

**FISCAL IMPACT OF PROPOSED LEGISLATION**

**Measure: SB 1516 - A**

Seventy-Seventh Oregon Legislative Assembly – 2014 Regular Session  
Legislative Fiscal Office

*Only Impacts on Original or Engrossed  
Versions are Considered Official*

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Prepared by: Krista McDowell  
Reviewed by: Linda Gilbert  
Date: 2/11/2013

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**Measure Description:**

Requires development of plan for Salmonberry Trail.

**Government Unit(s) Affected:**

Oregon Parks and Recreation Department (OPRD), Department of Forestry

**Analysis:**

The proposed legislation has been determined to have  
**MINIMAL EXPENDITURE IMPACT**  
on state or local government.

While this individual measure has a “Minimal” fiscal impact, an agency may incur a net fiscal impact greater than minimal depending on the cumulative impact of all measures enacted into law that affect the agency.

**REVENUE: No revenue impact**

**FISCAL: Minimal fiscal impact, no statement issued**

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<b>Action:</b>	Do Pass as Amended and Be Printed Engrossed and Be Referred to the Committee on Ways and Means by Prior Reference
<b>Vote:</b>	5 - 0 - 0
<b>Yeas:</b>	Baertschiger Jr, Burdick, Close, Prozanski, Roblan
<b>Nays:</b>	0
<b>Exc.:</b>	0
<b>Prepared By:</b>	Beth Patrino, Administrator
<b>Meeting Dates:</b>	2/4, 2/11

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**WHAT THE MEASURE DOES:** Requires State Parks and Recreation Department and State Forestry Department (Agencies) to work in cooperation with other stakeholders to develop plan to construct Salmonberry Trail along portion of former Pacific Railway and Navigation Company line between Banks and Tillamook. Requires plan identify and address options for development, maintenance and operation of each segment of trail and associated costs; potential sources of funding for implementation of plan; options for designating final state agency responsibility; ensure designation of trail segments will not affect surrounding private property rights, require management of private lands in manner different than Forest Practices Act, or affect active management of lands for intended purposes under ORS 530.050 and ORS 530.490. Requires Agencies to submit plan to appropriate interim committee of Legislative Assembly no later than October 1, 2015. Establishes Salmonberry Trail Trust Fund and continuously appropriates moneys in fund to State Forestry Department for developing and implementing plan. Declares emergency, effective on passage.

**ISSUES DISCUSSED:**

- Opportunities for trail to link urban and rural Oregon and spur economic development
- Multiple uses of trail and adjoining lands
- Variety of stakeholders involved in planning process

**EFFECT OF COMMITTEE AMENDMENT:** Directs plan ensure designation of trail segments will not affect surrounding private property rights, require management of private lands in manner different than Forest Practices Act, or affect active management of lands for intended purposes under ORS 530.050 and ORS 530.490.

**BACKGROUND:** In both 1997 and 2007 historic storms and flooding devastated portions of the railroad through the Tillamook State Forest linking Tillamook and Banks, Oregon. The 2007 damage was so significant that the rail owners, the Port of Tillamook Bay Corporation, decided not to repair and reopen the line. In 2011, the Oregon Parks and Recreation Department (OPRD) and the Oregon Department of Forestry (ODF) were asked by a coalition of interests to explore the possibility of converting this rail line into a trail connection that would accommodate a mix of users including hikers, bikers, equestrians, and the Oregon Coast Scenic Railroad.

Senate Bill 1516A would direct OPRD and ODF to work with a coalition to develop a plan for the Salmonberry Trail; identify potential sources of funding; establish the Salmonberry Trail Trust Fund; develop options for future management; and present the plan to the Legislature by October 1, 2015.