

**JOINT (CITY/PORT) WORK GROUP FOR ECONOMIC DEVELOPMENT**

**Meeting Notice and Agenda**

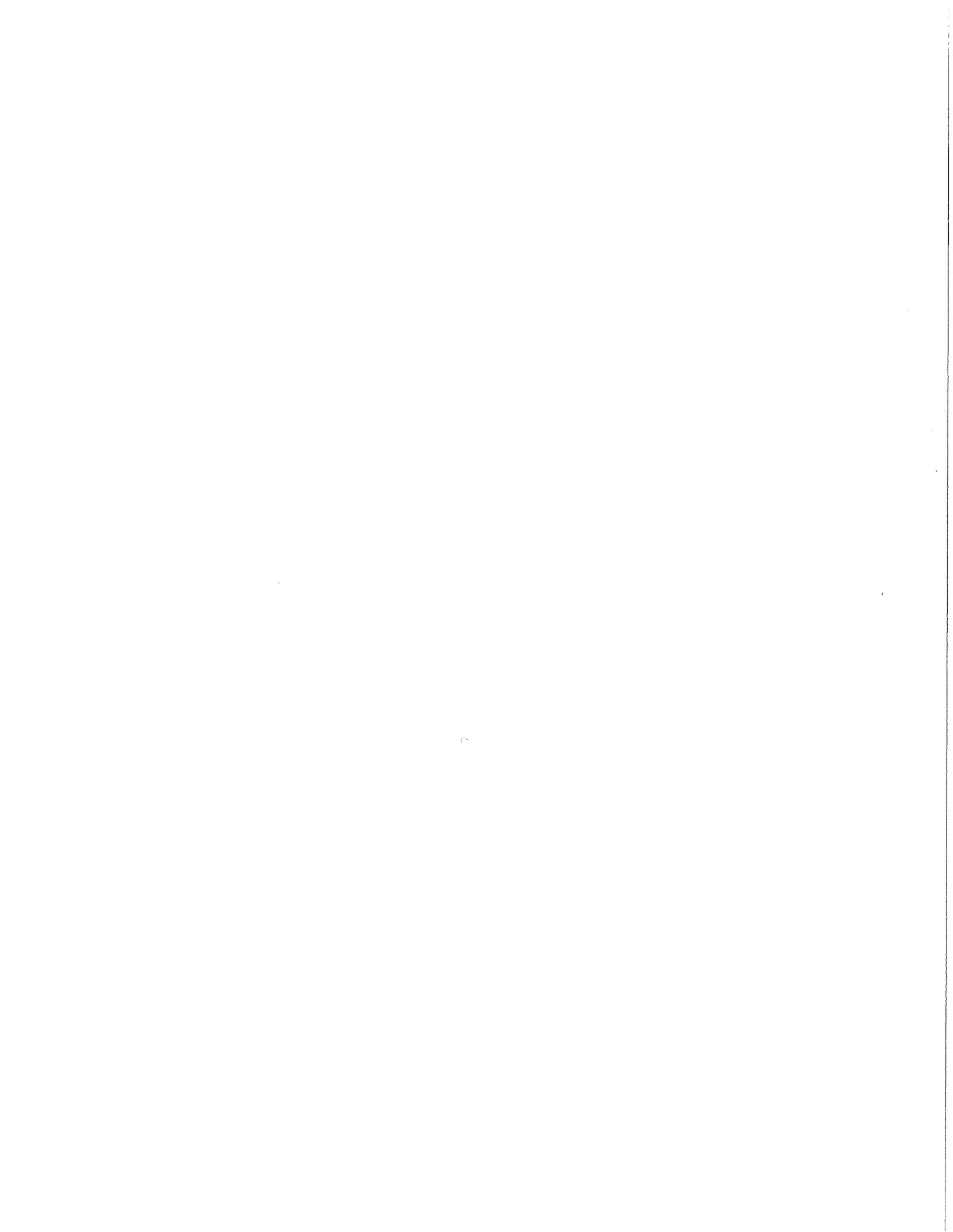
**Thursday, March 27, 2014**

**7:00 PM**

**City Hall Council Chambers**

1. Call To Order/Pledge of Allegiance
2. Welcome and Self-Introductions
  - a. City Representatives
  - b. Port Representatives
3. Adoption of meeting minutes of February 27, 2014
4. Citizen Input
5. City/Port Issues: (Gordon/Paul)
  - a. Report on the recommended priorities time line
  - b. Truck Route – Rian Windsheimer (ODOT)
  - c. Review and Discuss 2<sup>nd</sup> Draft Energy Proposal
  - d. Discuss Water Infrastructure
6. Economic Development Department Update (Gary and Holly)
  - a. Gorge Hubs
7. Next Meeting: April 24, 2014
8. Adjournment

