor. Jonathan's major legislative accomplishment was establishing the Columbia River Gorge National Scenic Area, which helps protect the scenic quality of stretches of the Pacific Crest National Scenic Trail and the Lewis and Clark and Oregon National Historic Trails. He then worked on the Forest Service Ecosystem Management Appeals Staff and did various details in Forest Service State and Private Forestry and recreation staff assignments.

The Partnership for the National Trails System would like to extend its enormous gratitude for Jonathan's many years of dedication to Trails and wishes him a very happy retirement!



Jaime Schmidt is a familiar face in the National Trails Community, participating in numerous PNTS events over the years.

Jaime Schmidt Becomes New US Forest Service Trail Program Manager

Jaime Schmidt is excited to be the Forest Service's new National Trail Program Manager. With over 158,000 miles of Forest Service trails across 154 national forests and grasslands, overseeing the largest managed system of trails in the country is both daunting and inspiring.

"Beginning in 2017, we have a tremendous convergence of opportunity with the agency's new National Strategy for a Sustainable Trail System, the recently passed National Forest System Trails Stewardship Act, and the upcoming 50th anniversary of the National Trails System Act in 2018" says Jaime. With only about one quarter of USFS trails currently meeting agency standards for safety and quality, the agency is increasingly looking to additional and expanded trail maintenance assistance from partners and volunteers as it strives to shift toward a sustainable and well-cared for system of trails. Jaime and her regional counterparts are currently focused on initial implementation of the agency's new national trail strategy and the Trails Stewardship Act—both geared toward increasing partner and volunteer collaboration and assistance with trails.

Jaime's nearly 30-year career as a recreation and trail management professional has included positions at ranger district, forest, regional, and national levels in Alaska, Idaho, Montana, and Washington DC. She's serving in her new role as the agency's national trail lead, based out of the Idaho Panhandle National Forest in Coeur d'Alene, Idaho. Jaime previously served as the Forest Services' Assistant National Trail Program Manager and National Trail Information Coordinator. She has also worked in land management planning, interpretive planning, and conservation education in Brazil, Honduras, and the Galapagos Islands in Ecuador through the Forest Service International Program and the US Peace Corps. Jaime's favorite place to be is, of course, somewhere out on a trail. Some of Jaime's favorite trail projects have included working with agency specialists, partners, and communities to lead development and improvement of the Southern Trek of the Iditarod National Historic Trail near Anchorage, Alaska, and development and restoration of the Route of the Hiawatha Rail Trail in Northern Idaho.

GIS Analysis Identifies Remaining Wildlands along the Lewis and Clark NHT

By Ryan M. Cooper, NPS Geographer,
Lewis and Clark NHT



National Park Service staff recently completed a project in collaboration with The Wilderness Society using Geographic Information Systems (GIS) data to analyze the composition of land cover and status of vegetation condition and identify conservation protections along the 3,700 mile Lewis and Clark National Historic Trail. The Trail commemorates the 1804 – 1806 expedition of Lewis and Clark and the Corps of Discovery, an epic journey of exploration of the Louisiana Purchase and beyond. During their 1804-1806 expedition, Lewis and Clark and the Corps of Discovery explored and mapped a large portion of the North American continent that had seen limited Euro-American influence and recorded a vast amount of information about the landscapes and resources they encountered. These historic observations and descriptions provide us with a connection to the past and highlight the changes that have taken

