

**ROUNDTABLE: LISTING SUMMIT TUNNEL ON
NATIONAL REGISTRY OF HISTORIC PLACES
PART 5 TRANSCRIPT**

AUDIENCE: This discussion about local communities etcetera kind of stores in my mind. Maybe another approach, and maybe you folks in the panel can talk about this, rather than come and try to get a national designation, another idea that I heard discussed is to create, and I think it was with Mike and it has to do with your geo-whatever, tourism. Another approach might be to talk about this in terms of local community development and tourism. I know that, not the National Parks or Forest Service, there are programs within the federal government that look at supporting rural communities and that's through tourism, through these historic things. That might be another approach, and I think Mike you had an idea to discuss with me at one time. Maybe you can elaborate about having some kind of local tourism association that we could get some federal funding to support, and state and local funding as well.

TED GONG: So before we go to Mike, we have comments from other people who haven't had too much time to speak. Also [unintelligible]. Before I go to Jenny over there, I want to introduce Chris Turner, stand up. He's with the American Indian Museum and he's a specialist in treaties. And so I think it's very [unintelligible] among other things, and so it's very timely when you mentioned this idea of the lands [unintelligible] belong to the native peoples from the very beginning and all of what we do now still continues to affect that. Would you like to make a couple comments quick?

CHRIS TURNER: Just briefly, I'm not going to be telling anybody anything new that they don't already know here, but immediately project [unintelligible] to me so I'm just considering some of the ways in which it sounds like very familiar efforts I've heard of before but in some ways like none I've heard before because the impact the railway [unintelligible] of communities all over the west. We're really talking about two major ways in which this history might be of interest to them to bring to the [unintelligible], to the public. The first is obvious, this has already been mentioned, the land, the original lands that we used for the railroad and whose it was and where it came from. The question that Mike mentioned of establishing ethnographically who it belonged to, but also ethnologically who it's related to. But I think the bigger question might be the second one, and that's economically the impact of the railroad on all the tribal communities in the west and even

elsewhere. Because today, many of those communities are looking at the ways in which the impact of other types of physical barriers such as pipelines really are impacting their economic livelihoods and their health and wellness, and you'll find that these are the primary interests of troubled communities today. But establishing the connections for the public about how those things originated and how the communities became the way they are today, isolationism and so forth. So I will mention briefly that if anybody has time, we do cover the first part, the history of the treaties that [unintelligible] or concessions that were made in California, which were the background for the original plans for the railroads in California, in our treaties exhibit, which is called Nation to Nation, in the museum. So if you get just a few moments to come over, you'll want to come over and kind of skip through about half of it because California's obviously pretty far into the treaty history that the [unintelligible] which begins in the 1780s. So if you do get a few moments, come on down. I'll be with you tomorrow, so please grab me if you have any comments to make. But I'll be kind of listening along and just considering what ways in which you might bring the conversation to the troubled communities that you're talking to and gauge what their level of interest might be. I'm guessing that they will certainly have an interest in the kind of educational opportunity, as they always do, but bear in mind that they will have that kind of contemporary "we're looking at this right now," you know the [unintelligible] in their communities through types of projects that, such as pipeline projects which are very similar in the types of ways in which their status is of a certain sort that normally defends against those kinds of things, but there's always exceptions to made through the legislative efforts and so forth that eventually often win out so they have that kind of historic [unintelligible] about these things. So anyway, I'm happy to be with you. Please grab me if you have any comments about that. [unintelligible]

TED: Okay, great. Be sure to use the time while you're in Washington and go see the different museums and it's great to have [unintelligible] here with us. And, you all, there's going to be a big session about the exhibits and how we [unintelligible] engaging exhibits with one of the specialists there. Before we get back to Mike and talk to him about commercial relationships and historical preservation, I want to give a chance for Jenny to speak.

JENNY: I'm Jenny [unintelligible] and Mike [unintelligible] and I both have the pleasure of serving as [unintelligible] national president for a number of terms. I bring this up because I see

that this is an issue that is not only significant to the Asian American community nationally but to all of this entire country. And at the same time, there is a need to be respectful because it is also a local issue. The way we would have handled something like this in [unintelligible] because we had chapters across the country, is we would look at it and ask, is it strictly a local issue because then the local chapter would deal with it. Is it a national issue, because then national would take over. Or is it both, where the local chapter might take the lead with the oversight by national, resources being provided, sensitivity to local issues, and at the same time national could provide kind of support. I think I see this as a combination of the latter. We really have to work very closely with the local community, the people, the business, everything, just to make sure that there is buy-in. But at the national level, you really need that level of leadership, connection to elected officials, connection to resources, and oversight so that at the end, it's a well orchestrated, organized effort and there is clear lines of responsibilities. So I think it's certainly a project that needs to move forward, but sort of multifaceted. So just two cents.

MIKE:

This will be really easy and I'll say what she said. You can't really have one without the other. It's not just purely local, and I kind of was going back to thinking a little bit that it's what are you looking for. You definitely need something that says what significance level is this and have some attachment of significance. What is it that you're going to focus on? To me that's very important, that decision needs to be made. What are the potential funding sources that come with whatever avenue that you might select, developing a strategy for that. And to me, there seems to be a lot of people power--I wouldn't worry on that part--but then the financial part that's sort of the biggie that comes in. But again, that all depends on the scale and scope of what you're trying to accomplish. And to me those critical next steps to focus on. I mean, are you going to focus on Summit Tunnel, or are you going to expand it a little more than that. And then the strategies accordingly will vary a little you know, with it.