

**Historic Columbia River Highway  
Advisory Committee Meeting  
Corbett Fire Hall,  
36930 E Historic Columbia River Highway  
Corbett, OR**



**THURSDAY, December 12<sup>th</sup>, 2019**

**10:00 AM – 2:00 PM Advisory Committee Meeting**

**AGENDA:**

<b>Time</b>	<b>Agenda Topics</b>	<b>Presenter</b>
<b>10:00 AM</b>	Call to Order	Arthur Babitz, Chair
<b>10:05 AM</b>	Opportunity for the public to comment on any item not on the agenda	
<b>10:10 AM</b>	Approval Minutes	Arthur Babitz, Chair
<b>10:15 AM</b>	The future of Transit in the Gorge	Valerie/Patty/Kathy
<b>10:35 AM</b>	Congestion Forum update	Nathan/Terra
<b>11:05 AM</b>	Continuation of congestion vision discussion	All
<b>11:45 AM</b>	2020 Workplan	
<b>12:00 PM</b>	Staff Updates <ul style="list-style-type: none"> <li>• State Trail Completeness Progress</li> <li>• Historic Highway changes               <ul style="list-style-type: none"> <li>○ Length limit</li> <li>○ Speed limit</li> </ul> </li> <li>• Maintenance Update</li> <li>• Future Meetings               <ul style="list-style-type: none"> <li>○ March 26<sup>th</sup> 2020, Mosier</li> <li>○ June 18<sup>th</sup> 2020, Troutdale</li> <li>○ September 24<sup>th</sup> 2020, Cascade Locks</li> <li>○ December 17<sup>th</sup> 2020, The Dalles</li> </ul> </li> </ul>	ODOT
<b>12:15 PM</b>	Lunch - 2019 in Review	All
<b>12:35</b>	Mitchell Point Crossing Viento to Mitchell Point design Segments G&H Design Oneonta Tunnel Restoration Multnomah Falls Viaducts	Mike Odom, WFLHD John Horne, WSP Kevin Bracy, DEA Molly Davis, DEA

<b>1:45 PM</b>	Updates <ul style="list-style-type: none"> <li>• Friends of the Historic Columbia River Highway</li> <li>• OPRD</li> <li>• Travel Oregon</li> <li>• USFS</li> <li>• WFLHD</li> </ul>	Various
<b>1:55 PM</b>	Committee Round Table	
<b>2:00 PM</b>	Adjourn	

*\*Note: Lunch will be available for Historic Highway AC Members. Others are encouraged to bring their own lunch.*

### **March Agenda items**

- Gorge Management Plan Update
- Summer 2020 Congestion mitigation
- CGE Report Card

## **Historic Columbia River Highway Advisory Committee 2020 Work Plan**

1. **The Final Five Miles Engineering – in process**
2. **Mitchell Point to Hood River State Trail funding**
3. **Multnomah Falls Viaducts**
4. **Columbia Gorge Express –Year 4**
5. **Eagle Creek Stairway Replacement**
6. Historic Guardrail Research/Analysis and speed zone analysis
7. Twin Tunnels Safety Improvements Implementation
8. Larch Mountain Slide – Funding
9. Gorge Commission Management Plan Update
10. Congestion and Safety Plan Implementation Projects

## Historic Columbia River Highway Advisory Committee Meeting Summary

December 12, 2019

Corbett Fire Hall

Corbett, OR

<b>Members Attending:</b>	Arthur Babitz, Chair Wayne Stewart, Co-chair William Pattison Judy Davis Ernie Drapela Francie Royce Rian Windsheimer (ODOT) Kristin Dahl (Travel Oregon) Art Carrol Marc Berry
<b>HCRH AC Staff:</b>	Terra Lingley (ODOT) Katelyn Jackson (ODOT)
<b>Others Attending: (33)</b>	Richard Alfieri Magnus Bernhardt (ODOT) Kevin Bracy (DEA) Shana Bucher Molly Davis (DEA) Ben Carscallen Neal Christensen (FHWA) Bonnie Clark Nathan Clark (Multnomah County) Kaylee Crosby Valerie Egon (ODOT) Ilia Fiene (USFS) Patricia Fink (CAT) Kathy Fitzpatrick (MCEDD) Kathy Freund Malcom Freund Dawn Gilkison Kevin Gorman (Friends of the Gorge) Morai Helfen (USFS) John Horne (WSP) Jason Kelly (ODOT) Lizzie Keenan (Hood-Gorge RDMO) Jeanette Kloos (FHCRH) Skyler Lanning

