

**Yamhelas Westsider Trail: Bridge Construction  
RTP Non-Motorized Application (Application #4937)**

**Project Name**

Yamhelas Westsider Trail: Bridge Construction

**Brief Project Description**

Yamhelas Westsider Trail: Bridge Construction

**Project Start Date**

06/01/2019

**Project End Date**

13/31/2020

**Site Name**

Yamhelas Westsider Trail

**Site City/Town/Area**

Yamhill, Oregon

**Site County**

Yamhill County

**Site Description**

The Yamhelas Westsider Trail is a 12.48-mile railroad corridor that runs parallel to Highway OR 47, near the City of Yamhill.

**Site Acreage**

0.73

**Latitude**

45.3397799889449

**Longitude**

-123.171733\*40507054

**Contact Information**

Laura Tschabold, Yamhill County Administrator  
535 NE Fifth Street, McMinnville, OR 97128  
Phone: 503-434-7501  
Email: tschabold@co.yamhill.or.us

**FINANCIAL INFORMATION**

**Requested Amount**

\$75,000.00

**Match Amount**

\$586,723.60

**Total Project Cost**

\$661,723.60

**Grant Percentage (%)**

11.33%

**Match Percentage (%)**

88.6659%

**Project Budget Worksheet**

Description	QTY	Unit	\$/Unit	Cost	Match	Request	Source of Funding
Contract Labor	1	Lump Sum	\$528,000	\$528,000	\$453,000	\$75,000	Grant: ODOT Connect Oregon VI (approved)
Staff Time: Project Manager	520	Hours	\$46.76	\$24,315.20	\$24,315.20	\$0.00	Yamhill County
Construction Management and Inspection	1	Lump Sum	\$105,500	\$105,500	\$105,500	\$0.00	Grant: ODOT Connect Oregon VI (approved)
Staff Time: Legal Counsel	20	Hours	\$87.92	\$1,758.40	\$1,758.40	\$0.00	Yamhill County
Staff Time: County Administrator	20	Hours	\$107.50	\$2,150.00	\$2,150.00	\$0.00	Yamhill County

**Totals:** **\$661,723.60** **\$586,723.60** **\$75,000.00**

**Total Project Cost**

\$661,723.60

**Total Match from Sponsor**

\$586,723.60

**Grant Funds Requested**

\$75,000.00

**SUPPLEMENTAL INFORMATION**

**Project Eligibility Category**

Construction of new recreational trails (multiple choice answer)

**Trail Users – Non-motorized**

ADA / Hiker / Bicycle / Mountain Bike / Equestrian (multiple choice answer)

**SUPPLEMENTAL FINANCIAL INFORMATION**

**Is a minimum of 5% of your project funding from a non-federal funding source?**

Yes

**Are your design, engineering, and/or permitting costs more than 15% of your budget?**

No

**Do you have the financial capacity to pay for expenses prior to submitting reimbursement requests to OPRD?**

Yes

**ENVIRONMENTAL – FEDERAL LANDS**

**Is the project located on Federal Land?**

No

**Forest Management Plan or BLM Resource Area Management Plan**

NA

**Has a decision been issued as part of the NEPA review process?**

Yes

**If yes, list the date and type of document**

ODOT Program Categorical Exclusion Approval Document

**Has Section 106 review been conducted?**

Yes

**If yes, indicate whether SHPO concurrence has been received or whether the activity is covered under the land manager's existing SHPO programmatic agreement.**

SHPO concurrence was received on 8/25/2016

**ENVIRONMENTAL – NON-FEDERAL LANDS**

**Is the project located on Non-Federal land?**

Yes

**Which agencies have you received consultation forms from?**

ODFW (Department of Fish and Wildlife), DEQ (Department of Environmental Quality), Other (list below)|DSL (Department of State Lands)

**If you haven't received a response from an agency(s), list the date of your submittal(s). Also indicate if you've received or are waiting on consultation from any of the optional review agencies**

Environmental Justice  
Hazardous Materials Corridor Assessment  
Tribal Coordination

**If the project has been reviewed by SHPO, enter the SHPO case number here**

ODOT Key #18332

**RECENT AWARDS**

**Have you received a RTP grant in the last 10 years?**

No

## **ECONOMIC DEVELOPMENT OPPORTUNITIES**

### **How will the project facilitate economic development?**

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 Yamhelas Westsider Trail (YWT) Bridge Construction project will support economic vitality objectives through enhanced opportunities for tourism and recreation. Based upon a recent study of agri-tourism, 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 Bridge Construction project will directly contribute to the objective of greater economic benefits from agri-tourism by creating phase one of the trail infrastructure 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. Annual bicycle events with associated participant visitors will lead to increases in economic activity, especially in the cities of Yamhill and Carlton.

## **PROJECT SCOPE AND PLAN**

### **What are you proposing to do?**

The proposed Yamhelas Westsider Trail Bridge Construction project will provide gap funding for the construction of a bicycle/pedestrian bridge over Stag Hollow Creek in Yamhill County. The bridge will be located along the future Yamhelas Westsider Trail near the City of Yamhill, Oregon. The project area is parallel to OR 47 and is the first phase of development creating Yamhill County's first multi-modal regional trail.

