

Historic Columbia River Highway Advisory Committee Meeting

MINUTES

July 12, 2007

Auditorium Building

Bonneville Dam, Oregon

Members Attending: William Pattison (Chair) , John Potter, Jason Tell, Ernie Drapela, Marc Berry, Art Carroll, Wayne Stewart (Vice Chair), Jerry Igo, Sarah Jalving for James Hamrick

HCRH AC Staff: Kristen Stallman, Robert Hadlow

Others Attending: Matt Joerin, WFLHD; Jeanette Kloos, Friends of the HCRH; Kevin W. Price, OPRD; Brian Walker, ODOT; Larry Olson, ODOT; John Nicholson, ACOE Portland District; Jim Darland, ACOE Bonneville Dam; Christine Plourde, USFS; Phyllis Thiemann, Cascade Locks; John Morgan, Cascade Locks; Sarah Chapin, ODOT intern; Louise Yarborough, Friends of Vista House; Shellie Romero, ODOT; Sam Wilkins, ODOT; Steve Turner, ODOT; Michelle Gregory; Stacy Thomas, ODOT

Site Visit: The meeting was preceded with a site visit to Fisheries Building. Jim Darland and John Nicholson led the tour.

Call to Order

William Pattison, Chair, called the meeting to order at 9:55 A.M. Bill asked for a motion to approve the minutes from the May 17 meeting. Ernie Drapela moved and Marc Berry seconded the motion. There was no discussion and all voted to approve the minutes as written.

Public Comment

Bill asked if there were any members of the general public who wished to add to the agenda. There were none.

Kevin Price introduced John Potter. John is Jack Wile's replacement representative for OPRD. Bill Pattison asked John to provide a biography for the committee. John came to Oregon from New York City Bureau of Water Supply where he managed 128,000 acres of natural areas overseeing the management of 19 reservoirs. Prior to this position was the land manager on Martha's Vineyard. He is a historian and professional forester and enjoys recreation management.

Election of Officers

Marc Berry moved to nominate Wayne Stewart as vice-chair and Bill Pattison as chair. Art Carroll seconded the motion. Jerry Igo noted Bill and Wayne's enthusiasm. Motion Carried.

Kristen said she would do some research to figure out how many years Bill has served as chair.

Bonneville Building Relocation to Cascade Locks

Sarah Chapin, HCRH intern, provided a presentation to the committee. Sarah explained that she was tasked with researching the building's history, measuring the footprint to determine if it would fit on the Cascade Locks site, and identifying issues associated with the building's possible relocation. She has been working closely with Phyliss Thiemann, Cascade Locks, and the USDA Forest Service office in Hood River.

The building, now known as the Fisheries Building, was completed in 1939 and was originally located at the entrance to Eagle Creek Campground. It was built as part of the CCC work done along the Columbia River Highway. It was built to serve as a reception and visitor's center. With the expansion of Interstate 84 the building was moved to Cascade's Island at Bonneville Dam. For many years, the building housed offices, but more recently it was vacated because of the need for expensive renovations. Cascade Locks now would like to move the building and use it as a visitor center at the new interpretive site at the intersection of WaNaPa and Forest Lane. Historic information is hard to find on the building and it is not listed on the National Register of Historic Places.

Art Carroll advised Sarah to do research at the Mt. Hood National Forest supervisor's office in Sandy. The building was relocated prior to creation of the Columbia River Gorge National Scenic Area River. So, it is unlikely that there is much information on it at the NSA office in Hood River.

John Morgan, the city manager, described how the site would work and where the parking would be.

Sarah then described issues that need further discussion.

- More research is necessary.
- What are the implications for moving a building to the site? Would it create a false sense of history?
- Could the building survive another move? Yes, according to the city's structural evaluation by the building moving company.
- Does the building need to be moved down I-84? No. The moving company could barge it up the river.
- Who will operate and maintain it if it is relocated?

Art Carroll asked about transferring a building within federal ownership. John Nichols, Realty Specialist for the US Army Corps of Engineers, described the process from the Corps' perspective. John Morgan explained that this would help to Corps liquidate an asset by transfer it to someone who could own it. John explained that under the Stewart B.

McKinney Act, the building needs to be deemed unacceptable for low income housing for the building to be donated to the city. The Corps also cannot donate it to private individual. They can give it only to a public entity or non-profit organization. John is also exploring a little used clause for donations.

Ernie Drapela urged the HCRH Advisory Committee to discuss the matter with the congressional delegation. John agreed if there was support for the transfer the transfer would happen more easily.

Jeanette Kloos mentioned that the site is owned half by ODOT and half by the city of Cascade Locks.

Robert Hadlow asked if the building was sited properly. Sarah responded that she was trying to fit the building into the rectangle identified as the building on the existing site plan. Power, sewer and electric are stubbed into the site. The building potentially could be sited differently.

