

Oregon Parks and Recreation Commission

August 29, 2012

Agenda Item: 11

Information

Topic: Reports

Agenda Item: 11a

Topic: Report on LWCF and RTP as a result of Transportation Bill

Prepared by: Rocky Houston and Roger Roper

Background

The federal Transportation Bill is re-authorized every five years. The Transportation Bill provides funding for the Recreation Trails Program (RTP), for which OPRD manages the grants, and several ODOT managed grant programs (Transportation Enhancement, Safe Routes to School, and Scenic Byways) that impact recreational opportunities for Oregonians. After two years of continuing resolutions, this summer Congress passed the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 consolidated a variety of alternative transportation programs that were previously funded separately under an umbrella program entitled Transportation Alternatives (TA).

Transportation Alternatives

This program is funded at a level equal to two percent of the total of all MAP-21 authorized federal-aid highway and highway research funds. In short, the ODOT managed programs are being consolidated into one program. Unless a State opts out, it must use a specified portion of its TA funds for recreational trails projects, and funding for RTP remains at the same level it has been for the next two fiscal years (\$85 million, approx. \$1.5 million for Oregon). The opting-out clause is consistent with language in previous transportation bills.

Land and Water Conservation Fund (LWCF)

The Transportation Bill originally included an increase for LWCF as part of the BP Oil Spill settlement, but the final version Congress approved did not include that extra money. The standard funding for LWCF is included in one of the 12 regular appropriations bills, none of which are moving forward at this point for FY-2013, so the funding level for the coming year is uncertain.

Agenda Item: 11b

Topic: Pre-Registration/Express Check In

Prepared by: Dave Stamper

Background: OPRD's private vendor Active Network Outdoors is offering a new feature for the campground reservation system (aka, ORMS). Visitors with reservations can opt to receive an email 10 days prior to their arrival inviting them to login to the reservation system and "pre-register." At that time, they would be able to confirm their reservation, and enter the primary occupant and vehicle information. This new feature is expected to speed up the check-in process for the visitor and park staff. New York State Parks has already started using this feature and

claims it has made the check-in process faster and many of their customers are happily using it. An added benefit has been that the email 10 days prior to arrival is a timely reminder to customers, even if they choose not to pre-register.

Oregon State Parks staff, together with New York State Parks staff, has contacted Active Networks Outdoors to discuss modifications to this new feature that would allow the pre-registration participants the ability to print a primary vehicle tag that could be placed on their dashboards. Customers that pre-register would then be able to proceed to their site without stopping to check-in at the booth at all. Active Networks Outdoors has provided us with an example of the proposed primary vehicle tag (express check-in), a copy of which is attached to this report. The vendor says that they can have these modifications complete and ready to roll out during fall of 2012, or they may get to it in spring of 2013.

OPRD has the option to begin the pre-registration feature now, as New York has, without the primary vehicle tag (express check-in) option. Staff believes that this second feature is an integral part in allowing customers to get to their sites quicker and easier, and can best be introduced as part of a full service upgrade. However, if programming delays on the part of the private vendor appear to be significant and beyond our control and influence, we may introduce just the pre-registration feature first as a stand-alone enhancement.

Agenda Item: 11c

Topic: Illinois River Forks

Prepared by: Curtis Smith

Background – OPRD and the federal Bureau of Land Management (BLM) signed a 25 year lease in 1962, and a 20-year renewal in 1987, for the state to manage 80 acres of federally-owned property at the East and West Forks of the Illinois River. Over the years, OPRD installed paving, picnic areas, a restroom, gazebo and landscaping. OPRD completed a park master plan in 1996 outlining ideal park development concepts, natural resource inventory, and management challenges.

Shortly after the Commission adopted the plan, the agency faced significant funding and operational challenges and was considering closing parks. An additional 288 acres across the river is OPRD- owned and is not involved in the federal lease.

Recently, OPRD has been reluctant to invest substantial funds in the federally-owned portion of the park unless other agencies partner to help solve problems associated with destructive visitor behavior. While some local park supporters claim the act of investing more in the park will solve persistent problems, without adequate local or federal law enforcement resources available, park staff believe otherwise (master plan online at <http://tinyurl.com/9h5afvq>).