	Matthew Miller (FHWA) Jennifer O'Donnell Beatriz Parga Megan Ramey Emily Reed (CGTA) Van Smith Dick Weber (FHCRH) AJ Zelada (FHCRH) Brandon Ziemba
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### Call to Order

Arthur Babitz, Chair, called the meeting to order and invited the public to comment on items not on the agenda.

### Welcome

#### Public Comment

Ben Carscallen commented that there is a section of Historic Highway near Shepherd's Dell where only three remaining guard rocks remain on a section. Additionally, the east approach to the Bridal Veil Bridge seems like the road is beginning to slide. He said there's an opportunity to replace a guardrail with guard rocks as restoration. Terra noted the bridge is in the draft 2021-24 STIP list.

Beatriz Parga, Bridal Veil Lodge noted that this summer, herbicide was used along old highway. Some of the drain areas are being hit by the herbicide. She requests better control of sprays and noxious weeds along the old highway. Residue kindling is left along the highway, and is concerned that dead weeds and improper cigarette disposal could create safety issues. She would like to see less or no herbicide use on the old highway, especially on the drain areas, and more mowing. She said native plants are being affected by herbicide.

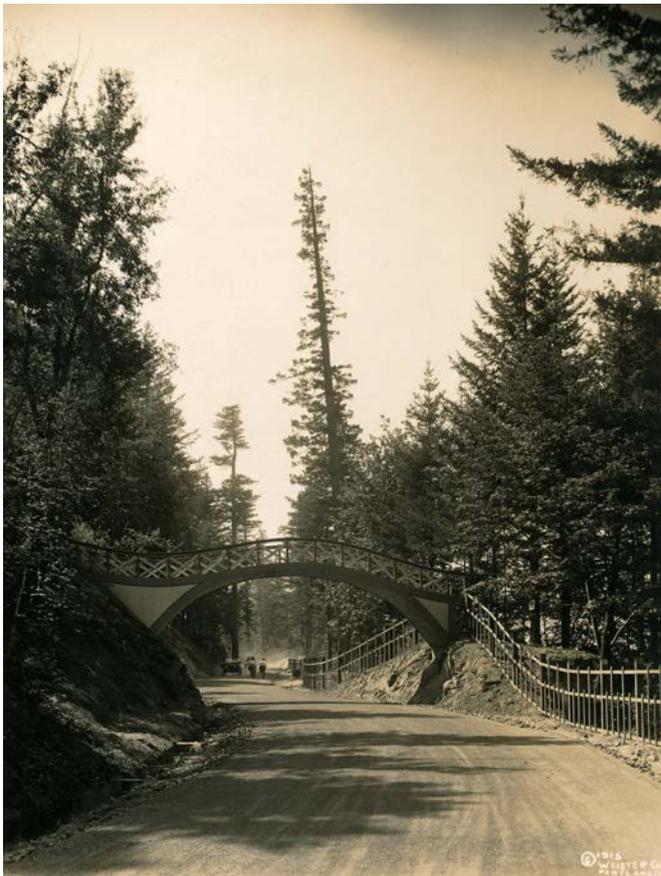


Figure 1: Photo of dead foliage along Historic Highway Provided by Beatriz at Bridal Veil Lodge

She also suggested that Yellowstone and other National Parks have rerouted how people enter parks. She provided a copy of an article published online here:

<https://landscapearchitecturemagazine.org/2019/03/27/giant-steps/>

Beatriz would like to see more coordination with property owners along the old highway. They have first-hand knowledge of how people use and enter the roadway. She noted how Latourell Loop puts pedestrians on the highway to cross and encourage the Committee to look at replacing the historic footbridge – see photo below.



