

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM
2017 GRANT APPLICATION**

APPLICATIONS DUE 4:00 PM, June 9, 2017

Note: This form must be filled out using the latest version of Adobe Acrobat or Reader. Download the latest version of Reader here: <https://get.adobe.com/reader/>

Download the Application, Application Packet, and Racial and Ethnic Impact Statement at: <http://www.oregon.gov/LCD/TGM/Pages/Grants.aspx>. Also on the web page are examples of successful TGM Applications, a list of all TGM grants to date, and help for developing a project approach and budget.

Type of Grant:	Category 2	ODOT Region (1-5):	Region 2
Primary Applicant Jurisdiction:	Yamhill County		
Project Title:	Yamhelas Westsider Trail Master Plan		
Mailing Address:	535 NE Fifth Street		
City/Zip:	McMinnville		97128
Contact Person:	Laura Tschabold		
Contact Person Title:	County Administrator		
Telephone/Email:	503.434.7501	tschabold@co.yamhill.or.us	

	MATCH	
	YES	NO
Co-Applicants involved in the project:	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>
	<input type="radio"/>	<input type="radio"/>

Summary Description of Project: This section must be completed. Do not refer to text within the application form. In no more than 1000 characters, describe the purpose of your project and the expected outcomes.

The Yamhelas Westsider Trail (YWT) Master Plan will provide a comprehensive and clearly defined roadmap to advance a multi-modal transportation project from concept to construction-ready. When complete, the 17 mile trail will offer an active transportation link between two counties and four cities in the heart of Oregon wine country, while also supporting regional recreation and tourism, and allowing the movement of agricultural products and equipment. The development of a multiphasic, actionable Master Plan will guide Yamhill County, community stakeholders, and participating federal agencies in a process that will enable the project to progress toward engineering and construction. The Master Plan will be consistent with Yamhill County TSP and Parks and Recreation Plan, and will ultimately lead to a trail that provides access to all residents of Yamhill County, and accommodates a wide range of user types and abilities.

2017 TGM Grant Application

Jurisdiction: Yamhill County

Project Title: Yamhelas Westsider Trail Master Plan

	TGM Funds Requested	Local Match*	Total Project Cost
Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]	\$80,000.00	\$24,000.00	\$104,000.00
Consultant Personal Services	\$96,000.00		\$96,000.00
TOTAL	\$176,000.00	\$24,000.00	\$200,000.00

*This amount should be a minimum of 12 percent of the total project budget, or: **\$24,000.00**

Type of match to be provided: Labor and Supplies & Services during Project

Certifications

- This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions.
- This application was prepared by the following compensated consultant:

Consultant Name:

Consultants may prepare the jurisdiction's application. However, uncompensated consultants are not eligible to participate in the project itself. Consultants who are paid to prepare the application may be eligible to participate in the project. Contact [Cindy Lesmeister](#) at 503-986-4349 if you have questions.

- 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 Transportation and Growth Management 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.

Date: Jun 9, 2017

2017 TGM Grant Application

Jurisdiction: Yamhill County

Project Title: Yamhelas Westsider Trail Master Plan

Eligibility Requirements

The following three eligibility requirements are reviewed on a pass/fail basis. Applications found to not meet each of these requirements will not be scored against the award criteria and will not be awarded a grant.

1. Clear Transportation Relationship

A proposed project must have a clear transportation relationship and produce transportation benefits. A project must entail analysis, evaluation of alternative scenarios, development of implementation measures, and public involvement that results in a transportation plan, land use plan, or other product that addresses a transportation problem, need, opportunity, or issue of local or regional importance. 1000 character limit.

In August 2017, Yamhill County will complete acquisition of a 12.48 mile corridor that runs parallel to OR 47, near the City of Yamhill. The future Yamhelas Westsider Trail (YWT) is a multi-modal transportation project envisioned to support regional agricultural and recreational tourism by connecting rural cities, and delivering the first off-highway bicycle, pedestrian, and equestrian path in the Northern Yamhill Valley. The Master Plan will: establish non-motorized intra-city transportation connections; offer a much-needed place for citizens to recreate, observe nature, or commute; and provide access to areas outside the corridor, such as commercial retail areas, community facilities, and workplaces. The Master Plan will incorporate broad and significant public involvement, rail-to-trail best practices, alternative design scenarios, trail safety and security measures, trail design guidelines and standards, environmental impact, and implementation measures.