Lease Expires – The lease with BLM expired in 2007. Over the past five years, staff has been unsuccessful in trying to find resources from partner agencies. Local and federal agencies are similarly challenged to devote money and staff to help solve the park’s problems. This culminated in the Oregon State Parks and Recreation Commission decision in November 2011 to seek return of management of the 80 acres back to BLM. There was no formal or official notice to the community of the impending change at that time. There was a spate of publicity in August 2010 in a local newspaper; a BLM manager, county commissioner, a volunteer organizer and local resident were interviewed and expressed concern about the park (see Appendix A “Story” below).

As a consequence of resuming management of its property, OPRD believes that the BLM plans to manage for dispersed recreation with no facilities or other services. OPRD has spent over \$150,000 in managing this parcel in good faith since the lease expired while keeping options open to receive additional law enforcement assistance (see Appendix B “Timeline” below).

Prepare for Transition – In the wake of a recent management change, OPRD staff from the Eastern Region worked with local state park staff to meet with the BLM Field Manager and community stakeholders from the Cave Junction area to communicate the Commission decision to seek alternatives to pursuing a new lease.

Stakeholder Meetings – On June 13, 2012 OPRD and BLM staff met with 20 stakeholders to describe the past history, explain:

- The challenges OPRD has in managing the 80 federally-owned acres,
- The decision to seek return of management to the BLM in late September 2012
- OPRD’s commitment to manage the larger parts of the property—288 acres of state-owned property with a trail system that enjoys support from local volunteers—remains unchanged.

Most of the 3-hour meeting was spent answering questions and listening to people who were upset with the decision and want OPRD to remain. The meeting concluded with meeting participants offering options for managing the federal 80 acre parcel (see Appendix C “Options” below). The BLM explained two possible outcomes: transition to a new lessee, or infrastructure removal by OPRD. The group formed a committee to explore options and work with BLM and OPRD. They expressed concern that two months to come up with alternatives to the BLM plan was too short.

On July 9, the local stakeholder committee met, leading to a July 18 meeting with OPRD and BLM staff and about 20 other participants, including City of Cave Junction Councilors. Most of the 2.5 hour meeting was spent expressing frustration, pointing to OPRD spending money elsewhere in the state and a lack of action per the Illinois River Forks master plan. The meeting concluded with the BLM committing to explore options with the City of Cave Junction, Josephine County and Tribes.

Basic issues remain unchanged – OPRD cannot maintain the park and security of staff or public to OPRD standards without significant help from law enforcement, additional resources and support from other partners. This is not a new problem, but one that has been around since the beginning of the original BLM lease. Chapter 5 of the 1996 Master Plan identified the “issue of anti-social behavior including excessive alcohol use, illegal firearm use, and off-road vehicle use.” Homeless camps have become more common in recent years requiring staff enforcement and debris clean up.

Staff analysis and conclusions – Staff sympathize with the local community supporters who want the state to invest money and staff to rehabilitate the park, but the fact remains the property needs more substantial aid than is available in the current OPRD budget. The cost to bring this park to OPRD operational standards is a commitment of \$250,000 per biennium for staffing, supplies, and enforcement support. There would also be a capital cost of \$184,000 to re-connect to city water and install a host site, plus unmeasured infrastructure replacement and development costs in future biennia. Without new positions, the only way to staff the site would be to reduce service at another park. Charging a day use fee to fund park operations would only partially offset these costs. The 2011 vehicle count was 28,139, and if 100% of the vehicles purchased a \$5 pass, it would generate \$140,695. Compliance could be closer to 50-80%, and taking into account the effect of annual pass holders, revenue could be as low as \$70,350.

Staff intends to continue seeking transfer of management back to the BLM between Labor Day and the end of September 2012. Local state park staff will work with BLM and any other agency interested in managing the parcel under a new BLM lease. Should a new lessee emerge, there could be a transfer of OPRD assets to the managing agency. This local agency would likely qualify for the OPRD Local Government Grant program to assist with development.