### **What trail standards or guidelines is the project utilizing?**

The design and construction of the bicycle and pedestrian bridges will be based on guidelines established by the American Association of State Highway and Transportation Officials (AASHTO) and Oregon Department of Transportation, and with consideration of the "Rails-with-Trails: Lessons Learned" study conducted by the U.S. Department of Transportation and Alta Planning + Design. Other reference materials include: the Manual on Uniform Traffic Control Devices, the AASHTO Guide for the Development of Bicycle Facilities (1999); Americans with Disabilities Act (ADA) publications for trails and pedestrian facilities; and other Federal Railroad Administration (FRA) documents.

**How are you proposing to complete the work?**

In 2017, Yamhill County received a grant from Connect Oregon VI for the planning, design, and engineering of three bicycle and pedestrian bridges located between the cities of Yamhill and Carlton along the Yamhelas Westsider Trail (YWT), and for the construction of the largest bridge at Stag Hollow Creek. The proposed project is intended to provide gap funding for the construction of the Stag Hollow Bridge. Yamhill County is currently soliciting bids from contractors to provide the planning, design, and engineering services for the project, as well as construction management and inspection. As part of their construction management duties, this contractor will oversee the sub-contractor bid process and construction of the Stag Hollow Bridge from start to finish. Construction is scheduled to be completed by 4/22/2020.

**Why is the project being completed?**

When complete, the 17-mile Yamhelas Westsider 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 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, creation of 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. This project is consistent with the Yamhill County TSP, and will ultimately lead to a trail that provides access to all county residents and visitors, and accommodates a wide range of user types and abilities.

**PROJECT PLANNING & READINESS TO PROCEED**

**What is the current level of design for the project?**

Bid Documents Ready (multiple choice answer)

**AMERICANS WITH DISABILITIES ACT (ADA)**

**Does the project meet ADA accessibility guidelines (Yes or No)?**

Yes

**ISSUES AND NEEDS**

**Statewide Trail Management Issues**

The Yamhelas Westsider Trail Bridge Construction project addresses the statewide need for non-motorized trail projects connecting towns and public places, as identified for Region 3. This bicycle/pedestrian bridge project is phase one of development for a trail project that 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 YWT is a unique opportunity for Yamhill County to provide safe, convenient, non-motorized transportation and recreation that is accessible to all users. The trail also accomplishes a number of regional goals, including: reducing the necessity for pedestrians and bicyclists to share narrow county roadways with motorists; connecting schools and residential areas with city centers; encouraging a healthy and active lifestyle among community members; and supporting economic development, regional agricultural, and wine and recreational tourism.

## **Regional Trail Management Issues**

The Yamhelas Westsider Trail Bridge Construction project addresses the regional need for non-motorized trail projects connecting towns and public places, as identified for Region 3. The 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 proposed bicycle/pedestrian bridge construction project will assist in establishing non-motorized intra-city transportation connections; offering a much-needed place for citizens to recreate, observe nature, or commute; and providing access to areas outside the corridor, such as commercial retail areas, community facilities, and workplaces. The proposed project also conforms to the Yamhill County Comprehensive Parks and Open Space Master Plan, in its policy commitment to promote the development of an integrated bicycle and pedestrian trail system to provide recreational opportunities to link open space, Yamhill county communities, and park areas.

## **Statewide Trail Needs**

The Yamhelas Westsider Trail Bridge Construction project addresses the statewide trail need for non-motorized trail projects connecting trails into larger trail systems, as identified for Region 3. The YWT 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, the Wapato Wildlife Refuge, 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. Yamhill County will rely on guidelines and standards established by the Statewide Comprehensive Outdoor Recreation Plan (SCORP) for the planning, design, development, and operation of the Yamhelas Westsider Trail.

## **Local Funding Needs**

The Yamhelas Westsider Trail Bridge Construction project addresses local funding needs for non-motorized trail projects connecting trails into larger trail systems, as identified for Region 3. The YWT project is responsive to several local community initiatives, including:

- 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, Yamhill County Parks and Open Space Master Plan, and the Statewide Comprehensive Outdoor Recreation Plan (SCORP) which indicate 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.

## DEMONSTRATION OF PUBLIC SUPPORT

### Have you attached any letters of support for your project (Yes or No)?

Yes

### Describe how the trail project results in a well-designed, managed, and sustainable trail system.

The proposed Yamhelas Westsider Trail (YWT) bicycle/pedestrian bridge construction project is phase one in the development of a 17-mile trail that will provide non-motorized access to cities and towns, as well as key commercial centers that include wineries, businesses, retail shops, restaurants, and lodging. Additionally, the YWT will link to a regional trail system that connects popular recreation sites such as Hagg Lake, the Wapato Wildlife Refuge, and four (4) communities located in the scenic Yamhill Valley wine country. Yamhill County is also pursuing the development of a trail master plan concurrent with the bicycle and pedestrian bridge project. The YWT Master Plan project will produce a comprehensive, multi-phasic, actionable plan that complies with all County TSPs, ordinances, and standards, and provides 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. The Master Plan shall include community outreach activities, mitigation strategies as identified in the 2018 Farm Impact Findings, 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 approved by the Yamhill County Board of Commissioners.

## SUSTAINABLE TRAIL DESIGN

### Other than letters of support, how else can you demonstrate public support for the project? Describe any public processes or public meetings that have taken place to receive input and gain support.

The Yamhelas Westsider Trail (YWT) is widely supported across Yamhill and Washington Counties. Letters of support from educators, businesses, economic development groups, and others are attached to this application. The project is also supported by the cities of Carlton, Yamhill, and Gaston. Yamhill County has engaged the public in every stage of the Yamhelas Westsider Trail through public meetings, a charrette in 2016 that resulted in the YWT Concept Plan, public notices, a dedicated county webpage, direct mail, and one-on-one meetings. The County is also pursuing the development of a YWT Master Plan, which will facilitate further public engagement and collaboration.