2. Adoption of Products to meet Project Objectives

A proposed project must include preparation of an adoption-ready product or products that lead to a local policy decision and that directly address the project objectives, such as a transportation system plan, comprehensive plan amendment, land use plan, code amendment, implementation program, or intergovernmental agreement. Projects are expected to include adoption hearings or will be part of a larger project to be adopted. 800 character limit.

The YWT Master Plan project will produce a comprehensive, multiphase, actionable plan that complies with all County TSPs, ordinances, and standards. This Plan will provide a detailed blueprint to guide the County, community stakeholders, and participating state and federal agencies in the design, development, and implementation of a multi-modal transportation and recreation trail. This Plan shall include, but not be limited to, community outreach activities, research of best practices, safety and security measurements, trail maintenance, methods to avoid/minimize environmental impact, and other means for protecting and enhancing the biological, cultural, and historic resources of the corridor. When complete, the Master Plan will be ready for adoption by the YC Board of Commissioners.

3. Support of Local Officials

A proposed project must clearly demonstrate that local officials, both the primary applicant and any co-applicants, understand the purpose of the grant application and support the project objectives. A letter or resolution of support from the governing body of the applying jurisdiction (e.g. City Council, Board of Commissioners, or Transit Board) must be submitted with the application to meet this requirement. 400 character limit.

The YWT Master Plan is widely supported across the county. Letters of support from educators, businesses, economic development groups, and Friends of the Yamhelas Westsider Trail are attached to this application. The project is also supported by the cities of Carlton, Yamhill and Gaston. The Yamhill County Board of Commissioners authorized the submission of this application.

2017 TGM Grant Application

Jurisdiction: Yamhill County

Project Title: Yamhelas Westsider Trail Master Plan

Award Criteria

Applications are scored on a range of criteria and receive up to 100 points. Projects are selected primarily based on the points scored; also considered are the grant amounts requested, the estimated amounts TGM believes may be required to complete a project, the amount of grant dollars available for award within a geographic region, and the balance of grant dollars between Category 1 and Category 2 projects. A scoring consideration is ensuring a fair distribution of grant funds to smaller or economically distressed communities.

1. Proposed project addresses a need and supports TGM objectives (up to 40 points)

The project clearly and effectively addresses a local or regional transportation or transportation-related land use issue, problem, need, or opportunity and will achieve one or more of the TGM objectives.

The Yamhelas Westsider Trail (YWT) Master Plan will provide a comprehensive guide to transforming the historic railroad corridor into a multi-modal transportation and recreation trail that is regionally significant and will provide many diverse benefits to the surrounding communities. The Plan will evaluate and propose integrated guidelines for developing a trail that expands transportation choices for local communities, connects cities through a safe and convenient non-motorized corridor, supports regional and local economic vitality by linking citizens with existing commercial and recreational opportunities, saves public and private costs with compact land uses, and promotes environmental stewardship.

TGM Objective: Provide (Safe and Convenient) Transportation Choices

- The Yamhelas Westsider Trail (YWT) runs parallel to OR 47, and will provide this economically distressed area with safe alternatives to motorized transportation. The county road system currently consists entirely of two-lane roads with no medians. Since 2015, there have been three bicycle-related fatalities due to collision with a motorist (2 deceased in 9/2015, 1 deceased in 8/2014). One of these fatalities occurred along OR 47, while the other two occurred on nearby county roads with shared roadways.

The Yamhill County TSP states that the majority of bicycle facilities within the rural areas of the county occur on either shoulder bikeways or shared roadways. Shoulders are typically two feet wide, and on shared roadways bicyclists and motorists share the same travel lanes. The YWT project provides strategic infrastructure in heavily trafficked areas, reducing the need for bicyclist/motorist shared roadways, and allowing commuters the option of safely utilizing alternative transportation routes to home, school, and work.

- Schools in the cities of Yamhill and Carlton will be specifically affected by the development of a non-motorized trail system. Yamhill-Carlton School District has its middle and high schools in the city of Yamhill, requiring all students residing in Carlton to commute three (3) miles. The YWT passes directly through the residential area of Carlton, allowing safe and convenient access for students and employees.

- The YWT project provides community members 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 maintain off-peak schedules which do not correspond with bus service times. This new connection also provides residents a safe route to bike or walk to medical care, social services, government buildings, shopping, and rural bus stops.