If no other agency expresses an interest in running the park, OPRD will work with BLM at their request to remove infrastructure at OPRD expense (costing ~\$35,000-\$100,000 depending on scope of removal/restoration). To give stakeholders time to explore local management options, OPRD will not remove infrastructure until September 2013 at the earliest. The BLM will likely install a gate at their entrance to prevent motor vehicle access after September 2012, and OPRD will have to consider additional ways to prevent off-road access by visitors who will try to reach the federal land by crossing adjacent state park property. Local and regional OPRD staff will keep local stakeholders more fully informed at each step.

River splits Forks State Park's personalities

SHAUN HALL/Daily Courier/Aug. 9, 2010

Illinois River Forks State Park is schizophrenic. It has two personalities. Actually, it has two distinct areas —west and east, bisected by the river's west fork — each side with a very different character. One side —the west — is calm and quiet, with new trails on hillsides above the Illinois Valley. The other side —the east — is along the river and gets more visitors, some of them viewed as undesirables.

The west side is seeing improvements, while the east side is floundering and looking at an uncertain future. The east side, which is leased federal land, could simply close, victim of lack of money, lack of security and lack of respect from some of its visitors.

"We want to make sure all of our visitors can come to a park and feel it's well maintained and feel it's a safe environment," said Andre Briggs, district manger for the Oregon Parks and Recreation Department.

The state has not yet renewed its lease on 80 acres of U.S. Bureau of Land Management land that makes up the park's popular east side. That side of the park is off the Redwood Highway. It has swimming holes and a picnic area. In the next several days or weeks, state parks officials expect to meet with "stakeholders" to try to decide the future of the east side. Park safety seems key.

"We want to make sure we have enough law enforcement presence," Briggs said. "We have been going back and fourth on how to address the law enforcement issue.

"I'm hoping we will arrive at something solid shortly. The community and the resource itself deserve stability."

The state has leased the east side for almost 50 years. East-side problems, according to Briggs, have included dogs off leashes, damaged trees and small fires. Portable toilets have been knocked over and partly burned. Steel cables blocking off one section were stolen within a month of installation. The drinking, rough-looking crowd that congregates there, Briggs said, prompts this reaction from travelers: "They're eyes will get big, they'll do a 360 and they'll keep going."

There's no water on the east side, although a pit toilet might soon be installed. A maintenance person cares for the grounds. The state simply might walk away from the east section. If it does, federal plans for the property are uncertain.

"The BLM is facing the same kind of challenges the state is," said Abbie Jossie, BLM field manager. "Our budget is going down. Their budget is going down."

"We're not sure we can maintain it any better than the state can."

Jossie suggested that Josephine County might help with park law enforcement and management. County Commissioner Dave Toler said he has talked with state parks administration. One option, Toler said, could be for the county to handle operations.

"One chronic problem has been a lack of sheriff patrols in the area," he said. "Sheriff Gilbertson has assured the board that they will patrol that park each day."

Toler not only hoped to keep the park open, but to improve it. "Perhaps we can begin a serious dialogue with Oregon State Parks that could see some further enhancement of that park," he said.

Meanwhile, improvements to the timbered west side, off Westside Road, have been ongoing since last year. Aided by a state grant, nearly 100 volunteers have donated about 3,000 hours of work, building about six miles of trails, with more under construction.

"I get excited every time I come out there," said Sue Williams, a retiree from IBM who has spearheaded work on a footbridge, rock-surfaced parking areas, a vault toilet and trails.

A kiosk is due to go up on Tuesday. Picnic tables overlooking the river are planned. A dedication ceremony for the work might happen in late September or early October. To reach the trailhead, take Finch Road west from Kerby to Westside Road, then go south about three miles.

Continued ...

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The hilly west side overlooks the east side bottomland. Total park size is nearly 400 acres, with park boundaries about one-half mile north to south and 1.5 miles east to west.

"You have to think of the two sides as being very different," Williams said. "It's so incredible. People in town don't realize how big the park is."

Williams hopes problems stay out of the west side, and people "leave no trace."

Renea Cooper-Smith was hiking the west section on Thursday, the same day Williams was out building trails with a Job Council crew. Cooper-Smith's husband, Dave, helped fell trees there and do some hauling. She said she visits the west side with her dogs about once a week.

"I think it's awesome," she said, although she wished mountain bikes were allowed. "It's pretty impressive. It's quiet. It's peaceful."

