

# Historic Columbia River Highway



## Advisory Committee Meeting

Meeting is hybrid via Zoom and in-person  
Hood River Library Community Room  
502 State Street, Hood River, OR

Thursday, March 12, 2026

9 AM – 12 PM

Login online: <https://tinyurl.com/AC-March2026>

Meeting ID: 821 1121 7119

Password: HCRHAC

Call in (does not require internet): 1 (253) 215-8782

Meeting ID: # 821 1121 7119

## Members

### **Arthur Babitz, Chair**

Jesus Mendoza

Vacant

Tricia Forsi

Mike Ballinger

Lisa Farquharson

Clay Courtright

Rian Windsheimer

Kate Baumgartner

Ian Johnson

Hood River County Representative

Hood River County Governor's Representative

Multnomah County Governor's Representative

Multnomah County Representative

Wasco County Representative

Wasco County Governor's Representative

Oregon Parks and Recreation Department

Oregon Department of Transportation

Travel Oregon

State Historic Preservation Office

## Agenda

- 9:00 AM Call to Order  
Arthur Babitz
- 9:05 AM Opportunity for the public to comment on any item not on the agenda
- 9:10 AM Approval of Minutes  
Arthur Babitz
- 9:15 AM Port of Hood River Welcome  
Megan Channell, Port of Hood River
- 9:20 AM Welcome New Gorge Maintenance Manager  
Chris Yamnitsky, ODOT

- 9:30 AM Stark Street Bridge Replacement Project  
Megan Neill, Multnomah County
- 10:00 AM Multnomah Falls Viaducts Construction Update  
Jack Carlson, WFLHD
- 10:20 AM Pedestrian Counts along the Historic Highway Waterfall Corridor  
AJ Zelada
- 10:50 AM Cascade Locks Bike Sweeper Report  
Ben DeJarnette, Bike the Gorge
- 11:00 AM Historic Highway State Trail Updates  
*Perham to Mitchell Update*  
Jack Carlson  
*Mitchell to Ruthton Phase 1 Update*  
Dave Arena, WFLHD and Terra Lingley, ODOT
- 11:30 AM Updates  
*TGM projects, ODOT, Friends of the Historic Highway, OPRD, Travel Oregon, USFS, and WFLHD*
- 11:45 PM Committee Round Table  
All
- 12:00 PM Adjourn

## Future Meetings

- Week of June 15
- Week of September 14
- Week of December 14

### Topics:

- State Trail Mile Markers
- Cascade Locks Transportation System Plan TSP Update

## Historic Columbia River Highway

### Advisory Committee Meeting

#### Summary

March 12, 2026

Hybrid – Hood River County Library and Zoom

<b>Members Attending:</b>	Arthur Babitz, Chair Jesus Mendoza, Hood River County Trica Forsi, Multnomah County Mike Ballinger, Wasco County Lisa Farquharson, Wasco County Kate Baumgartner, Travel Oregon Paul Scarlett, ODOT Wayne Stewart, Member Emeritus
<b>Historic Highway AC Staff:</b>	Terra Lingley (ODOT) Kenny Werth (ODOT)
<b>Others Attending:</b>	Dan Spatz Mike Faden Richard Alfieri Bonnie Clark Kaylee Crosby, Wildwood Tours Lynn Burditt Megan Channell, Port of Hood River Kent Krumpschmidt, Sasquatch Shuttles Kristen Kibler, JLA Genevieve Scholl, Port of Cascade Locks Ben DeJarnette, Bike the Gorge Marlee Boxler, City of Troutdale Robert Hadlow, ODOT Jeanette Kloos, Friends of the Historic Highway Stephen Elgart, USFS Lorelei Haukness, USFS AJ Zelada Dan Shanahan, ODOT Dick Weber Megan Neill, Multnomah County Brian Bauman Erin Stehlgens Amanda Owings Lance Calvert (541) 912-0045

## Call to Order

### **Arthur called the meeting to order at 9:01am**

#### Arthur Updates

- Art Carroll passed at the end of February. He was a great proponent of the outdoors, a longtime Advisory Committee member between 2005-2011, served as the USFS Scenic Area Manager, and will be missed.