**The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for person with disabilities, should be made at least 48 hours in advance of the meeting by contacting the City of Cascade Locks office at 541-374-8484.**



1. Call To Order/Pledge of Allegiance: Port President Groves called the meeting to order at 7:00 PM. Port Commissioner Brenda Cramblett and Council Members Bruce Fitzpatrick, Jeff Helfrich, Mayor Cramblett, and citizen member Gary Munkhoff were present. Also present were City Administrator Gordon Zimmerman, Port Interim General Manager Paul Koch, City Recorder Kathy Woosley, Electric Foreman Keith Terry, Bobby Walker, Rian Windsheimer, Ken Wittenberg, Rob Brostoff, Dave Palais, Joeinne Cramblett, Gary Rains, and Don and Gyda Haight.
2. Welcome and Self-Introductions.
3. Adoption of meeting minutes of January 2014. Motion: CM Helfrich moved, seconded by PC Cramblett, to approve the January 30, 2014 minutes. The motion passed unanimously.
4. Citizen Input. None.
5. City/Port Issues:
  - a. Report on the recommended priorities. CA Zimmerman listed the Economic Development Priorities as:
    1. Port Industrial Park Master Plan (completed)
    2. City Waster Master Plan (completed)
    3. Elected Officials understand #1 and #2 and engage with citizens to explain the needs
    4. Adequate electric power to the Industrial Park now and in the future.
    5. Adequate water to the Industrial Park now and in the future.
    6. Provide upgraded truck access to the Industrial Park
    7. Stable long term funding for the EMS Department
    8. Refurbish wastewater pump station at Industrial Park.

Mr. Palais stated that it would be helpful for any company wanting to be in the Industrial Park to see a timeline for goals to be completed. He said if the timeline is to extend for more than a few years of time his company would need to know sooner than later. PP Groves suggested the next step would be to establish the time line. CA Zimmerman stated the first three are immediate and explained the estimated time for the rest of the list. He said some phases would be dependent on businesses bringing in additional revenue. PIGM Koch stated that the staff and elected officials are committed to this.

b. Discussion of electric system. EF Terry explained the plan of getting power to the Industrial Property and doing that work in three different phases. CA Zimmerman gave estimates of each phase. Mr. Munkhoff suggested using the buying power of BPA to try and reduce costs. He said he thought the City had the leverage to get a better deal. PIGM Koch also suggested looking into other energy options. Mayor Cramblett suggested that the Port, City, and EF Terry meet with BPA and discuss with their experts. Mayor Cramblett said he did not want to build big and then get stuck with it as has happened in the past.

c. Discussion of road options via Nestlé. Mr. Windsheimer gave some examples of what is being discussed for truck route options into the Industrial Park. He said he could have some conceptual drawings for the next meeting. He also reported on some funding options that may be available.

d. Discussion of IGA. PIGM Koch said the IGA is vague but was built as an agreement to be able to negotiate and bring business to Cascade Locks.

e. Nestlé. Mr. Palais stated he didn't have any new updates. He said that Food and Water Watch and BARK had filed exceptions to the proposed order.

6. Economic Development Department Update. Mr. Rains reported that the Port's Master Plan had been adopted by the Port Commission and there is \$3.3 Million of anticipated expenditures. He said the first step is to create a list of development standards as the current standards in the City's Public Works Design Standards are not acceptable to development in the Industrial Park. He said Jim Bussard is working on the mapping and engineering for the municipal access into the Industrial Park and will also be surveying and platting the park.

Mr. Rains said the Port is moving forward with Heukers, the Puff Factory, and Smokey Bear Holdings. He said the transportation issues need to be resolved within two years.

Mr. Rains reported that Cascade Locks has five projects, four projects on the top ten priority list, created by the Economic Development Work Group for the County for possible funding. He said he also attended a meeting in Salem where Representative Johnson made him aware of possible funds available. He said he put in a grant for 1.9 Million for work as laid out in the Port's Master Plan.

PP Groves stated that he, Mayor Cramblett, and Holly Howell would be going to Washington, D.C. to also lobby for funds for infrastructure needs in the Industrial Park. Mr. Rains said he is also reviewing a packet to apply for funds from the Infrastructure Finance Authority. He said the Port is now in a good position to seek funding.