*Figure 2: Beatriz shared this photo of Latourell Pedestrian Bridge*

Megan Ramey: Representing the Streets Project in Hood River. Megan provided a handout with draft recommendations based on the September 2019 meeting. Details include transit stops, vehicular restriction in Waterfall Alley for non-residential vehicles, and a Gorge Towns Corridor Master Plan to coordinate transportation plan initiatives. Handout is attached at the end of this summary.

### Approval of Minutes

Arthur asked for edits or additions to minutes. Francie asked for clarification on the top of page 5, related to the Viento on- and off-ramps.

The Committee approved the minutes with clarification of the Viento reference.

## The Future of Transit in the Gorge

Patty Fink, Columbia Area Transit (CAT)

CAT has assumed ownership for the inter-city portion of the Columbia Gorge Express with eight trips on weekdays and six trips on the weekends.

Ernie asked about passenger capacity. Patty responded that 55 passengers can be carried without wheelchairs, or 50 seats with two wheelchairs.

CAT is interested in more trips and opportunities between Hood River County, The Dalles and Portland. CAT sees the Columbia Gorge Express as the backbone of a large vision for transit access throughout the Gorge. There is an opportunity for CAT to coordinate and serve the Waterfall Alley and the Washington side of the Gorge, including Dog Mountain and White Salmon. They are actively working with The Dalles.

CAT has 18 months to spend grant funds from the Statewide Transit Improvement Fund (STIF) to ensure the backbone of the vision is sustainable – that the amount of service on the Columbia Gorge Express has ridership and ongoing level of revenue.

CAT plans to engage the Portland/Vancouver Market as a way to plan for continuing growth by selling a Gorge annual Pass that could be paired with monthly discounts. This concept is expected to be approved by the board in December. CAT would need to sell a minimum of 5,000 passes to be successful. They anticipate 2,000 plus passes “sold” as they approach launch through private employers. If they sold 30,000 passes, it would pay for two years of service.

Rian: He expressed excitement about connecting people to the economies and businesses. He noted that we are not building more lanes on I-84 so getting more people out of their cars is a good thing. He encouraged conversations with TriMet and coordination with Hop Pass to streamline ticket purchasing.

Francie noted that the passes being available online would be ideal and may gain more digital traction.

Kristin said to please consider Travel Oregon as a partner. She asked if CAT completed a willingness to pay study.

Patty responded that there will be a raise eventually, but now the goal is the quantity of users. Patty said she wants to make sure the low-income residents in the Gorge have access first.

Kathy Fitzpatrick – MCEDD

GorgeTranslink.com provides an overview of the Gorge transit providers with schedules and routes all presented similarly for a comprehensive understanding of Transit in the Gorge.

Bus shelters should be coming soon throughout the Gorge.

Kathy said in the past two years have shown enormous growth for transit in the Gorge.

The upcoming Gorge Regional Transit Strategy will take the localized plans and synthesize them, identifying common goals and challenges. She encourages a holistic view of the Gorge and said this plan does that. They have support from ODOT, and WSDOT just brought funds to the table for Phase 2 of work. Transit has infrastructure and functional meetings – it goes beyond putting transit stops on a map.

Transit is the most important tool in the toolbox for addressing congestion in the Gorge. The transit-sub committee will help facilitate these conversations.

Question: Bikes on buses? Kathy: Yes, buses do have capacity for bikes. Patty: the buses for CAT do not fit in the parking stalls at Gateway when pulling the bike trailer, so they are pursuing relocating the stop at Gateway so a bike trailer and bus will fit. Currently, CAT buses allow bikes underneath on the larger buses. The smaller buses have a rack on the front.

#### Valerie Egon - Columbia Gorge Express

ODOT is continuing to manage the summer shuttle in 2020 and 2021 between Rooster Rock and Multnomah Falls. The Columbia Gorge Express expanded from its pilot season in 2016. CGE launched a study to evaluate the first four years of service and next steps in implementing improvements. Valerie plans to share the results of the studies with the Committee in spring/summer 2020.

#### Congestion Forum Update

##### The Forum

Nathan Clark, staff for Multnomah County Commissioner Lori Stegmann provided background on the Congestion Forum as a continuation of the project leadership team from the Congestion and Safety planning process. The Forum fosters continued coordination between affected agencies and communities to improve safety, reduce vehicular congestion, and enhance visitor experience in the Historic Highway corridor for all transportation modes.