#### Public Comment

No public comment

#### Approval of minutes

Kate motioned, Lisa seconded. Motion passed, and minutes were approved.

#### Port of Hood River Welcome

Megan Channell, Director of Capital Development and Planning for the Port of Hood River

This is an exciting time for the Port. Starting this summer, tolls will be fully directed to the bridge replacement project and will not be supporting other Port operations. The Port Commission approved a reorganization of the Port structure this year and created the position that I am now in. Dividing up the work between the current portfolio and what is coming up.

The following projects are in the works:

- Waterfront roundabout project at 2<sup>nd</sup> St and Riverside Drive
  - o Building a roundabout at intersection to improve safety and operations and serve as catalyst for future economic development
  - o Intersection functions decently today, but future growth suggests increasing congestion
- Redesign of 1<sup>st</sup> Street near Nichols Basin
  - o The project would provide more space for recreation and commercial activity, two applications in for BUILD grants right now
- Request for developer interest for Marina East and West properties
  - o There are two existing buildings, the Port is exploring (re)development opportunities there. Discussion will take place in June with the Commission on next steps
- Paid Parking Program
  - o Starting this month, Port has shifted to the same apps as the City
- Port of Hood River Foundation
  - o Just starting, more to come!
  - o 501(c)(3), focused on airport and waterfront funding initiatives
  - o Currently establishing governance, forming a board of directors.
- Odell Industrial Site – lower Hanell Mill site
  - o County approved the Amazon application and proceeds from the sale of Port property going to airport and waterfront projects
- Restrooms

- Port has opened the restrooms for the season and intends to keep them open year round
- Upcoming White Salmon/Hood River bridge closures
  - Bridge gasket work and new signage, April 3 and April 10, 12:30am to 6:30am

### Welcome New Gorge Maintenance Manager

Terra: Chris Yamnitsky is the new maintenance manager is out in the field, looking to get the Historic Highway reopened due to a new landslide between Larch Mountain Road and Vista House.

#### Questions:

- Arthur Babitz: Slide is above the highway?
  - Terra Lingley: Yes, which is a positive development, but it did take out some of the masonry guardrail

### Stark Street Bridge Replacement Project

Megan Neill: We're at this meeting today to interface with the Advisory Committee, and we want to make sure that the County has a good sense of what this group is looking for and answer questions and understand how to interface into the future as the project moves forward.

The Stark Street Bridge was constructed in 1914; this bridge project is about looking for ways to seismically retrofit and widen for bikes/peds and upgrade the bridge to build a resilient crossing the Sandy River that is structurally sound and requires less ongoing maintenance. Stark Street is an important corridor for the local area as well as bringing tourists out to the Gorge. The bridge provides access to agricultural land, first responders, residents, and state park access.

Sufficiency rating is 25.4 out of 100, sidewalk is wooden and deteriorating. The bridge is only 18 feet wide, commercial drivers following non-freight map apps keep using bridge with increasing incidents, some drivers take the turn at high speeds crashing into the parapets. In December 2025, the County further reduced the weight limit to 19 tons.

Earlier, the supporting stone wall partially collapsed and bridge closed for 6 months from September 2024 to March 2025.

The County is hoping to have a preferred alternative by early 2027, coordination in progress with key agency stakeholders and partner agencies including this group. Many agencies have already been a part of the repair project. Stark Street Bridge is a contributing feature to the National Historic District; it is likely to be historic due to age and integrity, and the adjacent properties may have historic standing as it relates to being the former site of Portland Automobile Club. Coordination will continue with partners and regulatory agencies.

Project is supported by HDR, Otak, Hardesty and Hanover, and JLA for the NEPA process.

#### Questions:

- Dan Spatz: Are they looking for congressionally directed funding?

