ConnectOregon VI

2015 Program Application

October 5th, 2015
Introduction

To ensure you have current program information, sign up for the ConnectOregon electronic mailing list.

- Please read the ConnectOregon VI Application Instructions prior to completing this application.
- The Application Instructions, Draft Grant Agreement, and Frequently Asked Questions are available on the ConnectOregon website.
- Submission Requirements are detailed in Section 3 of the Application Instructions.
- Completed Application and Checklist are required.
- Answer all questions. Enter N/A where applicable.

Project Summary and Certification

1. Applicant

<table>
<thead>
<tr>
<th>Organization name</th>
<th>Contact person name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yamhill County</td>
<td>Laura Tschabold</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Address</th>
<th>Contact person title</th>
</tr>
</thead>
<tbody>
<tr>
<td>535 NE Fifth Street</td>
<td>County Administrator</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>City, state, zip</th>
<th>Phone</th>
<th>Fax</th>
</tr>
</thead>
<tbody>
<tr>
<td>McMinnville, OR 97128</td>
<td>503-434-7501</td>
<td>503-474-4908</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Website address</th>
<th>E-mail (Required)</th>
</tr>
</thead>
<tbody>
<tr>
<td><a href="http://www.co.yamhill.or.us/">http://www.co.yamhill.or.us/</a></td>
<td><a href="mailto:tschabold@co.yamhill.or.us">tschabold@co.yamhill.or.us</a></td>
</tr>
</tbody>
</table>

2. Project name and location

<table>
<thead>
<tr>
<th>Project name</th>
<th>Project location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yamhelas Westsider Trail: Bridge Construction</td>
<td>Yamhill County</td>
</tr>
</tbody>
</table>

3. Cost summary (fields will fill automatically as application is completed)

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. ConnectOregon VI Total Project Cost</td>
<td>$2,967,456.71</td>
</tr>
<tr>
<td>b. ConnectOregon VI Grant Request</td>
<td>$1,012,185.71</td>
</tr>
<tr>
<td>c. ConnectOregon VI Applicant Match (30% of grant)</td>
<td>$1,955,271.00</td>
</tr>
</tbody>
</table>

4. Certification

By checking this box, I certify that Yamhill County supports the proposed project, has the legal authority to pledge matching funds, and has the legal authority to apply for ConnectOregon VI funds. I further certify that matching funds are available or will be available for the proposed project. I understand that all State of Oregon rules for contracting, auditing, underwriting (where applicable), and payment will apply to this project. I certify that I have read the Sample Draft Agreement and will sign the Agreement if selected.

Date: 11/20/2015
5. Project Summary

Brief summary of project (max 400 characters)

The project will encompass the planning, design and engineering of three new pedestrian bridges and the construction of a bridge over the Stag Hollow Creek. All proposed bridges will be located along the future Yamhelas Westsider Trail near Yamhill, Oregon. The project area is parallel to OR 47 and this is the first phase of development creating Yamhill County’s first multi-modal regional trail.

6. Project purpose and description

This project will complete the planning, design and engineering of bicycle and pedestrian bridges between the cities of Yamhill and Carlton along the Yamhelas Westsider Trail (YWT) and construct the largest bridge at Stag Hollow Creek. This is the first phase of development of the YWT, a 17 mile multi-modal transportation corridor. The Stag Hollow Creek pedestrian bridge is a 111-foot single span bridge consisting of five 48-inch precast prestressed box griders supported on reinforced concrete pile caps and driven piles. The shared-use path, and out-to-out dimension of the superstructure, is 20ft wide. Two other bridges require engineering and design work, Unnamed Creek No. 1 (South of Stag Hollow Creek) is a 103’-6” single span structure and Unnamed Creek No. 2 Bridge (north of Fryer Rd), is a 82’-6” single span structure. The scope of work being requested through this grant application will complete the pre-construction activities of the three pedestrian bridges and the construction of one bridge. This will allow the project to seek outside funding to complete the construction the other two bridges, all the while ensuring the planning, design and engineering is cohesive and built to the required federal standards.

The project will result in the first key connection between rural cities, providing the first off-highway bicycle, pedestrian and equestrian path in the Northern Yamhill Valley. This is the first phase of development for the project. In October 2016 the county will own approximately 12.48 miles of the corridor (currently owned by Union Pacific), land acquired through the STIP TE grant program (9mi) and the OPRD LGGP (3.48mi).

The public benefits from this project are ample and revolve around transportation safety, non-highway regional connection, reduction of the number of bicycle and pedestrian fatalities along rural highways and county roads, creates a safe route to local schools, supports public health and recreation, allows freight and motorist to travel without sharing narrow roadways with bicycles and pedestrians and will be a strong economic development driver in Yamhill County.

More specifically, out of state visitors who participated in bicycle-related activities spent $174.6 million on accommodation and food services, $53.5 million on groceries, $71.5 million on motor fuel, $31.9 million on bicycle/cycling event fees, and $27.9 on bicycle repairs, clothing, and gear. In addition, this bicycle-related travel spending directly supported about 4,600 jobs with earnings of approximately $102 million. The bicycle-related travel spending also generated local and state tax receipts (lodging taxes, motor fuel, and travel-generated state income tax) of nearly $18 million in 2012 (Runyan, 2012).

The YWT will ultimately span from McMinnville to Forest Grove, providing a 10ft wide bicycle/pedestrian path and a 5ft wide soft shoulder for equestrian users. The project is deeply rooted in the community as evidenced by the Friends of the Yamhelas Westsider Trail (FYWT), 501(c)(3) non-profit, whose sole mission is to support, develop and maintain the trail.

The county has been working with the FYWT since 2011. The YWT is widely supported by businesses and organization across the county and state. Yamhill-Carlton School District Superintendent, Charan Cline explains the significance of the trail in a letter to the county, drawing attention to inadequate road shoulders and the disconnect between the two cities that rely on their respective resources. There are medical services available in Carlton, that are not in Yamhill and vice versa. Residents and school children have no safe options to travel the three miles outside of motor vehicles. The Bicycle Transportation Alliance expressed their support of the project (attached, #44) highlighting the unique opportunity the YWT is to “develop a transportation asset in the heart of wine country while facilitating an ability for rural residents to
grow their communities in a new healthy way.” Yamhill County supports this project and is committed to the development of the trail.

7. Project location
Street address or nearest street intersection

<table>
<thead>
<tr>
<th>City(ies)</th>
<th>County(ies)</th>
</tr>
</thead>
<tbody>
<tr>
<td>OR 47 and Yamhill-Newberg HWY 240</td>
<td>Yamhill County</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>GPS coordinates</th>
<th>Latitude (degrees and decimal)</th>
<th>Longitude (degrees and decimal)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Start: 45.327027, -123.173613 End: 45.339776, -123.171650</td>
<td>45.339744</td>
<td>-123.171683</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>County tax parcel identification number(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>R3421 00190</td>
</tr>
</tbody>
</table>

8. Project mode

- [ ] Aviation
- [ ] Bicycle/Pedestrian
- [ ] Marine
- [ ] Rail
- [ ] Transit

9. ConnectOregon region

- [ ] CO Region 1
- [ ] CO Region 2
- [ ] CO Region 3
- [ ] CO Region 4
- [ ] CO Region 5

For more information, refer to the Application Instructions. For processing purposes, when projects are located in more than one ConnectOregon region, applicant must identify which region will contain the majority of the planned project.

10. Is the applicant current in all state and local taxes and fees?

- [ ] Yes
- [ ] No

If no, explain: (max 400 characters)

- Complete Tax Declaration form and submit with application.
- Obtain Department of Revenue Tax Certification and submit with application.

11. Is the applicant a railroad that operates solely within Benton or Linn County?

- [ ] Yes
- [ ] No
- [ ] N/A

- If yes, complete Railroad Certification form and submit with application.
12. After project completion who will assume responsibility for the continued maintenance and operation of the project?

Yamhill County and The Friends of the Yamhelas Westsider Trail, 501 (c)(3) non-profit

13. What will be the source(s) of funds for the continued maintenance and operation of the project?

Yamhill County Parks Department, Yamhill County Department of Community Justice Work Crew Program, and private funding

14. What is the status of funds for maintenance and operations?

- Secured - available now
- Budgeted - committed for future
- Unknown or unconfirmed

Describe how and when these steps will occur. If unknown or unconfirmed, explain or describe necessary steps for funding assurance (max 400 characters):

The project will be maintained by the county and the FYWT 501(c)(3) non-profit. The county will assist the group in maintaining the corridor primarily through the inmate labor work crew program. The FYWT are committed to long-term maintenance of the path and will utilize local resources in the form of volunteers, in-kind donations and on-going improvements to the path. See attached letter.