PIGM Koch said the Port Commission did increase the tolls for more than two axle vehicles. He said there is an increase of fifty cents per axle to be put into the bridge repair fund.

PIGM Koch said he also wanted to report that the Downtown Association is having a membership campaign and that Nestlé is donating a heart defibrillator to the first 10 businesses. He said that Nestlé has also donated \$500.00 toward the library move from City Hall to the School, and \$1500.00 to CGRA for a boat. CM Helfrich said there is a YouTube video to watch which shows how Nestlé gives back to communities.

7. Next Meeting. March 27, 2014
8. Adjournment. Motion: CM Helfrich moved, seconded by PC Cramblett, to adjourn. The motion passed unanimously.

Prepared by  
Kathy Woosley, City Recorder

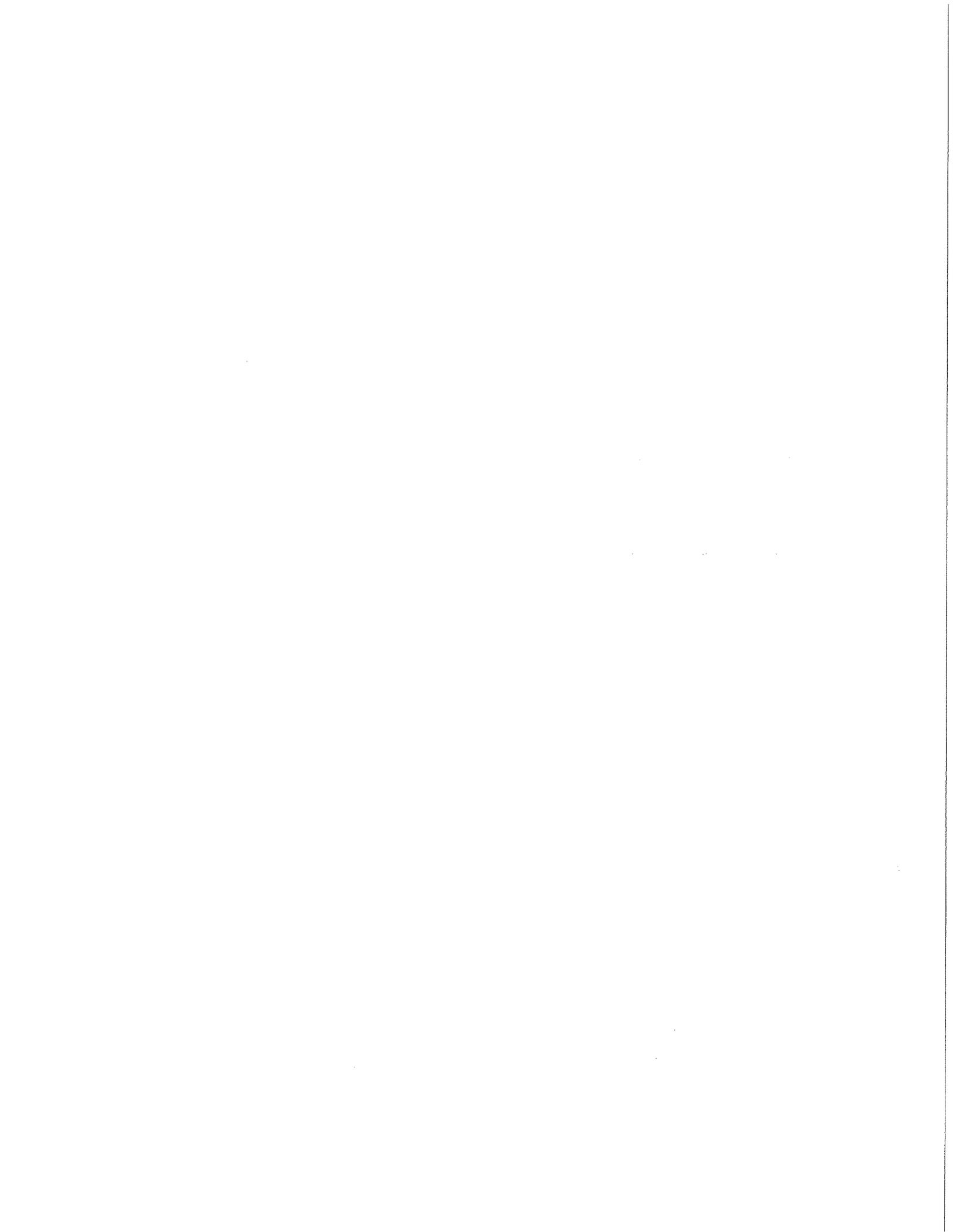
APPROVED:

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Jess Groves, Port President

## **ECONOMIC DEVELOPMENT PRIORITIES**

- 1. Port Industrial Park Master Plan completed**
- 2. City Water Master Plan completed**
- 3. Elected Officials Understand #1 and #2 and engage with citizens to explain the needs**
- 4. Adequate electric power to the Industrial Park now and in the future**
- 5. Adequate water to the Industrial Park now and in the future**
- 6. Provide upgraded truck access to the Industrial Park**
- 7. Stable long term funding for EMS Department**
- 8. Refurbish wastewater pump station at Industrial Park**



## 2<sup>nd</sup> DRAFT ENERGY PROPOSAL

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**PURPOSE:** This proposal is designed to provide the JWGED with an additional look at how the community approaches energy generation and delivery over the next 40-50 years. To stop, look at all possible options then, working together to craft a long term energy plan that keeps costs low, develops new alternatives and encourages economic development.

**PARTICIPANTS:** Initially the JWGED who will appoint members to serve on the Task Force.

**TASK FORCE:** The Task Force shall be appointed by the JWGED and shall include representative of: a) BPA; b) City of Cascade Locks; c) Port of Cascade Locks; d) Area PUD; e) State Energy Department and others who can assist and be valuable in the assessment process.

### **STRATEGIES:**

1. Establish a JWGED task force to research and develop alternatives and options. All task force members to attend. Bring in outside experts to assist in this effort.
  - a. Eco-Auger
  - b. Port of Morrow generators
  - c. New community based approach
  - d. Continued BPA
  - e. Other options
2. Meet in joint session with BPA to explore BPA options.
  - a. Rate plan
  - b. Allowable options
  - c. Other
3. Travel as a Task Force to Morrow County to view and assess the equipment being offered.
4. Discussion with JWGED on findings
5. Development of 40-50 year energy plan for the community.
6. Final report presentation to the JWGED.

## **7. Begin implementation.**

**Time Line: Complete work by July 7 , 2014.**

### **Expected Results:**

- 1. A complete analysis of community energy needs, resources and new technologies will have been completed.**
- 2. A report recommended a 40-50 year energy plan will be presented by the Task Force to the JWGED, then to City Council.**
- 3. The community will have a detailed energy plan and specific strategies for implementation over time.**
- 4. Energy costs will be decentralized lowered in cost and more effective.**
- 5. Cascade Locks will be the front runner in th4e use of new energy technologies in the Pacific Northwest.**

## Gordon Zimmerman

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**From:** Holly Howell <hhowell@portofcascadelocks.org>  
**Sent:** Thursday, March 06, 2014 10:37 AM  
**To:** Paul Koch; Gzimmerman@cascade-locks.or.us; Kayla; Thomas Owens; Sandy Place  
**Cc:** Rebecca Sergeant; Kristi Bengtson; Kathy Woosley  
**Subject:** GORGE HUBS - Your Next Steps

Paul, Gordon, Tom & Kayla,

Yesterday was the second meeting of a coalition of Gorge communities gathering to discuss a future system of trail hubs along the Historic Columbia River Highway. We are calling them "Gorge Hubs" so that they are inclusive for all recreational users (not just bikes). Representatives from Wood village, Troutdale, Cascade Locks, Hood River, Mosier, The Dalles, ODOT, State Parks, and USFS are on board with this concept. The Friends have been informed and it aligns with their Towns to Trails campaign. The Gorge Commission is aware of the concept and sat in on the meeting. Leadership comes primarily from Kristen Stallman of ODOT and Kathy Fitzpatrick of Mosier.

### VISION:

The historic highway will be a world-class scenic byway with regular rest stops or "hubs" for hikers, bikers, and tourists in each urban area (and potentially some state parks). The hubs will offer various amenities such as bike rack, drinking fountain, bench, bike repair station, informational maps, phone charger, parking, business info, etc. The reason for placing the hubs in the urban areas is for ease of access to businesses and services. They are an extra incentive for visitors to stay longer and spend dollars in our communities. All stakeholders agree that while each hub will be slightly different, they will be tied together with consistently branded signage, and eventually unified marketed through Travel Oregon and others, once the HCRHST is completed.