## TRAIL MAINTENANCE AND MANAGEMENT

### Does the land manager have permanent staff for ongoing trail operation and maintenance (Yes or No)?

Yes

### Does the land manager have dedicated funding for ongoing trail operation and maintenance (Yes or No)?

Yes

**If yes, please identify the number of permanent and seasonal staff**

Permanent Staff: Brett Henry, Parks and Work Crew Division Manager; 4.0 FTE work crew

Seasonal Staff: Park ranger

**Does the land manager have a resolution of support for long-term maintenance or similar guarantee of financial support (Yes or No)?**

Yes

**Does the land manager partner with organizations that adopt/assist with trail maintenance (Yes or No)?**

Yes

**If yes, identify those organizations and nature of the partnership(s) (MOU, informal, etc.).**

The project will be maintained by Yamhill County and the Friends of the Yamhelas Westsider Trail (nonprofit organization). The county will assist the group in maintaining the corridor. The FYWT are committed to long-term maintenance of the YWT and will utilize local resources in the form of volunteers, in-kind donations and on-going improvements to the trail. Yamhill County is currently working to establish an MOU with the FYWT group.

**Does the land manager have an adopted trail management plan (Yes or No)?**

No

**PROJECT URGENCY**

**Describe how your project has an urgent need.**

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. Yamhill County completed acquisition of the 12.48-mile contiguous corridor in November 2017, and has been working with ODOT staff to complete the planning, design, and engineering of the bicycle and pedestrian bridges according to the Connect Oregon VI timeline. Construction on the Stag Hollow Bridge is scheduled to begin in June 2019, and the County is seeking to secure gap funding for the best and most timely progression of this recreational trail project.

**YOUTH CONSERVATION CORPS**

**Does your project utilize Youth Conservation Corps, Certified Youth Conservation Corps, or other youth organization to complete the project (Yes or No)?**

No

**MISCELLANEOUS**

**Does the applying entity or organization own the land that work will be performed on (Yes or No)?**

Yes

**Are any pre-agreement project planning or environmental costs included in the match (Yes or No)?**

No

**Yamhelas Westsider Trail: Bridge Construction  
RTP Non-Motorized Application (Application #4937)**

**Required Attachments 1-14**

**APPROVAL BY LAND MANAGER**

**As the official responsible for management of the land on which the project is located, I agree to the following:**

1. The proposed trail project or facility will remain accessible for public use.
2. The project as described in this application has my approval.
3. The project as described is in compliance with Section 1302 (e)(2)© of the Recreational Trails Program that prohibits the use of grant funds to accommodate motorized use on trails that have been predominately used by non-motorized trail users prior to May 1, 1991.
4. If this project is located on federal lands:
  - (a) The project is in compliance with all applicable laws, including the National Environmental Policy Act, the Forest and Rangeland Renewable Resources Planning Act, the Federal Land Policy and Management Act, and the Wilderness Act.
  - (b) The project is in conformance with the appropriate Forest Management Plan or BLM Resource Area Management Plan titled:

Title:	Date:
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- (c) A decision has been issued as part of the NEPA environmental review process. Attach copy of decision notice/finding of no significant impact.
- (d) If a decision has not been issued, please state when a decision is expected.

Signature: <i>Laura A. Tschabold</i>	Date: <i>6/7/18</i>
Print or Type Name: Laura Tschabold	
Title: Yamhill County Administrator	
Phone Number: 503-434-7501	
Email: tschabold@co.yamhill.or.us	

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# Yamhill County

Courthouse • 535 NE 5<sup>th</sup> Street • McMinnville, Oregon 97128-4523  
Phone (503) 434-7501 • Fax (503) 434-7553

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## Office of County Administrator

LAURA S. TSCHABOLD  
COUNTY ADMINISTRATOR

KEN HUFFER  
DEPUTY ADMINISTRATOR

June 14, 2018

Jodi Bellefeuille, RTP Grant Coordinator  
Oregon Parks and Recreation Department  
725 Summer Street, Suite C  
Salem, OR 97301

RE: Property Ownership

Dear Ms. Bellefeuille,

Yamhill County is submitting an RTP grant. The project is located at:

- Outside the City of Yamhill, Oregon
- Latitude: 45.3397799889449 / Longitude: -123.17173340507054
- Tax lot(s): 3421-0190

The Agency has authority to develop this property by:

- Fee Simple Title  
 Easement  
 Use/Lease Agreement  
 Other: \_\_\_\_\_

The following restrictions or other rights are located on this project and could impact this project or its future operation for public recreation:

- None  
 Easement (Types: \_\_\_\_\_ )  
 Access/Lease/Use Agreement  
 Other: Yamhill County may allow crossings for agricultural vehicles.

I certify that the above information is correct.

Sincerely,



Laura S. Tschabold  
Yamhill County Administrator  
503-434-7501  
tschabold@co.yamhill.or.us

Accessibility Assessment  
Memorandum



Date: 6/15/2018

To: Jodi Bellefeuille  
Recreational Trails Program (RTP) Grant Coordinator

From: Laura Tschabold, Yamhill County Administrator

A handwritten signature in blue ink, appearing to read "Laura Tschabold".

RE: Trail Accessibility for Yamhill County RTP Grant Application

This memo is to serve as record of the RTP project's planning and review of the trails for accessibility and the factors that lead to the trail construction plans.

