

Historic Columbia River Highway



Advisory Committee Meeting

Meeting will be Hybrid
Troutdale Sheriff's Office Kellogg Room
234 SW Kendall Ct, Troutdale, OR
Thursday, September 5, 2024
9 AM – 12 PM

Login online: <https://tinyurl.com/AC-Sept2024>

Meeting ID: 812 6530 3439

Password: HCRHAC

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

Meeting ID: # 812 6530 3439

Members

Arthur Babitz, Chair

Vacant

Ernie Drapela, Vice-Chair

Tricia Forsi

Judy Davis

Lisa Farquharson

Clay Courtright

Rian Windsheimer

Kate Baumgartner

Chrissy Curran

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 Summer Congestion Recap
Terra Lingley, ODOT, Stephen Elgart, USFS, Kent Krumpschmidt, Sasquatch Shuttle
- 10:00 AM Historic Highway State Trail Updates

Mitchell Point Tunnel

Taeyong Lee, WFLHD
Update on current construction activities.

Mitchell to Ruthton Point

Terra Lingley, ODOT, Matt Miller WFLHD
Funding analysis and phasing given current funding

11:00 AM Microwave Tower Fire Damage Assessment
David Spangler, OPRD, Dan Shanahan, ODOT

11:30 AM Multnomah Falls Viaducts Construction Update
Jack Carlson, WFLHD

11:45 AM Updates

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

11:50 AM Committee Round Table
All

12:00 PM Adjourn

Future Meetings

- December 12, 2024 10am-2pm

Topics:

- State Trail Mile Markers
- 2025 Workplan
- 2024 Year in Review

Historic Columbia River Highway

Advisory Committee Meeting

Summary

Sept. 5, 2024

Hybrid – Zoom and Troutdale

Members Attending:	Arthur Babitz, chair Judy Davis Tricia Forsi Korina Ta’ala, Lisa F. alternate Rian Windsheimer, ODOT Kate Baumgartner, Travel Oregon David Spangler, OPRD Marc Berry, Member Emeritus Wayne Stewart, Member Emeritus
Historic Highway AC Staff:	Terra Lingley (ODOT) Katelyn Jackson (ODOT)
Others Attending:	Kent Kalsch, ODOT Bonnie Clark Richard Alfieri Jennifer O’Donnell Jeanette Kloos Doug Henne Lynn Burditt Stephen Elgart, USFS Kaylee Crosby, Wildwood Adventures Robert Hadlow, ODOT Chris Stillman, USFS Armando Zelada Lizzie Keenan Aubrey Russell Kelly B. Bob Voeks Jeremiah Blue, POCL Marlee Boxler, City of Troutdale Dan Shanahan, ODOT Alan Daley, Sasquatch Shuttle Belmont Magnus Bernhardt, ODOT

Call to Order

Arthur called to order the meeting at 9:03 a.m.

Public Comment

Arthur: Wayne provided material for the committee to review via email and will explain now why he provided it to the committee, will return to the meat of the discussion after the staff presentation.

Wayne: prepared this in response to ODOT's suggestion there was one best way to spend the grant – trail from Mitchell Point Drive to undercrossing. Got together with AJ and used previous DEA estimates and sent out the approach. The grant \$11M grant plus 15% match equals \$12.6M. Grant is for construction only and needs to be committed by Sept. 2026. If the funding doesn't come available soon, we will be in jeopardy of meeting the deadline.

Marc: Any adjustments on handling e-bikes?

Terra: I've added to the December agenda.

Aubrey Russell: I would like to comment on the Bauman property if not on agenda. Cannot provide an easement for 40k as tree removal as it destroys the value for future.

Approval of minutes

June minutes approved.

Summer Congestion Recap

Terra: As of Monday, the permits have concluded at Exit 31.

Goals of the timed use permits: improve safety at Exit 31, reduce congestion on I-84 and lot, reduce backups on Historic Highway

USFS shared data of permits reserved online over the past three years of Timed Use Permits based on congestion (2021 was COVID). In 2022, we also had Waterfall Corridor permits. 2022: 82,776 permits were reserved, but more were available. Last year there were 77,764 permits reserved, and this year 82,407 permits reserved, but there were the same amount of permits available last year and this year.

In 2024, the average permits per day peaked Friday through Monday. On average, we sold out each time slot after 10 a.m.