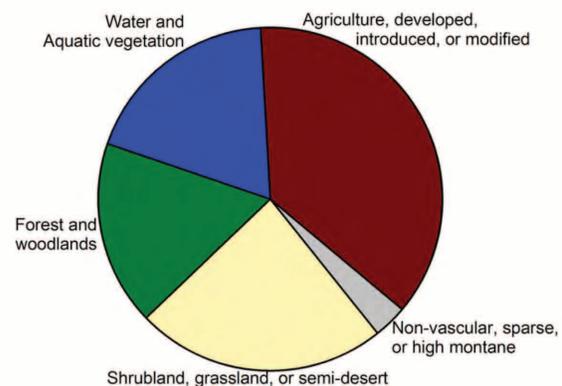
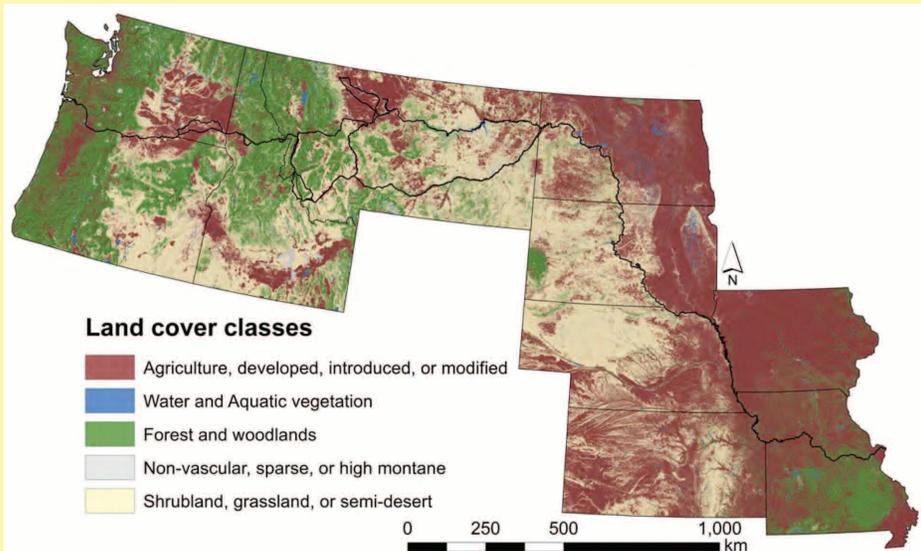
“...the mountains west of Lolo Pass and the upper Blackfoot River watershed were identified ... where legislative protections could keep remaining wild lands intact and preserved for future generations..”

place in the years since the expedition. Much Trail research has focused on the history of the expedition and has provided qualitative evaluations that vaguely refer to dramatic landscape changes throughout vast portions of the Trail over the last two centuries. Little has been done to quantitatively evaluate ecological conditions or assess land management areas of the contemporary landscape along the Trail.

Ryan M. Cooper and Rachel Daniels of the National Park Service along with Dr. Travis Belote of The Wilderness Society used spatial data to analyze land cover and vegetation composition, examine conservation status, and identify the wildest remaining areas along a buffered area extending 1 mile on either side of the Trail. Datasets used in the study include the historic route of the Lewis and Clark expedition, the GAP Analysis Program protected areas database, GAP land cover data, the US Forest Service inventoried “roadless” areas, national wilderness areas, an index of “wildness” in the lower 48 States, and the current distribution of grizzly bear habitat. The layers were combined using ArcGIS Spatial Analyst, allowing each of the resulting datasets to be queried individually or together.

The results show that while much of the Trail has been altered through agricultural development and land use in the past 210 years, small areas remain relatively wild and offer visitors the opportunity to experience a landscape with some degree of historical fidelity. The majority of the Trail passes through lands with no known conservation protections and wilderness areas and national parks comprise very little of the area. However, two significant spots in the Northern Rockies—the mountains west of Lolo Pass and the upper Blackfoot River watershed—were identified where the Trail passes through “roadless” areas of Federally administered lands and where legislative protections could keep remaining wild lands intact and preserved for future generations. The study and results were published in the January, 2017 issue of *Natural Areas Journal* 37(1).

For more information, please contact Ryan_M_Cooper@nps.gov.



Lewis and Clark Trail Heritage Foundation and Oregon California Trails Association Hold Joint Symposium; Honor Daniel Ogden for Role in Creating National Trails Act

Submitted by Lindy Hatcher, Lewis and Clark Trail Heritage Foundation, and Travis Boley, Oregon-California Trails Association

The Lewis and Clark Trail Heritage Foundation (LCTHF) and Oregon-California Trails Association (OCTA) held a joint Symposium from March 31 – April 2, 2017, at the Heathman Lodge in Vancouver, WA, along the Columbia River. Both Boards met separately, and held a joint meeting to discuss topics of interest to both trails. A joint reception was held on Friday evening. Saturday followed with a day of historical speakers and presentations from LCTHF, OCTA, and banquet featuring keynote Jack Nisbet, author and naturalist. Sunday included an optional bus tour to a replica of a Chinookian plank house at the site of Cathlapotle, a Chinookian village visited by Lewis and Clark on Ridgefield National Wildlife Refuge, Frenchman’s Bar, to Steigerwald Lake National Wildlife Refuge to view a Lewis and Clark campsite, a trip to Fort Vancouver, and the Clark County Historical Museum.

