



Appendix G: Technical Advisory Committee Interview Summaries



TECHNICAL ADVISORY COMMITTEE INTERVIEW SUMMARIES

Introduction

The Connect Cascade Locks technical advisory committee (TAC) was formed to provide assistance and advice on trail planning procedures, design, and other technical issues, as well as to develop lasting relationships between Cascade Locks and the multiple regional and state organizations with a stake in the success of Cascade Locks' recreational development. The interviews below summarize one-on-one conversations that were held with partner agencies throughout the Connect Cascade Locks planning process. The notes have been summarized into an outline for ease of processing.

Friends of the Columbia Gorge

The Friends of the Gorge (FOG) has been active in the Gorge for over 30 years and aims to protect the scenic, natural, cultural, and recreational resources of the Columbia River Gorge. The group has over 5,000 members and is active in leading multiple hikes for members throughout the Gorge year round. In the next few years the FOG has a goal to have a stronger focus on economic development and user spending. Top coordination points between Cascade Locks and the FOG include:

- The Gorge Towns to Trail (GT2T) program which will create a Gorge loop system between I-205 and The Dalles and form a coalition between towns & community. Trails will need to be

developed and signed to connect these towns while a branding strategy will be pursued to trademark the network.

- The FOG are developing a Hub-town Hike program where participants will stay in a select Gorge town and be led on hikes from the hub town. The FOG have selected Cascade Locks as a key hub-town and will hold an event there in the Fall of 2012. Cascade Locks needs to capitalize on this event and provide visitors with a positive experience to entice them to return to the city in the future.
- The FOG is developing an interactive mapping tool to develop a comprehensive trails map that can be accessed online. The map will include hiking and biking trails in addition to water trails and business information.

1. Gorge Towns to Trails (GT2T)
 - a. Gorge loop system – I-205 to The Dalles
 - b. Eventually becomes coalition between towns & community – out of the hands of the FOG
 - c. The GT2T should take on the identify of what the Gorge and the communities want
 - d. Other similar trail networks that the GT2T is trying to model itself on:
 - i. Spine Trail (Vancouver Island, Canada)

- ii. The Emerald Necklace Trail (Cleveland, Ohio)
 - iii. The Thread Trail (North/South Carolina)
 - iv. South Korea (does have a trail network project)
- e. 1st phase of the GT2T includes:
 - i. Washougal to Stevenson Trail
 - 1. 34 mile trail
 - 2. Connects multiple state parks and communities (Steigerwald National Wildlife Refuge, Cape Horn, PCT, Beacon Rock State Park & Stevenson, N. Bonneville & Washougal)
 - 3. 90% complete
 - 4. Great connection to the Bridge of the Gods when the pedestrian facility is constructed
 - ii. Hood River to The Dalles Trail
 - 1. 20 mile trail
 - 2. Connects multiple state parks and communities (HCRH, Mosier Plateau, Tom McCall Plateau, 7 Mile Hill, Columbia Gorge Discovery Center & Hood River, Mosier & The Dalles)
 - 3. 90% complete
 - iii. Lyle Cherry Orchard Loop
 - 1. 6 mile trail
 - 2. Connects Lyle with Cherry Orchard (FOG owns a land trust property here)
- 3. Community wants to promote health and history through trails
 - iv. Troutdale to Cascade Locks
 - 1. Not in phase 1 – however, FOG says that it's already done because they are going to use Trail 400.
 - 2. Trail 400 – FOG already gets questions from all over the U.S. about hiking trail 400.
 - a. Portlandhikes.com (Trail Keepers of Oregon)
 - i. Promotes Trail 400
 - ii. Great trail search engine online
 - iii. EasyCLIMB trail should be submitted to this website!
- f. GT2T purpose
 - i. Trails are for economic development (similar to Sam Hill's vision for the HCRH)
 - ii. To connect small towns and communities in the Gorge
 - iii. Sustainable tourism
 - iv. Each community grabs onto their own concept for what a trail can do for their area (Lyle: history)
- 2. FOG tours and hikes
 - a. National Scenic Act Focus
 - i. Preservation
 - ii. Recreation
 - iii. Economic development