15. Is all the property required for the project owned by the applicant?

- Yes, project real estate is wholly owned by the applicant
- No, project real estate is partly owned by the applicant

If yes, project area is wholly owned, what was the purchase price of the property? 

If no, project area is partly owned, or if no, complete Property Owner Information form and submit with application.

16. Will the project property or easements be purchased by the applicant to complete the project?

- Yes
- No
- N/A

If yes, is the property in escrow?

17. Will the project property be leased by the applicant?

- Yes
- No
- N/A

If yes, have the negotiations begun?

18. Provide any additional property details: (max 1600 characters)

Yamhill County has been working with Union Pacific Railroad to acquire the abandoned Westsider rail line for over three years. The county was awarded two grants for acquisition. The first is from the STIP Enhance program; total project cost $1,968,000. The project is on schedule to complete the acquisition of approximately nine miles (500ft south of Gun Club
Rd, Carlton to Roosevelt Dr, Yamhill, with project completion scheduled for October 2016. The second grant was awarded by the Oregon Parks and Recreation Department through the Local Government Grant Program for $126,000. The funding will fund the purchase of approximately 3.48 miles of the corridor spanning from Roosevelt Dr, Yamhill to NW Country Lane, Gaston, and is on schedule to be completed by October 2016. The total acquisition area will be 12.48 miles. The current request for the development of bridges is located within the nine mile section to be acquired with the TE funding. Union Pacific is anticipating this acquisition and has begun the necessary research for the purchase and sale agreement. ROW Negotiations will begin by January 2016.

Project Budget and Schedule

19. Identify the amount of funds for the project budget, including grants and matching funds:

<table>
<thead>
<tr>
<th></th>
<th>Amount</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Total Project Cost</td>
<td>$2,967,456.71</td>
<td></td>
</tr>
<tr>
<td>b. Grant Request</td>
<td>$1,012,185.71</td>
<td>34.11%</td>
</tr>
<tr>
<td>c. Applicant Match (must be at least 30% of Total Project Cost)</td>
<td>$1,955,271.00</td>
<td>65.89%</td>
</tr>
</tbody>
</table>
20. Detail the source and amount of the match shown in Question #19:

<table>
<thead>
<tr>
<th>Type of match</th>
<th>Source of match funds</th>
<th>Amount</th>
<th>Will this expenditure be incurred prior to completion of agreement?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Labor (payroll)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contracted services</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Materials and supplies</td>
<td>Yamhill County</td>
<td>$2,035.00</td>
<td></td>
</tr>
<tr>
<td>Capital outlay - land (purchase price)</td>
<td>FHWA, Yamhill County, FYWT</td>
<td>$1,530,236.00</td>
<td></td>
</tr>
<tr>
<td>Preliminary Engineering</td>
<td>County Funds &amp; Fed. Hwys. Admin</td>
<td>$398,000.00</td>
<td></td>
</tr>
<tr>
<td>Misc.</td>
<td>County</td>
<td>$25,000.00</td>
<td></td>
</tr>
<tr>
<td>Other (describe)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (describe)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Applicant Match</strong></td>
<td></td>
<td>$1,955,271.00</td>
<td></td>
</tr>
</tbody>
</table>

When will the match be available? Explain. (max 400 characters)

The match for this project is in the form of previous project costs incurred during the Preliminary Engineering, Environmental Assessment (NEPA CE), DAP (30%), FHAP, ROW services including acquisition and corresponding costs incurred by the county during the acquisition phase (2013-Present).

21. If the project is part of a larger project, describe the scope of the entire project. Include the total amounts of public and private investment in the proposed project. Please note which portions of the project are already completed or already funded and which remaining portions are ConnectOregon VI eligible. (max 1200 characters)

The YWT Pedestrian Bridge Construction is the first phase of construction for the project. The greater project is a 17 mile multi-modal transportation path connecting McMinnville to Forest Grove. This key piece of infrastructure will allow safe access to the trail and facilitate the connection between Yamhill and Carlton. The project will be developed over time, however, the county and its partners have identified the construction of bicycle and pedestrian bridges as an essential step towards keeping users safe along the trail. The corridor will have no interim use; it will only be used for bicycle, pedestrian and equestrian transportation. The YWT is deeply rooted in the community and once public ownership is complete, residents and visitors will request access to the trail, no matter the condition. The bridges will provide safe and continuous access along the path, creating a key alternative transportation route for students commuting to middle and high school from Carlton to Yamhill.
22. Is there an urgency to this project? (See Application Instructions for examples)
☐ Yes  ☐ No
If yes, describe (max 400 characters):

23. Is the project construction ready or ready for implementation? (See Application Instructions for more information)
☐ Yes  ☐ No
If no, describe the remaining steps and when these steps will occur if ConnectOregon funds are received (max 400 characters):

The current grant request includes the necessary steps to achieve construction readiness for all three pedestrian bridges and the construction of the largest bridge. These steps are outlined in the budget and include final planning, final design and engineering of the bridges, permitting, construction and mobilization of one bridge. This request continues the work started in the STIP TE grant.

24. Complete the following tables regarding current and projected milestones for the project. Check to indicate if the project is a construction or a non-construction project.

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Construction Projects</th>
<th>Other (non-construction projects - describe)</th>
<th>Has the milestone been met?</th>
<th>Projected start date of milestone work</th>
<th>Projected milestone completion date</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>☒</td>
<td></td>
<td>☐ Yes  ☐ No</td>
<td>11/2016</td>
<td>3/2017</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td>☐ Yes  ☐ No</td>
<td>04/2012</td>
<td>10/2016</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td>☐ Yes  ☐ No</td>
<td>3/2017</td>
<td>9/2017</td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td>☐ Yes  ☐ No</td>
<td>6/2017</td>
<td>2/2018</td>
</tr>
<tr>
<td>5</td>
<td></td>
<td></td>
<td>☐ Yes  ☐ No</td>
<td>2/2018</td>
<td>9/15/2018</td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td>☐ Yes  ☐ No</td>
<td>11/2016</td>
<td>8/15/2018</td>
</tr>
</tbody>
</table>
25. Complete the following tables regarding pre-construction documentation and permits.

Potential projects are expected to be at varying stages of construction readiness; some of the steps below will not apply, or must be marked "Still required" or "Don't know." See the Application Instructions for detailed explanations of the terms below.

### Environmental and Public Involvement

<table>
<thead>
<tr>
<th>Step</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Permit Completed</td>
</tr>
<tr>
<td>a. NEPA Categorical Exclusion (CE)</td>
<td>☐</td>
</tr>
<tr>
<td>b. NEPA Environmental Assessment (EA)</td>
<td>☐</td>
</tr>
<tr>
<td>c. Environmental Impact Statement (EIS)</td>
<td>☐</td>
</tr>
<tr>
<td>d. Air-quality conformity determination</td>
<td>☐</td>
</tr>
<tr>
<td>e. In-water work permit</td>
<td>☐</td>
</tr>
<tr>
<td>f. Army Corps of Engineers permit</td>
<td>☐</td>
</tr>
<tr>
<td>g. Coordination of project approval with any Native American tribe or another state</td>
<td>☐</td>
</tr>
<tr>
<td>h. Stakeholder involvement</td>
<td>☐</td>
</tr>
<tr>
<td>i. Permits</td>
<td>☐</td>
</tr>
<tr>
<td>Other (describe)</td>
<td>☐</td>
</tr>
</tbody>
</table>

### Planning and Land Use

<table>
<thead>
<tr>
<th>Step</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Included Complete</td>
</tr>
<tr>
<td>j. Identified in adopted transportation system plan (TSP)</td>
<td>☐</td>
</tr>
<tr>
<td>k. Identified in adopted local comprehensive plan</td>
<td>☐</td>
</tr>
<tr>
<td>l. Identified in adopted regional transportation plan (RTP)</td>
<td>☐</td>
</tr>
<tr>
<td>m. Identified in zoning amendment</td>
<td>☐</td>
</tr>
<tr>
<td>n. Goal exception (if required by state planning goals)</td>
<td>☐</td>
</tr>
<tr>
<td>Other (describe)</td>
<td>☐</td>
</tr>
</tbody>
</table>

List other federal, state, modal, regional, or local plans where this project is listed.