I have referenced the *Architectural Barriers Act (ABA) Accessibility Guidelines for Outdoor Developed Areas*, Chapter 2 (Scoping Requirements) and Chapter 10 (Recreation Facilities) as the guiding principles for construction of the trails for accessibility.

Name of Trail: Yamhelas Westsider Trail

Length of Trail: 12.48 miles

Location (nearest town, city, county, state): Yamhill, Oregon

Check all boxes that apply:

- Designed use by pedestrian/hiker
- Connects directly to trailhead or accessible trail that complies with all of the technical requirements in 1017 without any exceptions.
- New Construction
- Alteration

Check the box that applies:

- This project and the trails identified or proposed in this project is in accordance to the requirements of ABA Chapter 10, section 1017.
- This project and the trails identified or proposed in this project are not in accordance to the requirements of ABA Chapter 10, section 1017.

**Exceptions:**

If you have are unable to construction the trail in accordance with the guidelines of ABA Chapter 10, section 1017, then an exception must be documented.

1017.1 -

1. When an entity determines that a condition in 1019 does not permit full compliance with a specific provision in 1017 on a portion of a trail, the portion of the trail shall comply with the provision to the extent practicable.
2. After applying Exception 1, when an entity determines that it is impracticable for the entire trail to comply with 1017, the trail shall not be required to comply with 1017.

**Mark all that apply. Provide documentation or narrative that supports your determination that the specific provision is applicable to your project.**

**Condition 1- Compliance is not practicable due to terrain.**

Complying with the technical provisions, particularly running slope, in areas of steep terrain may require extensive cuts or fills that would be difficult to construct and maintain, or cause drainage and erosion problems. Also, in order to construct a trail on some steep slopes, a trail may become significantly longer causing a much greater impact on the environment. Certain soils are highly susceptible to erosion. Other soils expand and contract along with water content. If compliance requires techniques that conflict with the natural drainage or existing soil, the trail would be difficult, if not impossible to maintain. This condition may also apply where construction methods for particularly difficult terrain or the presence of an obstacle would require the use of equipment other than that typically used throughout the length of the trail. One example is requiring the use of a bulldozer to remove a rock outcropping when hand tools are commonly used.

Several of these conditions for departures are consistent with other exceptions for trails. For example, it may be impracticable in new construction to follow these provisions where soil and terrain pose obstacles which cannot be remedied. Compliance with the provision for a firm and stable surface might conflict with the prevailing construction practices by requiring the importation of a new surfacing material that would otherwise not have been used. For example, if the prevailing construction practices would not include the importation of a new surface material and the natural surface material could not be made firm and stable, the trail may not be able to comply with that specific provision.

The term "not feasible" is used in this situation to specify what is "reasonably do-able". It does not refer to the technical feasibility or possibility of full compliance with the technical provisions. For example, it may be feasible to provide a trail with a 1:20 slope or less up a 1,500 foot tall mountain using heavy construction equipment, but the trail would be at least 5.8 miles long (rather than 2 miles long under a traditional back-country layout), and may cause inappropriate environmental and visual impacts. The intent of this conditional departure is to recognize that the effort and resources required to comply would not be disproportionately high relative to the level of access created. Although technically feasible, the effort and resources required are not "reasonable."

**Response:**

**Condition 2 – Compliance cannot be accomplished with the prevailing construction practices.**

Trail construction practices vary greatly, from the use of volunteer labor and hand tools, to professional construction with heavy, mechanized equipment. For alterations to an existing trail, the "prevailing construction practices" are defined as the methods typically used for construction or maintenance of the trail. For new trails, it is recognized that the land manager determines the construction practices to be used on each trail. However, the choice of construction practices is primarily determined by the available resources (e.g., machinery, skilled operators, finances) and the environmental conditions (e.g., soil type and depth, vegetation, natural slope). The intent of this condition is to ensure that compliance with the technical provisions does not require the use of construction practices which are above and beyond the skills and resources of the trail building organization. It is not intended to automatically exempt a trail from the technical provisions simply because of a particular construction practice, (e.g., the use of hand tools or to suggest that hand tools should be used to avoid compliance) when more expedient methods and resources are available.

Where specified, the presence of the conditions may also prevent full compliance with some of the technical provisions for elements in picnic, camping, and beach facilities. While the conditions for departures may be more limited with these outdoor elements, the committee included the option for exceptions based on the conditions in several provisions. In most cases, these are limited to technical provisions for clear floor or ground space, surface slope, and accessible surfacing.

Where designers or operators apply an exception from a specific technical provision because of one or more of the conditions, the other technical provisions should be applied. For example, a significant cultural feature may prohibit a 36 inch trail tread width. However, all other provisions could be met because they would not be affected by the condition.

**Response:**

**Condition 3 - Compliance would fundamentally alter the function or purpose of the Facility or the setting.**

This condition includes trails intended to provide a rugged experience such as a cross country training trail with a steep grade or a challenge course with abrupt and severe changes in level. If these types of trails were flattened out or otherwise constructed to comply with the technical provisions for accessible trails, they would not provide the intended and desired level of challenge and difficulty to users. Trails that traverse over boulders and rocky outcrops, are another example. The purpose of such trails is to provide people with the opportunity to climb the rocks. To remove the obstacles along the way or reroute the trail around the rocks would destroy the purpose of the trail. The nature of the setting may also be compromised by actions such as widening a trail through the use of imported surfaces in a remote location or removing ground vegetation in meadows or alpine areas.

