

# Historic Columbia River Highway



## Advisory Committee Meeting

Meeting will be Hybrid  
Cascade Locks Marine Park Pavilion  
395 SW Portage Rd, Cascade Locks, OR 97014

Thursday, March 20, 2025

9 AM – 12 PM

Login online: <https://tinyurl.com/AC-March2025>

Meeting ID: 815 1735 5763

Password: HCRHAC

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

Meeting ID: # 815 1735 5763

## Members

### **Arthur Babitz, Chair**

Vacant

### **Ernie Drapela, Vice-Chair**

Tricia Forsi

Judy Davis

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<br>Arthur Babitz  |
| 9:05 AM | Opportunity for the public to comment on any item not on the agenda                 |
| 9:10 AM | Approval of Minutes<br>Arthur Babitz  |
| 9:15 AM | Cascade Locks Port Welcome<br>Jeremiah Blue, Port of Cascade Locks                  |
| 9:25 AM | Cascade Locks Downtown Revitalization Plan<br>Jordon Bennett, City of Cascade Locks |

9:35 AM      [Historic Highway State Trail Updates](#)

*Mitchell Point Tunnel Construction Update*

Isamar Escobar, WFLHD

*Perham to Mitchell Update*

Terra Lingley, ODOT

*Mitchell to Ruthton Phase 1 Update*

Kevin Bracy, DEA

10:05 AM      [Bike Sweeper in Cascade Locks](#)

Ben DeJarnette, Bike the Gorge

10:20 AM      [Multnomah Falls Viaducts Construction Update](#)

Jack Carlson, WFLHD

10:40 AM      [Troutdale River Shuttle](#)

Marlee Boxler, City of Troutdale

11:00 AM      [Summer Congestion Update](#)

Terra Lingley, ODOT and Claire Fernandes, USFS

11:15 AM      [Advisory Committee Bylaws and Membership](#)

All

11:30 AM      [Updates](#)

*ODOT, Friends of the Historic Highway, OPRD, Travel Oregon, USFS, and WFLHD*

11:45 AM      [Committee Round Table](#)

All

12:00 PM      [Adjourn](#)

## Future Meetings

- June 12, 2025 The Dalles
- September 18, 2025 Hood River
- December 18, 2025 Troutdale

## Topics:

- State Trail Mile Markers

## Historic Columbia River Highway

### Advisory Committee Meeting

#### Summary

March 20, 2025

Hybrid – Zoom and Cascade Locks

<b>Members Attending:</b>	Arthur Babitz, chair Judy Davis Paul Scarlett, ODOT Kate Baumgartner, Travel Oregon Tricia Forsi Wayne Stewart, Member Emeritus
<b>Historic Highway AC Staff:</b>	Terra Lingley (ODOT) Kenny Werth (ODOT)
<b>Others Attending:</b>	Jordon Bennett, Cascade Locks Jeremiah Blue, Cascade Locks Kent, Sasquatch Shuttle Pam, Sasquatch Shuttle Tricia Forsi Doug Henne Chris Stillman, USFS Kaylee Crosby Jennifer O'Donnell Sarah Gilbert Amanda Ferguson Kent Kalsch, ODOT Bonnie Clark Richard Alfieri Jeanette Kloos Lynn Burditt Mike & Debbie Frank Stevens Dave

#### Call to Order

Arthur called to order the meeting at 9:04 a.m.

#### Public Comment

No comments.

#### Approval of minutes

Moved and seconded, minutes approved (later in the meeting, when a quorum was present)

