Rivera, Eva

From: William O. Douglas Trail <williamodouglastrail@gmail.com>
Sent: Monday, November 16, 2026 4:51 PM
To: Martin, Trevor; Rivera, Eva
Subject: Yakima Comprehensive Plan 2050 SEPA Process
Attachments: Multimodal Grant Programs.pdf; UTC & BNSF Approval of Shared Use Trail in RR ROW.pdf; Ordinance 2006-31 William O. Douglas Bridge.pdf; BRIC Award.pdf; 1856 Yakama Indian Country Map.pdf; 1856 Topographic Map -- Selah Fishery.pdf; Award Letter WODT.docx; YNCRP Letter to City of Yakima 12.3.2025.pdf; U. S. Army Harasses Indians - Selah Gap 1856.pdf; WSDOT Statewide Significance.pdf; BRIC Award.pdf; Award Letter WODT.docx; City of Yakima -- William O. Douglas Heritage Trail.pdf; YHD BRIC Funding Request.pdf

Hi Trevor:

William O. Douglas Trail Foundation (WODTF) submits this comment letter regarding the SEPA CHECKLIST and DNS that has been proposed for the Comprehensive Plan 2050 Update. We respectfully request that the CITY withdraw the proposed DNS, issue a DS, and prepare an Environmental Impact Statement relating to the Naches River Bridge Rehabilitation Project listed on page 4-43 of the proposed Comprehensive Plan Amendment, Volume 2 Yakima Technical Analysis.

The Comprehensive Plan Amendments and the anticipated projects allowed by the Comprehensive Plan Amendments will have probable, significant adverse environmental impacts to the natural and built environments in the vicinity of the Naches River Bridge, the Naches River, the Yakima River, and the 70-acre William O. Douglas Hillclimb property owned by the William O. Douglas Trail Foundation immediately adjacent to the Naches River Bridge and abandoned Yakima Valley Transportation railroad tracks.

As shown in the attached documents, the William O. Douglas Trail passes through a substantial portion of the East Yakima Overburdened Community. WODTF needs confirmed legal access across the bridge to get to WODTF land on the north side of the river. Residents in the East Yakima Community also need access across the bridge for educational, health, and recreational activities.

The abandoned railroad tracks overlap with an historic and prehistoric trail that went up 6th Avenue and crossed the Naches River at the current bridge location. In the 1856 Yakama Indian War, military forces used this trail to get to the historic/prehistoric Selah Fishery.Under federal and state law, access to this old transportation route is provided.

The City and WODTF partnered on and spent about $1 Million in federal and state grant funds to repair the bridge as a shared use (trail and trolley) facility. Yakima City Council designated the bridge as a "Multi-Modal Bridge." The City's engineering consultant designed a safe, ADA

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accessible bridge walkway that allows for such shared use. Under a State Utilities and Transportation Order, this safe pedestrian bridge path was specified as a condition for grant funds received by the City. The City committed to install and maintain fencing that prevents pedestrian access to the BNSF bridge and channeling pedestrians to the upstream bridge for a safe river crossing. This was intended to promote public safety because there have been pedestrian fatalities when people attempted to cross the river on the BNSF bridge.

North of the bridge is a County-designated Critical Area that is classified as a "High Risk Geologic Hazard Area" that Yakima Valley Trolleys said is dangerous. This area north of the river also has important cultural resources, and the Yakama Nation has requested formal consultation with the City.

Please consider the important need for an EIS on the Comprehensive Plan Amendments based on the impacts from proposed City actions and projects that are allowed by the Comprehensive Plan Amendments in this area.

Thank you for your consideration,

William O. Douglas Trail Foundation
By Raymond Paolella, President

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Grant Programs re
William O. Douglas Trail Project