In contrast, Cooper-Smith, a 37-year local resident, bemoaned what has become of the park's east side.

"That used to be a beautiful park," she said. "Now it's druggies and drunks. They hang out all day with their pit bulls."

A visit there about noon that day turned up a few families — and a couple of beer drinkers. One lady, apparently disabled, walked through the park talking to herself. And there was a loose dog, maybe a pit bull.

Leonard Jackson, who had a Steel Reserve beer in hand, said he'd walk in if they closed the park, which he reveres.

"It's kind of like my church," he said. "We come down here every day.

"They say we're the bad element. We pretty much police our own. We don't let no bull go on."

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Reach reporter Shaun Hall at 541-474-3813 or shall@thedailycourier.com

Forks State Park fast facts

Changes afoot

While the rugged west section of Illinois River Forks State Park undergoes changes that includes new trails, parking and signs, the future of the more heavily used east section is uncertain, with one option being closure due to bad behavior, vandalism and lack of funding.

Location

The park is located where the east and west forks of the Illinois River meet south of Cave Junction. It's rugged western section is off Westside Road, while the more popular eastern section — which has swimming and picnic areas — is off the Redwood Highway, immediately south of Cave Junction.

Park history

The 80-acre east side has been leased since the early 1960s from the U.S. Bureau of Land Management. A master plan in the mid-1990s suggested a campground, amphitheater and trails for the east side, with a price tag of \$1.5 million, including money for sewer, water, restrooms and showers.

Contacts

Andre Briggs, district manager, Oregon State Parks, 541-582-1118, ext. 23.

Sue Williams, volunteer project manager for trail-building and improvements on the park's west side, 541-592-6921.

Dave Toler, Josephine County Board of Commissioners, 541-474-5221, ext. 2.

Abbie Jossie, field manager, BLM, 541-471-6652.

Appendix B: Timeline

1. OPRD and BLM signed an original lease agreement in 1962, and a renewal in 1987, committing OPRD to develop and manage an 80 acre parcel at the confluence of the East and West Forks of the Illinois River.
2. The 1987 lease expired in November 2007. Beginning in late 2007, both OPRD and BLM began to discuss concerns about chronic park rule violators on the 80 acre leased portion of IRF, and possible changes in terms and conditions for lease renewal that could address these concerns.
3. In May 2009, OPRD sent the local BLM real property specialist a letter of support, and application for: Recreation and Public Purposes Lease (R&PP). The application also contained an attachment outlining OPRD's proposed law enforcement provisions.
4. Staff from both agencies submitted Law Enforcement (LE) provision proposals and counter proposals in an attempt to negotiate mutually acceptable language. By Fall 2009, staff from both OPRD and BLM were in substantial agreement over language that would commit BLM LE staff to some ongoing patrol in the park.
5. In April 2010, agency negotiations on lease renewal came to an impasse. The BLM District Manager indicated BLM would not be able to make an ongoing agreement to provide LE patrols on the lease portion of Illinois River Forks (IRF). BLM objections to the LE proposals focused on a concern over using their LE staff to patrol a leased property, and their desire to see OPRD play a larger role in LE at IRF.
6. In May 2010, OPRD staff indicated in a letter to BLM staff they would not be able to sign a lease renewal agreement without inclusion of the LE provision.
7. Staff representing both agencies met face to face in Grants Pass, July 2010. At this meeting BLM staff indicated they did not have the resource or agency direction to sign a LE provision for the lease. Both parties agreed to work on a list of restoration and disengagement duties. OPRD staff indicated they would meet to outline and weigh the various disengagement management options. Both parties also agreed to set a Fall 2010 meeting to include other public agency stakeholders (BLM, Jackson County, City of Cave Junction, OPRD) to discuss the proposed changes to the park, and assess the feasibility of other operation scenarios.
8. August 2010, OPRD managers meet with Josephine County Commissioner Dave Toler, and County Parks Director Doreen Ferguson to discuss the potential closing of a portion of IRF State Park (leased portion). During the meeting Commissioner Toler indicates his willingness to authorize sheriff department patrols at IRF, utilizing O&C timber funds for the next two years. It was agreed that a stakeholder meeting to discuss lease renewal options would be beneficial. OPRD commitment to continue to manage property without a lease is status quo until further notice.
9. Fall 2010, local BLM staff share there is continued agency reorganization and downsizing with budget cuts, and corresponding staff reductions at both the Grants Pass and Medford offices. Included in this reorganization plan are further reductions to local BLM LE staff, making the possibility of future BLM patrols at IRF less viable.
10. A stakeholder meeting is scheduled for October 21, 2010. We will look at and discuss operating scenarios that provide an ongoing and effective level of Sheriff Department patrols at IRF SP.
11. April 2011, current District Manager Andre Briggs retires. OPRD announced new district re-alignment which brought Valley of the Rogue & Joseph Stewart Management Units into the Cascades-Rogue District under District Manager Steve Janiszewski.
12. May 2011, District Manager Steve Janiszewski starts getting orientation from Park Manager Anna Krug regarding the ongoing issues & concerns at IRF.
13. July 2011, OPRD managers Steve Janiszewski & Anna Krug meet with BLM manager Katrina Symons in Grants Pass to discuss the future of the R&PP lease for the 80 acres at