Sarah Jalving, SHPO, said that from a regulatory perspective the relocation will need to comply with the National Historic Preservation Act, Section 106, since it is in federal ownership. She explained that this process is not too onerous. It is important to note that the building is not a contributing feature to the Bonneville Dam National Register district.

John Morgan, Cascade Locks, mentioned than an environmental assessment would be necessary. He has spoke with MCEDD they have done a lot of this work in the past and have expressed interest in this project. John explained that the driving force behind this project is the building's historic significance; it would be much cheaper to construct a new building on the site.

Ernie spoke about the care that went into the building's placement at the Dam site. He asked if the railings and plantings could be replicated in Cascade Locks. Phyliss explained that the rail could also be donated to the project.

Phyliss also suggested that move would make a great documentary. Sarah Jalving suggested the City research possibilities for the HGTV to sponsor it.

Matt Joerin asked about timelines. John Morgan explained that the city recognizes that this it could take up to 18 months to get the necessary approvals through the ACOE.

The building would need to be moved in accordance with the river traffic. No water can be spilling over the spillway.

Art Carroll suggested a plan to figure out who is going to operate and maintain the building. Phyliss suggested the Friends of the Historic Columbia River Highway. John described a non-profit would need to be formed. The City does not have the capitol to run the building. Bill Pattison thanked the City and Sarah for the presentation and asked if the HCRH Advisory Committee could be kept in the loop as the project progresses.

Shooting Range Pit Letter

The Committee reviewed the letter and approved it. Wayne explained that he contacted Brian Bainson to see how much a plan would cost for the site. Brian estimated for the site plan alone it would cost between \$5,000 and \$7,500. Jerry Igo said the plan to remove shooting at the Rowena Pit has been successful. No one goes there any more to shoot. The Committee urged staff to keep the process moving, this is an important site to improve.

Marc Berry asked about the truck access to the quarry above. Art said that access would need to be incorporated into the plan as it is private property.

Jeanette Kloos, FHCRH provided an overview of the First Annual Historic Columbia River Highway Bike Ride. Over 378 people participated in the event. There will be another event next year. She thanked the volunteers. The ride raised over \$10,000 for the highway, with over 60 new donors.

Stevenson Property

Magnus Bernhardt provided the group with a presentation of the Stevenson Property setting the context with a proposed trailhead at Ruthton Park.

Ruthton Park has a natural native character featuring many vista points. It is a goal to keep this native character when looking at the redesign of the space. A section of original road bed was found in the park and the new trail should follow that portion of the road as closely as possible. Several viewpoints show indications of heavy use and will be preserved. The park currently is used by picnickers and those looking for views of the gorge. The park has become run down and repairs are needed on much of the infrastructure. The entrance sign should be retained but can be relocated.

The park could serve as a turn around and a terminus to Westcliff drive as well as a parking and staging area for the HCRH. Magnus Bernhardt showed 5 alternate parking schemes for the park. There are two options for the trail road crossing. The east crossing has an easier grade but the west crossing has better views. Both crossings would require a viaduct. Tom Stevenson Distributed his plan and noted that either scheme would work with his proposal.

Wayne Stewart proposed the following motion:

Move that the HCRH Advisory Committee approve the proposed alignment of the Historic Columbia River Highway State Trail beginning at the approximate southwestern corner of the old Meredith Motel property and ending at approximately the southeastern corner of the Tribal Fisheries Building property providing a clear width of 14' (12' wide pavement zone with one foot shy distance on each side to be paved at a later date by ODOT) measured from the inside face of the proposed railing to the inside face of the new retaining wall. The location and elevation of the trail will generally lie adjacent to and follow the height of the existing freeway retaining wall although final alignment, position, elevation and design parameters will be determined by ODOT engineers in consultation with the developer's engineering team after appropriate review of the existing conditions.

Art Carroll asked how Hood River County was feeling about this. Magnus replied that we have been working directly with Don Wiley, the County Engineer. Don Wiley would like a presentation to share with the County's Park Director. Once we get the ok from the county

Staff will need to do public involvement. Magnus referred to the Ruthton Park and HCRH trail report he prepared as a reference. This document outlines the process.

State Parks Trust

Bill Pattison said they he was contacted by the Oregon State Parks Trust. They are looking for a new trustee to represent the Mid Columbia Area and if anyone from the committee was interested they should contact Bill. Ernie suggested Carolyn Wood. Kevin Price explained that the Trust is actively fund raising for Kam Wah Chung.

Crown Point Viaduct

June Carlson, PB explained that the Region 1 ODOT has applied for \$3.5 million dollars grant through the Public Lands Highway Discretionary Fund. If ODOT is successful the project will most likely need to obligate the money prior to the end of the fiscal year. With this fast turn-around in mind ODOT is choosing look at an alternative contracting method, Design Build Delivery. PB is on contract with ODOT to develop the Design Build Contracting method.