### IMPLEMENTATION:

1. The first step is for all the stakeholders to sign a one page declaration of support for the Gorge Hubs Concept. This requires NO commitment of funds. The region-wide support will strengthen future grant applications. The document is currently under revision and will be completed next week. I recommend all 4 local entities adopt as an extension of the *Connect Cascade Locks* plan -City Council, Port Commission, Tourism Committee, and Cascade Locks Business Association. The adopted *Connect Cascade Locks* plan already identified Overlook Park as such a hub. We are one step ahead of the rest!
2. Kathy F & Kristen S will apply for TGM planning grant this month for design/planning dollars. Funds will secure professional design team to assist. DLCD Karen Swirsky is already informed and supportive of this project. Highly likely this will happen very soon.
3. Each community will work with design team to custom fit their hub needs/opportunities/culture.
4. Seek additional grant funding for amenities as needed, either as individual communities or as a connected regional project in association with the HCRH reconnection project. Kristen is really good at getting these dollars for our region!

## PROGRESS TO DATE:

- Troutdale has site identified (downtown park).
- Cascade Locks has site identified (Overlook Park).
- Hood River has site identified (brand new State Street public bathrooms with bike racks and public art).
- Mosier has site identified (the Mosier Triangle).
- The Dalles has site identified (new city park).
- Mosier has some design \$.
- CL has \$5,000 cycle oregon grant for wayfinding.
- New Historic Highway Bike Map is online, by ODOT.
- Kristen Stallman has \$Ms of grant dollars secured for remainder of historic highway engineering & construction. Final construction phase requires \$32M more.

## DECLARATION OF SUPPORT: FOR ADOPTION

We will provide the one page document to you for review as soon as it is ready.

Gordon says it can be on CC agenda 3/24.

Paul - I recommend Port Commission agenda 3/20.

Tom - CLBA?

Kayla - CLTC?

Rebecca Sergeant and I would be happy to visit with each of these bodies to present or answer questions.

Thank you!

OU

### **Holly C. Howell**

Marketing & Development Manager  
Port of Cascade Locks  
PO BOX 307  
Cascade Locks, OR 97014  
[www.portofcascadelocks.org](http://www.portofcascadelocks.org)  
(541) 374-8619 Office  
(541) 419-1148 Cell

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# **A Coordinated System of Gorge Hubs along the Historic Columbia River Highway State Trail and Gorge Communities**

March 2014

## **Background**

The history of the Historic Columbia River Highway is a tale of visionaries, astonishing engineering feats, strong leadership, and extraordinary beauty. Samuel Lancaster designed this King of Roads for the sole purpose of giving the public, or “men of all climes”, access to the stunning vistas and natural wonders of the Columbia River Gorge.

Completed in 1922, the Historic Columbia River Highway stretched from Portland to The Dalles. Also known as Highway 30, the route traveled through 73 miles of spectacular waterfalls, temperate rainforests, steep volcanic cliffs, dry oak savannahs, and endemic springtime wildflowers. From every carefully planned outlook the traveler enjoyed sweeping views of the rugged basalt walls of the Gorge rising up from the Columbia River. As the first planned scenic roadway in the United States, it was considered a destination unto itself.

But the construction of Interstate 84 in 1956 severed the original Historic Highway route in a number of locations. The Historic Highway was the main artery that flowed through and linked the downtown corridors of the Historic Highway communities. When this connection was broken, these small, rural communities that once served the travelers along the Historic Highway lost the ability to keep many local services viable.

In 1986, directed by both the Columbia River Gorge National Scenic Area Act and the Oregon Legislature, the Oregon Department of Transportation (ODOT) began efforts to preserve and restore the continuity and historic integrity of the remaining segments of the Historic Columbia River Highway for public use as a State Trail. These remaining sections, are rebuilt and reconnected as a multi-use path, for cyclists and hikers to provide access to beautiful State Parks and communities in the Gorge. Once a State Trail section is complete, it is given to the Oregon Parks and Recreation Department to manage. Much work has now been accomplished and the goal to complete the reconnection of this national treasure, as the Historic Highway and State Trail, from Troutdale to The Dalles.

## **The Economic Development Story**

The recently rebuilt and reconnected sections of the Historic Highway State Trail are designated for bikers and hikers only and are already attracting growing numbers of local, national, and international visitors. The Historic Highway and State Trail system offers a large cross-section of the public the opportunity to experience the breath-taking natural beauty of the Columbia Gorge while hiking or biking. The paths are paved and

can be easily traveled and enjoyed by families, beginning cyclists and casual walkers, or experienced road cyclists and hikers.