Columbia Gorge Express Ridership saw exponential growth in August this year, based on the past three years.

In person permits: Troutdale handed out all available (25) permits only 2 days, Cascade Locks 1 day. These dates were during the viaduct closure and Labor Day weekend.

Alan at Sasquatch: We handed out the information on in-person permits regularly. There was a lack of knowledge by those outside the area and it created confusion for those folks. We want to coordinate earlier on in the season for additional signage. Commercial buses from cruise ships arriving at the same time clog the bus access and block CAT bus service. We were able to change the parking spot for CAT closer so we could help monitor it. Our flagger at the scenic highway crossing made a huge difference again this year. The lack of enforcement on the weekends was evident with a huge number of pedestrians walking along the viaduct.

We measured a 10% increase in cars parked per day on average from last year. Our express shoulder was 400%+ last year. We moved 2,600 people between Bridal Veil and Multnomah Falls. Those parking at Bridal Veil lot; 35% booked ahead. The loop tour was down a little bit but reduced the service levels. Labor Day is our biggest weekend in the year and the viaduct closure put a damper on our numbers. We canceled hundreds of reservations. We had no reported break ins or theft in the Multnomah Falls lot during our business hours – unprecedented.

Lizzie Keenan, Experience Mt. Hood and The Gorge: Placer.ai pings phone data and uses algorithms to estimate scenarios. They claim to be within 90% accuracy. All data is May 1 to August 31. The I-84 parking lot has plateaued. The Historic Highway lot has not increased on par with the overall visitation. Seems to indicate that we are getting more people there without single occupancy cars – more focus on shuttles and transit.

Rian: Very cool to see we are making progress with our strategies.

Lizzie: This year's data shows about 55 minutes of average dwell time. It estimated about 383k visitors. Over the summer, there was a dip with the viaduct closure, but it came back up. Data shows increased people at the Historic Highway lot, seems to show efficiency of moving people through. Map of US shows hotspots where people are coming from, obviously from pacific northwest but also from other main metro areas across the country.

Right before going to Multnomah Falls, 41% came from a landmark or natural site and 24% headed to one after.

Median dwell time was 44 minutes. Longer dwell time could be staff, long hikers or people having lunch and then visiting. Similar peaks in terms of days and times.

Kent: does that mean they're continuing past 84 lot and turning around at Rooster Rock?

Lizzie: yep!

Lizzie: Visitor is 50 or more miles away (red). Locals do come throughout the day, perhaps using the permit system. The visitors peak in the afternoon. Locals also balance a little more evenly throughout the week.

Visitation to Vista House is a little more frequently than once per season and sees high increases for Northern Lights. Most people get to Vista heading east and return back to Portland area. There is a huge visitation peak at sunset.

Kate: Can they interpret people driving vs biking?

Lizzie: Not sure – will follow up, don't think so. Strava would be represented in this data.

Stephen: We use the Strava heat maps to figure out trail use.

Tricia: For the data of where folks are from, is that based on area code? As someone who still has their Chicago area code, I wonder how accurate that is.

Lizzie: It's based on where your phone is normally pinging to count your home. It may take several months to identify a new home if you move.

Wayne: It looks like things are working well on the I-84 lot, like Rian said. On the upper left-hand corner, the visitation at 2019 was higher and we're working our way back up to that. The implication is that we will be looking to CAT and shuttles to be able to take the overload. How many people can and should be accommodated at Multnomah Falls?

Arthur: I tend to not draw such a fine edge. In 2019, they were relatively new in gathering this data and that their algorithms have now improved. I'm not sure it's a straight comparison.

Lizzie: I believe they apply the algorithm to past data.

Arthur: The gathering data itself is not that clean from years ago.

Kent: we were also shuttling from Rooster Rock.

AJ: In the late 2000s, Massachusetts used the same technique for Boston, and they were able to reroute their bus systems to be more efficient. PBOT also used similar on 12th Avenue to register trucks coming off I-84 into the industrial.

Stephen Elgart, USFS: Placer.ai looks like a great tool and excited to have others using it. Thanks to all for this season. It's the fourth year and I spoke to staff who said they feel it's the most successful year. We brought more partners into the weekly conversation and became more efficient. There was a lot of good communication. There was some confusion with the parking lot changes, some people getting a permit and paying to park.

Arthur: I worry some people will be left behind from an accessibility view. Do we have any data?