June explained that the project has been awarded \$75,000 in Tri-agency money, \$381,000 in Transportation Enhancement funds for construction, and \$37,000 from ODOT Region 1. However, this is not enough. If the grant award is successful ODOT will have approximately \$4 million to complete the project.

This project would fund the restoration of Crown Point Viaduct, a significant feature along the Historic Columbia River Highway (HCRH) and a contributing feature to the Columbia River Highway National Landmark District and the All-American Road. Crown Point Viaduct encircles the recently restored Vista House. Together, these structures form one of Oregon's most treasured historic resources and serve as an iconic symbol of the State. The Crown Point Viaduct provides over 1 million visitors each year the opportunity to experience the exceptional views of the Columbia River Gorge National Scenic Area that Vista House offers.

The Crown Point Viaduct is an essential part of the Crown Point/Vista House complex. This 1914 structure consists of a reinforced-concrete sidewalk and railing, with concrete light standards, all supported on concrete bents. The viaduct is severely deteriorated, which is most apparent if one views the structure's underside. Chunks of concrete have fallen from the columns, exposing reinforcing bar. Concrete delamination on the deck's underside has exposed reinforcing bar and has accelerated the sidewalk deterioration. In addition, adjoining masonry retaining walls are failing. A section of the roadway abutting the viaduct is sinking. Restoration of this historic resource is imperative to protect the safety of the traveling public and preserve access to the Historic Columbia River Highway.

June explained if the project is successful in obtaining funding the project would commence mid to late 2008. The permitting process would happen over the coming winter. The actual construction could take year to complete.

The beauty of this process is the two-step notice to proceed. This allows ODOT more control over the solution. The contractor will not be able to start construction until the plans have been approved.

June asked the group to provide guiding principals or goals to evaluate the proposals. We can specify what we want to see, what we want to expect/ Performance Standards. This will provide direction to the contractor.

Art asked about the Design Build concept in the National Scenic Area. Multnomah County will be asked to approve the design. There review may drastically change the proposal how would the contractor relate to major changes in the permitting process? June mentioned that the two step approval process helps provide the needed certainty to the contractor.

One of the guiding principles will be no adverse effect. The permits will only require preliminary plans not advance plans to demonstrate that this goal has been met.

Louise Yarborough reminded the committee of the complex permitting required for the Vista House. It is important that the permitting agency recognize that the viaduct is a historic resource. She urged ODOT to involve Multnomah County early. She suggested a field trip with the regulators.

Ernie urged June to check with the City of Gresham to ensure that they do not need to be involved. Bob mentioned that no building permits will be required for this project. Ernie said it would be pertinent to ask.

June described that the project, if funding allows, will look a restoration of the roadway surface. By removing the layers of asphalt this will daylight more of the curb which will make it more difficult for buses to jump the curb.

Art asked how we can fix the viaduct without lowering the road. June said we could reinforce the viaduct to hold the weight of buses. Jerry Igo suggested that this should be done anyways. Robert Hadlow explained the original curb had about a 9-inch exposure.

Jason asked what was the benefit of the design build process. June explained it allows the Region to obligate the money quicker to satisfy the grant requirements. The process however, does not provide much a time savings overall.

John Potter asked how the RFP was going to address continuous operation of Vista House and construction staging. Kevin mentioned that the work will have to be seasonal due to the extreme weather conditions at the site. June agreed that this should be considered a project goal. Traffic most likely will be restricted to one direction during construction but not closed completely. June was hesitant to saying the road will remain open at this point because a solution has not been identified.

Wayne Stewart asked about the selection process. Are the contractors chosen based on price or qualifications? June explained the process looks at both price and qualifications.

Wayne explained it is important to get a contractor on board with historic preservation experience. June said typically they weight price at 40 percent and qualifications at 60 percent.

Matt Joerin asked how the project will address FHWA requirements for a NEPA decision prior to the release of funds. June explained that the two-step Notice-to-Proceed will alleviate the concerns regarding this issue. She met with ODOT and FHWA Tuesday and discussed this same issue. Matt agreed that the two-step notice-to-proceed could be used as a solution.

Louise Yarborough asked if the firms have been identified. June explained there will be an open house for the industry in a couple of week. June encourages Louise and HCRH AC to forward contract names to her so that she could invite them to the open house.

The following is the list of questions/issues that were recorded on the flip charts during the meeting:

- Is adequate information available for potential design/build teams?
- Education about process to encourage competition
- Sidewalk and decking repair: what's the plan for this?
- Define the construction season (i.e. what does mid- to late-construction season mean?)
- What is the duration of the construction season
- Has any major restoration of the project been completed previously?
- Key concern is historic
- Which agencies will be involved?
- Has a design-build project previously gone through the scenic area process? Specifically, Multnomah County review?
- Early involvement of permitting agencies
- If nothing is done, what happens?
- What is the useful life of the structure after rehab? 20 years without maintenance.
- FHWA concern: NEPA decision
- Cost estimate – how accurate is it?