- IRF. BLM states that they do not have the resources to assist OPRD. OPRD starts up discussion internally regarding vacating property. DM Steve Janiszewski is asked to analyze alternatives and write a Completed Staff Work (CSW) document.
14. July 2011, Park Manager Anna Krug met with a local group called E Clampus Vidus on-site to find out the status of the park given the lapse in the lease. They asked if they could charge a fee to keep park open. Without a lease there is no authority to allow.
 15. August 2011, DM Steve Janiszewski meets onsite with BLM Medford District Manager Dayne Barron to discuss the LE issues and vandalism at IRF and reiterate our position that conditions are not safe for park staff. BLM restates that they cannot assist to address vandalism, additional patrols, or vehicle barriers on property.
 16. October 2011, OPRD Director Tim Wood sends a letter to BLM State Director Ed Shepherd asking for clarification of the process to vacate property.
 17. January 2012. No response from BLM for several months. Calls are placed to BLM expressing our concern. Complaints on vandalism & resource destruction continue.
 18. March 2012, BLM sends response letter to Tim Wood outlining a process and our obligations after vacating property. Staff starts to develop a plan to separate the state and federal properties and keeps the rest of the park open including the west-bank trailhead. Staff starts to develop cost estimates for decommission of infrastructure.
 19. April 2012, concerns emerge in community that OPRD is closing IRF.
 20. May 2012, OPRD re-alignment which brings park under new region.
 21. May 18, 2012, BLM managers and OPRD managers meet in Grants Pass to discuss plan for the future regarding IRF. Both agree to work together on developing a joint news release and to hold a stakeholder meeting before summer begins with target groups from the Cave Junction area that may see value in the park.
 22. June 13, 2012, local citizen stakeholder meeting is held in Kerby.
 23. June 18, 2012, OPRD sent out an approved media release to local media explaining the change. The release was printed in several local newspapers and led to editorials and letters to the editor.
 24. July 9, 2012, the stakeholder committee called a local meeting in Kerby.
 25. July 13, 2012, a third stakeholder's meeting was held in Kerby with about 20 participants including 2 local newspaper reporters. OPRD and BLM managers invited.

Appendix C: Options for federally-owned 80 acres

(captured at stakeholder meeting on June 13, 2012)

Future Options (captured on flip chart)

1. BLM dispersed recreation as "wild land" need public easement to cross state land.
2. Put park host volunteer in park. Consider retired police officer.
3. "Work Camper" program to get park host.
4. Engage county/state/federal legislators/commissioners to find funding to maintain park. Make a public process.
5. Community involvement at no/low cost to solve this problem. Engage through community events (BBQ, Frisbee golf, etc.) Start with adding boulders to keep vehicles from going "off road."
6. This is a "gateway park" into Oregon, is there a way to get resources to take care of park?
7. Provide Frisbee golf as an activity for public.
8. Make a city park (Cave Junction), as a special district outside urban growth boundary.
9. Provide law enforcement and close park each night. BLM cannot provide if it is a state park.
10. Include park with city law enforcement contract.