Title	Lead Applicant	Project No.	Agency	Funding Program	Award	Summary
William O. Douglas Trail Connections	City of Yakima	06-1851	Recreation and Conservation Office (RCO)	Washington Wildlife and Recreation Program (WWRP), Trails Category	$796,883	Acquisition of land to connect existing trail segments, construction of 6th Avenue and trolley bridge pathways, and placement of Cowiche Creek bridge
Cowiche Creek Protection and Restoration	Cowiche Canyon Conservancy	07-1598C	Salmon Recovery Funding Board (SRFB)	Salmon Program (administered by NOAA Fisheries)	$277,140	Acquisition and restoration of five parcels on Cowiche Creek
BNSF Bridge/ YVT Bridge Safety Fencing	City of Yakima		Washington Utilities and Transportation Commission (WUTC)	Grade Crossing Protective Fund	$20,000[1]	Fencing off Naches River trolley and railroad bridges
Yakima Valley Transportation Company Preservation Project	City of Yakima		Washington State Department of Transportation	SAFETEA-LU Enhancement	$495,592	Acquisition of trolley repair barn and substation, restoration of track and wire
Heritage Trails: Wiliam O. Douglas, Cowlitz, & Upper Nisqually Trails	City of Yakima		Washington State Department of Transportation	SAFETEA-LU Enhancement	$499,890	Research, signs, restoration of trolley bridge, acquisition of right-of-way
William O. Douglas Trail Enhancement	William O. Douglas Trail Foundation		Washington State Department of Transportation	SAFETEA-LU Enhancement	$582,047[2]	Construct pathway on 6th Avenue and trolley bridge
					$2,671,552	

[1] Award limit. No official award amount has been determined yet.

[2] From a publication of transportation enhancement awards in 2006 on WSDOT's web site. This total includes a March 8, 2006, grant award in the amount of $327,408 and a November 27, 2007, supplemental grant award of $254,639.

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TR-072009

WASHINGTON UTC
UTILITIES AND TRANSPORTATION COMMISSION

1300 S. Evergreen Park Drive SW
PO Box 47250
Olympia, WA 98504-7250
(360)664-1257 or (360)664-1100
Fax: (360)586-1150
Web: www.wutc.wa.gov
E-mail: records@utc.wa.gov

GRADE CROSSING PROTECTIVE FUND
APPLICATION FOR FUNDING

The Washington Utilities and Transportation Commission (commission), through its Grade Crossing Protective Fund (GCPF), funds projects that eliminate or mitigate public safety hazards at railroad crossings and along railroad rights-of-way in Washington State. Any public, private, or non-profit entity may submit an application to the commission for GCPF monies.

Please complete and submit the following information as part of the application process:

Applicant Information

Applicant Name:	Dick Zais, City Manager
Organization:	City of Yakima
Address:	129 North Second Street, Yakima, WA 98901
Phone:	(509) 575-6040
E-mail:	
Fax:	(509) 576-6335

Please list all other companies, organizations or state or local agencies that may be involved in implementing this proposal and the contact name, address and phone number for each.

Yakima Valley Trolleys
Kenneth G. Johnson
P.O. Box 796
Yakima, WA 98907-0796
yakimavalleytrolleys@hotmail.com

Burlington Northern Santa Fe Railroad Company
Daniel MacDonald, P.E.
Managing Engineer – Seattle
2454 Occidental Avenue South, Suite 1_A
Seattle, WA 98134
(206) 625-6150, Fax (206) 625-6115
daniel.macdonald@bnsf.com

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2009 OCT -7 PM 1:48

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Grade Crossing Protective Fund Application Form

Project Information

1. *Provide a detailed summary of the hazard being addressed. Include:*
   - *Any information about accidents or incidents at the site.*
   - *Photographs, drawings or other materials that supports the application.*

Currently, there are only two pedestrian crossing facilities for crossing the Naches River at the northern city limits of the City of Yakima. One is located at the eastern city limits (I-82) and the other is at the western city limits (Powerhouse Road). Due to this lack of pedestrian facilities, and despite "No Trespassing" signs, pedestrians occasionally use the BNSF railroad bridge to cross the Naches River. On July 12, 2007, a man and woman who were crossing the Naches River on the railroad bridge were struck by a passing train and seriously injured.

On several occasions recently, railroad police hired by BNSF have had to remove trespassers from the railroad property in this vicinity.

2. *Provide a detailed description of the proposed project and explain how it will eliminate or mitigate the hazard. Include any drawings or construction plans for the proposed project.*

This project will construct six-foot chain link fence to impede pedestrian and motor vehicle trespass onto BNSF property in the vicinity of the Naches River Bridge. As part of the William O. Douglas Trail project, a pedestrian pathway is planned to be constructed across the trolley bridge within the next couple of years. Fencing as shown on the attached drawing would deter pedestrians from accessing the railroad bridge. The fence would begin where Gordon Road crosses underneath the railroad tracks, then heads west approximately 150 feet across the trolley tracks to approximately 8-feet west of the trolley tracks, then head in a northwesterly direction parallel to the trolley tracks for approximately 670 feet, then make a 90 degree turn across the trolley tracks, then head in a northeasterly direction for approximately 70 feet to end adjacent to the BNSF south bridge abutment. At both locations where the fence crosses the trolley tracks, 20-foot gates will be installed. The fencing will continue east of the BNSF bridge for approximately 150 feet parallel to the Greenway Path.