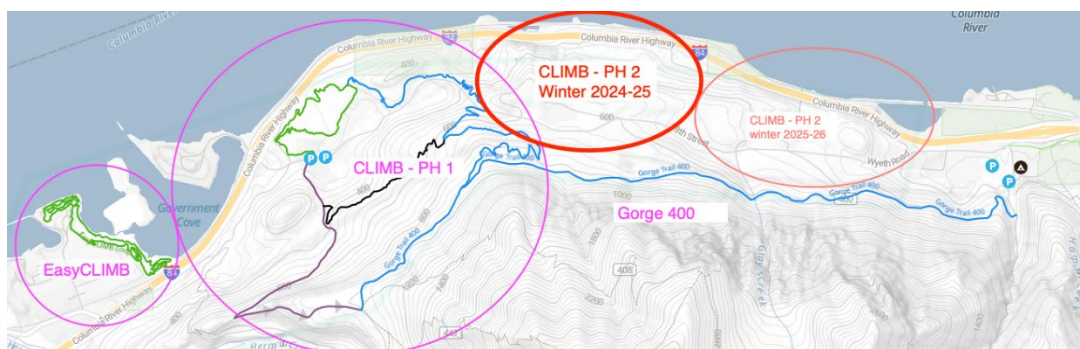
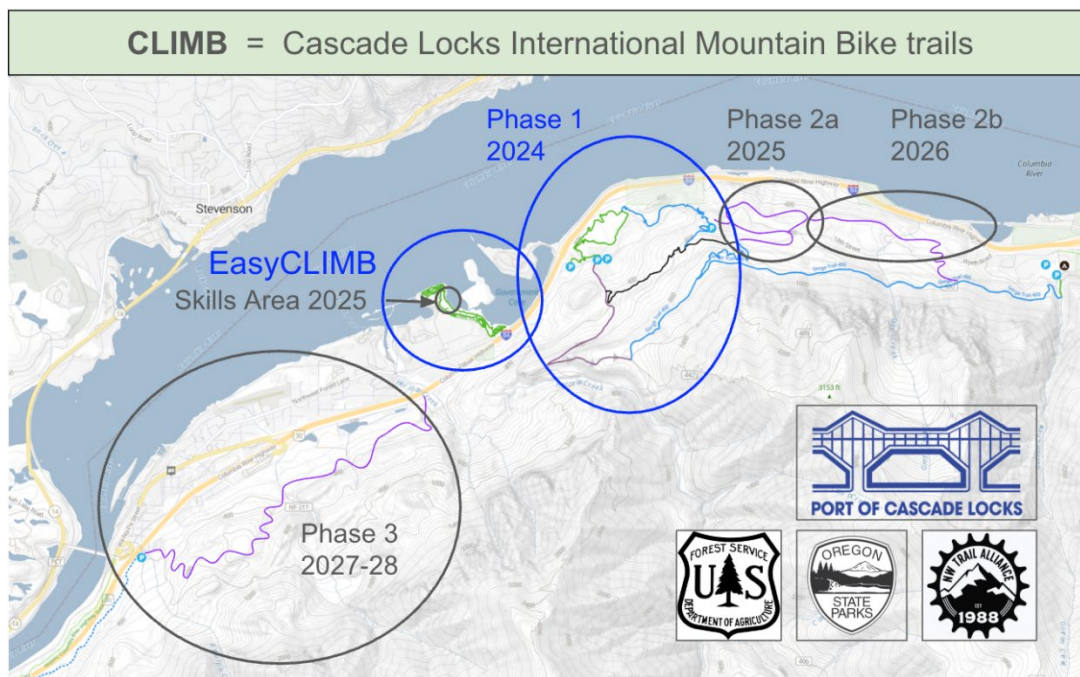
## Cascade Locks Port Welcome

Jeremiah Blue, Port of Cascade Locks welcomed the committee and noted that there are two significant projects in Cascade Locks that impact the Committee.

## CLIMB Mountain Bike Trail

He introduced Ted Daughton (Sp?) from the Northwest Trail Alliance to talk about the Cascade Locks International Mountain Bike (CLIMB) trails, a project in the works for 15 years.

Received approval in 2023 to build mountain bike trails on Forest Service land. Phase 1 is done, bringing in a bunch of mountain bikers, and shared maps of the system. The CLIMB network uses Wyeth Bench Road, which the Historic Highway State Trail also uses. Maps are below.





In addition to building trails, Cascade Locks has become a destination to ride the Historic Highway State Trail. There are two accesses – Wyeth Trailhead and a trailhead on the west end, just got funding to develop that. There will be a pub talk on Wednesday at Thunder Island Brewing at 5:00.

Kent: One trailhead at Wyeth – is it out of the USFS trailhead?

Ted: There are two that already exist on the east side – one is accessed through the USFS Wyeth Campground, and the other is the Historic Highway State Trail parking area. On the west side, the old gravel area will be another parking location for mountain biking trail. This has already been designed and will be built this year – just got the grant approval.

Kent: How many miles was the completed system?

Ted: Riders can right now get a 16-mile ride in, and that's just phase 1, by the time we're done, there will be much more. The access to the parking lot on the west end will be off Wyeth, not the State system.

Arthur: What was the NEPA process like?

Ted: CLIMB project started back in 2011

### Bridge of the Gods Update

Jeremiah: The Port of Cascade Locks received a \$6M appropriation from the state for a preservation project on the Bridge of the Gods.



David Mcurry (sp?), Parsons Corp, and Owner's representative for the Port of Cascade Locks provided an update on the Bridge of the Gods project. The Port of Cascade Locks is using state of Oregon funding a deeper dive into the bridge to look at three things: pedestrian safety, seismic vulnerability of the bridge, and long-term preservation of the bridge. Looking at history, how it was constructed, how it was raised, and what the future looks like. Appreciate the state funding to help inform the future.