Stephen: There are so many ways to get the info today and the same-day pickups without a fee. Some many options with e-bikes, shuttles, cars. Putting things out in different languages. Where do we go from here to get the word out even more?

Marlee: The ODOT reader board that says permit required has been helpful in getting people to the visitor center. We get a lot of anecdotal comments like that. One of the top questions is how far I have to walk from the parking lot. Happy to be part of the program.

Rian: Thanks for the feedback. It's not what our reader boards are for, and we get some pushback from traffic. This is helpful as we continue to have these conversations. When we do have crashes, it does have to serve the primary purpose, but if not, it's a good reminder.

Marlee: Helps reduce anger because they see it before they get too far. Of the permits we hand out, 60-70% saw the reader board. All of the wayfinding signs are really important. We need to put more and better.

Stephen: Number of ads on social also helped.

Rian: All the partnerships have been helpful. We hit a few unanticipated things, and we have to figure out some challenges that are beyond all of us even here – looking at the scenic act and Multnomah

County permits. We have to keep pushing forward without breaking rules. How do we operate differently to be more effective. We're starting to see the success. It's really encouraging. I am going to use the data presented all the time. It's really helpful to show the visual.

Stephen: do we have the number of gate closures this year?

Terra: not yet.

Stephen: I got very few reports this year. Last year, I heard consistently.

Kent: Saturdays two and Sunday once, on average. Previously had up to 17 or 18.

Terra: Preliminary data shows it could be as many as 80 closures in August – probably due to the Viaduct closure.

Marlee: Could permits be limited in duration in the future?

Terra: We need enforcement to keep people moving through the lot, though the stays are quite short, folks are self-limiting to short visits.

Kent: For public safety, each closure increases the likelihood of crashing.

Terra: We also crossed off another thing on the congestion and safety plan to gather origin-destination data to help get the word out to visitors.

Stephen: E-bikes were a little more contained this year.

Terra: 2024 curveballs

- Aug. 12 had at least three crashes closing at least one direction of I-84. When I-84 is closed, people follow their phones onto the Historic Highway. It is length limited and the under-construction viaduct is weight limited to 11 tons. We saw overweight and overlength vehicles over the viaduct during these crashes.
- We closed the viaduct for repairs to damaged shoring after overweight vehicle use, which closed the Historic Highway between Wahkeena Falls and Multnomah Falls. We had hoped to reopen Labor Day weekend. As of this moment, it is still closed.
- Rian: The shoring is in place and we're double checking to ensure it's safe for workers.
- Terra: The Labor Day weekend was a congestion mess. The contractor had flaggers to turn people around. We had been working hard to get word out for the planned closure in October, but this came earlier.
- AJ: did HWY 14 have an impact?
- Kent: WSDOT typically closes HWY 14 to anything over 10k as soon as we close I-84, so only passenger vehicles are allowed on HWY 14.
- Marc: What is the most effective way to get the information out?
- Terra: so many ways, we use many different tactics, but still have trouble catching the last 5% of folks.

AJ: Bike counts at Multnomah Falls plaza using a wildlife camera in August. Quick impressions: 78% e-bikes, 22% pedal; 45% female, 53% male. Interested in counting gender as there was an imbalance in gender cycling years ago, being male dominated. Hopes to present more data in December.

Historic Highway State Trail Updates

Mitchell Point Tunnel

Terra: Taeyong is unavailable to join today. But shared they are working on the slab on the wider and deeper than expected chasm. The slab bridges this gap. They are reviewing the form work and have finished beam and ground anchors. This is the piece that is holding us up.

Arthur: estimate on the opening?

Terra: We have asked many times. WFL is still negotiating with the contractor.

Kent: Do they have a load design for that piece?

Terra: yes.

Arthur: Do we have a continuing plan to manage congestion to the site?

Terra: We are working with CAT for when it's open to serve the trailhead during peak season. We made sure their vehicle can make the turnaround at the trailhead. You all approved a letter of support for their pursuit of a grant to serve trailheads. There are 19 parking spots based on the recreational intensity class.

Arthur: What about keeping it closed to parking?

Terra: unlikely to work due to the lack of enforcement – OPRD will manage. We will have a temporary trail for walking from Viento. There is not bike accessibility on the Wygant trail this connection will be using.

Arthur: is there an exception for bikes?

David Spangler: No, there's no exception. No funding for permit or bridge to cross a creek.