Beatriz: What are the considerations when we talk about safety and access with search and rescue and the Corbett Fire group? Have you incorporated with this group the inability to access these areas as to congestion or closures of the highway, or increased bicycles and pedestrians?

Nathan: The sheriff's office is a close partner for those organizations and has been an active voice. He lifts those concerns up as well.

Beatriz: I think one of the main concerns we have as residents and business is if the access will be readily available. We have had incidents where emergency services were delayed due to vehicles blocking the road. We want to make sure that is a good, strong focus.

Patty: County staff asked CAT if they were willing to stop at the Corbett interchange overpass. Patty said we are willing to do what they can safely and want to continue to serve small communities. Access for buses makes it much easier to stop if the infrastructure is safe.

AJ: Multnomah County really went to bat last summer to retain the East County deputy position. It shows how the inter-agency coordination is so important.

Nathan said Multnomah County is aware of the importance of the position and are looking at the future of additional enforcement here and it is a priority.

Beatriz: Hood River County notified enforcement would be decreased in their County. Has there been a conversation with OSP to expand coverage in Hood River County?

Arthur: There hasn't been a budgetary reduction, but increase in cost. The Sheriff's office released a notice of decreased coverage due to the inability to hire and retain deputies.

#### Agency Gorge Transit Concept

Terra: Agency Gorge Concept is a draft plan to make changes to the Historic Highway and I-84 to reduce congestion. There are four focus areas in the concept, with various ideas on how to address. The concept is very high level, and partners are working to flesh out the details and work towards our shared goals.

#### Congestion on the Historic Highway

This concept removes informal parking, and formal parking would be managed via permit reservation system regulated to ensure turnover and reduce the amount of people waiting to park. This allows continued driving on the highway, but limits parking to permits. For those who do not have parking permits/reservations, access is maintained via additional parking lots and a Historic Highway shuttle.

The Congestion and Safety Plan identified that vehicles waiting for too few parking spots, not the volume of vehicles on the Historic Highway that cause congestion.

#### Safety on I-84 at Exit 31

To reduce safety concerns at Exit 31, the concept would close the current parking to private vehicles, shifting the parking lot to Exit 35. Visitors would then use a "branded" Multnomah Falls shuttle and would have a range of private and public transit options to get to the Falls on either I-84 or the Historic Highway. Those who still want to drive private vehicles to Multnomah Falls would have the option of parking at Benson Lake and walking on a to-be-developed path (0.8 miles) from the parking lot to the Falls.

Beatriz: There is active spawning in the area.

Rian: This would go through the full process and take a lot of time to think about before pursuing.

Jeanette: Where would ADA accessible parking be? Terra: to be determined, or at the Historic Highway lot adjacent to the Railroad.

#### Reduce Negative Impacts on Existing Parks

Additional traffic caused closures of Rooster Rock this summer. Reduce impacts to Rooster Rock so visitors can also use the park.

Beatriz: Concerned about potential back up at Benson Lake due to high demand of use. Terra: We have the information about Benson Lake use and capacity, and are working closely with OPRD to ensure the impacts could be managed.

Terra: There is also an impact to restroom facilities at specific places along the Historic Highway with the high visitation. The concept could add restrooms could reduce the pressure on existing facilities. This includes creating a Gateway to the Gorge so people can get what they need, perhaps even outside of the scenic area, and reduce vehicles entering the Gorge. Would allow people to buy passes, parking reservations, get information, learn about the Gorge, enforce the stewardship messaging, etc.

### Provide travel options

Provide hubs and transfer points

Columbia Gorge Express (I-84), versus the Explorer (Historic Highway) and a dedicated Multnomah Falls shuttle.

### Continuation of Congestion Vision Discussion

Wayne: In September, Wayne proposed a short-time pilot idea. Key issues from Committee members mentioned: the need for a shuttle system on the highway, feasibility to limit access, concerns of a reservation system on a public highway, removing parking completely to create a drive-through adventure.

The Forum concept Terra just presented was not available in September.

Advisory Committee goals: Visitor experience and protection of natural and cultural resources.