Dick Weber: Pedestrian bridge when will that happen and is it going to happen?

David: We have been looking at that but it's not simple. The bridge is 100-years old next year. Need to strengthen the bridge to add extra weight for a separated bicycle and pedestrian facility. It is a want and a need for safety, but we are looking at other things we can do first for safety. It is all a matter of cost; how do we pay for something like that. It's a want, an idea. We are getting closer to determining that information, but there's no funding identified now.

Arthur: How well do you understand the current structure? Do you have as-builds?

David: We did a full 3d scan of the bridge, we have imagery of all angles. We don't have original drawings, but we are redoing them.

Kent Kalsch: The original plans exist somewhere in Portland, some of the design flaws, is this a scoping project to request funding for fixes?

David: The drawings have not been found; I have done research. We have not found anything new of particular concern, but we are undergoing preservation actions that will be part of a bigger preservation plan. ODOT and WSDOT have been great partners on maintenance. The wind and rain keep have kept it clean and in great shape.

Paul Scarlett: What is the goal? What will \$6 million get you? Report/analysis. Options for repair?

David: We want to be very intentional on what we get out of the work, set up the Port and the State for success. It's not just reports for the states, move forward with improvements. Highest priority will be to improve lighting at a minimum, pedestrian safety at a minimum. Some signage updates to help keep people safer on the bridge.

Tricia Forsi from chat: I may have missed this at the beginning. The \$6mm has been awarded, but there hasn't been an RFP? I'm trying to understand the timeline

David: We have sub agreements and agreements with businesses, work is underway and most of work and improvements made by end of 2025 and into 2026.

### [Cascade Locks Downtown Revitalization Plan](#)

Jordon Bennett, City of Cascade Locks

Jordon: I'm the City administrator for Cascade Locks. Done a lot of planning and funding requests to make improvements in the City. Grant award from DLCD to do a downtown revitalization plan. We hired U of O Institute for Policy Research and Engagement to help with the process.

There were three main goals: 1. Review and update the City's community development code focusing on the downtown and commercial code.

Biggest recommendation was to change all zoning along Wa Na Pa Street to allow more mixed use, prohibit new single-family homes, prohibit drive throughs, prohibit new parking lots. Move some of the zoning to commercial to help with future commercial development.

2. Address parking. Easiest path forward is to partner with private owners to share parking. There is currently 170 on street parking spots along Wa Na Pa Street, but most parking is along the west side of town. Urban renewal process to help provide parking. Looked at Residential parking permits and ticketing/enforcement.

3. Wayfinding signage – there is virtually no signage for where anything is within the City. We had some fun discussions about what those signs could look like, decision was to use the design of the state signs and not reinvent the wheel. Using the Gorge signage for consistency. In the process of submitting a RARE application to get someone here in July to get someone working on these priorities.

Next item: the City was awarded a Transportation Growth Management Award to update the Transportation System Plan. Currently working with ODOT to select a consultant and the process will start sometime this fall. All the downtown work will roll right into the TSP. Also looking at Tollhouse Rd and Wa Na Pa Street, easing congestion up to the Bridge of the Gods. New on ramp so trucks do not have to go through downtown on the east end of town.

Arthur Babitz: Good luck with all of this!

Dick: The signage that is proposed, is the committee okay with Cascade Locks using the historic sign guide?

Terra: The State Trail sign guide is based on a universal sign guide for the full national scenic area; forest service has a project to upgrade a lot of signage with the wooden signs, green and gold lettering.

Audience: Could other communities be using the sign guide also?

Terra: Yes.

Audience: How many other communities know about the universal sign guide?

Terra: It is referenced in the national scenic area management plan, but if you are not familiar with the Management Plan, it is likely that it is not known. I can provide more information on the wayfinding sign guide.

Jeanette Kloos [in chat]: Graphic Signing System.

Jordon: The Cascade Locks logo will be on all the signs as well.

Tricia [in chat]: Agreed! (I can't see the picture of the sign) but yes, consistency sounds good to me.

Jeanette Kloos [in chat]: How will the TSp and the revised IGA for the HCRH interact?

Terra: Updating the Programmatic Agreement has been on my to-do list for a long time, and we managed to add it into the scope of work as part of the TSP update. Both planning processes in Cascade Locks and Hood River include a task to update the Programmatic Agreements for the Historic Highway.

Arthur Babitz: Is there also an Interchange Area Management Plan?

Terra: Not in Cascade Locks, but in Hood River.