Trails and other outdoor elements such as picnic and camping areas are designed to provide a particular opportunity for the user. Throughout the discussions regarding these outdoor elements, many committee members were concerned that complying with the technical provisions could change the nature of some recreation opportunities. Further, compliance could negatively impact the unique characteristics of the natural setting, the reasons why people choose to recreate in the outdoors rather than an indoor environment. People using primitive trails or camping areas, for example, often experience the outdoor environment in a more natural state with limited or no development. Evidence of manufactured building materials or engineered construction techniques in such a setting can change its primitive character, and therefore, the user's experience. In these settings, people are generally looking for a higher degree of challenge and risk where they can use their outdoors and survival skills. Compliance with the technical provisions, particularly those related to surface and obstacles, could destroy the "natural" or "undeveloped" nature of the setting. This condition addresses these concerns.

**Response:**

**Condition 4 - Compliance is limited or precluded by any of the following laws, or by decisions or opinions issued or agreements executed pursuant to any of the following laws:**

- **Endangered Species Act (16 U.S.C. §§ 1531 et seq.);**
- **National Environmental Policy Act (42 U.S.C. §§ 4321 et seq.);**
- **National Historic Preservation Act (16 U.S.C. §§ 470 et seq.);**
- **Wilderness Act (16 U.S.C. §§ 1131 et seq.);** or
- **Other federal, state, or local law the purpose of which is to preserve threatened or endangered species; the environment; or archaeological, cultural, historical, or other significant natural features.**

Federally designated and some State designated Wilderness Areas prohibit use of mechanized equipment, limiting construction methods to hand tools. Imported materials may be prohibited in order to maintain the integrity of the natural ecosystem. Construction methods and materials employed in designated wetlands or coastal areas are also strictly limited. For traditional, historic, or other reasons, many trails are built using only the native soil for surfacing, which may not be firm and stable. Federal statutes such as the Wilderness Act and the Endangered Species Act, and State and local statutes often impose restrictions to protect or address environmental concerns. Many aquatic features are protected under Federal or State laws. Some constructed water crossings, which would be required to provide accessibility, may not be permitted under certain laws or regulations.

"Local regulations and statutes" have been included to address conditions where "conservation easements" or "development rights" programs have prohibited or restricted construction methods and practices. For example, where land is purchased from farms, certain use restrictions may prohibit the importation of surfacing. On the other hand, local regulations or statutes may not be developed or initiated with the sole purpose of prohibiting use by people with disabilities. For example, initiating a new local regulation that arbitrarily restricts trail width to a dimension that would not allow passage of wheelchairs or other mobility devices from accessing a trail, is not permitted under this condition.

**Response:**

## RTP Environmental Screening Form



Sponsor Name: Yamhill County

Project Name: Yamhelas Westsider Trail: Bridge Construction

**Part I: Project Description: What will this grant fund?**

The Yamhelas Westsider Trail: Bridge Construction project will provide gap funding for the construction of a bicycle/pedestrian bridge over the Stag Hollow Creek. The proposed bridge 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.

*Project Note:* In the interest of eliminating duplication, and after conferring with RTP Grant Coordinator, Jodi Bellefeuille, Yamhill County has submitted a copy of its FHWA and Oregon DOT Project Categorical Exclusion (PCE) Approval Document for RTP committee review. This current version of this document is the product of environmental reviews required by both the ODOT Transportation Enhancement (TE) grant project that supported Right of Way (ROW) acquisition, and the *ConnectOregon* VI bicycle and pedestrian bridges project. Yamhill County will continue to work with FHWA and ODOT to update, refine, and clarify the environmental impacts of Yamhelas Westsider Trail projects, with permitting and findings of effect being produced for resources at each stage.

**Part II: Alternatives to Proposed Action(s): Are there project Alternatives? If so, please describe.**

Yamhill County is currently engaged in a grant project through *ConnectOregon* VI, which provides for the planning, design, engineering, construction management, and inspection of the three bicycle/pedestrian bridges proposed for the Yamhelas Westsider Trail. Once the design and engineering phases are complete, Yamhill County will thoroughly evaluate the proposed bridge design, materials, and siting described in this Recreational Trails Program grant application. This evaluation process will take place prior to start of construction on the Stag Hollow Creek Bridge, and will allow Yamhill County project managers to identify appropriate alternatives as necessary.

**Part III: Environmental Consequences:** Complete the following. For each "yes," describe the magnitude of the impact and the potential for significant impact (based on context and intensity). Attach appropriate supporting documentation.

A. Property Acquisitions: <small>(Note: Acquisitions under Eminent Domain is not a permissible activity under the RTP program.)</small>	Yes	No
1. Is the project seeking permanent acquisitions from private landowners or local authorities?		X
2. If yes, is the project seeking full or partial acquisition(s)?		
3. Is the project on, or is it seeking transfer of Federal or State Land?		X
4. If yes to any of the above, describe the proposed acquisition below and attach figures depicting affects to the property(ies):		

B. Local Land Use:	Yes	No
1. Is the project consistent with Federal, State and or Local land use plans?	X	

2. If yes, identify land use plans and briefly describe how the project meets consistency. If no, please explain:

The Yamhelas Westsider Trail project is listed in the Yamhill County Transportation System Plan (TSP), which has been a component of the Comprehensive Land Use Plan since 2012.

**C. Social and Economic:**

1. Describe the positive and negative social and economic affects (if any) of the project to the local community(ies), individual residents, and/or businesses:  
(For example, consider immediate and near future affects to local commuters, the elderly, the handicapped, other recreational users, churches, schools; and consider comments received from the public in Section IV below.)