1. FOG has always focused on preservation and recreation but is just starting to focus on economic development.
- b. FOG demographics
 - i. Multi-day trips
 - ii. Retired
 - iii. Income of +\$100k
- c. Hub town Hike approach
 - i. Choose a town in the Gorge and make it the hub for a span of days and lead multiple hikes of different skill levels from that hub. This keeps money in the town, allows for more hikes and is more sustainable (lower gas usage transporting people from Portland)
 - ii. FOG has a goal to have a stronger focus on economic development and user spending
 1. Hikes to include a breakfast in the Gorge and a post-hike wine or beer
 - iii. Will target the following markets:
 1. Seattle
 2. Tri-city area
 3. San Francisco
 4. Hawaii (already a big base of windsurfers)
 - iv. Hub town approach will launch in fall 2012
 1. Cascade Locks is going to be a main hub hike town
2. Renee is talking to hotels (Best Western, Cascade Inn) in Cascade Locks to establish rates for hub weekend
3. Interactive Mapping Tool
 - a. Tech support grant with the Lewis & Clark office
 - i. L&C office is excited about the water trail. There is a half made North Discovery water trail but it is not very well developed. The L&C office sees the entire Gorge as a L&C trail and resource.
 - b. Online trail map ideas
 - i. Businesses could sign on as a business that supports the GT2T project
 1. Business could be featured on the website (ad or at minimum be located on the map – similar to businesses on the Ride Oregon Ride website)
 2. Businesses could have a sticker in their window that indicates they support the GT2T
 - ii. Water trail map for kayaking, canoeing and other water sports
 - iii. Priority of map – coordination with the FOG website
 - iv. Have contracted with a GIS contractor out of Hood River to develop the map

1. All Gorge agencies don't coordinate with each other for mapping information. This project collects all of the layers and data
2. National Parks GIS staff is collecting all of the available layers and data information. Information is being collected from the following agencies:
 - a. USFS
 - b. OPRD
 - c. DNR
 - d. Fish & Wildlife
 - e. ODOT / HCRH
 - f. Urban areas
 - g. Private land owners
 - h. Army Corps of Engineers
 - i. National Parks
 - v. The webmap will be a 1 stop shop for all Gorge resources
 - vi. Eventually want to develop an app for the map (smart phones)
 - vii. Trail network & trail descriptions will link back to the FOG website
4. PDX Hikers Website
 - a. Developed by Jeff Stat
 - b. Has all the trail locations and has up-to-date trail locations
5. FOG trail search engine
 - a. Check it out!
 - b. Add easyCLIMB trail to search engine
6. Connect Renee with Kayla from CL Tourism committee
7. Disc Golf
 - a. Don Stevenson (mayor of North Bonneville)
 - i. Designed a disc golf course at N. Bonneville
 - ii. Loves disc golf
 - iii. People who play disc golf will come all the way from Salem or Eugene to play on a disc golf course
8. OPRD is leading a Gorge sustainable recreation planning process
 - a. Identifying where there's room to grow in the Gorge and where there isn't room to grow
 - b. OPRD comprehensive plan
9. Mosier
 - a. City did a visioning process because community members wanted to stop resource extraction that is occurring in their town
 - b. Mosier Falls – the trail is developing from here (10 Speed to the top of plateau – this is part of the GT2T

Oregon Dept. of Transportation

The Oregon Department of Transportation wears multiple hats when it comes to its role with Cascade Locks. Interstate 84 runs to the east of the Cascade Locks while Highway 30, also known as the Historic Columbia River Highway, and runs through the center of town. The Historic Columbia River Highway State Trail lies to the western point of the city and will connect segments of the Historic Highway with the State Trail to provide a connected system of low volume roadways and multi-use trails that cyclists and hikers can use to travel from Troutdale to The Dalles. The conversation below is mainly centered around the HCRH and highlights partnership opportunities.

- The 'missing link' between the existing Historic Highway State Trail and John B Yeon Park will be completed in 2013 and allow cyclists to travel from Troutdale to Cascade Locks without the need to travel on Interstate 84. ODOT would like help planning an opening celebration in the summer of 2012 and will need coordination with the City of Cascade Locks.
- The HCRH project received a grant from Transit in the Parks to complete all NEPA work needed for the full HCRH State Trail that extends to the City of Hood River. The project will be done internally by the USFS. Perhaps this work can be influential in the CLIMB trail NEPA process.
- ODOT would like to develop a comprehensive

map for the length of the HCRH. Improving signage and mapping for the HCRH State Trail is a top priority for ODOT.