## Historic Highway State Trail Updates

### Mitchell Point Tunnel

Isamar Escobar and Jack Carlson, WFLHD

Isamar shared a visual update on the Mitchell Point Tunnel. Isamar is the current project engineer for the Project. Update on what has happened since the project celebration.

She shared photos of stonework – veneer work on the pedestrian railing including the construction area for the contractor. They laid plastic down to protect the trail, laid out the stone, and areas to cut stones to fit them into the wall.

Shared a photo of the man lift to elevate the workers to do the stonework on the outside of the railing. Wind-dependent, as the staff were on a very high (100-foot) tall man lift adjacent to I-84. Also installed the basalt bands – strips of stonework across the trail to provide a visual and physical cue for folks that they are entering more congested areas. Pre-fit the stones and created a template so they could be efficient in the field and grouted it into the trail.

Finishing touches include grading and seeding areas. Showed photos of the west plaza, and before/after photos. Inside of the tunnel with shotcrete and transition to the aesthetic stone portal. Rockfall mesh installation on the west end.

Installed the plaque with the tunnel name and finished up the striping in the trailhead for parking stalls, ADA space, and finished photos of the east meadow and vernal pools for habitat restoration.

Had the final partner walk-through to finish construction.

Judy: Is it open?

Terra: You will notice the word “finished” a lot in Isamar’s presentation. It is open. Please only park in designated parking spaces, there is limited parking. Do not park anywhere where there is a parking hazard, you will be towed.

Arthur: Has CAT arranged any public transit to the tunnel?

Terra: They applied for state transit improvement funds, but they were not awarded funding. Also, there is no current formalized ADA trail on either end. There is a temporary pedestrian trail from the west that was open for the celebration.

Arthur: Could we encourage some informal busy weekend stops?



Terra: We will need to work with private tour providers to make that happen. Private tour operators, we are hoping that we can bring more people in fewer vehicles to visit the tunnel.

Arthur: Do we have an area there where buses and vans can park?

Terra: No, only 19 provided spaces, none designated for transit only. The trailhead is limited due to the National Scenic Area requirements.

Arthur: Could we reserve one spot for van service?

Terra: I will defer to OPRD who manage and operate the trailheads.

Arthur: For private providers – could you serve the trailhead by shuttle?

Kent Krumpschmidt, Sasquatch Shuttle: Depends on demand and if the financials would work. A designated parking space would help, and public agencies helping to get the information out.

Ben: Offering a bike/hike tour from Viento to Mitchell Point, using the temporary trail. Bike the Gorge ([bikethegorge.org](http://bikethegorge.org)) – bike from Wyeth to where the trail ends, and then a hike to Mitchell Point Tunnel. Guided tours.

Audience: Is there any parking on the east side?

Isamar: There is no parking on the east side, only room for emergency turnaround. There are no parking signs, you will be towed if you park there as it is a local service residential street.

Arthur: Who is responsible for enforcement?

Terra: Multiple agencies, due to funding. Hood River County and Oregon State Police are the agencies.

Richard: The tunnel seemed very dark, has there been anything to see if it meets the minimum requirements for lighting that was planned?

Terra: We worked very hard to make the tunnel consistent with the NSA, one of the hard lines was no illumination to make it consistent. We did a visual study and looked at what lighting would be (not lighting requirements), we brought that information to this committee and moved forward with no illumination.

Richard: They added dark shotcrete, which makes it even darker.

Terra: Again, dark, earth toned colors are a requirement of the Management Plan.

Wayne Stewart [in chat]: How about improving the temporary trail to encourage more people to arrive from Viento

Terra: Funding discussion, federal budget we might not know until September of 2025. The Perham to Mitchell Point segment is FLAP funded, and for now, we're operating under the assumption that the funding still exists. The temporary trail is how folks move between Viento and Mitchell Point.

Wayne Stewart [in chat]: The greatest need for the temporary trail will be this coming summer and fall

Terra: Agreed.

Tricia [in chat]: Was any kind of reflective tape/signage considered? So if folks have lights on their bikes they would be seen by pedestrians

Terra: Non-reflective surfaces are required unless the item is in the manual on uniform traffic control

Mike & Debbie [in chat]: Can information on website and at the site recommend that people bring flashlights?

Terra: Yes, good idea

### [Perham to Mitchell Update](#)

Terra shared that the Federal Lands Access Program (FLAP) funding is, as far as we're aware on track for the project. We submitted the new NSA permit in February and hoping that it's a quick approval with Hood River County since the project has already been approved as part of the Viento to Mitchell Project. There is around \$1M in Congressionally Designated Spending and State Match to help supplement the project.

### [Multnomah Falls Viaducts](#)

Jack Carlson, WFLHD provided a construction update on the viaducts.