<table>
<thead>
<tr>
<th>Name of plan</th>
<th>Project Specific</th>
<th>Route/Site Specific</th>
<th>General Goal/Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009 Carlton Transportation System Plan (pg. 61, 88, 91, Apx O pg.23)</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>
26. Describe how the proposed project is consistent with or identified in a public or corporate planning document. Provide the portion of the document that applies. (max 400 characters)

The YWT is included in the county TSP and was adopted through ORD 880 as stated: "to Accomdate the Yamhelas 'Rails to Trails' Project." This amendment to the TSP was developed by JRH Transportation Engineering, the authors of the 1996 TSP, pg. 14.

☐ Cite documentation in question #44 and submit with application.

27. Is the construction of the project limited to specific construction timeframes due to environmental considerations (such as bird-nesting or fish-spawning seasons, or temperature)?

☐ Yes  ☐ No  ☐ N/A
If yes, note the periods when construction is limited:

<table>
<thead>
<tr>
<th>Restriction description</th>
<th>Start date of restriction</th>
<th>End date of restriction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Migratory Bird Treaty Act</td>
<td>09/2016</td>
<td>03/2017</td>
</tr>
<tr>
<td>USFW In-Water Preferred Work Period</td>
<td>07/2016</td>
<td>09/2016</td>
</tr>
</tbody>
</table>

28. Can you demonstrate project support from public agencies that must approve the project?
   - Yes
   - Yes, started but not completed
   - No
   - N/A

List approvals (max 1600 characters)

The project is supported by ODOT and FHWA for the current phase of acquisition. The acquisition phase will achieve project completion by fall 2016 and ready for full design, engineering and construction phases thereafter. The approval of these agencies is evidenced by the TE grant award and approval of project milestones. The project is included in Yamhill County’s TSP and has approval from the county. The project is also supported by local jurisdictions and is incorporated into the City of Carlton’s TSP.

☐ Cite documentation in question #44 and submit with application.

29. Describe any unique construction-readiness, project implementation issues or possible delays not identified above: (max 1600 characters)

Full design and permitting for the construction phase will need to occur before the project is construction ready. The current request includes these steps in the cost of the project. The project is supported by the county and the project partner, the Friends of the Yamhelas Westsider Trail, and county staff are dedicated to the project's development. The project is also supported by the cities of Carlton, Yamhill and Gaston. This first phase of development will propel the project's future development.

30. The project schedule presented above has the following level of risk involved.
   - High
   - Medium
   - Low

a. Describe the reason for your answer regarding level of risk (max 300 characters)

The project presents medium risk as the final design and engineering process has not yet been completed. The concept design and preliminary engineering have been approved by ODOT and cultural assessment will be complete by the fall of 2016. However, risks may be revealed as the project is reviewed by the various permitting agencies. Thus far, the project has been approved at every level of review.
b. Who was responsible for determining the project schedule and what is their level of expertise? (i.e. city or consulting engineer, construction project manager, city staff, etc.) (max 300 characters)

OBEC Consulting Engineers provided the project cost estimates. OBEC is the current contract consultant for the STIP TE grant activities. County Staff: Jayne Mercer, Grants and Special Projects Manager and Brett Henry, Yamhill County Parks Manager determined the project schedule.

Project Details

31. What is the expected project life (in years)?

75

Explain how this was determined. (See Application Instructions for more information) (max 400 characters)

Cost estimates and conceptual design for the pedestrian bridges were provided to the county by OBEC Consulting Engineers. If the bridges are designed by the AASHTO LRFD Bridge Design Specification, they will have a design life of 75 years.

32. Does the project improve existing or create new critical links for Oregon's transportation system?

☐ Yes ☐ No

If yes, check all that apply:

The project:

☒ creates a new link
☐ improves an existing link

The project improves or creates new transportation links:

☐ between multiple modes of transportation (check all that apply)

☐ air ☐ marine ☐ pipeline ☐ passenger rail ☐ freight rail ☒ transit ☐ truck

☒ bus ☒ bicycle ☒ pedestrian ☒ personal automobile

☐ to transportation networks outside Oregon

Explain (max 400 characters)

The construction of the Stag Hollow Creek Bridge creates a key piece of infrastructure for the YWT and will connect the cities of Yamhill and Carlton. This new transportation link will create the first regional bicycle and pedestrian trail in Yamhill County. This allows non-motorized users safe passage on the off-highway multi modal corridor, reducing risk for all highways users.
33. How is success measured for this type of project?
This answer must include the methodology for calculation. Attach additional information in question #44 if necessary (max 300 characters)

Measurement: Bicycle counts in AM and PM peak commute period and during peak recreation times on the weekend.
Current Level: 0 commuters, 0 school children, 0 tourist/recreational users
Expected level: 30-40 commuters, 30-40 school children, 30-50 tourists/recreational use.

a. What is the existing measurement today?
   0

b. What is the anticipated measurement when the project is fully operational?
   Bicycle/Pedestrian Counts

34. Does the project improve an existing transportation connection or add a new connection to an industrial or employment center?

☐ Yes  ☐ No
If yes, check all that apply:

The project:
☐ Creates a new connection
☐ Improves an existing connection

a. This project improves or creates access to:

<table>
<thead>
<tr>
<th>Industrial center</th>
<th>McMinnville, Forest Grove, Hillsboro and Portland Metro Area</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Employment center</th>
<th>McMinnville, Forest Grove, Hillsboro and Portland Metro Area</th>
</tr>
</thead>
</table>

☐ This project provides access to Site name

which is a site certified as "Project Ready" by the Oregon Business Development Department (OBDD).
For more information, refer to the Application Instructions.

35. Does this project link workers to jobs?

☐ Yes  ☐ No

Explain (max 300 characters)

The project provides workers with safe access to a multi modal corridor, accessible outside of current bus service times. The corridor fills a gap in transit services as many agricultural and manufacturing workers keep off peak schedules which do not correspond with bus service times.

a. Which mode(s) are linked for workers (check all that apply):

☐ Fixed-route bus  ☐ Light rail  ☐ Air Services
☐ Demands-responsive bus  ☐ Passenger rail  ☐ Ferry
☐ Bicycle/Pedestrian  ☐ Commuter rail  ☐ Water taxi
☐ Other

☐ Other
b. Estimated use by new users:

Estimated number of new users per day expected to use the service when opened

| 30-40 |

Explain basis for estimate (max 300 characters)

A survey was conducted in the spring of 2015 and was completed by 230 potential users who predominately reside in Yamhill County. Of these users 18% responded they would use the path to commute to/from school and work, approximately 30-40 users based on survey estimates.

c. Describe the demographics or other relevant characteristics of the residential areas that gain new or improved access to jobs as a result of this project. (max 400 characters)

The residential areas affected are Carlton, population 2,018, Yamhill, population 1,020 and unincorporated Cove Orchard. The median resident age is 34.3 years, and the mean travel time to work is 28.4 minutes, with the majority of residents commuting to work. Yamhill County has a median household income of $52,103.

d. Geographic service level (check all that apply):

- Rural
- Intra-city (within a town or city)
- Intercity (between towns or cities)
- Interstate (between states)
- International

36. Does this project link populations to medical care, social services, or shopping?

- Yes
- No

Explain (max 300 characters)

The project constructs a path that provides a new transportation corridor for residents in rural areas of Yamhill County. This new connection provides residents a safe route to bike or walk to medical care, social services, government buildings, shopping and rural bus stops.

a. Which mode(s) are linked (check all that apply):

- Fixed-route bus
- Demand-responsive bus
- Bicycle/Pedestrian
- Other

- Light rail
- Passenger rail
- Commuter rail
- Air Services
- Ferry
- Water taxi
- Equestrian
b. Estimated use by new users:

Estimated number of new users per day expected to use the service when opened

| 25-35 |

Explain basis for estimate (max 300 characters)

Estimates are based on a survey completed in spring 2015. 204 respondents completed the survey, most participants reside in Yamhill County. 18% of respondents expected to utilize the trail for commuting to school/work, while 75% expressed a desire to use the trail for biking for fun and exercise.

c. Describe the demographics or other relevant characteristics of the residential areas that gain new or improved access to these services as a result of this project. (max 400 characters)

The cities of Yamhill and Carlton will be specifically effected by the first phase of development. Yamhill-Carlton School District has its middle and high schools in the city of Yamhill, requiring all students residing in Carlton to commute the three miles. The YWT passes directly through the residential area of Carlton, allowing safe and convenient access for students and employees.