TGM Objective: Create Communities

- The YWT project provides communities with attractive transportation options that improve pedestrian and bicyclist connections for commuters and recreational users, and support an active and healthy lifestyle.
- The project preserves a unique historic asset that will be used to create a regional trail system that connects popular recreation sites such as Hagg Lake, Wrex Cruise Park and four (4) communities located in the scenic Yamhill Valley wine country. The area, already a popular destination for cyclists and running events such as the Wine Country Half Marathon and Cycle Oregon races, will provide a more enjoyable, comfortable, and convenient off-street pathway to further enhance bicycling and walking within the region. The YWT project will also encourage healthy lifestyles and active transportation by creating a safe pathway for students in the Yamhill Carlton School District to access the local high school and middle school campuses. Currently the two cities lack a safe bicycle and pedestrian route to connect students in Carlton to the schools located approximately three miles away in the City of Yamhill.
- 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% of respondents expected to utilize the trail for commuting to school/work, while 75% expressed a desire to use the trail for biking for recreation and exercise.
- The family-friendly YWT will reduce motorized vehicle use, and therefore also the operational friction caused by shared roadways, by allowing pedestrians and bicyclists safe and easy access to historic downtown areas, farmers' markets, schools, restaurants, and local businesses.
- Green space infrastructure will be featured in the design of the corridor to enhance neighborhood livability and promote environmental stewardship.

TGM Objective: Support Economic Vitality

- As of 2004, Yamhill County accounted for 38% of the wineries in Oregon. Wine-related activities generate \$1.4 billion of economic value statewide, with 24% of revenues attributable to direct sales from wineries. The YWT project will support economic vitality objectives through enhanced opportunities for tourism and recreation. Based upon a recent study of agri-tourism, completed for Yamhill County in 2009, Yamhill County has experienced tremendous growth in agri-tourism, largely due to the County's international recognition in the wine industry. An estimated 1.5 million people visited the Yamhill County region in 2007, while visitor spending increased 54% from 2002 to 2007.

Despite this growth, Yamhill County is not fully reaping the economic benefits of the agri-tourism industry as witnessed by low per capita visitor spending levels as compared to the state (44% of the statewide average) and other comparable travel regions. One of the barriers to further tourism development identified in the 2009 Agri-Tourism Study is the need for greater transportation access and visitor amenities to increase the length of stays and encourage repeat visits to the area.

The YWT project will directly contribute to the objective of greater economic benefits from agri-tourism by creating a regional trail facility that will connect directly to local businesses, and serve as an additional amenity to visitors and enhanced transportation access between Yamhill County and the Portland Metropolitan Area, where the largest number of visitors originate from.

- Additionally, the YWT project provides the necessary alternative transportation infrastructure for workers commuting to rural agricultural and hospitality industry jobs, and to industrial centers in the region.

TGM Objective: Save Public and Private Costs

- The YWT project is responsive to Yamhill County's compact land use goals, to promote development within the urban growth boundary, and the preservation of existing agricultural land. The YWT Master Plan will guide the strategic development of the trail in accordance with these County objectives, while the investment will bolster the confidence of private businesses and developers.

- The YWT project increases the overall transportation 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.

- Negative interactions between cyclists and motorists directly correspond with increased use of OR 47 and two-lane county roads. The highways and roadways are simply not equipped to support both user groups in a safe and efficient way. The YWT project directly addresses and reduces such conflicts.

- The proposed project supports revitalization efforts within communities located along the rail corridor by creating an amenity that will attract tourists to spend time within the communities for commercial services such as lodging, shopping, and restaurants.

The trail corridor passes directly through the historic downtown area of the City of Carlton and supports recent community planning efforts (e.g. OR Main Street Program, TGM Code Assistance) by the City of Carlton to create a walkable, compact downtown area. The trail will also connect residential areas located on the north and south side of Carlton to the Downtown area and provide residents with a safe off-street pathway to encourage short trips by walking and biking.

- There are three river streams between the cities of Yamhill and Carlton that create a barrier for travel, with the largest crossing having steep grades and fluctuating water levels. The construction of a bicycle and pedestrian bridge is necessary for continuous connected access. The YWT Master Plan will prioritize this step in development to strategically remove the barriers in an area that anticipates the highest use of the trail.