- Megan: We did submit a request, but the funding limits are lower and requested funds for the design process (30% milestone), should hear this fall.
- Jeannette Kloos [in chat]: 106 process??
  - Bob Hadlow: Explained the 106 process. When federal funds are used, the 106 process is how we look at historic elements/features. This bridge is part of both a national historic district and landmark district and replaced a different bridge that collapsed in 1914. The County has been in contact and has been doing a good job to mitigate that. The 106 process requires mitigations for adverse historic effects.
    - Arthur: When exactly did the previous bridge fall?
      - Bob: Not sure, but it fell in spring 1914, and the current bridge opened in fall 1914
- Tricia Forsi: Currently working on a best management plan for Parker Through Trusses, starting to look at case studies. Anything we can do to help with that best management plan, plan is likely to be done in September, hopefully this will be lining up well. There is a Parker Through Truss replacement in Saskatoon, that could be an interesting case study for the County.
  - Megan: Would love to collect and share information.
- Arthur: Is there a preliminary cost estimate?
  - Megan: Started at \$12 million 8 years ago but now looking at \$40 million as a very rough estimate
  - Terra: The alternatives process is happening right now, so funding is likely to change when the County chooses an alternative.
- Marlee Boxler: The City of Troutdale has some very interested residents and would appreciate any updates you are able to provide. You mentioned pedestrian improvements. Given that there are no sidewalks leading up to the bridge, are there any plans to connect sidewalks/trails on either side of the bridge? Do you have any insights on that?
  - Megan: I don't think I have enough information to answer today but could get back to you on an answer for that. We are planning to brief the Troutdale City Council soon.
  - Arthur: It reminds me of the Hood River White Salmon bridge, where folks say that no one will use it because there are no connections. It is a chicken and egg thing; glad you're considering that.
- Arthur: In terms of how to interact with us, Terra and Bob Hadlow have taken in questions and then bring them to the Committee for their advice. It is best to engage with them and to remind us of our role in the process.

### Forest Service Update

Stephen Elgart: Summer Congestion at Multnomah Falls - looking to have permit checkers, starting May 22 through September 7<sup>th</sup>. Should look like last year, including holidays and weekends. Do not plan on having flaggers on the Historic Highway crosswalk this year, we are not budgeting for them, it seems like traffic flow has been operating better. Columbia Area Transit has put out an RFP for companies to be the permit checkers. If people are interested in bidding on the permit checker positions, that is open right now. For permit checker funding, Experience Mt Hood and the Gorge is contributing a portion, it sounds promising that we will have most of the funding for the permit checkers.

Terra: This system is like what we've done in the last 4 years. Currently digging into the data, looking forward to finding out what traffic is doing before and after checkers are in place. Excited to dive into the data and see how these checkers are affecting safety and congestion.

Stephen: The Multnomah Falls Visitor Center is undergoing a facelift, so be aware of that. Crews are working on the trash enclosure, electrical work, and restrooms. This work will continue through the season.

Questions:

- Arthur: Funding is short-term?
  - o Terra: Yes, we work every year to pull together full funding from different contributors. For general information, it is about \$80-90k to run this permit checking. We are hopeful of having full funding for this year.

### Multnomah Falls Viaducts Construction Update

Terra: The project timeframe is February 2024 to June 2026 with project costs initially at \$9,200,364 and that price will go up once the project is complete and final costs are tallied. The purpose of the project was to repair the viaducts. Last year the west viaduct was closed from October 1, 2024, to May 15, 2025. East Viaduct closed October 2025, set to reopen May 15, 2026.

The east viaduct has more piers over shorter spacing due to sagging from an extreme snowstorm when first opened, extra concrete was put in right after it was opened. The contractor has finished work on top of the East Viaduct and is currently concentrating on the concrete repair work beneath the East Viaduct. Old rebar is damaged or no longer exists due to corrosion. Crews are working on north longitudinal beam repair and have also replaced the curb on the east and west approaches of the viaduct. Once the curb is done curing, the contractor will come in and replace some of the guard rocks that are missing. For concrete repair, the estimate was low on concrete repair, and that is the reason costs have gone up compared to the original estimate.