11. Consider taking \$25,000 current budget and put toward law enforcement and have citizen's group maintain park. Be efficient with type of restroom. Go for grants (RTP) to do.
12. Have a de facto "Friends of the Park" in place (community stakeholders) to do maintenance like garbage, restroom cleaning, remove camps, etc.
13. Change demographics with users by developing the park (such as in master plan). Community engagement to make improvements. It's a special place.
14. We the people need to take ownership, not point fingers at government. Citizens have power and influence to change.
15. Need "presence" in park, re-connect water, have law enforcement help through city. Need budget created to determine cost to fix.
16. Determine scope for future use like "botanizing" (botany watching). If so, consider pull out by parks and return to natural area. Or do we want a very developed park as in the master plan with RV campground, but protect the resources like native vegetation and fish pools?
17. Would like the "cost per acre" by state parks and how that compares to this.
18. Add hiker/biker sites to attract other users.

Next steps

1. Decide what you want it to be: low impact/development or high development/usage.
2. If no direction, state parks will relinquish and remove infrastructure.
3. Determine agency to operate (city or county).
4. BLM consider development and operate.
5. Consider retaining infrastructure to give the community time to come up with a plan to take care of it.
6. Look at White Horse Park operation: infrastructure managed by non-BLM (county parks with a 99 year lease), but BLM manages. If county run then eligible for state grants.
7. Josephine County Parks Advisory Group wants to develop campgrounds that help generate revenue. Need staffing help. Stakeholders petition board.
8. BLM needs time to do NEPA.
9. State Parks consider smaller footprint to care for.
10. Partnerships need to be developed. State Parks needs to work with us.
11. BLM is starting a resource management plan and it is in scoping stage. Go to BLM website BLM_OR_RMPs_WesternOregon@blm.gov to leave comments. Be pointed because it will become the framework to manage by.
12. Create a smaller "working group" made up of stakeholders to explore options with BLM. Set meeting schedule.

Agenda Item: 11d

Topic: Cottonwood Canyon State Park Update

Prepared by: MG Devereux

Cottonwood Canyon State Park remains a focus with the goal to open recreational facilities to the public in September 2013. Work is proceeding in several key areas.

Construction of the Park Access Road:

In June 2012 the Commission approved a contract to develop road access from Highway 206 into what will become the main day use and camping areas of the park. The contractor, Crestline Construction of The Dalles, has broken ground and already begun the mass grading and road alignment of the entrance into the park. Work is expected to run into November 2012, with additional landscaping and a final pavement overlay prior to park opening.

Oregon Solutions:

The Oregon Solutions Center is in the final stages of a consensus-based decision making process to help identify community needs for the proposed experience center in the main day use area at Cottonwood Canyon State Park. This process has involved a large group of local, regional, and statewide stakeholders who have identified the goal of creating a place-based education space that uses the park as an education and experience gateway to the larger Lower John Day Basin. The discussions among the stakeholders have generated many good ideas, and interested parties are now reviewing a declaration of cooperation that will help take the ideas of the consensus group to a next level of design and development.

Land Use:

OPRD staff is still working with Sherman and Gilliam County to finalize the agreements necessary to proceed with construction of the main recreational facilities at the park. Park staff has met several times with planning, law enforcement, and emergency services personnel from each county. These meetings have been productive, but details about emergency communication and response plans have not been finalized.

Park Opening Facilities and Future Phases:

The park comprehensive plan approved by the Commission in July 2011 outlines a program of recreational facilities to support the rugged experience desired at Cottonwood Canyon State Park. Over the last year, agency staff has worked to prepare design and development plans that fit within the available budgets for the 11-13 and 13-15 bienniums. Planned work is in six major categories (schedule below):

- 1. Day Use:** The main day use area surrounding the red barn will provide the majority of the initial visitor experience and serve as a contact area for safety and education information. This part of the park enhancement will also include primary trail construction in the day use area as well as major routes to the north and south on OPRD property.
- 2. Operations Area:** This area includes the primary support elements for park staff and volunteers, including shop and office space, host sites, and a park residence
- 3. J.S. Burres:** While no major work is planned for this existing site across the river from the main day use area, efforts will include a redesign of the existing parking area, increased signage, upgraded shade and picnic amenities, and support for trail users.