Wayne: I feel we need to go to a system where we have transit only on the Historic Highway. Transit stops would include Latourell Falls, Bridal Veil, Wahkeena Falls, Multnomah Falls, Horsetail Falls and Ainsworth.

Wayne proposed that the Historic Highway would be open to all prior to 9 a.m. and post 5 p.m. Wayne is pleased with the similarities of the Agency Gorge Concept, but notes a key difference of allowing cars. Do we go car-centric or transit oriented?

Arthur: It feels too early for us to make a specific motion. My suggestion would be to continue tabling the motion and have a conceptual conversation.

Art – Identify Commonalities of the concepts – buy off on the common items. Get agreement on the items that are similar, continue discussion on where they diverge

### Commonalities

Providing shuttles on the Historic Highway on a high frequency to give visitors options.

Wayne's concept – only option is shuttle for those wishing to visit during peak hours/times.

Forum – control parking, but still allow through driving

### Discussion

Arthur – Not sure if the parking metering will work, not sure if the closure will work. What tests/pilots/trials could we implement to understand what will work and what won't?

Judy – pleased to see transit topic addressed. There are lots of places/examples of where cars are not allowed. Where are there other places where the parking is controlled, where you can drive but not stop?

Rian – wants to stay true to the purpose of the Highway – continue to provide driving experience for visitors, and this is worth discussing. For both concepts it is important to limit parking friction. Purely roadway perspective – it is not the cars, it's the friction points that generates congestion. Wayne's

concept allows for multi-modal options. The Forum idea could be interim to move towards Wayne's ideas.

What are our values, how do we inform them?

Judy – Continuing CGE on I-84 is common to both options – modifying exit 31 to transit only.

Ernie – both concepts have merit. Both require a lot of thinking/fleshing out. Need a special meeting, devote to digging into concepts, create a comparable approach. Kristin shared a summary from the Oregon Solutions process in May 2016. The longer we delay, the worse the congestion is getting. Need to get out in front of issue.

Arthur – do we have enough detail in what we have now, or do you need more staff work before engaging?

Kristin – Forum – when considering shuttle, how are bikes and pedestrians accommodated in the concept?

Terra – not really addressed – likely same as today, but we can devote more time/effort to fleshing that out in the Forum concept.

Kristin – Would like to see the multi-modal aspects. Likes Megan's one way – bike separated facility. Would like to recommend the environmental design principles with what we create. Concerns with environmental issues with a path along salmonid environment and creating new impervious surface at Ainsworth Parking lot.

Rian – Forum – leadership group from Congestion Study – informed by existing constraints. Wanted a visioning exercise that isn't constrained by existing policies. Every agency has constraints. We were visioning and working backward. Environmental considerations will be worked in. The Advisory Committee informs the Congestion Forum group. Need the right players at the table, including the Advisory Committee. US Forest Service, Lodge, tourism considerations. How do we make it better with fewer impacts? Talk about trade-offs, transparent conversation. Are these ideas worth exploring further? Consider other issues besides just congestion. ADA? Environment?

Comfortable talking about pilot, other changes to the Historic Highway.

Kristin – supports permitting/paying for parking, limiting parking to formal locations.

Wayne – concerns with implementing parking permits. Issues with one-stop, multiple visits, how to enforce. What happens to people if they want to "By goodness" stop at the waterfall.

Arthur – need some pilot/testing/case studies. Would issuing permits at certain locations.

Kristin – good examples elsewhere– Muir Woods example from Susan Law at FHWA. Look at and draw from best practices.

Arthur – need some research – someone else must have already done something similar.

Rian – each of the land management agencies need to address the demand for parking at specific parking lots. Need more research, pilot proposals.

Patty – Do you want people to be in certain spots? Need larger lots in areas that can accommodate places where there is a “there there.” Enforce the economic development goals of adjacent communities. Cascade Locks example – bring visitors in to the community to then drop off and spend money.

Shana - Concerns with putting a parking lot near Warrendale/Dodson – the overflow parking, other issues. Backups on roadway, houseless people, other nuisances. Real concerns with the safety. Keep in mind the residents.

Kevin – Challenges around the recreational intensity classes – disconnect at Ainsworth. Geological Hazard areas – barriers to the parking lot at Ainsworth.