In addition to improving safety, this fencing project may reduce the railroad's requirement for police enforcement.

3. *Provide cost estimates. Include:*
   - *Total costs of the project.*
   - *Names of parties contributing to the project and the amount each is contributing.*

Total project costs are estimated to be $37,000. The City is requesting a grant of $20,000 toward this total from WUTC.

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4. *Provide the name of the party responsible for long-term maintenance.*
The City of Yakima and/or the Yakima Greenway Foundation will provide longterm maintenance of the fence.

5. *Provide an estimated timeline of project, if approved.*
Weather permitting; the project will be completed this fall. If not, the project will be completed next spring

6. *Provide a description of how the project's success would be measured.*
Success of this project can be measured by demonstrating a decrease in trespass incidents and pedestrian accidents on the BNSF Bridge.

7. *Provide any other information the applicant believes would be useful to the commission in considering the project.*
At several recent meetings, BNSF personnel have expressed their encouragement and approval of our plans to channel pedestrians away from railroad property and to reduce trespass by means of fencing.

8. *If the project involves any construction, modification or demolition on a railroad right-of-way, complete the attached Railroad Commitment form. This includes fencing, gates or other structures located near enough to the tracks to be on the railroad right-of-way, modification to a grade crossing or any other project that involves railroad property or rights-of-way.*
See accompanying email from BNSF engineer Daniel MacDonald expressing the railroad's concurrence with this project.

Submitting the Application

After completing the GCPF application, please send the original to:

Washington Utilities and Transportation Commission
Attention: Grade Crossing Protective Fund
1300 S. Evergreen Park Drive SW
PO Box 47250
Olympia, WA 98504-7250

A signed application may be filed electronically at records@utc.wa.gov. When filing electronically, please specify "Grade Crossing Protective Fund" in the subject line.

Assistance

For questions or assistance, please contact:

- Kathy Hunter at (360)664-1257 or by e-mail at khunter@utc.wa.gov.
- David Pratt at (360)664-1100 or by e-mail at dpratt@utc.wa.gov.

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Railroad Commitment
TR-072009

RECEIVED
2008 APR 22 AM 10:06
WASH. UTIL. AND TRANSP. COMMISSION

The undersigned represents the Railroad Company in the GCPF application described as (enter a brief description):

The City of Yakima has applied for GCPF funds to erect fencing for trespass abatement purposes. The City's trolley bridge and the adjacent BNSF Railway bridge cross the Naches River at the northern end of Yakima City limits. See attached photos for location of fencing. It is believed the BNSF has a 200 ft. right-of-way at this location and much of the fencing would be on that right-of-way. The City of Yakima and/or the Yakima Greenway Foundation will provide long-term maintenance of the fence.

We have reviewed the application and are satisfied the conditions are the same as described by the applicant in this matter. We agree to allow construction, modification or demolition on a railroad right-of-way as described in the application.

See Notes below.

John Li
Printed name of Railroad Representative

Signature of Railroad Representative

Manager, Public Projects
Title

206 625 6146
Phone

john.li@bnsf.com
E-mail

Date: 4/21/08

Notes: BNSF supports this application for safety improvements. The final design and location of the fencing will need to be approved by BNSF prior to its installation. The city will also need to obtain a permit from BNSF with current indemnity language and insurance limits and with a 30-day cancellation clause, if the fencing would be on BNSF's Right-of-Way.

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From: MacDonald, Danniel
To: Wayenberg, Karen
Cc: Polnicky, Bruce K; Agee, David W
Subject: RE: Yakima, WA - UTC Grant Application
Date: Friday, October 05, 2007 3:24:51 PM

Ms. Wayenberg,

Thank you for the opportunity to review the City of Yakima's UTC GCPF application. BNSF supports this application for safety improvements. The final design and location of the fencing will need to be approved by BNSF prior to its installation. We look forward to working with the City of Yakima address this safety concern.

Please contact me if you need additional information regarding BNSF's participation. Again, we look forward to working with the City on this issue.

Respectfully,

Dan

Danniel MacDonald, P.E.
Manager Engineering - Seattle
BNSF Railway Company
2454 Occidental Avenue South, Suite 1A
Seattle, WA 98134
Office: (206) 625-6150
Fax: (206) 625-6115
danniel.macdonald@bnsf.com

From: Wayenberg, Karen [mailto:kwayenbe@ci.yakima.wa.us]
Sent: Friday, October 05, 2007 12:53 PM
To: MacDonald, Danniel
Subject: RE: Yakima, WA - UTC Grant Application

Thanks for reviewing our application and the page requiring BNSF signature. Feel free to call me or reply to this email.