- Roadwork/curb/sidewalk: incorporate these elements into the RFP
- Vehicle wheel load
- ODOT QA/QC process?
- What types/level of industry outreach will occur?
- Incentives for timely completion?
- What are the time savings between design/build and design/bid/build
- Project goal is missing: continuous use (goal should be to minimize construction)
- What is the procedure for design/builder selection
- Qualities of design/builder: experience with historic structures; experience working in scenic areas

Spot lighting the HCRH

Shellie Romero provided the Committee with an update on her work to date on the Spotlighting Effort. She distributed minutes from the sub-committee meeting. She announced that Scott West generously offered to fund Maxwell Communications to develop a communications plan for the highway. This plan will craft a consistent message, develop media contacts and help the HCRH Advisory Committee develop a strategy. Shellie has been working with Michelle Godfrey at Travel Oregon. Michelle noted that Maxwell has an excellent government affairs liaison. Shellie asked for 5 key members to participate on a sub-committee. This group will meet regularly in person and review documents via email. The subcommittee will consist of

- Wayne Stewart
- Ernie Drapela
- Jeanette Kloos, Friends of the Historic Columbia River Highway
- Transportation Enhancement Committee Representative
- Jean Thompson or Jennifer Deeder from OPRD
- Bicycling Industry Rep. (Jerry Norquist, Jay Graves, or Gary Branner)

Shellie and Kristen will provide staff assistance. We are setting a goal of completing this project by the end of September.

General Updates:

Larry Olson, ODOT 2C Maintenance Manager, provided an update on two rock screens near Multnomah Falls. One will be removed and the second needs to be maintained. Crews will be paving the HCRH west of Vista House and near the Troutdale Bridge in two weeks. It should only take one day to pave. He is working with his crews to develop a method of cleaning the gutters. They haven't come up with a process to date beyond manual labor. Larry submitted a grant to obtain money to paint the historic guard rail along the highway. He is looking for funds to replace the single rail guard rail.

Sam Wilkins, ODOT District 9 Manager, on July 4th they ground off the asphalt at the Mosier Creek Bridge. They took 4 inches off and added back 2 inches. They have also been trimming brush along the highway between The Dalles and Mosier.

Kevin Price, OPRD, reported that the stone wall at Vista House will be restored in September. They are working with a group of stakeholders, OSP, ODOT to address the challenges along the Sandy River during the summer. They have agreed to extend the no parking zones. There were no objections from the owners along the HCRH.

OPRD has installed bike racks along the highway at Vista House, Women's Forum, Latourell and Bridal Veil and Angel's Rest. OPRD has also installed an ADA and frost free drinking fountains at Portland Women's Forum.

With Robert Hadlow's help they are refabricating the plaques at Talbot and Women's Forum. Caswell galleries will install with theft resistance.

OPRD is discussing a donor wall to pay tribute to park visitors. In the past OPRD used to have benches assigned to donors. August 11 is the meteor party at Rooster Rock.

OPRD opened L. L. "Stub" Stewart State Park on July 8. Oregon's first full service state park in 30 years.

Christine Proule, USFS intern sitting in for Diana Ross, provided an update from the Forest Service. Horsetails Falls thematic sign needs to be replaced Brian Walker, ODOT, said they found the Forest Service shield that was on the recently reconstructed masonry Forest Service sign base near Wahkeena Falls. He turned it in at Multnomah Falls. About 1.4 acres of Forest Service land burned between Oneonta and the Railroad.

Matt Joerin, WFLHD, announced that the Eagle Creek Bike Trail will start construction using 2007 funds in 2008.

Committee Updates:

Sarah Chapin briefly described a concept for her thesis project.

Ernie Drapela said he has interest in maintaining view sheds and would like the committee to address this issue. He is concerned with the browning out of the National Forest.

Jason provided a quick overview of the legislative session. There was a strong push from a coalition of partners to secure funding for transportation. They were not successful this session but the issue is on the radar screen.

Art would like the committee to develop a plan for McCord to Moffett Creek and not wait until we know if we have a grant or not. We need to secure funding for the survey work this winter. He would like the committee to really push to complete this key piece of trail. Wayne asked if it was possible to shift money from the Mitchell Point Project.

Marc complemented Sam's crew on work well done on the Mosier Bridge.

Robert Hadlow reported that the National Park Service rejected the World Heritage Site tentative list application for the HCRH. The main reason was that the Chief of the US Forest Service did not support the application, which included Forest Service properties along the highway (e.g., Wahkeena Falls, Multnomah Falls, Horsetail Falls.)

Meeting adjourned at 2:15 P.M.