Construction schedule from Feb 2024 to June 2026. HP Civil awarded the contract, \$9.2M project. West Viaduct is currently closed, it will re-open May 15<sup>th</sup> 2025. The East Viaduct will close October 1, 2025, and re-open May 15<sup>th</sup>, 2026.

The contractor added containment nets due to proximity to railroad tracks.

Arthur: Do they work in the wind?

Jack: The secret is that you need to use the right containment nets that let air through

The West viaduct concrete repair. Included cross beam repair, contractor checked to see which areas of concrete need to be replaced or not. They have repaired the north longitudinal beam and formed and poured rail soffit repairs.

Wind storms this winter – had two events where the wind blew trees down on both east and west viaducts.

Contractor is working with their Allen screed (concrete pour equipment) set and ready to pour on April 1 on west viaduct. Place the contract before the equipment and then move the allen screed over the concrete to vibrate the newly poured concrete and reduce any air pockets. The narrowness of the viaduct is a challenge. They'll have to mill out the end sections, and re-pave to create a smooth surface.

The east viaduct has been stagnant for the last 3 or 4 months while work continues on the west viaduct. The work is like the west viaduct: Beam repair and concrete repair, sandblast the rebar, pressure wash and pour. Just moved back over to the east viaduct this week.

Arthur: The steel doesn't need to be treated before you re-cover with concrete?

Jack: We put anodes in to treat the rebar so that rust does not adhere to it; we used to do a zinc coating to ensure they further erode

Arthur: How long does this anode treatment last for?

Jack: Good question, I will have to get back to you.

Kent at Sasquatch: Are decks going to be concrete or asphalt?

Jack: Concrete

Kent at Sasquatch: What do the single lane closures look like?

Jack: The contractor has the option; it will not be an everyday closure; for example, the contractor will need to do a single lane closure to install materials, but it will be overnight, and not during peak traffic dates.

Kent at Sasquatch: Retaining wall on south side of viaduct? It's leaning into the roadway.

Jack: It is not in our contract to do that wall.

This project, overall, is more methodical and limited to concrete repair. When we come up to April 1, May 15, those are the big go dates for us.

A concrete pouring challenge is the truck must come from the west side and will have to pump in from 400 feet away, there are backup plans for this.

Arthur: How far can you pump concrete?

Jack: Depends on the size of the pump, they do their air check, the contractor keeps checking to keep in conformance with rules and regulations. If you see a pump truck, you want an M shape to help with the air in the system

Richard: Have you had any issues from drivers wanting to drive to the Falls lodge?

Jack: We do have issues from people walking through to connect to the trails, we had to send hikers back and even took the time to walk a hiker off the project site

### [Mitchell Point to Ruthton Trailhead Phase 1 Update](#)

Terra Lingley, ODOT

ODOT provided \$1.5M in funds to finish Phase 1 engineering. Those funds have been transferred to WFL, but there is a freeze on signing federal contracts. This is time sensitive, so we hope it moves forward soon. Western Federal has the funding and when they can, they will move forward with the design.

Matt Miller with WFL has been promoted and David Arena is taking Matt's position at Engineer project manager. David introduced himself for the committee.

Katelyn Jackson has taken a new position with the State Department of Energy and Dee Hidalgo is a new contact at ODOT community affairs, Kenny Werth is helping with the Advisory Committee.

### [Bike Sweeper in Cascade Locks](#)

Ben DeJarnette, Bike the Gorge

Received a grant from the Port of Cascade Locks for economic development to purchase and run a bike lane sweeper. As a small business, we wanted to be able to support the public agencies in supporting outdoor recreation. The opportunity to apply for a grant for a bike lane sweeper came about, this committee provided a letter of support and were successful.

The bike lane sweeper gets pulled behind a bike and can either pick up debris or sweep it to the side. David Spangler assisting with the grant application, he mentioned using a golf cart at state parks that sweeps debris to the side, but during shoulder season and winter months, there are other priorities for state maintenance, we notice that conditions deteriorate in town. The grant application would be sweeping from staircase to Viento state park twice a month through the end of this year and the goal is to operate this in perpetuity beyond the grant period.

Audience: How much does a sweeper cost?

Ben: About \$4500

Arthur: Are there any other communities that have done this same thing?

Ben: We spoke with non-profit in Charlotte, public works department in California, there's a private resident in Portland. We are confident about this product as it is the fourth iteration.

Arthur: Can you please bring video to next meeting?

Ben: Yes, and we will be posting on social as well

Arthur: Boundary of operation?

Ben: The boundary is Cascade Locks, so from Eagle Creek staircase to Viento with possibility for expansion east and west but probably not as often

Terra shared photo of the sweeper attached to a bicycle, and a quick video online.