- ODOT's HCRH division is full of great and innovative ideas for Cascade Locks. Ideas range from installing adironak chairs in the downtown area to holding multi-sport events. It will be important to coordinate with ODOT to learn about these ideas and continue developing the partnership in future years.
1. Historic Columbia River Highway State Trail
 - a. Construction Status
 - i. Construction contract is over in 2013
 - ii. Built in summer 2012 / planting in fall 2012 / opens 2013
 - b. Opening Celebration
 - i. Trail ground breaking ceremony summer 2012
 - ii. Trail opening ceremony summer 2013
 - iii. Sunday Parkways on HCRH?
 2. State Trail construction - Starvation Creek to Hole in the Wall Falls (2014)
 - a. Already have \$2 Million for construction
 3. NEPA work
 - a. Grant from Transit in the parks
 - i. Complete all NEPA work needed for the full HCRH State Trail - environmental strategy. So when

- money is obtained for construction all permitting has been completed
 - ii. Cascade Locks USFS CLIMB work was the base study to get this work done
 - iii. Project will be done internally by the USFS
- 4. Warren Creek to Lindsey Creek
 - a. Received Public Lands Highway funding to pay for preliminary engineering work
- 5. HCRH Mapping
 - a. Developing mapping to do along the Gorge
 - b. Developing new HCRH bike map
 - c. HCRH interpretive bike ride?
- 6. HCRH Maintenance & Gorge Projects
 - a. Working on maintenance agreement with OPRD – currently does not specify who is in charge of maintenance
 - i. OPRD contacts on this project: Diane McClay & Matt Davey
 - b. Conducted inventory of root issues on existing HCRH State Trail
 - c. Mt. Hood Byway & HCRH Byway portal at Troutdale?
 - i. New information hub?
 - d. Branding issues
 - i. Maybe brand the 40 mile loop between HCRH and SR-14 as a bi-state bicycle route?
 - e. Increasing the vertical clearance
- between I-84 and the overpass at Rooster Rock
- f. Eagle Creek viaduct improvement
- g. Crown Point viaduct replacement
 - i. Closes October / November 2012 – Spring 2013
- h. Geotech study on rock fall areas along the HCRH and proposed HCRH State trail – how to mitigate rock fall?
 - i. OPRD Gorge Master Plan
- j. Marine Park Overcrossing
 - i. ODOT is revisiting the chance to deepen the existing tunnel
- 7. ADD ADIRONDACK CHAIRS FOR VISITORS AT CASCADE LOCKS!
- 8. Cascade Locks should do a feasibility study for the riverfront trail and potential railroad conflicts
- 9. Travel Oregon - Scott West
 - a. Currently working on a Coast economic study...this will be the base case for the economic study they will conduct in the Gorge
 - b. Branding campaign for the Gorge
 - c. Working with Wyden & Kennedy
- 10. Planned HCRH Events
 - a. "The Lost Highway"
 - i. October 2012
 - ii. Photo exhibit at the Architectural Heritage Center in PDX
 - iii. Lecture series on the HCRH
 - b. Friends of the Gorge HCRH Tour –

Kristen Stallman

- i. June 1
 - ii. Scott Cook might join
 - iii. Bike n' hike opportunities
11. Event Ideas
 - a. Run-Paddle-Ride
 - i. Hood River to Cascade Locks
 - b. Sunday Parkways on HCRH
 - i. When 2013 HCRH State trail opens?
 - c. Visioning
 - i. A drawing activity for the visioning process – led by the Army Corps of Engineers – adults drew their community vision for Mosier – visions were turned into trading cards and you could trade 'visions' with community members
 - d. Mini Sunday parkways over the Bridge of the Gods
 - i. Only open to bikes / peds
12. Potential grants for trails or economic development projects along HCRH
 - a. Mosier Hub
 - i. Phase 1 funded by Scenic Byway Grant
 - ii. Phase 1 = \$40,000 & Phase 2 = \$150,000
 - iii. Use similar plans for Cascade Locks trail hub to have continuity along the trail because Troutdale is also looking at developing a trail hub

Flowing Solutions & NW Trail Alliance

Flowing Solutions is a multi-disciplinary consulting firm, specializes in waterfront planning, permitting and design, stream and river restoration, as well as manufacturing process development, layout and design, and supplier management consulting. Andy Jansky, one of the principals of the firm, is also the trail steward for the Easy CLIMB network with the Northwest Trail Alliance. Andy is an energetic and passionate individual who will be crucial in the development of the trail care group in Cascade Locks and for future trail work. Andy has many ideas including:

- To create a regional Mt. Hood trail loop system with basic huts so you could go along the Gorge and head up around Mt. Hood on mountain bike trails and then head back on the Sandy trail
- Andy built the Easy CLIMB trail and recently developed a map brochure with named trail segments. He aims to add additional trail sections in the future including a dual pump track and a women's trail system (called Goldilocks). Wayfinding is still being developed for the trail.
- Andy helps coordinate the Friday night ride of Dim Watts with Bright Lights. This group rides the Easy CLIMB trail network periodically and will have future themed events. Andy also believes the site could be used for other cycling events including cyclocross and a children's mountain

- bike camp. These events would be a wonderful opportunity to market the trail and engage visitors with local Cascade Locks residents.
- As an engineer Andy believes that the riverfront path should be the highest priority to Cascade Locks. This trail would connect the industrial park to the city and link the downtown to the industrial park.
1. Andy's overall vision is to create a Mt. Hood loop system with basic huts so you could go along the Gorge (through Cascade Locks) and head up around Mt. Hood on mountain bike trails and then head back on the Sandy trail – it would be hard and challenging but an unparalleled trail experience.
 2. EasyCLIMB Trail
 - a. A variety of people use the trail system (families, riders from Portland, Europeans ride over from the conference center in Skamania)
 - b. Recently developed a map brochure with named trail segments.
 - i. Brochure could be placed at trail head kiosk
 - ii. Created a signboard with the map and the trail segments – this could be developed into a kiosk sign
 - iii. Andy developed the Port of Hood River Delta Map – an aerial photo that is a good way for people to understand where they are and the context of the area. He

likes these more than the artist maps. <http://www.portofhoodriver.com/PDFs/HR%20Port%20waterfront%20zone%20map%20web2.pdf>

- iv. Wayfinding for the trail is not yet determined. Due to vandalism concerns the signs may be carved into rock.
- v. Vandalism is a concern at the trailhead – people are still illegally shooting in the area.
- vi. Mountain bike riders tend to take preferred routes and don't deviate a lot. You basically always stay right or always stay left.
 1. Riders hate out and back trails
 2. Riders are ok with lollipop trails
 3. Riders like loop trails
 - a. The existing loop will be expanded to include two more loops. There will also be a spur down to Blackberry Beach. May be opportunities to expand the trail network to the island (would need an Army Corps permit to build a steel or wooden bridge)
 - b. Do not require use of mile markers
 - c. There are small cheater trails on the loops so you don't have to ride the full loop if you don't want to.
- vii. The next big project for the lot is a pump track in the existing parking lot. Check out this video of kids using the Ventura

Park Pump Track in Portland - <http://bikeportland.org/2012/01/19/video-of-year-new-pump-track-swamped-with-kids-65506>

1. Dual pump track
2. Have a kids 'build n' ride' event – where kids would come out and help build the finishing touches of the pump track and then be able to ride it.
 - a. Build stewardship
 - b. Distribute helmets from Cycle Oregon grant
 - c. Build trail awareness in the town
 - d. Connect youth with the community
- viii. Sign kiosk at Trailhead
 1. Should design / function to look like the Sandy Ridge trailhead kiosk
 - a. Use Cycle Oregon grant money? OR move the forest service kiosk that is already existing on Port industrial land and has information about noxious weeds.
3. Dim Watts with Bright Lights
 - a. Group that rides the EasyCLIMB trail network
 - b. Need a group logo and to develop t-shirts
 - c. Held on random Fridays (weather contingent) from 6:30 – 10:30 and include a

bonfire (people bring hotdogs to cook)

- d. Going to start having themed ride (Friday March 16th theme is 'Dogs') other themes he wants to try are a kids ride, ladies night and senior night.
4. Waterfront path
 - a. Waterfront trail should be the highest priority to Cascade Locks
 - b. Connects the industrial park to the city – links town to industrial park. People could park downtown and ride out to the cycling area.
 - c. Helps the downtown be a trail anchor.
 - d. Waterfront path challenges:
 - i. Would it be possible to build before the sailing center is built?
 - ii. Herman Creek – you may have to build a bridge over Herman Creek – between the west side of Herman Creek to the spit. But this is a +200 foot crossing and you may need to build a bridge with a pier which would trigger a lot of permits and cost more money. Need to get over Herman Cove because SDS owns this piece of property.
 - iii. Gravel pit owners – own land that would be needed for the trail alignment - may not want people to travel adjacent to the property. May be possible to locate trail on a bench below the viewing area of the gravel pit to get