Daniel M. Ogden, Jr. was presented with a plaque by OCTA and LCTHF honoring his role in creating the the National Trails Act, signed into law by President Lyndon Johnson in 1968. In 1965, Mr. Ogden was serving as Assistant Director for Planning and Research with the new Bureau of Outdoor Recreation (BOR) in the U.S. Department of the Interior, was chairman of the “Trails for America” study, and participated in the drafting of the National Trails Act authorizing the nationwide system of trails.



Above photo of David Ogden (bottom) with OCTA President John Winner and LCTHF President Phillippa Newfield. Photo courtesy of OCTA.

Trail Marking Completed for the Iron County Segment of the Old Spanish NHT

Adapted by the original BLM Press Release on February 23, 2017

PAROWAN, Utah – Iron County, Utah, became home to the longest signed segment of the Old Spanish National Historic Trail (OSNHT), 80 miles worth, when the last sign was posted on Feb. 22 in the county seat of Parowan.

“Iron County has a special place in the history of the Old Spanish Trail, primarily because segments of the trail can still be identified and located by ground and aerial survey,” said Al Matheson, the Utah director of the Old Spanish Trail Association (OSTA).



It took twelve local business, nonprofit, and agency partners two years to place the 85 signs that mark the 80 miles of trail in Iron County. The BLM and Iron County paid for the signs and posts respectively, with half of the funds coming through a Waypoint Grant from the State of Utah. The sign bases were installed by the Iron County Road Department, and the signs were installed by Boy Scouts Barreck Perkins, Mason Paxton, and Jayden Paxton, of Enoch, Utah. Other partners include Sun Edison, Clenera Solar, Parowan City, Enoch City, the town of Paragonah, Utah Department of Transportation, the NPS, the USFS, and OSTA.

The initial effort to sign the trail and even earn the trail national recognition began in Iron County, said Matheson, noting the first formal recognition of the OSNHT occurred in the town of Cedar City in Iron County with the formation of the Spanish Trail Association in 1949. S. Alva Matheson, Matheson’s father, along with Wilford Lawrence constructed the monuments that were spearheaded by Howard Driggs and William R. Palmer both of what is now known as Southern Utah University, a public university in Cedar City.

The new signs have taken the line on the map and made it real, given it life and made it possible for anyone to travel with ease. The route itself stayed close to the original corridor. While some of the posts are next to commercial developments in communities, others are located in areas that still have cultural significance.

While motorists are only beginning to see the opportunities to engage in their own historic trek in Iron County, the OSNHT reaped immediate benefits, with other municipalities and counties wanting to have their segments signed and brought to life. “Through the efforts and contributions of hundreds of local citizens, signing and identification has enabled others to promote local history and protect the dwindling linear artifacts and locations associated with our local history,” said Matheson.

Partnering with the Off-Highway Vehicle Community for Arizona NST Maintenance



By Wendy Lotze, Volunteer Coordinator, Arizona Trail Association. Adapted from the original article, entitled "TRAL Volunteers Help Maintain the Arizona Trail", which appeared in the Winter 2016 edition of Arizona Trail News.

As an Arizona Trail steward for a segment of Alamo Canyon near Superior, I am contacted several times each year by those hoping to access the AZT from Forest Road 4 (Telegraph Canyon Road), the only vehicle access to the trail along 36 miles of remote Sonoran Desert. "What are the road conditions," they want to know, "and can I drive my sedan/hybrid/rental car in there to cache water?"

My response is always a warning that FR4 is NOT maintained for passenger cars, and that it's a rough, tough, mean piece of road that in my opinion should only be tackled by folks with high-clearance 4WD and the skills to use it. And it helps if you don't love your vehicle too much.

So, in planning my annual fall work event for 2015, I was facing that rough ride on FR4... one that my husband would much rather I NOT take our truck on again. It's a 7-mile hike south from Picketpost Trailhead to our usual camp at the FR4 crossing.