### Troutdale River Shuttle

Marlee Boxler, City of Troutdale

Marlee shared a two-study effort transit feasibility and parking study, though she will not be talking about parking at this time. The transit feasibility study is funded through a Travel Oregon grant.

Timeline - Near the end, wrapping things up spring 2025, and applied for another Travel Oregon Grant, and if we receive grant, there could be a pilot in 2026.

The city looked at Case Studies: Ride the River, Little Spokane Shuttle, Float the Boise. We looked at fees, operation, public vs private.

Findings: A limited number of stops is important in a recreation-based shuttle, focusing on high demand locations. Need to have competitive travel times with cars, competitive parking fees, and the shuttle is also an opportunity to provide river safety information.

The project completed interviews – every different organization has a different objective or measure of success. Can't be everything for everyone. Had to focus on the most important elements.

Completed a public engagement survey from July to October. Found that over 75% of respondents would be moderately or very likely to use an offsite park and ride if there was a river shuttle. Restrooms are the most desired amenity.

Alternatives and tradeoffs. Everyone has a different measure of success; different organizations have different interests related to the river shuttle. The city considered several different park and ride locations and shuttle destinations. All parks on river (Dabney, Sandy River Delta, Lewis and Clark, Glen Otto Park) are over capacity so an offsite location is needed.

We created some short- and long-term route alternatives. Identified the Columbia Gorge Outlets as a good offsite location as gorge shuttles will be departing from there starting this summer. Concern with adding Lewis and Clark as short-term. Safety concerns with rapids near the Troutdale bridge and visitors not knowing about the challenges.

- Alternative 1
  - o Downtown connector is important as it connects the river with downtown Troutdale; starts at outlets to Glen Otto, Dabney, and back
- Alternative 2
  - o Parks express eliminates downtown connection. Faster and cheaper to serve.
- Alternative 3
  - o Downtown park loop uses I-84 to create a loop and only have one stop at each location in one direction.
- Alternative 4
  - o Long-term adding Lewis and Clark to Alternative 3
- Alternative 5
  - o Including both Lewis and Clark and Downtown with Alternative 3

Currently there's an online open house to collect feedback on the alternatives.

Key considerations for implementation – cost to implement per season. The Travel Oregon grant funding will help subsidize the shuttle in the first year. Don't want it to be no-cost at first, because it's harder to move to fees after that. Glen Otto will be implementing parking fees this summer.

Tricia [in chat]: Is there any concern about overrun from the southbound left turn lane into the outlet parking lot?

Marlee: We don't see as much backing up into the outlet parking lot, the road that goes into the outlet mall is a city owned road; we would be looking at any increased traffic impacts

Kent Kalsch: Signals can adjust to accommodate different traffic patterns throughout the day

Arthur: Has there been any discussion of a coupon book to encourage riders going downtown?

Marlee: Explore Troutdale would sponsor dry bags and inside that would be information on restaurants and coupons.

Net cost per run - It is only cost effective at a higher rate hence why we are looking at a subsidy – for long-term we would need to subsidize to keep the fares low. If we are okay with it being a higher fare, that would help with operation costs.

Arthur: What's the timeline for decision points?

Marlee: The virtual open house is about to close and the pilot grant we will hear about it in June, so implementation won't be able to happen until next summer; state parks is very open to shuttle as parking is very limited.

Arthur: This is a great opportunity for a safety lesson.

Tricia: A whistle in the dry bag would be advisable and a great spot for a logo.

Marlee: Yes, we want to make it a new tourism experience like in Bend for visitors to the area.

Arthur: Surprising that more people don't come downtown currently.

Marlee: We are trying to encourage that, for sure.

### Summer Congestion Update

Terra Lingley and Claire Fernandes, USFS

Summer 2025 will look very similar to last year. Partnering with the USFS to implement timed use permits at exit 31. Permits are needed in between Memorial Day and Labor Day. This is a joint agency effort to pull together the funding that's needed. RFP should be released any day now to manage the permit checkpoint with CAT. USFS, ODOT, and Experience Mt Hood and the Gorge to provide funding.

Single car permit will be on Recreation.gov open two weeks ahead of time and then another wave is opened two days before. Permit holders can stay as long as they'd like but must arrive in their designated time. In person permits are available the same day at the Cascade Locks Historical Museum and Gateway to the Gorge and only available day of.

We have some funding for a crosswalk flagger on the Historic Highway, but don't have funding for the full summer. Still working with partners to identify funding.

Arthur: What would you guess traffic would be compared to last summer?