When complete, the Stag Hollow bicycle/pedestrian bridge will provide a 111-foot single span bridge for bicyclists and pedestrians and will serve as the first off-highway connection between the rural cities of Carlton and Yamhill. 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, the trail is expected to attract the out-of-state visitors who participated in bicycle-related activities in 2012 and 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).

While the Yamhelas Westsider Trail project has received widespread support in Yamhill and Washington Counties, there are some community members and property owners who are opposed to this project. Yamhill County is currently pursuing the development of a trail master plan, which incorporate extensive community outreach and opportunities for comment and collaboration. Through this master planning process, the County will make every effort to address public concerns and mitigate any potential negative impacts on adjacent farmers and landowners.

D. Archeological and Historical Resources:	Yes	No
1. Are there National Register-listed or eligible sites in the project area?		X
2. Would the project affect any listed or eligible sites?		X
3. Are the effects of the project adverse to listed or eligible sites?		X
<p>4. If yes to any of the above, briefly summarize below and attach the following: survey report, accompanying determinations and concurrences from State Historic Preservation Office, and any agreement for resolution of adverse effects.</p> <p>Please refer to the Project Note contained <b>Part 1: Project Description</b>. The following statements are contained in the 9/12/17 PCE document regarding NHPA Section 106 (Cultural Resources) and Section 4(f):</p> <p>“Based upon research by Liz Carter, Heritage Research Associates, a Historic Resources Baseline Report was prepared on 8/2015. In consultation with ODOT Historian Sarah Jalving five resources along the trail alignment were identified for further research and were found to be eligible for the National Register of Historic Places. The State Historic Preservation Office provided concurrence to five Determinations of Eligibility on 8/25/2016. Preliminary conceptual plans indicate that there will be no adverse effect to any eligible historic resource as the trail corridor is extant. Findings of Effect for each resource will be prepared during the design phase in which the resource is present.”</p> <p>“No Section 4(f) evaluation is anticipated for this project. Preliminary evaluation of potential impacts to historic (built) resources indicates no adverse effects. Work in the existing corridor will not affect parks, wildlife refuges, archaeological sites or recreation areas. 4(f) resources other than built historic were not found abutting the railroad corridor.”</p>		

<b>E. Fish &amp; Wildlife:</b> Attach a completed and signed Intergovernmental Consultation Form from <b>Oregon Department of Fish &amp; Wildlife.</b> (See Section 1.8 for instructions and Section 6.1 of the RTP manual for the form and contact information.)		<b>Yes</b>	<b>No</b>
1. Are there Threatened or Endangered species or their habitat present?			X
2. Are anadromous or resident fish populations present?		X	
3. Are migratory bird habitat or raptor nest present?			X
4. Does the project affect wildlife resources (game/subsistence species)?			X
5. Will the project cross Essential Fish Habitat (EFH)?			X
6. For questions 2-5, are any permits required?			X
7. Describe impacts; attach supporting documentation and the Intergovernmental Consultation Form.			
<p>Please refer to the Project Note contained <b>Part 1: Project Description.</b> The following statement is contained in the 9/12/17 PCE document regarding ESA / T&amp;E Species:</p> <p>“FAHP documentation was prepared on 10/16/2015 by Exeltech Consulting, Inc. Biologist Jon Adkins and reviewed by ODOT Biologists Daniel Ohrn and Tom Loynes on 10/22/2015. Based on conceptual plans and proposed pedestrian bridges, the FAHP documentation addressed potential storm water treatment by proposing filter strips at trailheads and onsite infiltration throughout the corridor. FAHP documentation also addressed the potential presence of Steelhead and Chinook and Chinook Essential Fish Habitat at the bridge crossings. FHWA approved the FAHP Notification 12/22/2015. The project was Notification Only to NMFS. As detailed plans are developed, either FAHP Change Forms or a potential Notification revision could be required. There is potential mitigation needed for large tree removal.”</p> <p>“An ESA Determination of No Effect was prepared on 11/19/2015 by OBEC Biologist Julie Wirth for USFWS species (other than Streaked Horned Lark). The project area does not overlap with listed species or critical habitat. The No Effect was reviewed by ODOT Biologists Cash Chesselet and Daniel Ohrn on 11/18/2015.”</p>			
<b>F. Wetlands &amp; Floodplains:</b> Attach a completed and signed Intergovernmental Consultation Form from the <b>Department of State Lands.</b> (See Section 1.8 for instructions and Section 6.1 of the RTP manual for the form and contact information)		<b>Yes</b>	<b>No</b>
1. Will the project area impact Wetlands? (If yes, complete questions a-d)			X
a. Total wetland acres affected:			
b. Total wetland fill quantities:		Cubic Yards	
c. Dredge quantities of wetland:		Cubic Yards	
d. US Army Corps of Engineers authorization required:	<input checked="" type="checkbox"/> None	Type: <input type="checkbox"/> NWP <input type="checkbox"/> Individual <input type="checkbox"/> Other	
2. Does the project encroach onto the 100-year floodplain?		X	
a. If yes, would the project increase the backwater elevation of the 100-year floodplain one foot or greater?			X
3. Is the project within a regulatory floodway?		X	
a. If yes, does the project adversely affect the floodway?			X
4. Describe impacts; attach supporting documentation and the Intergovernmental Consultation Form.			
<p>Please refer to the Project Note contained <b>Part 1: Project Description.</b> The following statement is contained in the 9/12/17 PCE document regarding CWA Section 404/Wetlands/Waters:</p> <p>No permits have been obtained at this stage of project right-of-way acquisition. DSL and Corps permits will be required in future phases for wetlands and waters impacts. ODOT Wetlands Specialist Ron Francis evaluated the project corridor in a report dated 2/19/2016. Francis estimates that for the corridor there will be a potential impact of approximately 0.60 acre of wetland and 0.05 acre of waters. The impacts will be refined with more detailed design is available and delineations have been prepared. Compensatory mitigation could be required and is available at the Mud Slough Bank serving the area.</p>			