Kate: How many bike spots on a cat bus?

Terra: 3-5 depending on vehicle.

David: We're seeing a significant increase in Viento day use parking. People seem to be looking for a longer ride.

Arthur: It's a shame there's no process for temporary bike connection.

Rian: I've been pushing as hard as I can.

Mitchell to Ruthton Trailhead

Terra: Request from the last advisory committee meeting to walk through the thought process on how to spend the NSFLTP funding – this is a presentation to walk through that. I didn't share this information in your packet as I wanted us to all see, hear and discuss the same things. We have segments of the trail,

the larger chunks of the trail we have labeled over time. Within those segments, we have divided further, into four sections.

Estimate total for G and H segments, the full Mitchell to Ruthton Trailhead project, is in total is \$49M. We have \$12.65M in NSFLTP construction funds available.

There are some interdependencies – some sections need to go before others. The estimates per section are higher than \$49M, as we lose the efficiencies of bidding and building these together.

Section G1 from Mitchell Point Drive to I-84 undercrossing (The recommended section)

- \$10.7M-11.7M.
- Connects to completed Mitchell Point
- Eliminates conflicts in tunnel
- Cyclists can be on the correct side of I-84.
- Permits: no temporary signal permit needed.
- Additional signs are needed to guide cyclists.
- No current connection to points of interest north of I-84.
- Low risk for NSA permit schedule.

Rian: there was some confusion about if we were tearing out and putting in a new, larger undercrossing for the snow plows, etc. This could attract more vehicles and improper parking. This would be just a bike-ped tunnel approach.

Arthur: have we fully eliminated the possibility of not adding a bike-ped tunnel? Traffic is low, conflict is low.

Terra: an uphill argument.

Rian: substantially less safe. I see us spending money on things that are decorative, pretty, world-class, but to hear us say, how about use that tunnel? I'm surprised that folks are willing to allow that. What we're trying to do is build the whole thing and fix the ADA issues, but we need to complete the trail first. It's a piece that has to get done; it has to happen.

Arthur: From my untrained eyes, it doesn't seem like a big deal. I just want to have it clearly understood.

Rian: I think you will see this is the best option.

Terra: The neighbors are very concerned, including with folks actually using a push button and complying with traffic control devices. There have been a lot of conversations about liabilities from misuse of the shared tunnel.

David: If you're trying to accomplish user safety and build a world class trail, that undercrossing is pretty critical.

Section G2: The undercrossing east to Ruthton Point.

- \$10.3M-11.3M
- Completes Forest Overlook viaduct

- Connects Existing undercrossing and Mitchell Point Drive connect to existing trail.
 - Arthur: This does assume acquisition of the Bauman property.
 - Rian: which we just heard is a challenge
 - Terra: Assumes some ROW cost.
 - Rian: we will need to do some appraisals and meet with the property owner, which takes some time – about a year. The process is designed to make sure the property owner is adequately compensated, and we follow all the processes.
- Must go last as it needs fill from other sections to construct.
 - Wayne: It requires 40k yards of materials. There's no way we have to acquire the material.
- Safety concern with existing undercrossing left as is
- Permit challenge with a temporary signal
 - Kate: this may not even be possible for a permit, right?
 - Terra: correct.

Section H1: Ruthton Point viaduct to Orchard Wall

- \$17.3M-19.2M (over available funding)
- restores Ruthton Point viaduct
- Isolated segment without connection
- Could generate additional vehicle traffic without parking options

Section H2: Cooper Wall to Ruthton Trailhead

- \$12.4M-13.4M (high risk estimate)
- Leaping off point from trailhead, provides some parking, but not a ton
- Does not connect to points of interest
- Could increase safety concerns with cyclists continuing past end of trail
- Lot of permit and private property coordination and property transfers within jurisdictions, to work through.

Summary: G1 is the recommendation for the currently available funding.

Arthur: We have the analysis and recommendations from ODOT, taking into account our comments from last time. I'm not excited about spending the money on something I'm not excited about, but that's the situation at the moment.

Tricia: Very helpful explanation. The recommended approach makes sense.

AJ: If we did the H2 segment and had it completed, would it then be easier to get the connective tissue grants later? Would people be more willing to give us money to connect what we need to be connected? Could Hood River be a hub for this trail? It would signal Hood River is a much more formal trailhead if the CAT were servicing.