Terra: Tourism providers indicating less interest from international visitors. Gray Line is also seeing a decrease in interest. A lot of visitation is weather dependent, and we can't predict that. Assuming visitation will be like last year.

Audience: Is the highway going to get closed?

Terra: No, there will not be used timed entry permits on the Historic Highway; it was very effective but also very expensive.

### Advisory Committee Bylaws and Membership

Terra Lingley, ODOT



Vision has been updated since the 2005 version of the bylaws. Purpose and charge stay the same. Membership is static, but Kristen Stallman created a member emeritus status to recognize that there have been people involved for decades but there is some uncertainty on the involvement of those members; Terra offered to bring definition of membership emeritus to next meeting.

Jeanette Kloos [in chat]: The result of the CRGNSA act was the 1987 Sstudy of the HCRH, not the Historic and Scenic Hwy Program – that was earlier.

History of membership emeritus. Ernie had asked for clarification of emeritus member roles: Are they voting members? Are they at the table? Where do they sit metaphorically and physically?

Arthur: My understanding there were several folks, like Bill Pattinson, who were members and stepped off the committee, but didn't go away necessarily; the governor (not sure which) added term limits for committees. However, there is value to folks who have been around a long time. Kristen Stallman came up with emeritus idea to make it an honorary thing. Terra, what would you put into the bylaws? Help us understand why we have the emeritus. At the discretion of the voting board, setting terms of when they speak why they speak.

Judy: My understanding was that they don't have a vote, but they can speak whenever they'd like.

Arthur: Does everyone who has served become emeritus?

Paul: Some sense of willingness would have to be in order. Do they take votes? What is their role?

Arthur: There have been some controversies, and the question is mostly about the deliberations being as open as possible.

Paul: That seems reasonable as being part of the discussion.

Tricia: As long as we are opening this can of worms, SHPO, OPRD, let's encourage getting delegates from these organizations here to have more voices at this committee

Terra: We are required to have a State Historic Preservation Office (SHPO) member, but the existing delegate retired, but Ian Johnson is the new SHPO delegate. OPRD had a scheduling conflict and Clay can continue to attend as the OPRD delegate. I need to press harder to get the governor rep for Hood River and Multnomah Counties. Multnomah County applications have been sparse, it could be an issue that folks have to apply via Workday.

Membership issue: everyone's term expires in June this year, think about if you are willing to re-up.

Paul: How long are the terms?

Terra: 4 years. Requirements are to provide comments and feedback and being a county resident you represent and attend at least 4 meetings a year.

Arthur: Have you notified the boards of counties?

Terra: I plan to notify the counties and thank you for the heads up.

Arthur: Hood River county vacancy and people would be willing to do it but we are still looking for greater diversity

Terra has found a few people, but it is a work in progress.

Lynn Burditt [in chat]: Would there be value in having a rolling transition of members ? (rather than everyone “terminating” at the same time)

Terra: Yes, I don’t know how we got on this timeline but in the past, they were staggered.

Arthur: We could put an emeritus position – they’ve traditionally been community members, but we could also have agency folks (Lynn Burditt, Kevin Price, etc.)

Arthur: Judy, do you have thoughts on emeritus?

Judy: People have knowledge, and it is a good way for them to keep participating

Arthur: Emeritus folks - to me they are halfway between an honorary position and a way to keep subject matter experts in the fold, bringing people in who have historical knowledge.

Terra: I will provide draft language at the June meeting in The Dalles.

Tricia: It would be great if we didn’t all terminate at the same time

Kate: I’m happy to follow your role on the emeritus role, great starting point.

Arthur: Does anyone have any specifics beyond purpose statement?

Kate: It sounds like there was a question about voting authority that is probably worth codifying one way or the other.

Lynn [in chat]: might check with governor’s office and counties to explore whether you can recreate the rolling terms (either some folks with shorter term now or some with an extra year?)

Arthur: We have forgot for multiple years and now all terms are on the same timeline.

Terra: Credit to governor’s office for keeping things organized and more formal.

## Updates

### ODOT

Paul Scarlett, ODOT

We have a contractor on board for McCord bridge as of October. It will be a two-season job. The first year focus will be building the crossover, and the second year will be using a lane of the westbound bridge to remove and build the new eastbound bridge.

We’re working closely with UPRR so whatever work we do below, all workers must comply with UPRR requirements including visitors to the site. Legacy contractor has been great so far collaborating. We worked with City of Cascade Locks on moving the utilities.

The Bridal Veil Falls bridge concrete repair is underway and wrapping up. The contractor is repairing spalling concrete and rusting rebar. They should be done by end of May, try to be done by Memorial Day.