4. **Camping:** Building a campground is a reach project for park opening due to budget and workload constraints. The campground area will include rugged sites, but a full service restroom facility. A few walk-in and boat-in camping opportunities are planned to be available at park opening to accommodate existing hunting use and the potential for spring boating use.
5. **Experience Center:** This area is a longer term item anticipated for the 15-17 biennium, and will rely on securing donations with the help of the Oregon State Parks Foundation. Work to prepare for added utility needs and program support will be a priority after park opening.
6. **Cabins:** The cabin loops described in the park comprehensive plan are scheduled to be phased in to ensure “right-sizing” the development and to utilize resources set aside for cabin development.
7. **Hay Creek:** The seasonal access into this area, as well as the small construction footprint, will be phased in over the longest time.

Cottonwood Canyon State Park Program Development Schedule

	11/13	Pre-Open 13-15	Post Open 13-15	15-17
1. Day Use	80%	10%	10%	
2. Operations Area	30%	20%	50%	
3. J.S. Burres		100%		
4. Camping			100%	
5. Experience Center				100%
6. Cabins				100%
7. Hay Creek				100%
Total Investment	4.5 M	2.8 M		1.7 M

Agenda Item: 11e

Topic: Uniform Committee Update

Prepared by: Steve Janiszewski, Valleys Region Operations Support Manager

Background:

OPRD employees and volunteers serve as park visitor and resource stewards. A uniform clothing image provides a positive appearance that invites a diverse public to approach employees and volunteers, and it facilitates public compliance with park rules and guidance. In addition, an OPRD uniform distinguishes OPRD employees and volunteers from other resources or service agencies. To promote professionalism and develop an easily recognized OPRD statewide image, we need a consistent standard that provides versatility for our employees and volunteers, who perform a variety of tasks for the agency.

The OPRD Uniform Committee is responsible for providing advice and counsel for the OPRD uniform program including revisions to policy or the Uniform & Appearance Manual, the uniform supply contract and changes in apparel items. The committee reviews and acts upon recommendations for new or revised uniform items for employees and volunteers.

Goals:

The overall goals for the committee are to:

- Establish a consistent and professional image for agency employees and volunteers who interact with visitors;
- Make it so that park visitors will easily recognize employees and volunteers as official park staff;
- Encourage uniform wearers to look and act professionally when representing the agency;
- Maintain standards by which employees and volunteers know and follow the dress code; and
- Manage uniform costs.

Department policies and procedures have established standards of personal appearance and conduct.

The objectives for establishing personal appearance and behavior standards are to:

- Be easily identifiable to the public as an employee for Oregon State Parks.
- Maintain a professional, positive image that encourages approachability from a diverse spectrum of visitors.
- Maintain an image of respect and authority when engaged in compliance or enforcement contacts.
- Assure employee safety.
- Maintain good order, uniformity, and professionalism among all employees.

Looking Ahead:

Currently, OPRD purchases uniform items from three vendors. The vast majority of uniforms are provided by Blumenthal's Uniforms & Equipment in Portland through a 5-year price agreement. We are also receiving a small number of uniform items from Oregon Correctional Enterprises (OCE) and Watershed Raingear. The Uniform Committee has recently added selected apparel items to administrative and volunteer uniform classes.

Agenda Item: 11f**Topic:** Salmonberry Corridor Project**Prepared by:** Mark Davison**Background**

The Salmonberry Corridor refers to an 86 mile railroad line and surrounding canyon between Banks and Tillamook Oregon. This rail line has seen different levels of use and activity since the late 1800's. In 1996 and again in 2007 the rail line was severely damaged in several places by significant winter storm events. While many sections of the rail line remain intact, several critical linkages received damages estimated in the millions of dollars. The rail line was rebuilt after the 1996 damage, however in 2009, the Port of Tillamook Bay Corporation, the owner of the rail line, made the decision to not repair the most damaged sections due to an estimated repair cost exceeding 54 million dollars. Since that time many interested parties have been exploring what options might be possible. The Oregon Coast Scenic Railroad runs a rail tour on the west end of the line. Recreation and Conservation interns have been cautiously exploring the Salmonberry and Nehalem rivers as they run through the corridor. Many have asked the question "what can be done with this public owned resource?" In early 2012 a critical mass of partners gathered at the urging of State Senator Betsy Johnson to find a way to answer that question. In that short time an informal coalition including the Port of Tillamook Bay Corporation, Cycle Oregon, Oregon Parks and Recreation Department, Oregon Department of Forestry and Tillamook County Commission have been working on a way to explore the possibility of a rail and trail connection along the Salmonberry Corridor.