That's a long way for a group of backpackers to carry food, three days' supply of water and trail maintenance tools just to get to the start of the project. After that, I'd planned on a 9-mile round-trip hike brushing the trail corridor. How could I get the necessary gear in to this remote site for my dedicated trail workers and still maintain cheerful marital relations? Still more challenging, how would I get all of the same gear back out again once our event was complete?

"The bigger picture is about being members of a larger recreational community and good stewards of public lands. We want to help the Forest Service with issues they have in managing the Tonto and we also want to help our fellow volunteer groups with their work where we can."

- Rich Smith, President, Tonto Recreation Alliance



This is a problem faced by many stewards on more remote portions of the trail. While the trail intersects and even shares alignments with many of the old roads and roadbeds, the harsh realities of the landscape often render these roads nearly inaccessible to the average driver. Carrying heavy tools and equipment into the project site becomes as labor-intensive as the project itself, and our time available for work is compromised.

In this case, the day was saved when I got in touch with TRAL (pronounce it "trail"), the Tonto Recreation Alliance. They saved me an entire day on both ends of the project by volunteering to transport all of our gear to and from the trailhead. What might have seemed like an unlikely partnership turned into a great opportunity for everyone.

TRAL is an Arizona nonprofit corporation comprised of volunteer off-highway vehicle (OHV) enthusiasts. While their primary goal is to help improve and maintain designated roads and trails used by OHVs, their President, Rich Smith, says, "The bigger picture is about being members of a larger recreational community and good stewards of public lands. We want to help the Forest Service with issues they have in managing the Tonto and we also want to help our fellow volunteer groups with their work where we can."

In the case of our project on Passage 17, Rich helped us coordinate with Jeff Labertew and a group of Jeep enthusiasts called the M&F Jeepers who like to get out on the trails on Mondays and Fridays during the winter season. The group simply arranged their plans to drive FR 4 as part of their weekly activities. The group is made up of winter residents, who "do not get many chances to volunteer for projects like this that let them do things with their Jeeps," says Jeff. "Many are older and have limited physical capabilities also. We all felt a sense of accomplishment after helping with your project."

For the TRAL volunteers, my characterization of FR4 as "rough and mean" was amusing. Rich told me "For our folks, FR4 is a scenic but not particularly difficult route. It's like a drive to the mall."

They even offered a lift to several of the trail work volunteers who were helping to load gear into the Jeeps. In their well-outfitted rigs, the ride was comfortable and stress-free compared to the white-knuckle adventures I'd had in my husband's beloved truck. Our group was able to accomplish more trail work with fewer hands than on any previous work event. We cleared up the entire 4.5 miles of our segment and still had time for a Dutch-oven chili cookout on Saturday evening. TRAL volunteers contributed almost 50 combined volunteer hours to the event.

And on January 13 and 14, TRAL assisted Arizona Trail stewards from the East Valley Back Country Horsemen as they repaired segments of Passage 17b, and projects with TRAL have continued since. While there is often a chasm between the nonmotorized and motorized trail communities, TRAL and the ATA are working together to enjoy and protect the resources they are passionate about.

Ala Kahakai NHT Begins Milestone Trail Effort

By Christopher Hawkins, Ala Kahakai Trail Association

Together with its nonprofit partners the Ala Kahakai Trail Association and E Mau Na Ala Hele, staff of the Ala Kahakai National Historic Trail (ALKA) on Hawaii Island will soon be installing signs and undertaking other activities to improve visibility, access, and safety of the Trail through the South Kohala district. This 15-mile effort is the culmination of several years of planning and was identified in the 2009 Comprehensive Management Plan (CMP) as the starting point for similar efforts all along the ALKA.

The focus of our South Kohala work will be the Ala Loa, or Long Trail, which generally runs adjacent to the coast. However, the Comprehensive Management Plan for the 175-mile trail corridor includes important parallel and mountain-to-sea trails found throughout, and we will include these as necessary and desired by the community.

South Kohala represents a challenging social environment in which to conduct this work, so our project will be guided by extensive community input, which has been built around several, sometimes overlapping, community groups. First are the dispersed residents of South Kohala. Some of these are lineal descendants who can trace their ancestry back to ancient Hawaii. Many others have family roots in the area back many generations. Second are homeowners in distinct villages and small towns, such as Puako, Wailea, Waikaloa Village, and Waimea. Finally, as the Trail runs through half a dozen world-class facilities in South Kohala, resort managers and resort residential community members are an important group with whom we must engage.