d. Geographic service level (check all that apply):

- Rural
- Intra-city (within a town or city)
- Intercity (between towns or cities)
- Interstate (between states)
- International

37. This project will improve system efficiency and/or utilization by:

- Increasing system capacity
- Relieving a bottleneck or congestion point
- Completing one or more gaps in Oregon's transportation system
- Removing an existing barrier
- Reducing traffic or use conflicts
- Improving geometrics
- Implementing technology
- Other (describe below)

Explain. Cite supporting documentation in question #44 and submit with application. (max 1250 characters)

The project increases system capacity by removing bicycle and pedestrian traffic from narrow OR 47 and adjacent country roads, allowing vehicles, freight trucks and farm equipment to move with ease. The county TSP states that the majority of bicycle facilities within the rural areas of the county are either shoulder bikeways or shared roadways. Shoulders are typically 2ft and on shared roadways bicyclists and motorists share the same travel lanes. By developing strategic infrastructure in a heavily trafficked area, commuters will have the new option of safely utilizing alternative transportation routes. The three streams between Yamhill - Carlton create a barrier for continuous travel. The largest crossing has steep grades and fluctuating water levels, the construction of a bicycle and pedestrian bridge is necessary for access. This first step in development strategically removes a barrier in an area that anticipates the highest use of the trail. Negative interactions between cyclists and motorists directly correspond with increased use of OR 47. The highways and roadways are not equipped to support the both user groups in a safe and efficient way. This project directly addresses and reduces such conflicts.
38. Does the project serve one or more of Oregon's Statewide Business Clusters? For more information, refer to the Application Instructions.

Statewide business clusters (check all that apply)

- Agriculture
- Food Processing
- Athletic & Outdoor Gear and Apparel
- Forestry and Wood Products
- Aviation
- Green Building and Development
- Bioscience
- Manufacturing
- Breweries
- Nursery Products
- Creative Industries
- Semiconductors and Electronics Components
- Defense
- Software
- Education Services and Technology
- Solar
- Electric Vehicles and Sustainable Transportation
- Tourism and Hospitality
- Energy Efficiency
- Wave Energy
- Environmental Technology and Services
- Wind Energy

Provide detail (max 500 characters)

The YWT is widely supported within the local business community as an economic driver and key development for alternative transportation in the valley. The project meets the need identified by the Yamhill County Agri-Business Report of "outdoor adventures and support facilities." It provides needed alternative transportation infrastructure to workers commuting to rural agricultural jobs and to industrial centers in the region.

39. Does this project benefit the Oregon economy by generating a net increase in or retention of long-term jobs (beyond short-term construction jobs) and/or increasing private investment in Oregon?

- Yes*  
- No

If yes, please complete the following:

a. Number of long-term (non-construction) jobs created or retained as a direct result of the project: 15

b. Average annual wage of long-term (non-construction) jobs created or retained: $28,000.00

c. List up to five businesses that will verify job creation/retention or new private investment

<table>
<thead>
<tr>
<th>Business Name</th>
<th>Name of Contact Person</th>
<th>Contact Person Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Ken Wright Cellars</td>
<td>Ken Wright</td>
<td>503-852-7070</td>
</tr>
<tr>
<td>2. Carlton Bakery</td>
<td>Tim Corrigan</td>
<td>5038526687</td>
</tr>
<tr>
<td>3. Silo Cycles</td>
<td>Ken Stubberfield</td>
<td>503-472-5632</td>
</tr>
<tr>
<td>4. The Horse Radish</td>
<td>Julie Davis</td>
<td>503-852-6656</td>
</tr>
<tr>
<td>5. Travel Yamhill Valley</td>
<td>Veronica Hinkes</td>
<td></td>
</tr>
</tbody>
</table>
d. What is the increase by these businesses in Oregon as a result of this project? $200,000

* Required for a yes answer. Commitment letters must be cited in Question #44 and submitted with application. These letters must be from businesses or organizations stating their intention to operate in Oregon and detailing: the number of jobs created or retained over a specific period of time as a result of this project, and/or the amount of additional private investment that the entity would make in Oregon over a specified period of time as a direct result of this project.

Explain (max 400 characters)

The YWT is a project that is rooted in the community and widely recognized for its potential to become an economic driver in the region. An increase in bicycle tourism spending would greatly impact local wineries, shops, restaurants, hotels and B&B’s. A Rails to Trails national survey showed that an average of 11.2 jobs were created for every one million dollars invested in trails (Garrett, 2011).

40. To what extent does this project generate economic stimulus in the state by supporting short-term construction-related jobs in Oregon?

☐ N/A - project is not a construction project.

For construction projects, complete the following:

a. List the planning, engineering, land, and construction cost estimates done for this project (including when the estimate was done and the name of the business that did the estimate):

<table>
<thead>
<tr>
<th>Year cost estimate was done</th>
<th>Business Name</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>OBEC Engineering and Yamhill County, planning estimate</td>
<td>$80,000.00</td>
</tr>
<tr>
<td>2015</td>
<td>OBEC, engineering cost</td>
<td>$449,763.00</td>
</tr>
<tr>
<td>2015</td>
<td>OBEC, Construction of Stag Hollow Crossing</td>
<td>$306,360.00</td>
</tr>
<tr>
<td>2015</td>
<td>OBEC, mobilization</td>
<td>$30,636.00</td>
</tr>
<tr>
<td>2015</td>
<td>Yamhill County, Permitting</td>
<td>$20,000.00</td>
</tr>
</tbody>
</table>

b. Identify the year for which the majority of the costs were estimated to occur and explain your answer: (For example: A project requires $500,000 in engineering work expected to occur in 2015 and estimated using 2014 hourly engineering costs. The project also requires $2 million in construction expenditures now expected to occur in 2016, but originally slated for 2015, the original estimator had inflated the estimate to expected 2015 prices. The answer to this question would be 2015 because the construction costs represent the majority of the estimated costs being funded and the estimator had inflated the costs to that year.)

All cost estimates for engineering and construction were estimated to occur in the year they were done, 2015.
c. The short-run jobs supported by this project are:

(Calculate the jobs number using Fields 1-5 below. The result in Field 5 will populate here.)

<table>
<thead>
<tr>
<th>Field 1. Project Costs (planning, engineering, land, construction)</th>
<th>Field 2. Inflation Adjustment factor based on year (see instructions)</th>
<th>Field 3. Project cost multiplied by Inflation Adjustment Factor (Field 1 x Field 2)</th>
<th>Field 4. Result divided by 1,000,000 (Field 3 / 1,000,000)</th>
<th>Field 5. Result multiplied by the job multiplier of 10.3 (Field 4 x 10.3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2,839,995.00</td>
<td>0.88</td>
<td>2,499,195.6</td>
<td>2.4991956</td>
<td>25.74171468</td>
</tr>
</tbody>
</table>

41. What is the unemployment rate in the project area?

Average unemployment rate in the project area for the last 12 months:

Refer to the Application Instructions

<table>
<thead>
<tr>
<th>Percentage</th>
<th>County/Jurisdiction</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.8</td>
<td></td>
</tr>
</tbody>
</table>

Provide additional detail on any other special economic considerations in the project location (max 800 characters).

42. Does the project improve safety?

☑ Yes*  ☐ No

* Required for a yes answer. Documentation or explanation of the incident(s) or safety situation(s) that have occurred that this project is addressing or documentation of a high risk or of a safety issue or hazard potentially occurring. Cite in question #44 if necessary.

Explain. Please note the number and type of incidents (fatal accident, injury accident, property-damage accident, crime, or other) within a specified timeframe. (max 400 characters)

Within the past year there have been three bicycle related fatalities due to collision with motorist (2 deceased in 9/2015, 1 deceased in 8/2014). One fatality occurred along OR 47 and two other on nearby county roads with shared roadways. The project was initially motivated by the death of a Carlton student, commuting to school along OR 47 in 1992, he was struck by a car.

Other Considerations and Information

44. List the supporting materials to be submitted in your application packet.

Question #6: Project Maps
1. Bridge Design Drawings
2. Bridge Location Vicinity Map
3. Bus Stops
4. Yamhelas Westsider Trail, UGB
5. YWT Grant Acquisition Areas

Question #26 Planning Documents
1. YC TSP Bicycle Pedestrian Sections
2. YC TSP Ordinance 880
3. 
4. 
5. 

Question #28: Documentation of coordination and support of public agencies that must approve the project
1. In-progress
2. 
3. 
4. 
5. 