The I-84 westbound bridge over UPRR in Hood River. We're in the design phase right now, things are moving along well. Working closely with UPRR as rail is down below. The project is anticipated for 2027.

Big picture, the State Transportation Improvement Program (STIP) cycle identifying projects needing repair, replacement, or new. We've drafted the 100% list. We will go through the process and will have a public comment period. Budget challenges highly dependent on the state legislature to at least maintain operation; \$350 million short as gas tax continues to go down. In June we'll have a better picture of ODOT's budget.

Kent Kalsch, ODOT

Multnomah County was able to open the Stark Street bridge last week.

The Larch Mountain slide on the Historic Highway. The Highway is currently closed between Larch Mountain Road and Vista House. We'll be doing geotechnical drilling the next 3 days and hazard tree removal. We may be able to resume some kind of access between now and the bigger repair. The big thing is, when we implement a fix, it will be closed since we will have to trench the whole thing out. Trying to weigh all the tourism season concerns.

Judy: Are you expecting the road to be closed for some time?

Kent: Until we have a good answer on the level of failure, we don't know how long the closure will last.

Congestion: If we don't have enough funding for a Historic Highway flagger, that will play a big part in the construction flow

Eagle Creek Fire - We have a lot of trees that are finally dying, we are going in in a couple weeks to start addressing trees between the Multnomah Falls and Cascade Locks, trying to mitigate some of that. Windstorms are starting to blow down dead trees.

Routine maintenance - Starting to get some staff back, personnel freeze has been shifted around to accommodate, and staff is up to about 12 from a low of 8.

Arthur: The issue on Larch Mountain has been there since 1921 and the only solution is to span the slide which is nowhere near budget?

Kent: It will take a lot of money to do this project right or create a permanent fix. They did something 20 years ago and that has a half-life. More likely to do another 20-year fix instead.

Dan Shanahan, ODOT

On February 23, there was a rockfall on Rowena Loop right by the 2017 slide area that was bolted. Had to shut the Highway down for a day. The bolts are holding fine – the materials were debris from above that came down. Opened it back up after cleaning up.

On the freeway side, had slow lane closure a week ago for the whole week to excavate material. Excavators are working on the Rowena bluffs, one of the highest rockfall areas in the state. It is scheduled for a STIP project in 27-30 to clean it completely. In January, had large rocks fall and fill the catchment areas. Maintenance cleared 1,200 yards out of the catchment area, and this also helped gather information for 27-30 project.

#### Friends of the Historic Highway:

Jeanette Kloos

- 4 work parties a year would love to have more people show up for those
- Last week was the national bike summit attended by Jerry and Lidwien in DC, talked to congressional delegation about funding
- Gorge ride is June 21, and volunteers are needed
- No confirmation of Rooster Rock Star parties yet and volunteers needed
- Edgefield concerts 13 scheduled
  - o Most have volunteers, need volunteers May 24<sup>th</sup> Jack White, Sept 20<sup>th</sup> Coheed and Cambria, June 27<sup>th</sup> Tash Sultana, August 12<sup>th</sup> Glass Animals

#### OPRD:

Dave Spangler retired, looking for OPRD replacement

#### Travel Oregon:

- Competitive grant cycle just closed with several projects along the Gorge, announcements made by the end of June this year.
- Two-year strategic plan published in mid-April, and open for public comment in a month.

#### USFS:

- Historic waste disposal site at Twin Tunnels trail – working on a plan to address this issue.
- Eagle Creek stairs funding that Terra applied for and awarded
  - o Recently received a process for agreements to start moving forward again
  - o This agreement will be moving forward at regional level
  - o Concept taken to design
- Arthur: The food disposal site is a historic location where Hood River boys used to go shoot rats
- Arthur: Given the recent fire, that has exposed the old roadbed and hoping to get interest from the academic community to study that; the old road used to turn up right before the train tunnel and re-emerge west of there; with the fire it is now more visible than it has been

#### Terra, ODOT:

- Aubrey Russell wanted price for undercrossing
  - o Estimate is currently \$4.3 million dollars in 2021 dollars quantities only, with a 30% contingency
- Richard wanted bridge lengths
  - o Perham Creek bridge roughly 100 ft long, Mitchell Creek bridge is about 50 ft long

#### WFLHD:

Already spoke

### Committee Round Table

Tricia: nearing my third trimester, so I will not be attending June or September meeting due to parental leave.

Kate: No other updates and congrats to Tricia

Judy: Very excited that the tunnel is open

Paul: Nothing more, great to be out in the Gorge

Arthur: Next meeting at the community college in The Dalles, 10-2

- September meeting in Hood River, 9-12
- December meeting in Troutdale, 10-2

ADJOURNED at 11:52am