Throughout the spring and summer, with funding from the National Park Service and the National Park Foundation's Active Trails Grant Program, project partners will be hosting community discussion forms; a "music talk-story" session that combines storytelling about the trail with food and song; and a community walk and talk (a half-day interpreted trek), to be followed by refreshments and a presentation about the Trail.

Our hope with this project is to begin the process of restoring community ownership and stewardship (malama in Hawaiian) of this ancient Trail. After all, it was the path their ancestors used to visit family and friends, conduct barter and trade, access resources, and perpetuate their culture. It is not our trail, it is their trail.



An ocean view from the Ala Kahakai NHT from the South Kohala segment. Photos by Chris Hawkins, Ala Kahakai Trail Association.



The South Kohala area of the Ala Kahakai NHT has some unusual trail users...Surfers who appreciate the trail's ocean access!

100 Fourth Grade Classrooms Experience Arizona's Colonial Past

By Alex La Pierre, Park Guide, Juan Bautista de Anza NHT

Environmental Education Exchange (EEE), a nonprofit organization based out of Tucson, Arizona, has partnered with the Juan Bautista de Anza National Historic Trail (Anza Trail) since the year 2009 when EEE produced the introductory video for the 1,800-mile national historic trail. This outstanding partnership continues today as EEE presents a curriculum-based education program to more than 100 Tucson area school classrooms per year. The program shares the Anza Trail's history with Arizona elementary school youth.



The program, Exploring the Anza Trail, is an engaging and interactive living history classroom visit with pre- and post-visit materials for students and teachers. The 50-minute dramatic on-site presentation features a captivating storyteller who plays the role of a member of the 1775-1776 Anza Expedition. The storyteller portrays life on the Anza Trail and invites students to actively participate in portraying experiences of the Anza expedition. The pre-visit video helps set the tone for the living history classroom presentation. The lesson also explores the meaning and significance of fundamental concepts that were important during the Anza Expedition and are still relevant today. Concepts such as overcoming obstacles, using resources, and seeking a better life help students relate to the experiences of expedition members.

The primary goal of Exploring the Anza Trail is to provide engaging activities that help students relate to life during the Anza Expedition. By contemplating essential concepts they may be experiencing in their own lives, such as overcoming obstacles, identifying available resources and seeking a better life, the students better understand life on the Anza Trail in a dramatic and engaging way.



1987 – 2017: 30th Anniversary of the Santa Fe National Historic Trail

By Joanne VanCoevern, Manager, Santa Fe Trail Association

Information for this article was taken from articles published in 1986-87 in *Wagon Tracks*, the quarterly publication of the Santa Fe Trail Association, edited at that time by Leo Oliva.



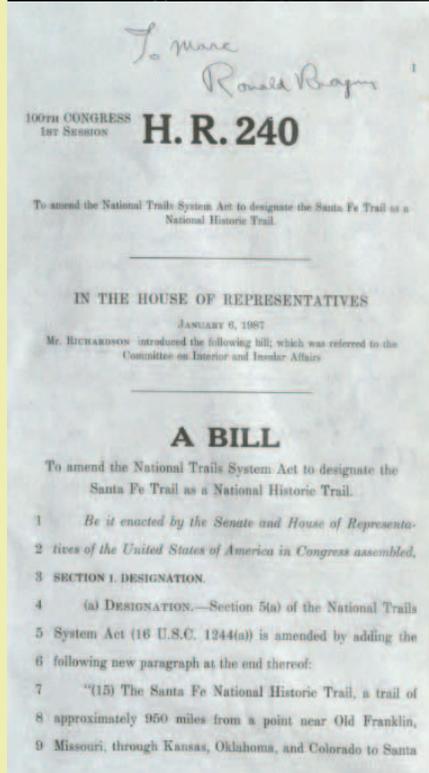
The existence of the Santa Fe National Historic Trail can be directly attributed to the efforts of the Oregon-California Trails Association (OCTA). In April of 1986, OCTA paid the expenses for a delegation to lobby in Washington, D.C. for the bill that would bring the Santa Fe Trail into the National Trails System. Participating in that lobbying effort from OCTA were President Tom Hunt, Vice-President Barbara Magerl, and Board Member Gregory Franzwa. Joining them from the soon-to-be formed Santa Fe Trail Council (which became the Santa Fe Trail Association) were Marc Simmons and Sylvia Mooney. The sponsor of the bill was Rep. Bill Richardson (D-NM), and soon, seventeen cosponsors were added. During the hearings, several ranchers expressed fears that the bill would open the way for a loss of some of their land. This concern came directly out of the fact of that property owners had been displaced in 1983 when Fort Carson acquired 235,300 acres of training land in southeast Colorado, now known as the Piñon Canyon Maneuver Site. Those concerns brought about a compromise prohibiting the Federal government from acquiring property for the trail without the owners' approval. Subsequently, the bill passed the House of Representatives on March 10, 1987 with bipartisan support and the Senate on April 22, 1987.

