

Joint Committee on Ways and Means

Carrier – House: Rep. Boone  
Carrier – Senate: Sen. Johnson

**Revenue:** No revenue impact

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

**Action:** Do Pass the A-Engrossed Measure

**Vote:**

House

Yeas:

Nays:

Exc:

Senate

Yeas:

Nays:

Exc:

**Prepared By:** Krista McDowell, Legislative Fiscal Office

**Meeting Date:** February 28, 2014

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**WHAT THE MEASURE DOES:** Requires the State Parks and Recreation Department and the State Forestry Department to work in cooperation with other stakeholders to develop a plan to construct Salmonberry Trail along portion of former Pacific Railway and Navigation Company line. Requires plan to identify and address options for development, maintenance and operation of each segment of the 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. The bill requires both agencies to submit a plan to an 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.

**ISSUES DISCUSSED:**

- Single use versus multi use in varying sections of the trail
- Impact the Salmonberry trail will have on forest harvest
- Similarities to existing trails and their impact on surrounding areas

**EFFECT OF COMMITTEE AMENDMENT:** No amendment.

**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.