Terra: The previous conversations before we had any construction funding in hand, we had originally discussed east to west sequencing, starting with the trailhead and going as far west as we can. There's concerns we wouldn't be able to get past the trailhead.

AJ: If we did H2, would that put us in a position to get grants for the rest quicker since we can make a strong case for connectivity?

Terra: I think it is as attractive either way. I don't think it gives us an advantage as we're already making the case.

Kate: I've seen pretty strong track record with grants from staff/ODOT.

Marc: If I wanted to walk from Ruthton Park/trailhead west, where can I stop?

Terra: You walk down Westcliff drive to the last building at the end of the road. There's private property and a cliff past that.

Rian: My objective is to build the whole thing. We asked for the whole thing. When they do these pieces of funding, it makes it challenging. We need to have a better staging and strategy plan. We told the federal government if you give us less, we can do something. Next time, I'm not sure \$10M could get us anything. We need to be able to say what the breakdown would be. Do it all, in whatever order is most efficient.

Arthur: I do not get particularly agitated or excited about the order, because my goal is the entire thing. I'm not the expert on funding or details. I trust we have experts who are going to work out the details. Whatever we can do to get closer to get completed.

Judy: The goal is the whole thing! I wish we could start in Hood River, but building a trailhead with no trail doesn't make a lot of sense either. It would be nice if there was something super obvious to do and we could choose that, but there isn't. There's a lot to be said for doing the safety aspect of the undercrossing.

Arthur: When we built the waterfront park in Hood River, the first thing we did is put up a sign that said future home of. I could see that as a motivation and illustration of the future. I don't know that gets you dollars, but it could be some local buzz.

Wayne: I put together some slides with AJ's help. I made the offer to help think about this problem but have not received back from ODOT, so I put this together based on what I think might be an approach.

Arthur: Can you summarize what you think is the superior option?

Wayne: I think that's unfair that I didn't have ODOT's presentation in advance.

Arthur: We will put this on pause if we have time remaining.

--- resuming Wayne's presentation --- after the Microwave Tower Fire but included here to create a continuous topic.

His opening slide shows the identifiable locations from DEA. These cost estimates are not current.

His first section is the end of Mitchell Point to the undercrossing. Wayne shows this at \$15.9M for 1,050 feet of trail connection. I don't disagree with Rian it would be good to have the undercrossing replaced. My concern is that the \$11M is for trail, not an undercrossing. It should be funded by STIP if there are safety issues. It should come out of transportation money, not trail.

Section 2 is across the Baumann property using an easement at \$8.3M vs no easement \$13.4M. This section doesn't work at this point in time without a property agreement.

Option 3: Ruthton Trailhead to the west water system. \$10.3M and 3,100 feet of trail. There may be a possibility of a temporary connection of 1,200 feet to Ruthton Point.

Judy and Arthur have said previously starting from the east made sense. I believe starting east makes sense and it came in within my cost estimates, using the info I had. This option is silent in terms of the Baumann property

Arthur: This doesn't account for crossing Morton Road, which has a safety concern, correct?

Wayne: no work, correct.

Arthur: In my view, our view is an advisory role. We have all shared our thoughts and opinions. We have all done our best in helping give ODOT the information to decide.

Terra: In your packet, you saw an application for the ATIIP grant. We pulled together an application for \$3M to get to 100% design. We have a little bit of FLAP funding to advance design and will ask for more if we don't get ATIIP funding for our selected section. In December, we should have a better idea on design funding and more estimates.

Wayne: I don't know at what point DEA needs notice to proceed to meet the deadline.

[Microwave Tower Fire Damage Assessment](#)

David Spangler, OPRD and Dan Shanahan, ODOT

July 22 start with a quick moving fire toward Mosier. Total burned 1,300 acres, private, USFS, OPRD, BIA, Warm Springs, Railroad, Port of Hood River. 2.5 miles of trail directly affected, but the Twin Tunnels did not burn.

Arthur: it did burn on the 1870s wagon road, which could open for archaeological exploration.

The trail remains closed for several hot spots. An old trash dump within 100 yards of the trail is burning and putting out potentially hazardous smoke. Working to identify how to put it out and monitor air.

Arthur: The fruit dump was leveled and contoured when the trail was constructed. How is it burning?

David: it's burning underground – burned the top layer of soil, and now the material underground is on fire.