Question #33: Metrics
1. Community Survey Results
2. 
3. 
4. 
5.
**Question #37: System Efficiency and Utilization**

1. 
2. 
3. 
4. 
5. 

**Question #39: Commitment letters**

1. Carlton Bakery, LOS
2. KWC-LOS 2015
3. Stubberfields
4. TYV Support Letter
5. 

**Question #42: Safety**

1. Bicycle Accident Documentation
2. 
3. 
4. 
5. 

**Other supporting documents:**

1. FYWT Letter of Commitment, Maintenance
2. FYWTLetterNov1015
3. WA CO 2015 LOS
4. YC Schools Letter
5. BTA Letter

**45. Describe any other considerations and information that support why the project should be selected:** (max 1200 characters)
# Bicycle/Pedestrian

<table>
<thead>
<tr>
<th>Preliminary Engineering (PE)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Administration</strong></td>
</tr>
<tr>
<td>1. ODOT Project Administration for federal projects (TE or TA)</td>
</tr>
<tr>
<td>2. Applicant Staff Costs - Direct</td>
</tr>
<tr>
<td><strong>Project Development and PE</strong></td>
</tr>
<tr>
<td>1. Surveying &amp; Descriptions</td>
</tr>
<tr>
<td>2. Engineering Design</td>
</tr>
<tr>
<td>Planning</td>
</tr>
<tr>
<td>Bridge Design and Engineering</td>
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<tr>
<td><strong>Environmental Work</strong></td>
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<tr>
<td>Environmental Phase I</td>
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<tr>
<td><strong>Coordination and Outreach</strong></td>
</tr>
<tr>
<td>RTCA NPS Grant</td>
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<tr>
<td><strong>Total PE</strong></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Right-of-Way (ROW)</th>
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</thead>
<tbody>
<tr>
<td>1. Appraisal &amp; Negotiation</td>
</tr>
<tr>
<td>2. Acquisition (Land/Improvement)</td>
</tr>
<tr>
<td>3. Relocation &amp; Damages</td>
</tr>
<tr>
<td>4. Personnel &amp; Legal Cost</td>
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</tbody>
</table>
## Program Application 2015

### Mowing

<table>
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<tr>
<th>Quantity</th>
<th>Unit Price</th>
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<tbody>
<tr>
<td>1</td>
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### Utility & Railroad (UR)

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<thead>
<tr>
<th>Quantity</th>
<th>Unit Price</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Utility Relocation</td>
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<tr>
<td>2. Railroad Costs</td>
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**Total ROW**

<table>
<thead>
<tr>
<th>Cost</th>
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### Non-Construction (OTHER)

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</thead>
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<tr>
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<td>2. Capital Equipment</td>
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<tr>
<td>3. Education &amp; Interpretive</td>
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<td>4. Enforcement Activities</td>
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<tr>
<td>Other</td>
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**Total OTHER**

<table>
<thead>
<tr>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0.00</td>
</tr>
</tbody>
</table>

### Construction (CONST)

#### Mobilization & Traffic Control

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<thead>
<tr>
<th>Quantity</th>
<th>Unit Price</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Mobilization (10%)</td>
<td>1</td>
<td>$36,312.30</td>
</tr>
<tr>
<td>2. Traffic Control, TP &amp; DT (10% min.)</td>
<td></td>
<td>$0.00</td>
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</tbody>
</table>

#### Erosion & Sediment Control

<table>
<thead>
<tr>
<th>Quantity</th>
<th>Unit Price</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Roadwork (Bikeway or Walkway)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------------------------</td>
<td>-------</td>
<td>-------</td>
</tr>
<tr>
<td>1. Construction Surveys</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Clearing &amp; Grubbing</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Excavation</td>
<td></td>
<td></td>
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<tr>
<td>4. Stabilization</td>
<td></td>
<td></td>
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<tr>
<td>Construction Engineering</td>
<td>1</td>
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</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Drainage & Sewers                     |       |       | $0.00 |
|                                       |       |       | $0.00 |
|                                       |       |       | $0.00 |

| Structures                             |       |       | $0.00 |
| 1. Buildings                           |       |       | $0.00 |
|                                       |       |       | $0.00 |
| 2. Bridges                             | 1     |       | $306,360.00 |
|                                       |       |       | $306,360.00 |
|                                       |       |       | $0.00 |
| 3. Retaining walls                     |       |       | $0.00 |
|                                       |       |       | $0.00 |

| Traffic Control & Illumination         |       |       | $0.00 |
| 1. Signs                               |       |       | $0.00 |
| 2. Signals                             |       |       | $0.00 |
| 3. Pavement Marking                    |       |       | $0.00 |
| 4. Lighting                            |       |       | $0.00 |

| Other Costs - Construction             |       |       | $0.00 |
|                                       |       |       | $0.00 |
### ConnectOregon VI

**Program Application 2015**

<table>
<thead>
<tr>
<th>Item</th>
<th>Quantity</th>
<th>Unit Cost</th>
<th>Total Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Landscaping</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>2. Fences</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>3. Water Quality Features</td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>4. Erosion Control Seeding</td>
<td></td>
<td></td>
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<tr>
<td>Permitting</td>
<td>2</td>
<td>$10,000.00</td>
<td>$20,000.00</td>
</tr>
</tbody>
</table>

**Construction Subtotal**

- $399,435.30

**Contingency**

- 20-30% of total construction costs above
- $79,887.06

**Construction Engineering**

- 15-20% of construction with contingency
- $71,898.35

**Total CONST**

- $551,220.71

**Total Cost**

- $2,967,456.71
Addenda

Attach additional text here as necessary, identifying the question number (max 4500 characters)
## Property Owners/Lessors

Click **Add new owner/lessee** to add additional tables. Clicking **Remove new owner/lessee** will remove last table added.

<table>
<thead>
<tr>
<th>Owner Name</th>
<th>Owner Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Union Pacific Railroad</td>
<td>402-544-2255</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Owner Address</th>
<th>Owner Fax</th>
</tr>
</thead>
<tbody>
<tr>
<td>1400 Douglas Street- STOP 1690</td>
<td>402-501-0340</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Owner City, State, Zip</th>
<th>Owner E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Omaha, NE 68179</td>
<td><a href="mailto:jmvangell@up.com">jmvangell@up.com</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Authorized Representative Name</th>
<th>Authorized Representative Phone</th>
</tr>
</thead>
<tbody>
<tr>
<td>John Van Gelder</td>
<td>402-544-2255</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Authorized Representative Address</th>
<th>Authorized Representative Fax</th>
</tr>
</thead>
<tbody>
<tr>
<td>1400 Douglas Street-STOP 1690</td>
<td>402-501-0340</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Authorized Representative City, State, Zip</th>
<th>Authorized Representative E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Omaha, NE 68179</td>
<td><a href="mailto:jmvangell@up.com">jmvangell@up.com</a></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Property Owner/Lessor or Authorized Representative Signature</th>
<th>Print Name</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td>John Van Gelder</td>
<td>Nov 17, 2015</td>
</tr>
</tbody>
</table>
Entire 17 Mile Trail:

- Northern Terminus: Scoggins Creek & HWY 47, Gaston

- Southern Terminus: Gun Club Rd, Carlton
Map #2: Full Extent, 17mi
Map #3: Full Extent with Grant Designation

OPRD LGGP Proposed Land Acquisition Area (3.48mi)

TE Grant Acquisition Area (9mi)
Map #4: TE Grant Acquisition Area (9mi)

- Federal Highway Administration Transportation Enhancement funds, approved $1.72 million dollar grant
- Includes Preliminary Engineering, Categorical Exclusion and ROW Acquisition Services
Map #5: OPRD Land Acquisition Request

- 3.48mi
- Valued at $126,000
- Adjacent to Wapato Wildlife Refuge (US Fish and Wildlife)
draft

Yamhill County Transportation System Plan

Prepared for
Yamhill County

Prepared by
DKS

April 2015
Roadway Projects

The recommended roadway improvements are in the form of projects, which consist of a bundle of one or more individual improvements that address both the primary and secondary needs at a location. The recommendations describe the type of improvements to be implemented, not their specific design characteristics or features. These would be determined at the time of project development.

Improvement projects are recommended for nine county roadway locations. Almost all of the projects are at intersections and primarily address safety needs and substandard geometric features, such as skewed intersection angle, poor sight distance, and narrow lanes and shoulders. The general improvement types at these locations are realignment of the intersection, removal of sight distance obstructions, and lane and shoulder widening.