Questions

- Arthur: The first thing that stands out is how shiny/bright the viaducts were in the historic black and white photos, it's exciting to see them shiny and bright once again
- Marlee: Has that tag been donated to the Oregon Historical Society?
  - o Terra: I need to follow up with Jack on that
  - o Bob: We are still looking into it; there might be a spot for it in the Garrett Building bridge museum
- Mike Faden [in chat]: Terra you mentioned this but the contractor is confident about completion by May 15?
  - o Terra: May 15<sup>th</sup> is in the contract, but in construction anything can happen. May 15 is still the target date.
- Dan Spatz [in chat]: What is revised cost estimate? \$9.2 million was original estimate or revised?
  - o Terra: \$9.2 million was the original estimate, we added \$10 million, but we won't use all of that. We won't know the final cost until the project is finished.

- AJ Zelada: Some photo emulsions from old photography, colors like green might stick out, so be careful with old photos and how they look

### Pedestrian Counts along the Historic Highway Waterfall Corridor

AJ Zelada: Installed wildlife cameras on trees to photograph pedestrians at different spots along the Historic Highway. Each camera that is used takes pictures every three seconds. This process was tedious; there are 13,000 images in one day. It took me four and a half hours to count one day for Multnomah Falls.

I separated pedestrian types into five categories: 1. Individuals walking, 2. Individual holding hand of child or person, 3. Individual holding child on front or back, 4. Individual using any kind of assistance, 5. Individuals with a dog. In terms of people with mobility devices, there were a whole lot of different users and types. In 2017 before the Eagle Creek Fire the max pedestrian crossing hour was around 11:00am, but in 2025, that has shifted to around 9:00am. This is consistent with other trailheads, but also it was a hot day in early July.

Looking at other trailheads, Horsetail had a max of 90, Wahkeena 302, Shepperd's 147, Latourell 193. It is interesting that Shepperd's Dell had numbers equal to Latourell.

I was really surprised by the pedestrian crossing holding hands and carrying child, and how few folks are holding a child's hand. Around .9% of 7,500 crossers were using mobility devices. I realized that I should have also counted unaccompanied children crossing the street because I didn't account for that. No Segways were counted.

Wahkeena Falls parking lot has the personality of a grocery store parking lot. I admit I don't like driving or walking through it but seeing it on camera it just looked like a grocery store parking lot. Improper parking, pedestrians crossing everywhere, backing maneuvers, double-parking, waiting for parking, and vehicles going the wrong way on the Highway.

Shepperd's Dell site has poor sightlines; drivers have blind spots to people crossing if cars are parked across the street and peds are crossing. This is a difficult place to address.

Back to Multnomah Falls, there are dangers with vehicles stopping at the crosswalk to unload passengers, and once vehicles start to back up and reach three or more cars, the driver in the first car maneuvers around the stopped vehicles by crossing the yellow line and into oncoming traffic.

I find the vehicle centric language from the 2019 ODOT Historic Highway Congestion Report to be offensive. Puts the burden of vehicle delays on pedestrians. These pedestrian crossings are equal to Portland city traffic street crossing volumes. We will see tourism rates increase. They should get back to pre-2017 levels. In 2018, 10<sup>th</sup> and Burnside in Portland had 14,000 crossings and Multnomah Falls crossing in 2024 had about 7,500 crossings.

AJ presented some solutions. 1. Create pedestrian walkways for all Historic Highway waterfall stops. It would make a big difference and would help people to slow down.

2. We should create 1990 compliant ADA ramps that are opposition for North South crossing.

3. Prohibit all stops at the Multnomah Creek Bridge or at the exit from the northern parking zone.

4. Permits for all tourism vehicles entering this area, there could be a solution to this stopping. They would be informed and would comply with the rules on the corridor.

- Arthur: Are there specific businesses that are doing this?
  - o Kent Krumpschmidt: There are specific businesses operating here, and there are frequent flyers.