From: MacDonald, Danniel [mailto:Danniel.MacDonald@BNSF.com]
Sent: Friday, October 05, 2007 12:47 PM
To: Wayenberg, Karen
Subject: Yakima, WA - UTC Grant Application

Ms. Wayenberg,

With reference to our conversation this afternoon, my contact information is following. I look forward to revlewing this application.

Respectfully,

Dan

Danniel MacDonald, P.E.

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HOME FRONT
Yakima Herald-Republic
Friday, July 13, 2007



GORDON KING/Yakima Herald-Republic

A woman is placed in an ambulance after nearly being struck by a train near Berglund Lake in Yakima on Thursday. She was injured when she was thrown off the tracks by a companion as the train approached.

Man hit by train after saving companion

He tosses woman from the tracks

By ROD ANTONE
YAKIMA HERALD-REPUBLIC

A man was struck by a train Thursday morning after Yakima police said he saved a woman moments earlier by throwing her from a trestle as the train bore down on them.

The man, who has not been identified, suffered serious injuries and was taken to Seattle's Harborview Medical Center.

The two were among four people attempting to walk across a railroad bridge over the Naches River shortly after 8 a.m.

Although two of the men reached safety, the woman fell on the tracks, police said. She was helped to her feet by the third man, who attempted to get them both to safety. But he ended up throwing her down a 10 to 15 foot embankment moments before being struck, police said.

The crew of the train, an eastbound Yakima day-switcher returning from Ellensburg with two locomotives and two refrigerated boxcars of corn, tried to warn the group by sounding the horn and then applying emergency brakes, said Burlington Northern Santa Fe spokesman Gus Melonas.

The train had slowed from 35 mph to between 10 and 15 mph when it struck the man, he said.

"This is an unfortunate situation," he said. "But this time of year we see an increase in trespassing situations.

"People take shortcuts and risks often by crossing railroad property and we encourage the public to use designated areas."

Yakima police initially said the man may have suffered back injuries. Authorities initially said it appeared the woman, who was also not identified, broke a leg when she landed on rocks below the trestle.

Melonas later said she suffered only cuts and bruises. There was no immediate word on their conditions. Although Yakima police handled the initial investigation, it has been handed off to BNSF investigators.



TJ MULLINAX/Yakima Herald-Republic

Melonas said nine people have been killed on railroads this year in Washington state.

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Gra

'No doubt he saved my life'

Train encounter broke victim's leg, pelvis

By ROD ANTONE
YAKIMA HERALD-REPUBLIC

As they crossed the bridge over the Naches River, Lisa Boitano was telling her three friends how cool it would be to see a passing train from up close.

That's when they saw the locomotive bearing down.

From her hospital bed Friday, Boitano recalled her friend Mark Brown's reaction.

"He said, 'You might get your chance — run.'"

But as they ran, Boitano fell, and her right leg slipped and became stuck between the wooden ties.

"I was freaking out and tried to pull myself up," she said. "But Mark came up behind me, grabbed both arms and pulled me out.

"No doubt he saved my life."

As the two prepared to leap off the tracks to an embankment about 10 to 15 feet below the tracks, they were struck.

"I felt the train hit my lower back, but he got the full force of it," said 21-year-old Boitano.

The impact threw them about 20 feet into the rocks below. Boitano said she broke her nose and fractured her right leg and pelvis. But then she looked up she saw that Brown, or Green as he is known to his friends, was hurt much worse.

"It was the scariest thing I've ever seen. Blood was everywhere," she said. "I kept saying, 'Green, don't die, Green, don't die. Wake up, wake up.'"

ı Form

She is now at Yakima Memorial Hospital. Brown, 26, was taken to Seattle's Harborview Medical Center, where he was listed in serious condition after undergoing surgery Friday.

Boitano said doctors there told her she suffered multiple injuries, including two broken legs, a shattered pelvis, a broken jaw and a broken arm.

"He would have been okay if he had just jumped, if he hadn't stopped to help me," she said.

Earlier that morning, the four had watched the sunrise from the ridge between Yakima and Selah. They were walking the tracks back to Yakima, and were crossing the bridge shortly after 8 a.m.

Boitano said two of her friends had nearly reached the end of the bridge; she and Brown were only about halfway across.