Beatriz – Bridal Veil – lack of communication for visitors. Disconnect between visitors and communication. Need a hub, educate visitors, experience and knowledge for folks to reduce confusion/issues. Provide information on congestion, travel options. Need a way to reach folks coming in for the day. Need more enforcement. Bicycles on the roadway – concern with conflicts between vehicles/cyclists. There are driveways, horses, businesses, residents. All this impacts these uses.

Arthur – With any of these pilot projects, the challenge is to get the information out to visitors/tourists.

Patty – Hotels may buy a pass to visitors to get out to the Gorge from PDX. Lots of messaging overlap.

Kristin – communications collaborative – Ready, Set, GOrgel! Active communications for visitors, training staff, share information. Transit, other options. Need to be nimble in the messaging, but we only catch the people who stop at the visitor center.

Beatriz – GATEWAY – one-stop-shop with all the visitors who want to travel.

Morai – U.S. Forest Service – Historic Highway exists within the larger Columbia River Gorge National Scenic Area – balance context, protect resources important to the Gorge. Federal lands – regulatory issues to get parking permitting. Takes a long time, changing policy. Recreational Intensity Class issues regulating parking allowances.

Ernie – As we distribute parking locations, we also distribute security issues. Car prowls, break-ins, other issues. All of these negatively impact the visitor experience.

Francie – Talk about limiting travel between 9 am and 5 pm. This is the one proposal that makes sense to limiting vehicles on the Highway. Limiting parking doesn't reduce the number of cars on the highway. For cyclists – Megan's example of different designs, how to accommodate other users, reduce conflicts between vehicles and cyclists. Will draw more cyclists, including on the segments shared with vehicles. How will the parking permitting concept address through cyclists.

Art – we want to explore the parking in the agency Forum. How do we work on that at Ainsworth? NSA reviews? What is the timing for the Women's Forum parking expansion? Some issues will require a long-

term process to approve and implement. Can we conclude that we need to consider parking at Ainsworth?

Are we supportive of controlling parking along the corridor?

Are we supportive of controlling vehicles along the corridor?

Art – what time of the year, and what year do you control vehicles along the road?

Rian – could we restrict the Highway to one-way? Some items are dependent upon other things happening. We may need to close exit 31 in the near future for safety issues/concerns, but we need to include other projects to reduce impacts associated with that. This discussion informs the Congestion Forum, and then need additional outreach to move things forward. Need a community/stakeholder discussion. Need to pull in people who haven't yet been part of the conversation. Could test some things in 2020, but not able to move the larger issues in the next year, especially if it is a policy/law change.

Ben – how do the bikes/shuttles interact.

#### Aspects the Advisory Committee Agrees Upon

- Transit is the core solution on both I-84 and the Historic Highway
- ADA accommodations are key – make sure people of all abilities can access the Waterfall Corridor
- Restrooms and multimodal hubs are important to the concept

#### Questions to resolve/include

- Uber/Lyft options? Waiting/cell lots?
- Control vehicles on the Historic Highway?
- Multi-modal options on the Historic Highway – how bikes and pedestrians are accommodated
- WHEN?!?! How to pay for?
- Pilots soon.
- How to accommodate cyclists on the parking restriction concept?
- Ainsworth parking hub concept – impacts on residents/SNCRs/Geologic Hazard zone

#### 2020 Workplan

Terra recommended switching the June meeting to Troutdale and the December meeting to The Dalles to be able to do a site visit on the newly completed Troutdale Bridge walkway. The committee agreed that this was good idea.

#### Staff updates

##### Terra, Coordinator

Wind Mountain Overlook completion late 2019 or early 2020 – funds from Friends of the HCRH, Portland Bicycling Club, OPRD.

Length restrictions and speed reduction on the Highway in spring 2020.

Kent is working on railing repair and winter ops.

Keep March meeting date, though it overlaps with Oregon's Spring Break.

## Projects

Matt Miller thanked Mike Odom for his service and dedication to the Historic Highway projects.

FHWA identified a shortfall in funding identified for Mitchell Point and identified constructing Viento to Mitchell as a backup project if needed. ODOT identifying funding would keep Mitchell Point Tunnel on track for bid in 2020, construction start in 2021.