According to the 2013 Oregon Bicycle Travel Survey (Travel Oregon), recreational bicycle travel accounts for \$400 million of Oregon's annual \$9 billion tourism industry. The study showed that the impact is especially big in the Columbia Gorge area, where cycling accounts for 15 percent of all recreational travel.

A white paper produced by PARC Resources for the City of Mosier demonstrates conclusively that Mosier, one of the communities along the Historic Highway, is a town whose economic future is tied to visitors primarily interested in exploring the Historic Columbia River Highway and State Trail and that the area is seeing a significant increase in tourism traffic, especially bicyclists and people traveling along the Historic Highway.

The communities along the Historic Highway are situated perfectly to offer their local services at every stage of the journey. Depending on whether they choose to ride or hike for 6 miles or for the entire 73 miles, travelers can plan to eat their meals at local restaurants and rest at local hotels.

These communities, once prey to the boom and bust cycles of extractive industries, began to embrace the wave of recreational tourism created after the Columbia Gorge was designated a National Scenic Area in 1986. These recreational opportunities bring visitors and new energy to small town commercial centers and create a quality of life that attracts industries offering high-paying jobs.

The fact that visitors to the Columbia Gorge and to the Historic Columbia River Highway are already arriving in large numbers creates an urgency and opportunity to offer these multi-modal users a sense of continuity, comfort, and welcome as they initiate, experience, and complete their journeys along the Historic Columbia River Highway and State Trail.

### **So, what is a Gorge Hub?**

The Recreational Hub, as a general concept, acts as a welcome center, an information center, a trailhead, and a rest area for travelers (especially hikers and bikers). It is designed to meet the needs of visitors as well as of the local community.

The Historic Highway communities of Troutdale, Springdale, Corbett, Cascade Locks, Hood River, Mosier, and The Dalles are all currently in various stages of developing Recreational Hubs within their urban centers. Each Hub may feature many different amenities such as drinking water, wayfinding information, interpretive panels, rest rooms, shade, picnic tables, seating, bike parking, lockers, solar charging stations, and U-Fix-It Bike Stations. The Hub may also include public art and can display a community's own unique characteristics and style.

### **Why Create a System of Hubs?**

The communities along the Historic Highway recognize that a coordinated effort to develop a complete system of Recreational Hubs will not only enhance the users' experience but will create the kind of collective impact necessary to achieve world-class status similar to other famous town-to-town trail systems like Hadrian's Wall National Trail in Great Britain or the Central Otago Rail Trail in New Zealand. Since the Otago Rail Trail opened in 2000, it has already breathed economic life back to the urban centers of the many struggling rural communities that it passes through.

A completed Historic Columbia River Highway with a coordinated system of Hubs will create a world renowned hiker/biker trail system that stretches 73 miles through a wonderland of natural beauty and will offer visitors a fascinating variety of small towns and unique downtown areas in which to eat, drink, sleep, play, and explore. The Hub system will ensure that these visitors are welcomed into every community, that these visitors know where and what local services are available, that they can easily locate local attractions, and that they have the comforts they need to stay awhile in that downtown center. The Hub system will create a Historic Columbia River Highway adventure that families on day trips and seasoned cyclists on multi-day journeys can all enjoy.

The Historic Columbia River Highway will once again become a destination unto itself. The potential for the Historic Highway communities to experience significant economic benefits should not be underestimated.

### **Does signing the Partnership Proclamation commit the signee to provide funding?**

No, as stated in the Partnership Proclamation, a *"separate Intergovernmental or Cooperative Improvement Agreements may be required between affected participating parties. Said agreement(s) must be executed prior to the construction of Project elements, or financial contributions made toward such a Project."*

### **What is the approach to Hub development?**

At this time, we are not quite ready to go out and construct the full network. We need to step back and figure out our end goal and develop a tool kit or a plan. There is interest by the coalition to one day create a world class destination hub trail system.

- 1) A Declaration of Support will be signed by each community. An official representative list with an identified official community liaison will be submitted to the Recreational Trail Hub steering committee.
- 2) Funding will be secured from various private and public funders using a cash match donated by each community (within their resource limits) in order to move to the next steps. (Ford Family Foundation, Oregon Investment Board, and Oregon State Agencies are some of the sources that have grant funding for this type of work.)