Marc: timeline?

David: we don't have a great idea of what's in that pile. I've never seen this. OPRD doesn't fight fires and partners are wildland fire fighters. Effort to identify what the hazards are, and then how best to put it out that maintains safety for both the firefighters and the public.

Stephen: We are doing air monitoring as we don't know what's burning. Our wildland firefighters are outside their area of expertise. When we know what's floating around, we can determine how to proceed.

Kate: it's not a threat?

Stephen: It's contained – not a danger.

David: We are in partnership with USFS as primary agency to respond. Hood River County Emergency Management.

Richard Alfieri: Are there barricades?

David: There are four A-frames at east and west. Area closed signs are placed along burned side trails. ODOT Reader board at bottom. We have a series of cones and barriers across entire trail. We turned around 80-120 people per weekend day. We decided to staff as well as USFS staff on the east side for the holiday weekend.

Two sections of white rail fencing damaged. It was not there for safety nor to keep folks out of the archaeological sites.

Arthur: I thought the railing pre-dated the trail as a delineation.

David: temporary fencing is in place right now as there is not a safety concern for pedestrians. Goal to replace whatever we determine is needed

Bob: Was the USFS responsible for restoring that area? There's an endemic plant there on the cliffs. I think it was more to keep people out.

Arthur: it looked like any dump you would see on the roadside before. I don't know who they is though.

David: We did a hazard tree walk through with USFS and identified 5 immediate hazards that are already removed. We know we will have significant follow up during winter. Close coordination with other property owners and continued assessments.

Arthur: do you need to remove more trees before you re-open?

David: no, we could open the trail without the hotspot. We addressed the trees identified in a risk for the next 3-6 months.

Marc: Can we use a drone?

Stephen: It's very delicate since we don't know what's in there. We don't want to spray water and have it leach. We don't want to add more chemicals.

Dan: We have geotechnical staff out to look at rockfall hazards. We looked at the ROW on I-84 and reviewed the Twin Tunnels with OPRD. There is some rockfall risk, but it's the same risk that has always been there. A lot of mature vegetation was still intact. You could spend a lot of money on mitigation, but the risk is about the same. The biggest concern was three miles east of the entrance and there were previous impacts there. There will be more dirt and debris on the trail that will require cleaning.

David: we know there may be more hazards when we open and plan to do daily drive throughs to make sure we're identifying any hazards. Once the hotspot is contained, we're ready to open. No timeline.

Arthur: Good to get the word out more broadly now then.

David: USFS' press release didn't get picked up widely. Working with the e-bike provider.

Kent: The cost for white rail I'd ballpark at \$200k for materials.

Dan: the trail doesn't touch ODOT ROW in this section.

David: OPRD doesn't have a dedicated revenue stream for the trail. It comes out of general operating. As it gets longer and ages there is no dedicated funding for maintenance and operations.

Lynn Burditt (in chat): something for the committee to consider as the trail moves toward completion - how to assist OPRD

Multnomah Falls Viaducts Construction Update

Canceled – viaduct is currently closed. Goal to reopen before the planned October closure of the west viaduct.

Updates

Kate, Travel Oregon: Wrapping up dispersion and responsible recreation campaign for geotargeted at high-visitation points of interest. It uses a series of know before you go messaging. High pushes at Memorial Day, first day of summer, July 4, Labor Day for alternative destinations.

We have been following wildfire news and have also shared with list of 5,000 providers. We have been using traveler alerts to help share info.

Our Why Guides Program opened to applications for vendors.

Rian: The joint transportation tour in The Dalles is an opportunity to talk about ongoing maintenance.

Dan: I'll be on the bus and we will be on the Historic Highway for a chunk. Send any points you want me to hit.

Stephen, USFS: Josh Heminway will be attending some meetings – filling in for Casey while he's on detail. Donna Mickley is taking a detail role on another forest and there will be an acting. Fire season. We have site visits with the regional office on the Eagle Creek Stairs. Piloting an audio program with QR codes in Washington.

Committee Round Table

Kate: like the morning meeting, Rian: like the morning, David: like the morning, with croissants

Tricia: morning is good, Korina, Explore the Dalles: I think morning would work

Richard: Is the rest of the tunnel done? We talked about the slab, but is the tunnel done?

Terra: Yes, tunnel is done, apart from the west bench, the full project is about 90% complete

Adjourned.