Neal Christensen – Oregon FLAP program manager added that WFLHD is trying to come to a good solution that works for everybody. Previously, the agency was able to loan between programs, and that is not an option this year.

FHWA funding shortage. ODOT may be able to close the gap to keep Mitchell Point Tunnel on schedule.

## Mitchell Point Crossing – John Horne, WSP

### *Lighting Study Update*

John provided a table of lighting in other multi-use path tunnels, including tunnels of significant length without lighting. The team concluded about 90% of rural, multi-use path tunnels are unlit.

John provided a simulation of curb lighting at portals. It provides more of a delineation the curves of the tunnel than lighting or the surface. If there is a desire to illuminate the tunnel, overhead lights would be the preferred alternative. Natural light alone is sufficient for human visions to transition from outside to inside the tunnel at 10 MPH.

Conclusion – the team recommends no artificial lighting in the tunnel.

### *95% Design Update*

Refined visualizations of tunnel portals – changed the design to make it harder for kids to climb.

### *Procurement Schedule*

100% submittal to WFHD in July.

Early 2021 construction notice to proceed.

Completion scheduled for July 2022.

## Viento to Mitchell Point design – Kevin Bracy, DEA

This project will be developed in phases, but one complete set of plans.

- Base Option: The western mile of trail, including Viento Park and Campground
- Option X: Large rockfall mitigation sections
- Option Y: Finish the trail, and the Perham and Mitchell Creek Bridges

Completing 70% plans.

NSA permit drafted in December with final anticipated in January.

### Segments G&H Design – Kevin

NEPA completion in December.

FHWA completes SHPO Consultation, Section 4(f) and Consistency Determination with USFS in March 2020.

June 2020 application to the Nationally Significant Federal Lands and Tribal Projects Grant Application.

### Oneonta Tunnel Restoration – Molly Davis, DEA

October 2019 90% package submitted.

Previously expressed concerns about the amount of scaling as part of this work. ODOT is accelerating scaling for a substantial section of scaling higher above the tunnel. The tunnel work will include other areas for scaling.

Wayne: Coordination with the railroad?

Terra: Yes, the section we are planning to do has potential to impact the railroad. We are waiting on a permit from UPRR to complete work. If we cannot complete work by the end of February, we must wait until the fall to reduce impacts to endemic plant species and other sensitive species.

WFLHD is planning construction to begin in September 2020.

### Multnomah Falls Viaducts – Kevin

Goal: restore the viaducts to their original carrying capacity, reduce maintenance for 50 years, and retain original historic appearance.

The team submitted plans to UPRR for structural review. Then, plans go to signal review and are estimated to be complete in June 2020. October 2020 anticipated final review from UPRR. The next step is to enter in to an agreement with UPRR to be complete by December 2021.

Multnomah County requires a Geologic Hazards Permit, but not a full NSA permit.

Currently, only the west viaduct has construction funding. Anticipated construction September 2022 through May 2025.

### Agency updates

#### Jeanette Kloos, Friends of the Columbia River Highway

The Wind Mountain Overlook plaque has been manufactured. The stone work is coming along. The seat stone will be about 12,000 pounds and will sit on two basalt stones.

Friends will be donating funds to close gap in barrier near Lindsey Creek.

Gorge Ride: June 13, 2020

Antique Car Ride July 11, 2020

#### Kristin Dahl, Travel Oregon

Medium competitive grants (\$20-100k) opens early April

Travel Oregon launched a Yeti and Squatch campaign to encourage off-season visitation.

Morai, U.S. Forest Service

Multnomah Falls visitation is slowing down.

Recreation management plan is moving forward.

WFL the next call for FLAP will be 2021.

### Committee Round Table

Ernie – the stone mason at Wind Mountain Overlook is an artist. We should be thankful for this project. Many ask Ernie about the Eagle Creek Staircase. Terra: we have more work to do. We need about \$7 million and hope to apply for FLAP in 2021. Terra will send the committee a summary of the discussion from the June meeting.

Bill: The staircase is maybe the most prominent question we get.

The meeting adjourned at 2 pm.