There are 12 recommended projects for state highways, primarily along OR 99W and OR 18. Similar to the county roadways, these projects address safety and geometric needs. Because of the higher traffic volumes on state highways, however, they also address mobility and traffic operations needs at several locations. The mobility and traffic operations improvements include roundabouts and the installation of intersection turn lanes. Prior to implementation of the roundabouts, further analysis would be required by ODOT to determine their feasibility and desirability.

Bicycle and Pedestrian Improvements

The recommended bicycle and pedestrian improvements are located throughout the County and consist mainly of shoulder widening and/or paving to accommodate bicycle and pedestrian use. In some cases, lane widening is also recommended because having adequate lane width for vehicular traffic also improves safety for bicyclists and pedestrians. In addition to the shoulder and lane widening improvements, the Yamhela's Westsider Trail is also recommended, which will run parallel to OR 47 between OR 99W and Gaston.
Section 4. Existing Conditions

The existing roadway network has roughly 117 miles of state highways and 210 miles of county roadways classified as minor collector or above. There are 11 state highways providing connections to all of the urban areas within the County as well as the surrounding five-county area.

The county road system consists entirely of two-lane roads with no medians. Most of the county roadways classified as resource road or above are paved, while the local roads are mostly gravel. Turn lanes are provided at only a few county intersections. The basic speed rule covers most of the system, with slower speed zones in rural developed areas and for specific segments with geometric deficiencies. Currently within the rural area, there are no signalized county intersections.

The majority of state highways are two-lane facilities, with additional through lanes at some locations along OR 99W and OR 18. Turning lanes are provided at most major intersections along OR 99W and OR 18, but generally are not provided on other state highways. The basic speed rule is in effect for almost all state highways, with isolated slower speed zones in rural developed areas. There are no signalized intersections along the state highways outside of the incorporated areas within the County.

Nearly all of the bicycle facilities within the rural Yamhill County area are either shoulder bikeways and shared roadways. A shoulder bikeway is a paved shoulder that provides a suitable area for bicycling to reduce conflicts with faster moving motor vehicle traffic. On a shared roadway, bicyclists and motorists share the same travel lanes. There are only a few bike lanes in the study area, located near Newberg and McMinnville. A shared-use path differs from a shared-use roadway by being separated from motor vehicle traffic. There are no shared-use paths within the rural area.
4. Identify federal and state dollars as the primary source of funding for the Bypass Project.”

Ordinance 866, May 12, 2011

Ordinance 866 was also drafted by attorneys working for ODOT. It included amendments to the county’s Comprehensive Plan, and also amended the Transportation System Plan, to incorporate and address proposed modifications to the Newberg-Dundee Bypass, as follows:

“Based on its determination that the proposed amendments and goal exceptions comply with all applicable standards, the Board hereby:

***

3. Amends the Yamhill County Transportation System Plan and Yamhill County Comprehensive Plan to identify bypass corridor and interchanges as modified and those changes to the local road system including Kreder Road, Riverwood Road, Crawford Lane, Fulquartz Landing Road, Fox Farm Road, Harmony Road, Klimek Road, Corral Creek Road, Old Parrett Mountain Road, Haugen Road and Quarry Road and the addition of new frontage roads along various sections of the Project on the transportation facility plan map.”

Ordinance 875, August 16, 2012

Ordinance 875 amends the county’s Comprehensive Plan and Zoning Ordinance to accommodate Newberg-Dundee Bypass modifications. With regard to the TSP, Ordinance 875:

“4. Amends the Yamhill County Transportation System Plan to identify the Phase 1 Interim south Dundee Connection and the modification to the Fulquartz Landing Road Realignment.”

Ordinance 880, December 6, 2012

Ordinance 880 amends the TSP: “to Accommodate the Yamhelas ‘Rails to Trails’ Project.” This amendment to the TSP was developed by JRH Transportation Engineering, the authors of the 1996 TSP. It is the only amendment to the TSP to incorporated the amended language into the original sections of the 1996 TSP.

The 1996 TSP and the above-listed TSP amendments contain historical information and provide a more detailed explanation of the county’s transportation policies with regard to the Newberg-Dundee Bypass and the Yamhelas Westsider transportation corridor than does the new TSP attached as Exhibit B of this ordinance. Adoption of this ordinance, Ordinance 895, does not repeal any prior Transportation System Plan or TSP amendment, including those listed here. To the extent there is a conflict between the new TSP adopted through Ordinance 895 and earlier versions of the county’s TSP and TSP amendments, Ordinance 895 controls.
Community Survey Results
Yamhelas-Westsider Trail
February 2015 - October 2015

Over 230 surveys were collected from local residents who told us how they feel about the proposed Yamhelas-Westsider Trail and what they think it should look like. Thank you to all those who completed the survey!

If you have any questions, contact Wayne Wiebke at 503-435-9120.

Most people said they planned to use the trail once a month or once a week.

Walking and biking for fun/exercise were the two most anticipated forms of trail use.
Some type of trail surface and a means to keep the area clean with restrooms & garbage cans are the most desired amenities. There’s also interest in specified parking areas at trailheads.

Most people preferred a Dual Surface paved & dirt trail.
03 November 2015

Yamhill County Board of Commissioners
Attn: Laura Tschabold
343 NE Evans
McMinnville, OR 97128

Re: Yamhelas Westsider Trail

Dear Yamhill County Board of Commissioners:

I am writing to you to offer our opinions regarding the Yamhelas Westsider Trail project.

Our company, Carlton Bakery, is located in Carlton Oregon. Our experience in operating Carlton Bakery has revealed to us the vital importance of visitors to the Carlton-Yamhill area to sustain our business. Although our business certainly relies upon local support, the influence of revenue derived from visitors to the Carlton-Yamhill area is of extreme importance to us, to the level of impacting our weekly staffing decisions.

In my opinion, the establishment of the Yamhelas Westsider Trail will result in an increase in visitors to our area that will not only positively affect the revenue of our business, but its establishment will also require us to make adjustments in the number of FTE (full-time employees) that we retain. Our estimate is that the establishment of the Yamhelas Westsider Trail will require an increase of at least 3.0 FTE for our business.

Currently, our business is considering the hire of additional employees; however, our business may not have the ability to commit to additional FTE allocations until we can clearly justify such a decision with data backed by educated estimates for future revenue projections. The establishment of the Yamhelas Westsider Trail would most certainly strengthen the validity of revenue projections and provide us with the confidence to hire, and the ability to maintain, additional FTE.

Thank you for supporting the Yamhelas Westsider Trail project, as projects of this nature will be of benefit to businesses like ours, and to the community members who seek employment in this area.

Most sincerely,

Tim Corrigan
Owner, Carlton Bakery
PO Box 675
Carlton, OR 97111
Cell: 971.267.0656
October 28, 2015

Yamhill County Board of Commissioners
Attn: Laura Tschabold
343 NE Evans
McMinnville, OR 97128

Re: Yamhelas Westsider Trail

Dear Yamhill County Board of Commissioners,

I am writing to you on behalf of my company, Ken Wright Cellars, to express our support of the development and construction of the Yamhelas Westsider Trail. Ken Wright Cellars is located in the town of Carlton, Oregon and would be positively impacted by the trail.

Our public tasting room is located directly adjacent to the trail. We are very hopeful that the trail will come to fruition. We believe that the additional traffic from the trail, based on the traffic on other trails of its kind, will likely increase two fold the number of people visiting our tasting room. Currently our staff is one full time employee and four part time employees. With the development of the trail, we believe we could double our staff. In the summer of 2013, we invested $100,000 in updating our tasting room facility so the infrastructure for handling an increase in traffic due to the trail is already in place.

Furthermore, you can count on our continued support towards completion of the Yamhelas Westsider Trail. If at any point another letter or a person’s presence would be helpful in this process, please let me know.

Best,

[Signature]

Ken Wright
November 5, 2015

Yamhill County Board of Commissioners
Attn: Laura Tschabold
343 NE Evans
McMinnville, Or 97128

Re: Yamhelas Westsider Trail

Dear Yamhill County Board of Commissioners,

We am writing to tell how excited we are about the development of the Yamhelas Westsider Trail as it would warrant an investment in a company we are creating called "Silo Cycles."

We have property directly along the trail in Carlton. On this property there are several grain silos. In the future, once the trail is completed we would like to convert one of the grain silos into a bike rental and repair facility. Given an average amount of traffic for recreational bike trails, we expect to hire at least two full time and two part time employees to staff the business.