- around this privacy issue.
5. Wayfinding
 - a. Make sure to coordinate with the wayfinding efforts that Andy has already begun with the EasyCLIMB trail network.
 - b. Kiosk at trailhead is very important
 - c. Etched rock to show the way on the trails?
 6. Potential cycling events
 - a. Land and trail can be modified to fit the event
 - b. Bike promoters have been out to see the land for a cyclocross event but have been flaky about committing to a date or a series.
 - c. Should hold a cyclocross event 3 Fridays in a row – it would be held during a different time than other race series – the first Friday not a lot of people would come... then the second one would be bigger and THEN it would be a hit! An event like this would help plug the town into understanding how recreational opportunities can lead to economic development. Also – during the events businesses could have special operating hours to collect on this activity.
 7. Other opportunities
 - a. Andy is helping run a kids mountain bike camp in PDX – first year held. It is being advertised in the Parks n' Rec catalogue and is for 20 kids. They will practice riding for a few days and the camp will culminate in a ride on the EasyCLIMB trail.

International Mountain Biking Assoc.

IMBA is a non-profit organization whose mission is to create, enhance and preserve great mountain biking experiences. IMBA encourages low-impact riding, volunteer trailwork participation, cooperation among different trail user groups, grassroots advocacy and develop trail management solutions. IMBA is headquartered in Boulder Colorado and has seven regional directors around the U.S. IMBA's worldwide network includes 35,000 members, more than 750 bicycle clubs, more than 160 corporate partners and 600 retailers. IMBA designed the CLIMB trail network in Cascade Locks and is known for their excellent mountain biking trail design and wayfinding network.

- The CLIMB is a 25 mile network of high beginner and low intermediate mountain bike system, which is highly needed in the Gorge
 - Well developed mountain bike trailheads should also have a mountain bike skill area for kids (pump track, small hills)
 - Developing a strong wayfinding system is important to having a functional mountain biking system. The wayfinding system should have a tier system for signage (on roadways, trailheads, on the trail) and needs to be accepted by jurisdictional partners (USFS, PCT and HCRH)
1. Mountain biking in the Gorge
 - a. Beginning / intermediate trails are in

- high demand in the Gorge
- b. Very few beginner / intermediate trails in the Gorge. Most trails are for advanced/ expert – Hood River, upper Sandy Ridge, etc.
- c. The CLIMB trail is high beginner / low intermediate system
- d. Two markets
 - i. Portland Area
 - 1. Day trippers
 - 2. Stay over night
 - ii. Hood River
 - 1. This is already an international mountain bike destination.
 - 2. The CL trail network would be within the HR trail sphere (people could travel to CL to ride the system, even if they were mainly going to HR).
- 2. CLIMB trail
 - a. The Port of CL paid IMBA to design / flag the 25 mile system of trail.
 - b. The trail is now flagged – it is a 'corridor' design
 - c. The CLIMB trail is high beginner / low intermediate system
 - d. IMBA used the Port Commission as the public forum.
 - e. The trail is going through the NEPA process – The Port paid for the work to be done (PBS consulting) and the USFS now has to sign off on the permit (have committed to doing the work in 2013).
 - f. Goal of the CLIMB trail
 - i. To develop the 'golden ticket' – economic development
 - 1. Have people drive to CL, ride the system, stay the night, eat at local establishments and spend dollars in the local economy
 - 2. Start & finish ride in downtown
 - g. Next steps for CLIMB trail
 - i. USFS to conduct NEPA and approve EA
 - ii. Construction funding is acquired (Port?)
 - iii. Commercial contract (RFP) for a design/build
 - 1. \$2-\$7 / ft. of trail
 - 2. Finished trail will have similar aesthetics to the PCT
 - iv. City needs to develop thru town wayfinding to trailhead
 - 1. Keep grades of connections low so it is easier to ride
- 3. Good examples of trailheads / mountain bike trail amenities
 - a. Bend
 - i. Good trailheads
 - 1. Restrooms, parking lot
 - b. Really good mtn. bike trailheads should also have a mountain bike skill area for kids (pump track, small hills – similar to what Andrew Jansky wants to construct at the

EasyCLIMB trailhead)

