

## Salmonberry Trail Project Key Milestones and Critical Tasks Ahead

### Background – Key Milestones to Date

Fall 2011 – The Port of Tillamook Bay approached the state and Cycle Oregon with a request to help explore a vision for creating a trail within the corridor of the former Pacific Railway and Navigation Company line from Tillamook to Banks. In response to this request, the Salmonberry Coalition was formed. Initial coalition members included: ODF, OPRD, POTB, Tillamook County, ODFW, the Oregon Coast Scenic Railroad, Cycle Oregon, State Senator Betsy Johnson, and the North Coast Regional Solutions Team.

Fall 2012 - A Memorandum of Agreement was signed between ODF, OPRD, Tillamook County, Port of Tillamook Bay, and Cycle Oregon, with contributions of funding (\$200,000) to support initial study and planning efforts for the project.

Winter 2012/13- Walker-Macy was retained to conduct the initial feasibility study for the project, which was completed in March of 2013. The feasibility study served as a very rapid assessment of the history, current conditions, and future challenges and opportunities associated with a trail connecting the valley to the coast, and to serve as a guidepost for the Coalition to identify fatal flaws, potential alternatives, and next step considerations. Based on this initial work, Walker-Macy was retained to lead the next step, development of a concept plan for trail development.

Fall 2013 – Winter 2014/15 – The concept plan for the project was developed through a public process that included a series of meetings in the Banks and Tillamook areas. The final concept plan was approved in early 2015.

Fall 2013 – The Tillamook Forest Heritage Trust joins the Salmonberry Coalition, agreeing to serve as the non-profit partner to facilitate fundraising efforts for the project. Representatives of Cycle Oregon, Tillamook County and the Port of Tillamook Bay, and Senator Betsy Johnson, join the Board of Trustees for the TFHT.

February 2014 – Senate Bill 1516 is signed into law, providing the following direction... ***“The State Parks and Recreation Department and the State Forestry Department shall, in cooperation with other interested state agencies, local governments, nonprofit organizations and other stakeholders, develop a plan to construct a trail along or adjacent to the portion of the former Pacific Railway and Navigation Company line between Banks and Tillamook, to be known as the Salmonberry Trail.”***

2014-15 – The Tillamook Forest Heritage Trust retained the Metropolitan Group of Portland, to complete and fundraising feasibility study for the project, and prepare a capital campaign plan.

2015 – Governor Kate Brown designates the Salmonberry Trail governance determination process an Oregon Solutions project, and designates State Forester Doug Decker and OPRD Director Lisa Sumption as Co-Conveners of the effort. As an outgrowth of the Oregon Solutions work, the Salmonberry Trail Intergovernmental Agency is formed by ODF, OPRD, POTB and Tillamook County (an ORS 190 entity). Eight additional governmental, nonprofit and tribal entities and officials agree to participate as ex-officio members.

June, 2015 – OPRD, ODF, Tillamook County and the Washington County Visitors Association (representing Washington County) entered into a cooperative agreement to provide two years of funding for the establishment of a Project Coordinator position at OPRD. The position is now filled (Dennis Wiley) and actively working on the project.

### **Current Work**

“Seed Money” Fundraising – With assistance from the Metropolitan Group, the Tillamook Forest Heritage Trust is conducting an initial fundraising effort with a goal of \$300,000. These “capacity” funds are intended to fund initial staff and other resources to fully implement the capital campaign plan. This effort is complemented by early grant and donation solicitation work to obtain funding for critical operational tasks described under “Future Work”.

Local Code Adoption Project (\$124,000) - The Salmonberry Trail local code adoption project is funded by a grant from the Oregon Transportation and Growth Management (TGM) Program. TGM is a joint effort of the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation Development (DLCD). The Port of Tillamook Bay (POTB) is managing the code project on behalf of these two agencies. ODOT contracted with DKS and Parametrix to conduct this effort. Necessary amendments to local land use and other plans that will facilitate trail development are being identified and recommended to local governments in Tillamook County. A preliminary set of evaluations of suggested local plan amendments have been completed and have been reviewed with the cities of Wheeler, Rockaway Beach, Garibaldi, Bay City, and Tillamook and Tillamook County.

Brownfields Assessment Project (\$400,000) - Tillamook County received an Environmental Protection Agency (EPA) Brownfields Assessment Grant for the Salmonberry Trail project. The grant establishes funding for assessment of properties considered brownfields, which are vacant or underutilized property where actual or perceived environmental contamination complicates its expansion or redevelopment. The grant monies will be used to complete a brownfields inventory and site ranking, Phase I environmental site assessments (ESAs), Phase II ESAs, cleanup planning, and public involvement activities. The goal of the assessment process is to identify sites that pose the most benefit to the community or trail project through cleanup and/or redevelopment.

Rail Banking – Oregon Solutions is leading a process involving members of the Salmonberry Trail Intergovernmental Agency to identify and pursue the necessary steps to complete the “Discontinuance of Service” process and receive a Notice of Interim Trail Use from the Surface Transportation Board. This is a key step to enable additional work on trail development to move forward.

### **Future Work – Fundraising and Development**

Establish “Pre” Capital Campaign Committee – May 2016 - Form a committee of the TFHT Board for the purpose of assisting with “Seed Money” fundraising, and planning for establishment of a Capital Campaign Committee.

Recruit and Hire Development Staff for TFHT – Begin in late summer 2016 – Contingent upon additional “seed money” fundraising. Initial position to be filled will be a half time Chief Development Officer, followed by additional part-time staff, and eventually a full time Director of Development. Constitutes the critical staff needed to support the full Capital Campaign.

Economic Development Study – Fall/Winter 2016 – Contract with vendor or academic institution to conduct an analysis of potential economic impacts of trail development on northwest Oregon communities and businesses.

Establish Capital Campaign Committee – early 2017 – Identify Co-Chairs and key committee members, and conduct necessary orientation and training with development staff.

### **Future Work - Operational**

Supplemental Planning in Coastal Segment – June through December 2016 (\$100,000) – With support from STIA member agencies, the TFHT has received a grant from the Tillamook County Transient Lodging Tax Facilities program to help fund critical supplemental route planning along the coastal segment of the trail. Several locations along this segment abut or pass through estuary areas, and have zoning restrictions which could severely limit trail development within the existing corridor. This supplemental planning will consist of more detailed planning in selected areas, identification of trail location options, and associated costs for different options. This work is expected to commence in early summer and continue into the fall of 2016.

Convening of Segment Level Planning Advisory Committees – June - September 2016 (\$20,000) – A process to solicit and select members, and convene two segment-level planning advisory committees (west and east). The western committee (Coastal segment) would be convened first to provide a stakeholder forum for the supplemental planning work. \$10,000 granted by OFRI towards this project.

In discussions with Oregon Solutions staff on the potential for a matching amount to fully fund the project.

Branding and Signage Design Work – June - September 2016 – Have a \$10,000 donation “earmarked” for this type of work. Likely to be a service contract through OPRD in the next 6-8 months.

Washington and Tillamook County Land Use Planning Processes – September 2016 - Fall 2017 (\$125,000) – Following completion of the rail banking process, the next key step the necessary land use plan amendments and land use changes for the Washington County portions of the corridor, and for the Tillamook County portions east of Wheeler (current local codes adoption process is limited to Wheeler south in Tillamook County).

Supplemental Planning – Valley Segment – Begin Spring 2017 (\$100,000) – Initial phase of more detailed bridge and tunnel assessment and design work for the Valley Segment of the trail.