We will keep in touch with the progress of the trail's development. We hope the county will be successful in obtaining the grant for this project. We will continue to work with volunteers and we plan to attend a work session in Carlton on November 14th. Let us know if we can be of any assistance in the continued progress of the trail.

Thank you,

Kris and Susan Stupperfield
November 6, 2015

Yamhill County Commission
434 NE Evans St.
McMinville, OR 97128

Dear Yamhill County Commissioners;

I am writing to express the enthusiastic support of Travel Yamhill Valley for the Yamhelas Westsider Trail, and the grants you are seeking to move the project forward. Travel Yamhill Valley is the official destination marketing organization for the Yamhill County area, and works to promote the area as a preferred tourism destination.

We see this as a very exciting project that will create a valuable tourism asset in our county. Bicycle tourism is an important niche market for Oregon, and is being promoted heavily by Travel Oregon and destination marketing organizations around the State. This trail will address an on-going safety concern along HWY 47 and nearby country roads, allowing increasing bicycle traffic a safe alternative to existing highways and roads. This trail will also provide a corridor to entice visitors using the Banks/Vernonia Trail and Tualatin Valley Scenic Bikeway to continue into Yamhill County.

All of this will allow us to more aggressively promote Yamhill County as a bicycle tourism destination, and further develop the cycling/wine industry/agritourism niche. According to information shared at the 2015 National Bike Summit, bike tourists spend nearly double per day as other tourists, and spend a higher percentage locally because they spend less on gasoline. They also tend to stay more nights than the average tourist.

Oregon travelers who participated in a planned bicycle-related activity while on their trip made travel expenditures of approximately $400 million in the 2012 calendar year (the last year studied). These visitors spent $79 million in the Willamette Valley region—this is the second highest regional spending in the state behind the Portland Metro area. This trail will help Yamhill County capture more of this economic input from bicycle tourists.

Economic impact studies of similar rural regional trails also indicate a strong likelihood that new businesses would appear as soon as the trail is complete. This will help to build Yamhill County’s tourism infrastructure and create destinations that all visitors, not just cyclists, can enjoy.

We appreciate the work that is going into this trail development by the county, communities and volunteers, and look forward to promoting it when it opens.

Best regards,

Veronica Hinkes
Travel Yamhill Valley Board
A Carlton man was killed Tuesday afternoon when a van struck the bicycle he was riding north along Highway 47 about three-quarters of a mile north of Highway 99W.

Juan Huapeo Garcia, 56, died in the wreck, which happened about 5 p.m., Oregon State Police said.

State police gave this account:

Huapeo Garcia was riding on the northbound shoulder on a straight stretch of Highway 47. A white Ford van driven by Richard Phillip Travis King, 45, also was northbound. The van drifted onto the shoulder and hit the bicycle from behind.

The cyclist, who was not wearing a helmet, was thrown from his bike. He was pronounced dead at the scene.

The van driver was not injured. The investigation is continuing.
The highway was closed for several hours while state police, the Yamhill County Sheriff's Office, Carlton police, the McMinnville Fire Department and the Oregon Department of Transportation were on the scene.

By NR Staff • June 12, 2014

Bicycle, vehicle collide in McMinnville

A collision involving a bicycle and a vehicle was reported about 8:15 this morning at North Baker and 12th streets in McMinnville.

The intersection is shut down and traffic is being rerouted. Motorists should avoid the area.

More information will be posted when it is available.

Bicycle, car collide; two 10-year-olds injured

Two 10-year-old girls were injured Friday morning when the bicycle they were riding collided with a car on Southeast Ford Street in the area of the dip.

The bicycle operator, Mireya Medina, of 725 S.E. Ford St., No. 18, and her passenger, Emmalea Drew, of 1005 N.E. Lafayette Ave., were transported by McMinnville Fire Department ambulance to the Willamette Valley Medical Center for treatment of minor injuries. Neither was wearing a helmet.

Capt. Matt Scales of the McMinnville police gave this account:

The bicycle was traveling on the east side of the street and being ridden southbound into the dip. As the bicycle ran out of sidewalk, it veered at a 45-degree angle across traffic and crashed into the driver side mirror of a southbound 1999 Ford Escort station wagon driven by Jay Glenmore Jaeger, 56, of 1123 S.E. Rummel St., McMinnville. He was traveling an estimated 25 mph.

An investigation led officers to believe the bicycle was the cause of the crash for violating Oregon Revised Statute 814.430 — improper use of lanes by a bicycle. No citations have been issued.
Police remind bicyclists they are required by law to ride as close as possible to the right curb or edge of the roadway. In addition, any bicyclist under the age of 16 is required to wear a helmet.

Newberg woman, 44, killed in car vs. bicycle crash; husband critically injured

By Stuart Tomlinson | The Oregonian/OregonLive

on September 09, 2015 at 2:26 PM, updated September 09, 2015 at 3:08 PM

Yamhill County authorities on Wednesday identified a 44-year-old woman struck and killed while riding a bicycle a day earlier as Tara Janel Manitsas of Newberg.

Officials said Manitsas and her 60-year-old husband, David Lee Manitsas, were riding side-by-side and traveling west along North Valley Road near Dopp Road at 7:05 p.m. Tuesday when they were struck by a 2007 Toyota Rav4 traveling in the same direction.

Sgt. Joe Shipley of the Yamhill County Sheriff's Office said the two bicyclists were not run over, but forced onto the hood of the sport utility vehicle and carried about 100 feet before the driver stopped.

Tara Manitsas was pronounced dead at the scene of the crash; David Manitsas was transported by LifeFlight helicopter to OHSU Hospital, where he was reported in critical condition.

The driver of the Rav4 was identified as 71-year-old Nancy Rae Faunt of Gaston. Shipley said Faunt was cooperating with investigators and there was no evidence she was impaired at the time of the crash.
Anyone who may have witnessed this crash is asked to contact Sgt. Joe Shipley with the Yamhill County Sheriff's Office at 503-434-7506, or via email.

-- Stuart Tomlinson

stomlinson@oregonian.com
503-221-8313
@ORweather
November 20, 2015

Dear Mr. Cummings,

On behalf of the Yamhill County Board of Commissioners I would like to express our support of the Yamheals Westsider Trail (YWT): Pedestrian Bridge Construction application to the Connect Oregon VI Grant Program. The project is the first phase of development of the 17 mile multi-modal transportation corridor and would provide key assistance in ensuring the safety of bicycle, pedestrian and equestrian users that will access the trail.

By the fall of next year Yamhill County will own approximately 12.5 miles of the ROW corridor and is actively pursuing funding to develop the trail in phases overtime. The engineering and construction of pedestrian bridges along the corridor will allow for a key connection between the cities of Yamhill and Carlton, passing through residential areas, business centers and rural bus routes. The access the YWT will provide to local residents and visitors will reduce the number of accidents between motorist, cyclist and pedestrians that tragically occur on our rural highways and roads every year. This development will create Yamhill County’s first regional multi-modal transportation path and runs parallel to OR 47, an increasingly popular route in and out of the Northern Yamhill Valley.

Safety, alternative transportation, community development, natural resource preservation, interpretive opportunities, public health and education are just a few of the beneficial aspects of developing the YWT. However, the potential for economic impact due to the creation of the multi-modal path is immense and is anticipated to create jobs, encourage spending and increase overnight and day trips to the valley. Cyclist who rode on Oregon Scenic Bikeways made expenditures of approximately $12.4 million in 2014 alone, with over 79,200 bicycle trips (Runyan, 2015). The development of the YWT will create a unique transportation asset in the heart of Oregon’s Wine Country, drawing bicycle visitors that will greatly impact the local economy and enhance the statewide bicycle system.

The YWT project is deeply rooted in the community and the county’s project partner, the Friends of the Yamheals Westsider Trail 501(c)(3) non-profit, continues to demonstrate their commitment to the trail through their marketing, fundraising and public outreach efforts. This public private partnership will ensure that the project meets the needs of the community while meeting the needs of transportation development in Yamhill County.

We thank you for your consideration of Yamhill County’s application.

Sincerely,

Allen Springer, Chair
Yamhill County Commissioner
Oregon Parks and Recreation Department  
Local Government Program Review Committee

Dear Review Committee,

This letter is to demonstrate the Friends of the Yamhelas Westsider Trail’s (FYWT) future commitment to the ongoing support to the Yamhelas Westsider Trail (YWT). The efforts to make the YWT a county park originated with the FYWT group. The FYWT is a 503(c)(3) non-profit organization with an active board consisting of local government officials, business leaders and other local residents.