- 3) The Gorge Hub working group will continue to meet to discuss progress and next steps.
- 4) A partnership of ODOT, MCEDD and Travel Oregon will create the Design Toolkit and Implementation Plan from graphic design to layout to printing. Grant funds will be used to pay for some of these costs.
- 5) The Design Toolkit and Implementation Plan will become a powerful tool for the steering committee to then seek federal, state, and private funding for a phased approach to the plan, depending on the level of readiness of each community. Applications for funding for a project like the Historic Highway Communities' Recreational Hub System are certain to be successful, given the strong collaboration over a broad range of participants, the clear economic development benefits, and the developed Design Toolkit and Implementation Plan.
- 6) A coordinated Historic Highway Hub System will be implemented in strategic stages as resources become available.

# Gorge Hubs

*Bridging the Gap Between the Historic Highway State Trail  
and Gorge Communities*

## Partnership Proclamation

*A proclamation of partners for the development of Gorge Hubs*

The Gorge Hubs as a general concept will act as welcome centers, information centers, trailheads, and a rest areas for travelers (especially hikers and bikers) along the Historic Highway. Building upon the work of the Historic Columbia River Highway State Trail and community partnerships within the Gorge we have gathered to participate in the development of a network of Gorge Hubs.

We, the undersigned, agree to participate in the implementation of the Historic Columbia River Highway and State Trail Gorge Hub Project. We agree to identify opportunities and solutions whenever possible, to contribute assistance and support within resource limits, and to communicate and collaborate with other team members in promoting a coordinated Historic Highway Recreational Gorge Hub System.

We, the undersigned, also agree that separate Intergovernmental or Cooperative Improvement Agreements may be required between affected participating parties. Said agreement(s) must be executed prior to the construction of Project elements, or financial contributions made toward such a Project.

As evidenced by our signatures below, we agree to come together to celebrate this partnership and dedicate ourselves to contributing to the creation of a plan and design tool kit for the sustainable development of the Gorge Hubs.

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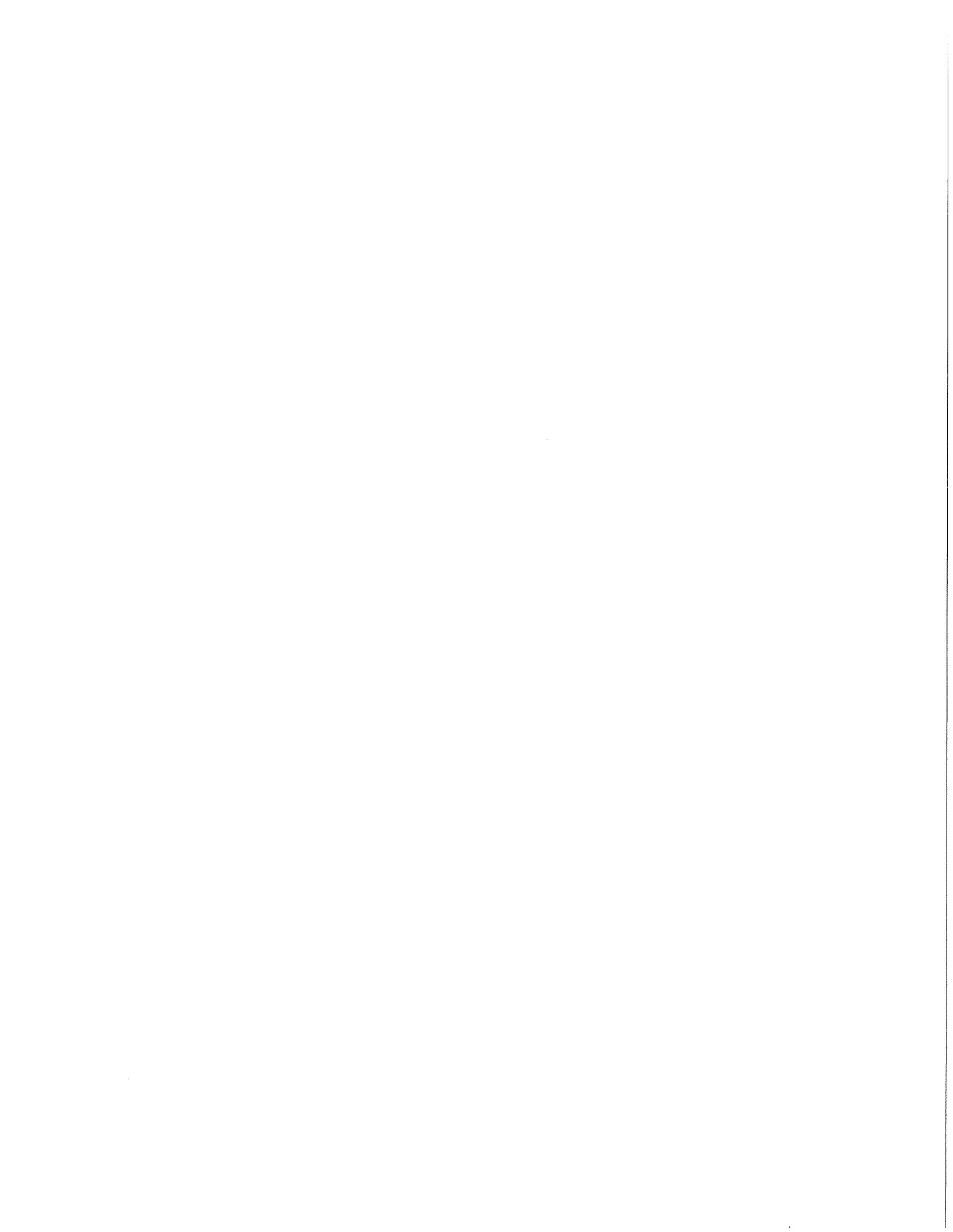
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*Title, Organization*