TGM Objective: Promote Environmental Stewardship

- The YWT project will provide for a more efficient use of public resources by maximizing the use of existing infrastructure (the abandoned railway corridor), promoting energy efficiency through trail lighting and design features, and reducing greenhouse gas emissions by supporting and encouraging safe and convenient non-motorized travel.

- The YWT project supports the development of an environmentally responsible transportation system through the development of transportation modes (cycling, walking, and horse-riding) that result in greater energy conservation and reduced greenhouse gas emissions emitted by individual vehicle trips. There is an increased likelihood that residents and visitors in the area will utilize the trail as an alternative to traveling by car based upon the trail location, which passes through common travel destinations, including several commercial centers and schools.

- It is widely understood that the inclusion of trees and other flora in urban development improve drainage and reduce flooding, absorb pollutants and store carbon, and offer shade that reduces ozone production and extends pavement life, and provide a necessary habitat for wildlife. The YWT Master Plan will incorporate these and other landscape design techniques to ensure the trail experience is both beneficial to the community and enjoyable for visitors.

2. Proposed project is timely and urgent (up to 25 points)

The application demonstrates timeliness and urgency. The project is needed now to: address pressing local transportation and land use issues; make amendments to local plans or regulations necessitated by changes in federal regulations, state requirements, or regional plans; make amendments to local plans or regulations necessitated by changes that were not anticipated in previous plans including growth or lack of growth, changes in land use patterns, or changes in available funding; build on, complement, or take a necessary step toward completing or implementing other high priority community initiatives, including supporting a Governor's Regional Solutions team priority; or resolve transportation- or land use-related issues affecting the project readiness of local, regional, or state transportation projects for which funding is expected to be obligated within the near future.

The Yamhelas Westsider Trail (YWT) Master Plan project is both timely and urgent. This project was initiated more than 10 years ago by a grassroots effort, and has since been endorsed by community groups, businesses, jurisdictional partners, land owners, and neighbors. In August of 2017, Yamhill County will complete the acquisition of a 12.48 mile corridor from Union Pacific. Once finalized, Yamhill County must move directly into facilitating the strategic planning process that will become the YWT Master Plan. Trail proponents and other stakeholders recognize the YWT will not be built in a single construction season, or even multiple seasons. Rather, the Master Plan will establish a methodology and design for a multi-modal transportation and recreation trail that can be constructed as funding and other opportunities are available. Important factors related to the timely development of a YWT Master Plan include:

- Pedestrian and bicyclist safety along OR 47 and intersecting county roadways must be improved. The YWT project will provide a valuable inter-and-intra-city connection for non-motorized travel and recreation.
- Students walking and biking specifically to schools in the Yamhill-Carlton School District currently share the narrow roadways with motorists for the three mile commute. The YWT project will provide a safe and convenient corridor for children traveling to-and-from school.
- Yamhill County staff and partners will require adequate time to conduct the extensive public outreach and engagement necessary to ensure a diversity of stakeholders are involved in the planning process.
- The YWT Master Plan and subsequent Phase 1 engineering and construction of the trail will help direct upcoming partner city initiatives and guide public and private investments throughout the region.
- 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 other lodging. A recent national survey conducted by Rails to Trails indicated an average of 11.2 jobs was created for every one million dollars invested in community trails.
- The greatest numbers of recreational tourists traveling Yamhill County roads by bicycle and on foot arrive during the peak of agricultural season, creating frustrating and dangerous conflicts on shared roadways.
- Establishing a swift and efficient timeline for developing the YWT Master Plan allows Yamhill County to meet current project funding obligations, as well as identify and prepare for future funding opportunities.

3. Proposed project approach is reasonable (up to 20 points)

The application demonstrates a clear approach to achieving the expected outcome and results in consideration for adoption. Where substantial coordination with other local, regional, and state planning efforts occurs (or will need to occur), the mechanisms and responsibilities for the coordination are clear.

The Yamhelas Westsider Trail (YWT) Master Plan is a comprehensive multi-modal transportation and recreation project intended to support the economic, recreational, and safety goals of the Northern Yamhill Valley in Yamhill

County. The YWT Master Plan will support and enhance the County's Transportation System Plan (TSP), last updated in November, 2015. The Yamhill County Board of Commissioners will adopt the YWT Master Plan and amend the 2015 TSP to include the Project's recommendations.