The FYWT group is the county’s main project partner, responsible for such activities as public outreach, marketing, and fundraising, all of which will continue after the trail is completed. Our commitment to partner with Yamhill County will also extend to the long-term maintenance of the YWT. This commitment includes an estimated Comprehensive Trail Maintenance Cost of a yearly $1,500 per mile which for a 12 mile asphalt trail, 10 feet wide, is estimated at $18,000 per year.

The partnership for maintenance will be further defined during a conceptual planning process being conducted by the FYWT with the aid of the National Parks Service through the Rivers Trails Conservation Assistance Program, a technical assistance grant. The conceptual plan for the entire trail (17 miles) will be completed in the spring of 2016, after which the master planning phase is projected to begin.

In partnership with the FYWT, Yamhill County is committed to assisting with regular, routine maintenance (i.e. garbage patrol, mowing and landscaping, clearing debris and vegetation, and minor trail surface repairs) through the use of the inmate Work Crew program and summer rangers.

The FYWT’s further commitment is to fundraising for purpose of trail’s maintenance as well as to utilize local resources in the form of volunteers, in-kind donations and ongoing improvements to the trail.

Thank you for your consideration.

Sincerely,

Lyell Gardner, President  
Friends of the Yamhelas Westsider Trail
November 10, 2015

Yamhill County Board of Commissioners
Attn: Laura Tschabold
343 NE Evans
McMinnville, OR 97128

RE: Yamhelas Westsider Trail

Dear Yamhill County Board of Commissioners,

The Friends of Yamhelas Westsider Trail is a diverse group of stakeholders representing area residents and public and private sector organizations, who are working alongside the county, towards converting the old Union Pacific Railroad right of way to a multi-purpose transportation corridor. Our group fully supports the cooperative development of the path. The route of the corridor will eventually run from Highway 99W near McMinnville to Gaston, linking up with State Highway Bicycle trail to Forest Grove and Hagg Lake. The route has magnificent vistas of the Coastal Range and passes many Century Farms. The cities of Gaston, Yamhill, and Carlton situated along the trail will provide opportunities for shopping, antiquing, dining and obtaining needed supplies. Nearby wineries offer tours and wine tasting, enticing tourists from around the state, the nation, and the world.

The railway grade is gradual and will provide recreational opportunities for walkers, hikers, runners, bicyclists, horseback riders and possibly wheelchair users. It will also create a new and necessary transportation link between our rural towns and communities. Access is readily available from the county roads it crosses and nearby Highway 47.

The trail would:

- Be family oriented and provide a wholesome, safe recreational opportunity.
- Provide alternate modes of transportation between communities.
- Provide opportunities for local youth groups to be involved in the creation of the trail.
- Allow children to bicycle safely to school.
- Keep pedestrian and bicycle traffic off Highway 47.
- Boost the economy of area communities.
- Provide wildlife viewing and preserve open space.
- Provide a corridor for optimal trail connections.

The Friends of the Yamhelas Westsider Trail fully support and are committed to the development and long-term maintenance of the path. The corridor will be an incredibly beneficial asset to our community and greatly enhance recreational opportunities as well as stimulate economic growth and provide safe alternative transportation options.

Sincerely,

Lyell Gardner, President
Friends of the Yamhelas Westsider Trail
November 16, 2015

Mr. Terry Cole  
ODOT Region 2 Headquarters  
455 Airport Road, Building B  
Salem, Oregon 97301-5395

Dear Mr. Cole,

On behalf of the Washington County Department of Land Use and Transportation, I would like to state my support for Yamhill County’s Yamhelas Westsider Trail project and that county’s effort to secure 2018-21 STIP Enhance and Connect Oregon funds for further project development. Because one mile of the trail would be located in Washington County, my staff has been involved with the project since 2012, participating in coordination meetings and providing grant writing assistance. As the project progresses, the department intends to continue its support with similar in-kind services. With the help of state grant funding, the trail would:

- Create a new transportation corridor linking Yamhill and Washington counties, the first regional bicycle/pedestrian pathway in the Yamhill Valley.
- Address ongoing safety concerns along Oregon Highway 47 and nearby rural roads, providing increasing bicycle traffic a safe alternative to existing roads.
- Create needed infrastructure for bicycle and pedestrian commuters and recreational users throughout the corridor.
- Provide safe access to school for students and employees of the Gaston and Yamhill-Carlton school districts.
- Preserve the corridor for future transportation needs.
- Increase tourist trips and overnight stays in the Yamhill Valley.

With Washington County’s assistance, this project was awarded $1.4 million from the ODOT Transportation Alternatives and Oregon Pedestrian & Bicycle Program Funding Program for railroad right-of-way acquisition. Additional state support would bring much-needed project development resources and bring the Yamhelas Westsider Trail closer to implementation.

Please lend your support to this important project.

Sincerely,

Andrew Singelakis, AICP  
Director, Land Use & Transportation

Cc: Yamhill County Board of Commissioners  
    Jayne Mercer, Yamhill County Grants and Special Projects Manager
October 28th, 2015

Dear Yamhill County Board of Commissioners,

The Yamhill Carlton School District is in full support of the development and construction of the Yamhelas Westsider Trail. We believe that it would create a safe corridor for students to travel to and from school by bicycle and foot. We are interested in attracting more families and students to our communities and we believe that the increased quality of life that the trail would bring to our area may help to convince families that our towns are positive places to raise their children.

The YC School District serves the two communities of Yamhill and Carlton. These small towns are separated by about a three mile stretch of Highway 47 that has inadequate shoulders for bicycling safety. This section of highway is utilized extensively by large commercial transport trucks and farm equipment. Children have no business traveling across it and in general they do not. If they were able to walk or bicycle, the communities would increase their links and students would be able to more effectively utilize the resources and facilities of each small town. For instance, the local public pool is located in Carlton and children from Yamhill would be able to walk or ride their bikes during the summertime to swim.

The committee that has formed to promote the development of the trail has utilized our High School/Intermediate School Cafeteria several times to hold town hall style meetings in order to engage local patrons about the trail. They have also presented at a Healthy Communities Fair that we held on campus. They are welcome to use the facilities in the future to continue to discuss progress and solicit community feedback.

To promote health and wellness, the YC School District has been purchasing and installing bicycle racks at our Elementary and Intermediate School to facilitate student bicycle traffic. We believe that the development of this trail will increase the overall health and livability of our communities.

We hope you join us in supporting the Yamhelas Westsider Trail.

Sincerely,

Charan Cline
Superintendent
November 16, 2015

Yamhill County Board of Commissioners
Attn: Laura Tschabold
343 NE Evans
McMinnville, OR 97128

RE: Yamhelas Westsider Trail

Dear Yamhill County Board of Commissioners,

The Bicycle Transportation Alliance (BTA) would like to express its strong support of the development of the Yamhelas Westsider Trail and the current grant applications to the State of Oregon.

In Oregon for over 25 years, the BTA works to create healthy, sustainable communities by making bicycling safe, convenient and accessible. Yamhill County has a unique opportunity to develop a transportation asset in the heart of wine county while facilitating an ability for rural residents to grow their communities in a new healthy way. By investing in the Yamhelas Westsider Trail and creating a connection among rural communities and economic centers, Yamhill County residents and visitors will have an opportunity to walk and ride bikes safely to local attractions.

The project will create the first regional, multimodal transportation corridor in the northern Yamhill Valley. This will allow alternative transportation to become a safe and viable option for local and visiting user groups. The current routes utilize inadequate road shoulders, causing non-motorized users and motorists to share narrow, winding country roads, which results in tragic fatalities every year. The development of this trail will directly address this safety concern and growing demand for safe places to walk and ride bikes. The construction of the trail will give immediate access to students traveling from Carlton to Yamhill, and greatly benefit these rural communities.

Further, the trail would act as a catalyst in the development of the local economy, adding another layer of attraction and accessibility to an already thriving agro-tourism industry. The corridor would add value to an already popular wine tasting pastime as bike trails have been proven to encourage overnight stays supporting local purveyors and increasing demand for their services. On average bicycle related tourism accounts for $400M in economic activity in Oregon each year.¹ Many business owners in Yamhill County participate Bike Friendly Business Program through Travel Oregon, demonstrating their recognition of this growing market.

The BTA recognizes the significance and important of this project and hopes Yamhill County will continue to pursue its development.

Sincerely,

Gerik Kransky
Advocacy Director