SEE **TRAIN** PAGE 8A



SARA GETTYS/Yakima Herald-Republic

Lisa Boitano recovers in Yakima Valley Memorial Hospital on Friday, after being hit by a train while she and three others were crossing the trestle over the Naches River.

TRAIN

Continued from Page 1A

The crew of the train, an eastbound Yakima day-switcher returning from Ellensburg with two locomotives and two boxcars, spotted the group and began sounding the horn and applying emergency brakes, which slowed the train from 35 to about 10 to 15 mph, Burlington Northern Santa Fe spokesman Gus Melonas said Thursday.

Boitano said that the horn came too late — the train was almost on them when it sounded. And while braking probably saved their lives, she had no idea at the time that the train had slowed at all.

"It sure as hell didn't feel like it was going 15 mph when it hit us," she said.

Although Melonas said that technically the four were trespassing on railroad property, he did not say whether BNSF would pursue charges.

Boitano said she and her friends did not know they were trespassing.

All she does know is that Brown, a man whom she described as being like a brother to her for the past four to five years, was willing to sacrifice himself to save her. The two met while she was a teenager living on the streets and have been close friends ever since.

"I would have been stuck in the tracks if he hadn't helped me out," she said. "He's just a wonderful person."

• *Rod Antone can be reached at 577-7028 or rantone@yakimaherald.com.*

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TR-072009

Boston, Bob (UTC)

From: Sheffield, Brett [bsheffie@ci.yakima.wa.us]
Sent: Tuesday, November 04, 2008 11:59 AM
To: Boston, Bob (UTC)
Subject: Grade Crossing Protective Fund Grant
Attachments: YVT Fence.pdf

Bob,

As we have discussed, part of the William O. Douglas Trail will include a pathway across the Trolley Bridge to allow pedestrians access across the Naches River. I believe that the description in the original application should have been modified to read like the following:

> This project will construct six-foot chain link fence to impede pedestrian and motor vehicle trespass onto BNSF property in the vicinity of the Naches River Bridge. As part of the William O. Douglas Trail project, a pedestrian pathway is planned to be constructed across the trolley bridge within the next couple of years. Fencing as shown on the attached drawing would deter pedestrians from accessing the railroad bridge. The fence would begin where Gordon Road crosses underneath the railroad tracks, then heads west approximately 150 feet across the trolley tracks to approximately 8-feet west of the trolley tracks, then head in a northwesterly direction parallel to the trolley tracks for approximately 670 feet, then make a 90 degree turn across the trolley tracks, then head in a northeasterly direction for approximately 70 feet to end adjacent to the BNSF south bridge abutment. At both locations where the fence crosses the trolley tracks, 20-foot gates will be installed. The fencing will continue east of the BNSF bridge for approximately 150 feet parallel to the Greenway Path.

In addition to improving safety, this fencing project may reduce the railroad's requirement for police enforcement.

I have also attached a drawing showing the proposed fencing project. If you have any questions or require additional information, please don't hesitate to contact me. Thanks for your help.

Brett H. Sheffield, P.E.
Chief Engineer
City of Yakima
PH. (509) 576-6797
Fax (509) 576-6305

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ORDINANCE NO. 2006 – 31

AN ORDINANCE amending the 2006 budget for the City of Yakima; and making an appropriation of $827,298 within the 142—Arterial Street Fund for expenditure during 2006 to provide for William O Douglas Bridge Restoration and Trail Enhancements.

WHEREAS, the amount of $499,890 has been awarded as a transportation enhancement grant from the Washington State Department of Transportation (WSDOT) and $327,408 has been awarded as a grant to the William O Douglas Foundation with the City of Yakima designated as expending agent, thereby resulting in the need to appropriate the amount of $827,298 within the 142—Arterial Street Fund to provide for William O Douglas Bridge Restoration and Trail Enhancements; and

WHEREAS, at the time of the adoption of the 2006 budget the revenue funds for this project were not known; and the City Council declares that an emergency exists of the type contemplated by RCW 35 33.091 and that it is in the best interests of the City to make appropriation herein provided; now, therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF YAKIMA.