Current Efforts

Since March of 2012 a group of OPRD and ODF staff have been working collaboratively to develop a plan to address some of the high level questions surrounding the recreational potential of a rail and trail corridor in along the Salmonberry rail line. This work will not answer all the feasibility questions in detail. Instead the work will focus on the major areas that would inform a coalition decision to move forward to the next stage, or defer action on additional investigation.

The high level feasibility work will involve assistance from the design firm Walker Macy to provide critical analysis of: current conditions; major damage assessment; operation and maintenance requirements; management and governance; legal feasibility; and potential land acquisition. There is a significant interest in the process and potential outcome from a variety of stakeholders, including the general public. A series of public listen sessions are being scheduled for the end of September to help provide context to the analysis done by the project team.

Next Steps and Schedule

The project team is aiming to have the baseline analysis done in the early fall. The Salmonberry Coalition will review the draft material and public input to determine if additional work is necessary or if adequate information is available to make a decision about further pursuit of establishing a recreational trail.

Agenda Item: 11g

Topic: Silver Falls State Park: Canyon Trail Management & Maintenance Plan

Prepared by: Mark Davison

Canyon Trail Background:

Silver Falls is one of the most outstanding examples of a park designed and built during the “golden-era” in U.S. park master planning. The naturalistic and rustic design styles that we see in U.S. National Parks and state parks were created during this golden era of park planning. As a part of Silver Falls’ early development, the Canyon Trail was built to take visitors to the eleven magnificent waterfalls that give the park its name. After 75 years, the Canyon Trail is suffering from typical wear-and-tear and not only needs some major rehabilitation, but is also beginning to lose the classic characteristics that make it an outstanding example of a rustic-style park trail. Recognizing the importance of this trail to the park as a whole, the recent master plan for Silver Falls singled it out for special attention:

“The Canyon Trail will be repaired and improved to meet increased use and provide safe passage through unstable and steep terrain. Improvements will need to be balanced with maintaining the spectacular natural features along the route and preserving the cultural significance of the trail itself.”

A recent Cultural Landscape Report recommends the Canyon Trail be nominated to the national register for its rustic-style design and planning. The Canyon Trail is also recognized nationally through its designation as a National Recreation Trail in 1998. The designation of the Canyon Trail makes Silver Falls State Park an important member of the national trail system.

Canyon Trail Plan:

The assessment provides guidance for rehabilitating the trail and management recommendations that will create efficiencies for managing the trail over the next twenty years.

1. Management goals consider the needs of the trail such as retaining the rustic character, protecting archeological resources, conserving natural resources, and establishing a scope for accomplishing the work needed.
2. This assessment provides technical recommendations for park staff, including specific information related to the maintenance of the Canyon Trail.
3. Maintenance specifications cover “how to” guidance on how to repair severely damaged trails such as eroded treadways, waterbars and checkbars, culverts, revegetation, barriers, signs, obscuring unauthorized trails, and halting erosion.
4. This plan is also a template for a larger agency effort to provide statewide trail guidelines. The methods developed in this assessment are going to be applied at other parks to create a standard for addressing the needs of trail in state parks.

Agenda Item: 11h

Topic: Rulemaking Status

Prepared by: Claudia Ciobanu, Vanessa DeMoe

Rulemaking Activity Log

OAR & Division	Subject Matter	Rulemaking Process Opened	Hearing Dates	Public Comment Expiration Date	Target Date for Commission Adoption
736-015	Tribal/Foster fee waiver and no-show rules for pre-registration	6/20/2012	NA	Sept. 28, 2012	Nov. 2012
736-010	Alcohol ban at Iwetemlaykin State Park	6/20/2012	NA	August 31, 2012	Nov. 2012