The Master Plan will provide for the development of a safe and convenient multi-modal transportation and recreation trail that is accessible to all users, reduces the necessity for pedestrians and bicyclists to share narrow county roadways with motorists, connects schools and residential areas with city centers, encourages a healthy and active lifestyle among community members, and which supports regional agricultural and recreational tourism. The Master plan will comply with county and city TSPs, and will provide adoption-ready elements for partner cities and counties.

Yamhelas Westsider Trail Master Plan: Budget and Schedule

PHASE 1: PLAN INITIATION

\$10,000 (Local Cost) \$10,000 (Contractor Cost) \$4,000 (Match) 4 Months (Schedule)

- 1.1 Hire consultant
- 1.2 Refine project schedule
- 1.3 Define purpose, goals, and process
- 1.4 Identify county staff
- 1.5 Establish advisory committees; kick-off and public open house
- 1.6 Create project website

PHASE 2: PROJECT FOUNDATION

\$15,000 (Local Cost) \$21,000 (Contractor Cost) \$4,000 (Match) 4-6 Months (Schedule)

- 2.1 Site analysis including SWOT
- 2.2 Review land use restrictions
- 2.3 Segment options analysis
- 2.4 Natural environment assessment
- 2.5 Engineering and infrastructure
- 2.6 Draft pedestrian/bicycle strategic plan
- 2.7 Agricultural Impact Study

PHASE 3: TRAIL DESIGN GUIDELINES

\$15,000 (Local Cost) \$23,000 (Contractor Cost) \$4,000 (Match) 4-6 Months (Schedule)

- 3.1 Access, circulation, transportation plan; trailheads; intersections
- 3.2 Capital improvements; off-street and on-street facilities
- 3.3 Trail signage
- 3.4 Public outreach; demonstration projects
- 3.5 Special design requirements; ADA

PHASE 4: MAINTENANCE, MANAGEMENT & OPERATIONS

\$15,000 (Local Cost) \$17,000 (Contractor Cost) \$4,000 (Match) 3-4 Months (Schedule)

- 4.1 Development alternative infill and redevelopment plans, testing
- 4.2 Economic impact and development
- 4.3 Marketing strategies
- 4.4 Fire and safety protocols

PHASE 5: IMPLEMENTATION

\$10,000 (Local Cost) \$15,000 (Contractor Cost) \$4,000 (Match) 3 Months (Schedule)

- 5.1 Adoption process, policy and zoning ordinance amendments, public meetings
- 5.2 Responsibilities and partnerships
- 5.3 Cost estimates, phasing, funding

PHASE 6: FINAL PLAN & ADOPTION

\$15,000 (Local Cost) \$10,000 (Contractor Cost) \$4,000 (Match) 3 Months (Schedule)

- 6.1 Plan review by advisory committee and county staff
- 6.2 Final YWT Master Plan created
- 6.3 Plan presentation to YC BOC
- 6.4 Plan presentation to public

Subtotal: \$80,000 (Local Cost) \$96,000 (Contractor Cost) \$24,000 (Match - 12%) 24 Months (Schedule)

Total: \$200,000.00

4. Proposed project has community support (up to 5 points)

The application demonstrates that there is local support for the project objectives, a commitment to participate, and a desire to implement the expected outcome.

There is considerable local support for the development of the Yamhelas Westsider Trail, as described in the accompanying letters of support. This application is also responsive to several community initiatives. Examples include:

- The Yamhelas Westsider Trail (YWT) project is identified as a community need in the Transportation System Plans (TSP) for Yamhill and Washington Counties, the City of Carlton, and the City of Gaston.
- The YWT project is consistent with 2009 Yamhill County Agri-Business Economic and Community Development Plan, which indicates the need for transportation infrastructure and amenities such as recreational trails, to further support agri-tourism economic development efforts.
- The YWT project is identified as a needed community development infrastructure project in the 2012 Mid-Willamette Valley Comprehensive Economic Development Strategy (CEDS) and is consistent with CEDS goals and objectives to promote livable communities through improved access to recreation opportunities.
- This project is also listed as a regionally significant project by the Governor's Regional Solutions Team for the Mid-Valley area.

List attached letters of support on Application Checklist.

5. Proposed project sponsor readiness and capacity (up to 10 points)

The application demonstrates that the local government is ready and able to begin the project within the TGM timetable and that there is local commitment and capability to manage the project considering the complexity of the project, the size of the jurisdiction, and performance on previous TGM projects. Where substantial coordination with other local, regional, and state planning efforts will need to occur, all of the partners are ready and able to begin the project within the TGM timetable.