5. Dedicate a specific passenger unloading vehicle zone/signs. Most observed unloading is only two or three minutes.

- Arthur: From the historic perspective, it has always been common behavior to park on the highway, especially to take photos.

We must take that word “Reconstruct” and use it to fix some of these issue. Terra shared that we’ve been using “reconnect”

Questions:

- Arthur: So, 3 out of the 4 locations, it looks like people are parking illegally and exhibiting bad behavior. If you magically stopped this behavior, how much would that help the issue?
  - o AJ: I think thankfully we do not have issues all day, we need to move away from the congestion language. The flaggers help with it.
  - o Kent: If people followed the rules that were applied or were enforced, it would solve a lot of these issues. The rules are there but they are not enforced
  - o AJ: It only takes a few minutes for unloading vehicles to unload their people and mobility devices.
- Marlee: People do not know they’ve missed the driveway to Wahkeena until they’ve passed it. It needs better signage leading up to it and/or it needs the driveways reversed. Wayfinding would help dramatically. It’s a tight turn with no sign leading up to it.
  - o AJ: I am really in favor of using plastic thermal signs on the road. Having a sign with the round big P, have a big arrow that says, “make a right.”
- Marlee: Shepperd’s Dell has no parking lot and parking is illegal on the shoulder of the highway... we need to have a conversation about solutions for this. We do not tell anyone to stop there because there is nowhere for them to legally or safely park. It recently had some viral social media posts; it is a beautiful location.
- Marlee: The public doesn’t perceive this as a highway, it is challenging to communicate with people, especially those who aren’t from the area
  - o AJ: Shepherd’s Dell is a beautiful spot
- Arthur: There is a well-known effect called the Instagram Effect. The visits tend to be incredibly short. To what extent have you investigated the NPS who have a lot of scenic drives?
  - o AJ: Wayne and I presented to the forum and listened to a presentation on Zion. The other thing is that we started 15 years ago with Travel Oregon, and people are searching for authentic vacations. The historic highway is part of that. We have these things that are so unique and that’s what I’m trying to facilitate.
  - o Kent: A big difference with NPS is that they have enforcement agencies. It is not one landowner in the Gorge and that is a big difference.

- AJ: We have a stronger trickle of rental e-bikes. Opening that volume and welcoming them we see cycling as a way to mitigate that.
- Wayne Stewart: We should be encouraging transit. One of the ways to do that is to identify transit stops, make something that looks more like a real transit stop. Trying to develop decent spaces for each transit stop location. Allow the transit vehicles to pull off to the side. Also at Multnomah Falls, I think we need to do some real redesign of the area to figure out exactly where we can put transit vehicle stops, where we can have unloading zones, where you can park your bike off the plaza.
  - Arthur: Transit must be a better option before people start riding and I think it can be made into that
- Marlee: Shepperd's Dell could be a transit/cycling only stop with a dedicated pull out as Wayne is describing. An incentive to take transit. Just an idea!
- Arthur: When can we expect that report?
  - AJ: Hopefully by late May. There are some things like where people group together to wait for the trolley, that's a big deal. There is a lot of nuance.
- Arthur: Thank you for the data on this.
- Kate Baumgartner: In the high visitation weekends, Travel Oregon will try to get people to other areas and try to influence folks to travel to more off the beaten path trails.
- AJ: In 2020, we lobbied the Gorge Commission to put transit in every Recreation Intensity Class (RIC).
  - Terra: If we put transit into every RIC, then you might get too many people. The parking prohibitions/limits are meant as a proxy to limit users on the landscape – tension between transit and burdens on the landscape.

### Cascade Locks Bike Sweeper Report

Ben DeJarnette: Operating the sweeper at least two times a month, it did a really good job with leaves. At one point in the fall, we had to use a leaf blower and then go after with the bike sweeper. It has two modes where it can collect leaves or push aside. The Cascade Locks area specifically inspired this bike sweeper project. The state trail is managed very well by OR Parks and Recreation. Through town was a real area of need. Anecdotally, our rental customers had fewer flats for us to respond to. The grant period is over, but we are still operating the sweeper. He thanked the committee for providing a letter of support for this effort.