<b>G. Water Bodies:</b> Attach a completed and signed Intergovernmental Consultation Form from the <b>Department of State Lands.</b> (See Section 1.8 for instructions and Section 6.1 of the RTP manual for the form and contact information)		<b>Yes</b>	<b>No</b>
1. Does the project affect a navigable water body (as defined by Section 9 of the Rivers and Harbor Act)?			X
2. Does the project affect waters and navigable waters of the U.S. (as defined by Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act)?		X	
3. Proposed river or stream involvement:		<input checked="" type="checkbox"/> Bridge	<input type="checkbox"/> Culvert
		<input type="checkbox"/> Relocation	<input type="checkbox"/> Diversion
a. The proposed stream involvement is :		<input checked="" type="checkbox"/> Permanent	<input type="checkbox"/> Temporary
4. Type of stream or river habitat impacted:		<input type="checkbox"/> Spawning	<input type="checkbox"/> Rearing
		<input type="checkbox"/> Riffle	<input type="checkbox"/> Undercut Bank
5. Describe the impacts; attach supporting documentation and the Intergovernmental Consultation Form.  Please refer to the Project Note contained <b>Part 1: Project Description.</b> The following statement is contained in the 9/12/17 PCE document regarding CWA Section 404/Wetlands/Waters:  “...ODOT Wetlands Specialist Ron Francis evaluated the project corridor in a report dated 2/19/2016. Francis estimates that for the corridor there will be a potential impact of approximately 0.60 acre of wetland and 0.05 acre of waters. The impacts will be refined with more detailed design is available and delineations have been prepared. Compensatory mitigation could be required and is available at the Mud Slough Bank serving the area.”			
<b>H. Oregon Coastal Management Program:</b> Attach a completed and signed Intergovernmental Consultation Form from the <b>Oregon Department of Land Conservation and Development.</b> (See Section 1.8 for instructions and Section 6.1 of the RTP manual for the form and contact information).		<b>Yes</b>	<b>No</b>
1. Is the project within the Oregon Coastal Management Program boundary?			X
2. Describe the impacts; attach supporting documentation and the Intergovernmental Consultation Form.  There are no anticipated impacts on Oregon Coasts.			
<b>I. Water Quality:</b> Attach a completed and signed Intergovernmental Consultation Form from the <b>Oregon Department of Environmental Quality.</b> (See Section 1.8 for instructions and Section 6.1 of the RTP manual for the form and contact information)		<b>Yes</b>	<b>No</b>
1. Does the project affect a public or private drinking source?			X
2. Does the project affect a designated impaired water body?			X
3. Indicate how many acres of ground-disturbing activities will result from the project:			Acres 0.73
4. Is there a municipal separate storm sewer system (MS4) National Pollution Discharge Elimination System permit (NPDES) or will runoff be mixed with discharges from an NPDES permitted industrial facility?			X
a. If yes, provide NPDES permit #			
5. Describe the impacts; attach supporting documentation and the Intergovernmental Consultation Form.  Please refer to the Project Note contained <b>Part 1: Project Description.</b> The following statement is contained in the 9/12/17 PCE document regarding Water Quality:  “The extent of water quality treatment is undetermined at this time. The project corridor impervious surface will sheet flow into the existing vegetation of the right-of-way. Storm water treatment could be needed at trail staging areas depending upon design. If storm water treatment is required, this will be addressed by updates to the Federal Aid Highway ESA Programmatic (FAHP) documentation.”			

J. Hazardous Waste:	Yes	No
1. Are hazardous wastes located within the project area?	X	
<p>2. Describe the impacts:</p> <p>Please refer to the Project Note contained <b>Part 1: Project Description</b>. The following statement is contained in the 9/12/17 PCE document regarding Hazardous Materials:</p> <p>“A Hazardous Materials Corridor Assessment was prepared on 6/7/2015 by Cooper Zietz Engineers, Inc. (CZE), and reviewed by Bart Bretherton 1/6/2016. The report finds five separate recognized environmental conditions in connection with proposed construction activities (Page 3 of 19 of the report). CZE recommends further investigation for the five recognized conditions to identify any potential contaminants which could be encountered during construction. Conditions of concern include treated railroad ties, treated power poles, a shooting range, former fertilizer company lot, general railroad ballast which can have contaminants from the trains and railroad ties, herbicides, and heavy metals.”</p>		
<p><b>Part IV: Public Involvement:</b> Describe how public involvement was solicited and attach copies of public notices, comments received and the responses to comments.</p>		
<p>Yamhill County has solicited public input and comment for each phase of the Yamhelas Westsider Trail project thus far. The County has sponsored public hearings, community meetings, and stakeholder workshops, as well as maintained a YWT project website that contains links to all related documents (<a href="http://www.co.yamhill.or.us/content/yamhelas-westsider-trail">http://www.co.yamhill.or.us/content/yamhelas-westsider-trail</a>). The Board of Commissioners’ meeting to approve the submission of this RTP grant application was noticed to the public, however no public comments were made.</p> <p><b>Attachment A</b> includes a notice for the May 3, 2018 Planning Commission hearing on the proposed adoption of the County’s Comprehensive Farm Impact Findings. <b>Attachment B</b> includes the first five pages of transcribed written public comments received at the June 8, 2017 community meeting. Additional notices and copies of public comment are available upon request.</p>		
<p><b>Part V: Environmental Commitments and Mitigation Measures:</b> List commitments and measures that will be taken to avoid, minimize or mitigate all resource impacts identified in Section III, IV and VI; and list all permit conditions. Environmental commitments are actions that the grantee will be held to during the project implementation.</p>		
<p>At the present time, Yamhill County has not applied for any permitting related to the Yamhelas Westsider Trail Bridge Construction project. As part of the County’s ConnectOregon VI grant project, however, the design, engineering, and permitting phases will be completed for the Stag Hollow Creek Bridge, and all commitments, measures, and mitigations will be taken for all resource impacts identified. These phases will be complete <b>prior</b> to start of construction on the Stag Hollow Creek Bridge. Please also see the Project Note contained <b>Part 1: Project Description</b>.</p>		