Section 1 The amount of $827,298 is hereby appropriated from the Unappropriated Fund Balance in the 142—Arterial Street Fund to the following accounts:

Resources:	
WSDOT Transportation Enhancement Grant—142-142-528-2167-33320-2FH	—$499,890
WSDOT Transportation Enhancement Grant—142-142-528-2166-33320-2FH	—$327.408
Total Resources	$827,298
Expenditures.	
W O Douglas Bridge Restoration & Trailheads-142-142-528-2167-59479-630	—$499,890
W O Douglas Trail Enhancement————————142-142-528-2166-59479-630	—$327.408
Total Expenditures	$827,298

Section 2 This ordinance is one making an appropriation and shall take effect immediately upon its passage, approval and publication as provided by law and by the City Charter

PASSED BY THE CITY COUNCIL, at a regular meeting and signed and approved this 11th day of July, 2006

David Edler, Mayor

ATTEST
Karen S Roberts
City Clerk

First Reading: 6-27-2006
Publication Date: 7-14-2006
Effective Date 7-14-2006

Cje William O Douglas Trail ordinance 06 6/21/2006

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From: **Jessica Van Doren** Jessica.VanDoren@co.yakima.wa.us
Subject: BRIC Award
Date: April 12, 2022 at 9:34 AM
To: rlpaolella (rlpaolella@gmail.com) rlpaolella@gmail.com
Cc: Lilian Bravo Lilian.Bravo@co.yakima.wa.us

JV

Hello Raymond,

We have finished reviewing the Letters of Request from those that have submitted. We enjoyed reading the William O. Douglas Trail Foundation request and are happy to support your request for BRIC funding. I have attached the Award Letter for you.
Accounting will just need a W-9 and then you can invoice for the engineering/planning cost and signage. We need to have all invoices by June 1, 2022.
Please reach out if you have any questions around billing and invoice and I can try to help or put you in contact with our accounting department.

Sincerely,
[https://y5t6h9a6.stackpathcdn.com/5c128cc1-2374-44bf-a1df-03d097523446/-/resize/224x224/img.png]
<http://yakimahealthdistrict.org/>
Jessica Van Doren, B.S
Community Health Specialist
Office: 509-249-6536
1210 Ahtanum Ridge Drive
Union Gap, WA 98903
[/2090fbb1-9c99-41ba-a603-d36e21e998e1/]<https://www.facebook.com/yakimahealthdistrict/>
[/840da321-10e8-474d-901d-d192b0a848cb/]<https://www.instagram.com/yakimahealthdistrict/>
[/1efbbd67-1054-4414-a703-313320373c70/]
<https://www.youtube.com/channel/UClgTmydBASF1zkD7RzBkVfg>
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yakimahealthdistrict.org<https://yakimahealthdistrict.org%20/>

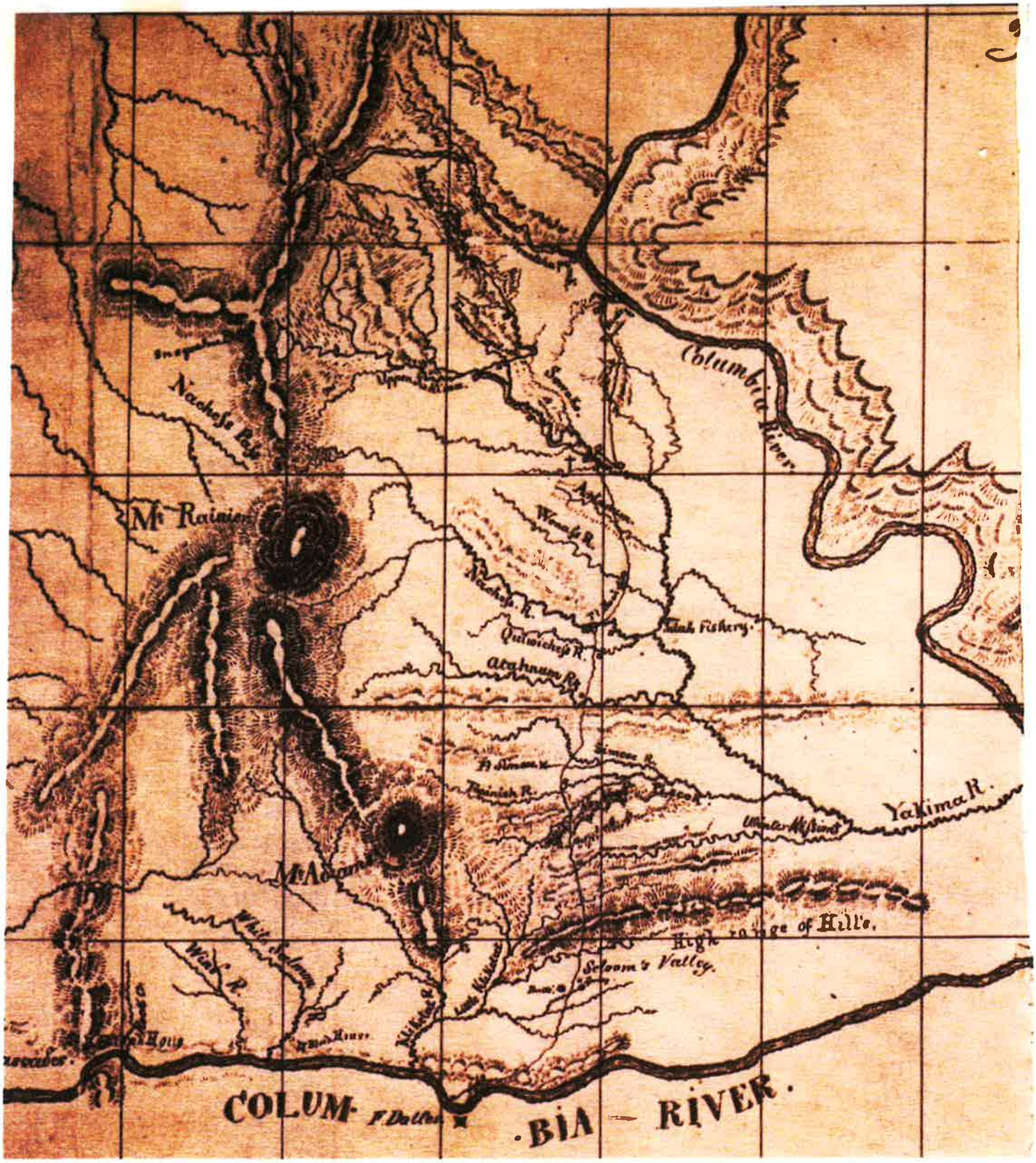
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620 KB