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*Date*



# Rural Oregon Economy: Bicycle Tourism is Critical in the Columbia River Gorge National Scenic Area

## Bikes are Good for Business & Our Cycling Customers are Diverse

For the small communities of the Columbia River Gorge National Scenic Area, bicycle tourism includes mountain biking, road cycling day rides, multi-day touring trips, and casual family cruising. All are important for economic development in our communities. New trail facilities, wayfinding signage, and memorable events are successfully introducing customers to brand new businesses in downtown Cascade Locks.

### 1. Historic Columbia River Highway & State Trail – Final Phases of Construction

The HCRH is a 75 mile world-class scenic byway from the Portland Metro Area to The Dalles through the Columbia River Gorge National Scenic Area. ODOT recently completed a missing section of the state trail, allowing cyclists to safely travel from Portland to Cascade Locks without riding on the shoulder of busy Interstate-84. The final phase will reconnect the missing 9 miles between Cascade Locks and Hood River. Previous funding for environmental and engineering was secured through STIP, PLHD, FLAP, and Parks. **Support Needed:** \$32M for ODOT HCRHST construction



Photo: Oregon Dept of Transportation

### 2. CLIMB Trail Project – Partnership with US Forest Service

CLIMB stands for Cascade Locks International Mountain Bike Trail, a 25 mile multi-use trail network flagged on USFS land south of Cascade Locks. The new facility will use 9 miles of existing dirt roads, plus 16 miles of new single track trail designed by the International Mountain Bicycle Association (IMBA), with critical trail connections to the downtown business district. As an economic development project, the Port of Cascade Locks invested \$100,000 into background field studies. The USFS will complete the NEPA Environmental Analysis (EA) in 2014. Non-profit trail groups are ready to assist in the construction and long term maintenance of the trail.



Photo: Trent Hightower

**Support Needed:** \$500,000 for CLIMB Trail construction

### 3. Bridge of the Gods – Non-Motorized Lane

The iconic steel bridge is an important regional connection between Oregon and Washington. Non-motorized users including through-hikers on the Pacific Crest Trail, bicyclists, and equestrians must share the lane with vehicles. A 2012 feasibility study explored an additional cantilevered lane on the east side of the bridge. A local coalition is raising funds for the initial engineering cost estimate for a safer facility. Reese Witherspoon's 2014 release of *Wild* will increase national visibility of the bridge.

**Support Needed:** \$18,000 for engineering cost estimate

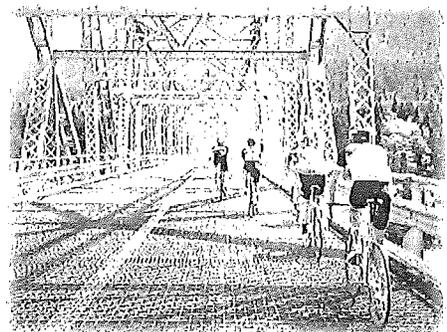


Photo: Leslie R. Co. Old Road