Through the Mt Hood and Gorge Strategic Investment Fund applying for a grant for bike parking near Hole in the Wall Falls. The grant would provide better bike parking, and conversations still being had to hash out details. People spend a bit more time here, especially on hotter days hiking up to the waterfalls.

### Questions:

- Arthur: Who runs it?
  - Ben: We have either me or someone on staff, we have enough qualified people to stay on top of it, there are some volunteers in Cascade Locks.
- Paul Scarlett: How long are the sweeping distances?

- Ben: Wyeth to Viento is around 6 miles and shop to Cascade Locks is about 3 miles so 9 miles total. We usually break it up into two half-day rides. During the grant period we did it twice a month, working on getting volunteers to keep that up.

#### Suggestion

- Terra: Is the committee in favor of providing a letter of support for a future grant proposal to provide bike racks near Hole in the Wall Falls?
  - Lisa made the motion and it was seconded by Jesus and no objections to letter of support. The motion passed.
  - Terra will share the letter via email before it is signed and sent.

#### Historic Highway State Trail Update

Terra: Perham Creek to Michell Point Construction started in December. Funded through a combination of Federal Lands Access Program grant and Congressionally Designated Spending requests. The project includes bridges over Mitchell Creek and Perham Creek, a Mechanically Stabilized Earth (MSE) Walls. Work done to date: tree clearing, installing erosion control, excavating for the Sonny MSE Wall, and excavating for Perham Creek Bridge footing. Terra shared photos of crews installing erosion control, creating a temporary path to the east side of Mitchell Creek. During this work, the contractor found a historic culvert east of Perham Creek that used to be a part of the historic highway. Made the decision to demolish the top part of it and leave the rest of it. The reason we are constructing the Sonny Wall is because of historic preservation concerns.

#### Questions

- AJ: Did you have an archaeologist?
  - Terra: We have archaeologists on site every day.
- Arthur: Do we ever get the opportunity to thin out trees?
  - Terra: It depends, we are only allowed to clear within our construction limits, but sometimes we have mitigation requirements that include habitat restoration and clearing.
- Tricia: Basically, every river front is an HPA for archaeology. Glad you had monitors on site.
- Dan Spatz: The next wildfire will do some thinning...
- Ben: Where the bike path approaches Mitchell Point, how will that work?
  - Terra: There will be a granite rock curb in between the travel lane and bike path, and then the path crosses the Mitchell Point Tunnel parking lot.

Terra: Final sign off from technical folks from Mitchell Point Dr to I-84 undercrossing, ready to go out to bid in May. Funding for construction will be released in September, and construction will start in spring 2027 through 2028.

#### Updates

##### Friends Of Historic Highway:

- Jeanette Kloos: Purchased the trail medallions for the Perham to Mitchell Point section, we have received the request from Terra to help with Ruckel Creek slide clean up. AJ and I are going to

National Bike Summit in DC later this month. We had to cancel the normal Gorge Ride route due to the Rowena Fire. We are proposing a ride from Wyeth to Viento instead and need to work with Parks and USFS on that. Antique Car Tour is scheduled for July 11, with the help of the Portland Horseless Carriage Club of America. Adding additional board members to Friends of the Historic Highway, get new ideas and more input.

ODOT:

- Paul Scarlett – Area Manager East: Big announcement in terms of budget, we just recently passed a budget for ODOT to continue in current operations with no layoffs. That budget goes until 2027. The referendum is out of our control.
- Dan Shanahan: Dan Shanahan, District 9 manager for ODOT from Hood River to Boardman. Since the Rowena Fire, we were able to get some contingency funding and put a materials contract out. The labor contract will be put out soon as well. Hopefully in the summer, we will be able to get some guardrail constructed.
  - o Questions:
    - Arthur: What are the costs?
      - It's probably between \$700,000 and \$800,000 for both materials and labor. We can reuse some of the galvanized metal backing instead of replacing it all.
    - AJ: The white barriers, it seemed like the metal pieces caught the wood on fire, but the wood itself wouldn't have caught fire.
- Dan Shanahan: Have some settling on the Historic Highway near Chenoweth Creek, working through that – likely patching. On the freeway, STIP scheduling shows that we are going to get the Rowena clear out project going. This could create some congestion on the historic highway if there are delays on I-84, likely around 2027.
- Terra: McCord Creek Bridge project is in full swing. Right at John B Yeon the Interstate is one lane in both directions. The State Trail will be closed, and a shuttle will be running every half hour during the day and every hour during the night. That shuttle will be up and running starting Monday.