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XVII



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Lieut. Lyman Bissell prepared a topographical map of Colonel Wright's operations in the Yakima country in 1856, which Wright forwarded to Department of the Pacific headquarters with a letter dated May 15, 1857. Wright also reports the establishment of Fort Simcoe and reconnaissance of the route north from Fort Dalles so that six-mule wagons could carry supplies to the new post most of the year. (National Archives, RG 98, Dept. of Pacific, Letters Received; map RG 77.)

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H. Dean Guie, ***Bugles in the Valley***, OHS, 1977, 14

Notification of Award

March 22, 2022

Attn: Raymond L. Paolella, President
William O. Douglas Trail Foundation
P.O. Box 2003
Yakima, WA 98907

Dear Mr. Paolella

Thank you for submitting your Letter of Request for Funding for Building Resilient Inclusive Communities (BRIC) Funds.

I am pleased to inform you that the William O' Douglas Trail Foundation has been awarded its full requested amount of $6,900.00.

Our accounting department requires a W-9 from all awarded applicants. Please submit this to Jessica.vandoren@co.yakima.wa.us. **Please note: All BRIC funds need to be invoiced to the Yakima Health District by June 1, 2022.**

We look forward to seeing how the project evolves with the help of the BRIC funds. We welcome the opportunity to collaborate with any future activities that help engage and increase safe physical activity that results in a healthier future for Yakima County.

Sincerely,

Lilián Bravo
Director of Public Health Partnerships

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Confederated Tribes and Bands
of the Yakama Nation

Established by the
Treaty of June 9, 1855

December 3, 2025

Sent via electronic mail

Trevor Martin AICP
City of Yakima Community Development Department
Planning Division
129 N. 2nd Street
Yakima, WA 98901

Re: SEPA Application #014-25 - Yakima Valley Trolleys Operation Agreement

Dear Mr. Martin:

The Yakama Nation Cultural Resources Program has reviewed the referenced State Environmental Policy Act (SEPA) checklist for Application #014-25. We find this application fundamentally deficient and unable to support informed environmental and cultural resources review. The application's widespread use of "N/A" responses without explanation, contradictory project descriptions, and absence of basic geographic, environmental, and cultural information render it incomplete under SEPA requirements and inconsistent with the associated responsibilities.

Contradictory Project Description

The application contains conflicting statements about the project scope that prevent meaningful review:

- Question 11 (Brief Description) states this application is *"only analyzing the Yakama Valley Trolleys responsibility for operating and maintaining the existing Trolley System"* and that *"there is no specific project action associated with this SEPA proposal."*
- Question 6 (Timing/Schedule) indicates a 5-year operational period from January 1, 2026 through December 31, 2030.
- Question 8 references a *"Safety Plan (per WAC 468-550-040(4))"* and *"Inventory of assets (Exhibit C)"* that are not included with the application.
- Question 7 acknowledges *"routine operations and maintenance"* of trolley facilities but provides no detail about what these activities entail.