**Part VI: Motorized Project Questions:** Answer this section only if you have motorized recreation as part of your project scope.

<b>A. Air Quality:</b>	<b>Yes</b>	<b>No</b>
1. Is the project area in a designated non-attainment or maintenance area for air quality? (Locations include: Portland, Salem-Keizer, Eugene-Springfield, Rogue Valley(Central Point to Ashland), Grants Pass, LaGrande, Oakridge, Klamath Falls or Lakeview)		X
2. If yes, is the project listed on the exempt projects list (40 CFR 93.126)?		
<b>B. Noise:</b>	<b>Yes</b>	<b>No</b>
1. Is the project in an existing designated recreational land use area or park?		X
2. Is the project located near any residential areas, campgrounds, wildlife refuges or wilderness areas?		X
3. If yes to any of the above, describe the proximity to types of areas and describe noise impacts:		
a. What types and numbers of mechanized vehicles do you anticipate on the trail daily and seasonally? (Example: 30 snowmobiles day/winter and 30 OHVs day/summer-fall)		
The Yamhelas Westsider Trail is a non-motorized recreational trail, and therefore only mechanized vehicles related to maintenance, emergency services, and public safety will be allowed as needed.		

**Part VII: Applicant Certification:**

I certify the information above was completed to the best of my knowledge to be accurate and correct:

Signature: *Laura A. Tschabold* Date: 6-15-18

Printed Name: **Laura Tschabold, Yamhill County Administrator**

Accepted by Yamhill County  
 Board of Commissioners on  
6/14/18 by Board Order  
 # 18-198



Oregon Parks and Recreation Department  
Local Government Grant Program – Project Application

Land Use Compatibility Statement (LUCS)

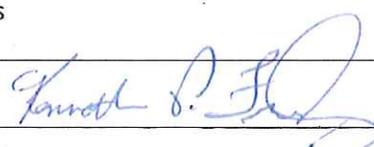
What is a LUCS? A Land Use Compatibility Statement (LUCS) is the form OPRD uses to ensure that proposed projects are consistent with local land use requirements.

How to Complete the LUCS: The applicant completes Section 1. Section 2 must be completed by the local Planning Official. The applicant then submits the completed LUCS to OPRD as part of the Grant Project Application.

<b>SECTION 1: Applicant &amp; Site Information</b>			
Print Applicant Name: Laura Tschabold		Applicant Signature:	
Property Owner Name: Yamhill County			
Subject Property Address (Or adjacent to):			
Site Description: The Stag Hollow bicycle/pedestrian bridge will be located on the Yamhelas Westsider Trail, which is located in a former railroad corridor parallel to OR 47 between the cities of Carlton and Yamhill.			
Describe the planned use for the property: To construct a bicycle/pedestrian bridge to span the Stag Hollow Creek.			
Township(s) 3 South	Range(s) 4 West	Section(s) 21	Tax Lot(s) R3421 00190

SECTION 2 must be filled out by a Local Planning Official

<b>SECTION 2: Determination of Compliance with Local Land Use Requirements</b>	
The subject property is:	<input type="checkbox"/> Inside <input checked="" type="checkbox"/> Outside City Limits <input type="checkbox"/> Inside <input checked="" type="checkbox"/> Outside UGB
Current Comprehensive Plan Designation: AFLH	Current Zoning: EF-80
Is a Comprehensive Plan or Zoning Amendment Proposed?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
If YES, list the proposed plan designation:	Proposed zoning:
Does the activity, use, or development require land use review to determine compliance with land use regulations?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
If NO, it means that no local land use review is needed.	
If YES, what is the status of the land use application: <input checked="" type="checkbox"/> Approved <input type="checkbox"/> Denied <input type="checkbox"/> Under Review <input type="checkbox"/> Not Yet Received	
List file number(s): Ordinances 880 and 904	Is the decision final: YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
Comments: Ordinance 904 is final, but is still subject to appeal at this time.	

<b>Local Planning Official Information:</b>	
Jurisdiction: Yamhill County	
Print Planning Official's Name & Title: Ken Friday, Planning Director	
Mailing Address: 525 NE Fourth Street	
City: McMinnville	Zip Code: 97128
Phone: 503-434-7516	Fax: 503-434-7544
Email: fridayk@co.yamhill.or.us	
Planning Official's Signature: 	Date: 6/15/2018

B.O. 18-198