On May 8, 1987, President Ronald Reagan signed the bill that added the Santa Fe Trail, an important trade and settlement route from about 1820 to 1880 stretching 950 miles from Missouri to New Mexico, to the National Trails System. (It is interesting to note that President Reagan once starred in a movie titled "The Santa Fe Trail.") The bill granted administrative jurisdiction over the trail to the Secretary of Interior, with the National Park Service (NPS) designated as the administering agency for the Santa Fe National Historic Trail. The creation of the Santa Fe National Historic Trail (SFNHT) brought about a new burst of enthusiasm, including increased efforts to preserve, protect, and promote the historic Trail, and has increased the awareness of, and visits to, Trail sites. It also brought about a partnership between the Santa Fe Trail Association and the NPS to work together on established goals. To recognize the 30th anniversary of the SFNHT, the Santa Fe Trail Association has undertaken a social media campaign, "52 Ways to Discover the Santa Fe Trail." New ways to discover the SFNHT are posted each week via social media—#discoverSFNHT.

The 30th anniversary of the law that created the Santa Fe National Historic Trail marks another new beginning for the history of the Santa Fe Trail and offers additional opportunities and responsibilities for the Santa Fe Trail Association in our efforts to preserve, protect, and promote the historic Trail along with our partner the NPS National Trails Intermountain Region-Santa Fe.



Top photo: "Walk on the Santa Fe Trail" hosted by Bent's Old Fort National Historic Site at Comanche National Grassland. Middle photo: President Ronald Reagan, who signed H.R. 240 in 1987 adding the Santa Fe Trail to the National Trails System. Bottom left: A copy of the H.R. 240 personally sent to Marc Simmons of the Santa Fe Trail Association by President Reagan. Bottom right: Boy Scout Troop 683 of Derby, KS installing signs on the SFNHT. Photos courtesy of the Santa Fe Trail Association.





Pathways Across America
 Partnership for the National Trails System
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Trails Events Calendar 2017

June 3	National Trails Day	American Hiking Society	Nationwide	www.americanhiking.org
July 22	Arizona Trail Bi-annual Stewardship Conference	Arizona Trail Association	TBD	www.aztrail.org/conferences/
July 23 - 26	LCTHF Annual Meeting: <i>William Clark on the Rocejhone</i>	Lewis and Clark Trail Heritage Foundation	Billings, MT	www.lewisandclark.org
July 27 - 29	North Country Trail Association Annual Celebration	North Country Trail Association	Marquette, MI	www.nctacelebration.org
August 4 - 11	2017 ATC Biennial Conference: <i>Views from the Maine Woods</i>	Appalachian Trail Conservancy	Waterville, ME	www.atc2017.org
September 28 - 30	SFTA Annual Rendezvous: America's First Highway of International Commerce	Santa Fe Trail Association	Olathe, KS	www.santafetrail.org
October 5 - 8	Old Spanish Trail Annual Conference	Old Spanish Trail Association	Barstow, CA	www.oldspanishtrail.org
October 16 - 18	Trail of Tears Conference and Symposium	National Trail of Tears Association	Pocola, OK	www.nationaltota.org
October 21	El Camino Real de Los Tejas NHT Association Annual Meeting	El Camino Real de Los Tejas NHT Association	Goliad, TX	www.elcaminoreal-delostejas.org