Maintenance manager just alerted me that the historic highway will at least be closed through the weekend east of Larch Mountain as you head to Vista House to remove the material and ensure that the hillside is stable.

Ruckel Creek slide. There is a significant slide on the State Trail - this is a section that is not on ODOT ROW. It is bigger than what OPRD can address on their own, and USFS does not have any money to address it currently. Cascade Locks, Hood River County, regional travel groups looking for funding to repair this landslide. Removing the material, cutting hazard trees and scaling rocks are likely to cost around \$400,000-\$500,00, but it could get up to \$1 million if there needs to be additional slide mitigation. The state trail is currently closed with no timeline for reopening.

- o Genevieve Scholl [in chat]: Thank you very much to everyone working on this - critical to Cascade Locks local economy. Please include the Port of CL in any discussions in which we can be supportive of the cleanup effort.

TGM grants, one in Cascade Locks for updating their Transportation System Plan. This committee will receive a presentation at next meeting. Underway, working on existing conditions. Other TGM grant is for refinement plan for Westcliff Dr. in Hood River. Looking at land use and adopting Cascade Ave refinement plan. Both will help update the programmatic agreements.

- Questions:
  - Wayne: Are there any additional grants for the historic trail?
    - Terra: Yes, we anticipate FLAP call for projects this month. Will likely be applying for \$6M in design to bring us from 50-100% design, and one segment for construction.
  - Wayne: Is there anything coming up with the Nationally Significant grants? NSFLTP
    - Terra: I cannot apply for construction funding until the full design is complete, so focusing on those funds – NSFLTP is construction only. I have applied for Rural Tribal Assistance to fund design but haven't heard if our application was successful.

#### Travel Oregon

- Kate: Our latest advertising is now released, provided a link in chat: <https://www.youtube.com/watch?v=0TrJKufezpc>. We are in the middle of our search process for our next Executive Director since Todd Davidson is retiring. Job posting closes at the end of the month. Getting ready for the summer, America 250, World Cup, etc.

#### CRGNSA

- Lorelei Haukness: Casey Gatz is our interim action forest supervisor. I am back for the next two months as deputy forest supervisor, excited to hear about all the work going on.
  - Arthur: Same names, new positions. Good to see you.

#### Committee Round Table

Jesus: Columbia Area Transit has been experiencing delays on the interstate due to McCord construction. They are adding two more daily runs. Transit has concerns about the gates in the summer with the gates closing at Exit 31. I attended a Region 5 meeting; their focus is on the World Cup (June) and the potential for increased visitation. I am not sure if any soccer fans will be coming through this way. MCEDD is monitoring the Statewide Transportation Funds to support transit.

Paul: There is another I-84 project over the railroad westbound, this is a big project that will go to construction in 2027. Excited to see what comes in for bids. There will be a temporary bridge to maintain two lanes through construction.

- Questions
  - Ben: What are the impacts to traffic?
    - Paul: There will be some, but we will be using the existing bridge

Tricia: No updates, excited to follow the Stark Street Bridge replacement process.

Mike Ballinger: Nothing to add, this has been very informative, great collaboration.

Terra: We are hoping to have a Multnomah County Governor's Representative by this summer.

Arthur: Nothing to add, unless someone has money for the Hood River/White Salmon bridge.

NEXT MEETING is set for June 18. If you are planning on taking Juneteenth week off, please let Terra know.

**Meeting adjourned at 11:48am**