Yamhill County has considerable experience collaborating with consultants and the public to produce plans and assessments. The Yamhill County Transportation System Plan (2015) and the on-going Transit Development Plan (funded by a TGM grant) are two examples of County project management capabilities. Additionally, the Yamhill County Parks Department has conducted and completed a master plan project for each of County's parks.

In 2013, Yamhill County received a technical assistance grant from the NPS Rivers, Trails, Conservation Assistance Program to facilitate and develop a Concept Plan for the Yamhelas Westsider Trail. This grant resulted in a two-year process that allowed Yamhill County to identify partnerships, conduct surveys, solicit citizen input, and begin to establish a framework for what will become the YWT Master Plan.

OBEC Consulting Engineers will provide project cost estimates. OBEC is the current contract consultant for the STIP TE grant activities. County Staff: Laura Tschabold, County Administrator; Carrie Martin, Grants and Special Projects Manager; and Brett Henry, Yamhill County Parks Manager will determine the project schedule. The Friends of the Yamhelas Westsider Trail, a local 501(c)(3) organization involved in the YWT project from inception, will assist with trail planning, funding, operations, and maintenance.

6. Up to 10 Bonus Points: Proposed project is innovative

The application demonstrates that the project will be innovative in its subject matter, approach, or expected outcomes. For example, the project will use health impact assessments or economic impact analysis as part of the evaluation of transportation alternatives or will include an innovative multimodal analysis.

DO NOT answer criterion #6 separately. Scores will award points based on the entirety of the application. By the nature of this criterion, most projects will not receive any points.

2017 TGM Grant Application Checklist

Jurisdiction: Yamhill County

Project Title: Yamhelas Westsider Trail Master Plan

Application materials must include in separate files:

Grant Application form (12 pages max, including Application Checklist)

Supplemental Materials:

Project area map

Resolution or letter of support from governing body of applying jurisdiction(s) (eligibility criterion #3)

Optional additional letters of support from stakeholders (award criterion #4)

List attached letters of support:

1. Ken Wright, Ken Wright Cellars

2. Kris and Susan Stubberfield, Stubberfield Custom Homes

3. Veronica Hinkes, Travel Yamhill Valley Board

4. Andrew Singelakis, Director, Land Use & Transportation, Washington County

5. Charan Cline, Superintendent, Yamhill Carlton School District

6. Gerik Kransky, Advocacy Director, Bicycle Transportation Alliance

7. Lyell Gardner, President, Friends of the Yamhelas Westsider Trail

8.

Racial and Ethnic Impact Statement

Submit the grant application and all supplemental materials by emailing as email attachments to TGMGrantApps@odot.state.or.us.

If your materials exceed 9 MB, divide them into two emails. Put the jurisdiction name and project name in the subject line, along with 1 of 2 and 2 of 2. Request a Read Receipt if you want confirmation that your application has been received.

If you encounter any issues with the submittal process, contact:

Rebecca Coffelt, Planning Section Web Coordinator

Rebecca.D.Coffelt@odot.state.or.us, 503-986-4254



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,

A handwritten signature in black ink, appearing to be "KW" with a stylized flourish.

Ken Wright

KEN WRIGHT CELLARS
PO Box #190
236 N. KUTCH STREET CARLTON, OR 97111
503-852-7070

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 Stubberfield

Yamhill County



November 6, 2015

YAMHILL VALLEY
-- Oregon's Stamping Ground --
WELCOME TO WINE COUNTRY

Yamhill County Commission
434 NE Evans St.
McMinnville, 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

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

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6676
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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.

¹ http://www.deanrunyan.com/doc_library/bicycletravel.pdf



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

Sincerely,

A handwritten signature in cursive script that reads "Gerik Kransky". The signature is written in black ink and has a long, sweeping horizontal line extending to the right.

Gerik Kransky
Advocacy Director



Yamhill County

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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.

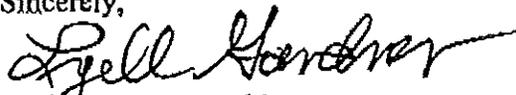
The partnership for maintenance will be further defined during a conceptual planning process being conducted by the FYWT with the aid of the National Parks Service through the Rivers Trails Conservation Assistance Program, a technical assistance grant. The conceptual plan for the entire trail (17 miles) 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



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