- c. Bike washing station
 - i. Maybe this could be at the parking lot? At the marine park?
 - ii. Good for reducing the spread of invasive weeds
 - 1. Maybe USFS could help fund this as reducing invasives are important goal for USFS
- d. Wayfinding
 - i. Have a tier system for signage (on roadways, trailheads, on the trail)
 - ii. There should be a distinct icon / symbol that is used for the trail system to simplify wayfinding
 - 1. HCRCH and USFS need to accept this icon
 - iii. Identify routes within the system
 - 1. Use colors, shapes or numbers (or all) to identify routes?
 - 2. The UK trail centers use this type of wayfiniding very well
 - iv. Good wayfinding resources:
 - 1. IMBA website
 - 2. Intersign.com
 - a. Good for manufacturing mountain bike / trail signage

Friends of the Historic Highway

The Friends of the Historic Columbia River Highway (HCRH) supports the restoration and reconnection of the historic highway through the Columbia River Gorge. The route is a combination of the Historic Highway and a State Trail. This group hosts annual fundraising events, holds invasive weed work parties and engages in extensive outreach events to educate the public about the Historic Highway. They are eager to partner with Cascade Locks on projects regarding the Historic Highway, which travels through the heart of downtown.

- The Friends of the HCRH provide education and outreach to increase awareness and support of the HCRH and can present to adult and youth crowds
- Cascade Locks should have street sign caps for the HCRH for downtown along WaNaPa
- The Friends of the HCRH has to the potential to fund a grant match if the project is along the HCRH

- 1. Goal of Friends of the HCRH
 - a. To reconnect the HCRH State Trail
- 2. Role of the HCRH
 - a. To provide education and outreach to increase awareness and support of the HCRH
 - i. Usually present to adult crowds... could also present to youth / student groups if they are properly prepared

3. Friends of the HCRH volunteers / donors
 - a. Around 100 people
 - b. Getting a new website / calendar / blog
 - i. Volunteers can sign up to be a donor / volunteer for the Friends on their website and select what they want to do to help out!
 - c. Work Parties
 - i. Work parties are noxious weed removal volunteer events in the Gorge along the HCRH State Trail
 1. OPRD staff person attends each work party
 2. You can learn about the work parties through a list serve or on the FHCRH on-line calendar
4. Future Events / Projects
 - a. Medallions to mark historic and non-historic pieces of the state trail
 - i. Applied for OR Parks Foundation grant to purchase the pieces
 - ii. If grant isn't obtained the Friends will send out a targeted letter campaign to HCRH supporters to request funding
 - b. FHCRH purchased a trail counter for OPRD to use on the trail segment between the I-84 underpass and Cascade Locks. Want to see if trail usage increases once the new trail segment is complete
 - i. Compare summer volume 2012 vs. 2013
 - c. Annual HCRH Bike Ride
 - i. June 16
 - ii. Yearly event – major fundraiser
 - iii. 400 to 450 participants
 - iv. Discovery Trailhead to West end of HCRH (near Hood River)
 - v. 38 miles roundtrip
 - vi. Raises \$10,000 for Friends of the HCRH
5. Wayfinding
 - a. Cascade Locks should have street sign caps for the HCRH for downtown along WaNaPa
 - i. Have these been installed?
 - ii. Task for the Downtown Revitalization Committee?
 - b. Jeanette encouraged Celilo Planning follow the national scenic area sign types
 - c. Jeanette requested better wayfinding to locate the public restroom at the Bridge of the

- Gods park
6. OPRD Kiosk at the trailhead of the HCRH
 - a. Most of the space on the kiosk is currently being taken up by a large poster that identifies people who bought a HCRH postcard in 2000 (a fundraiser for the 75th anniversary)
 7. Potential events
 - a. HCRH presentation during the winter about the highway in Cascade Locks?
 - i. Task for the Tourism Committee
 - b. Having Friends of the HCRH present the history of the highway for the 6th grade class?
 8. Grant opportunities
 - a. FHRCH provided part of the match dollar amount for both the Mosier Hub project & Dalles Gateway (grants were through the Scenic Byway)
 - i. FHRCH pledged \$4,000 per grant request
 - ii. FHCRH likes to provide a match for a grant instead of providing the full amount of money because with a match the funds are leveraged against a larger pot of money
 - b. Friends would be willing to do more matches
 - i. Project needs to be related to HCRH