These statements indicate ongoing operational activities with environmental implications, not a purely administrative agreement transfer without a project action. Even non-project

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SEPA reviews under WAC 197-11-442 require analysis of a program's cumulative environmental effects. The application cannot simultaneously claim *"no specific project action"* while describing multi-year operational activities requiring safety plans, asset inventories, and routine maintenance.

Systematic Misuse of 'N/A' Without Justification

The applicant has marked numerous environmental checklist questions as *"N/A"* without providing any explanation for why they do not apply to trolley operations and maintenance. SEPA instructions explicitly state that *"N/A"* should only be used *"when you can explain why it does not apply and not when the answer is unknown."*

The following sections demonstrate either lack of due diligence or deliberate avoidance of required environmental analysis:

Surface Water (Questions 1-5, Pages 4-5)
All surface water questions are marked N/A despite the trolley route crossing multiple waterways and drainage features in the Yakima Valley. Maintenance activities, vegetation management along the right-of-way, and stormwater runoff from rail infrastructure all have potential surface water impacts. Question 2 specifically asks about work *"within 200 feet"* of waters, yet receives an N/A response with the note *"operations and maintenance only, project specific actions will require additional SEPA review."* This circular logic suggests the applicant acknowledges potential impacts but declines to analyze them in this review.

Ground Water (Questions 1-2, Page 6)
Groundwater questions are marked N/A without explaining why infrastructure maintenance, potential chemical use (herbicides for vegetation management), or waste material disposal would not affect groundwater. Historic rail corridors commonly have legacy contamination issues that should be addressed.

Plants and Animals (Questions 3-5, Pages 6-7)
Question 3 (threatened/endangered species) is marked N/A without documentation of Endangered Species Act consultation or biological survey. Question 4 (landscaping/vegetation preservation) is marked N/A despite obvious vegetation management needs along a linear transportation corridor. Question 5 (noxious weeds) is marked N/A without any invasive species assessment or vegetation management plan.

Environmental Health (Questions 2-5, Page 8)
Questions 2 through 5, addressing site contamination, hazardous chemicals, toxic materials, and emergency services, are all marked N/A without acknowledging that historic rail corridors commonly contain contaminated soils from legacy pollutants. No Phase I Environmental Site Assessment or contamination screening appears to have been conducted.

Land and Shoreline Use (Questions 2, 13-14, Pages 8-10)
Question 2 asks about conversion of agricultural or forest lands and receives an N/A response without analyzing whether the trolley route traverses these land use

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categories. Questions 13-14 regarding compatibility with existing land uses and nearby agricultural/forest operations are marked N/A without assessment of potential conflicts.

Complete Avoidance of Supplemental Nonproject Section

Section D (Supplemental Section for Nonproject Actions Only) represents deficiency in this application. WAC 197-11-960 and SEPA guidelines specifically require nonproject proposals to address questions about:

- How the proposal would increase discharges to water, emissions to air, or noise production
- Effects on plants, animals, fish, or marine life
- Depletion of energy or natural resources
- Use or effects on environmentally sensitive areas
- Effects on land and shoreline use
- Increased demands on transportation or public services
- Potential conflicts with environmental laws or requirements

The applicant marked ALL SEVEN questions (Questions 1-7, Pages 13-15) as *"N/A"* without any explanation. This defeats the purpose of completing the supplemental section and fails to satisfy SEPA's requirement for informed decision-making.

Insufficient Location and Geographic Information

Question 12 (Location of Proposal) identifies "306 W Pine Street/404 S. 3rd Ave, Yakima, WA; trolley lines within Yakima and Selah" but provides no:

- Linear footage or mileage of track to be maintained
- Total acreage of right-of-way affected by operations
- Map or geographic coordinates showing the route
- Identification of watercourse crossings
- Proximity analysis to archaeological sites or culturally sensitive areas
- Slope conditions and mass wasting potential along the corridor

The application notes that legal description is *"provided in Exhibit B of the agreement"* but this exhibit is not included. Without basic geographic data defining the project area, it is impossible to assess potential impacts to any environmental or cultural resource. The trolley route is a significant linear feature traversing landscapes occupied by Yakama ancestors for

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thousands of years. We cannot complete meaningful review without knowing where maintenance activities will occur further this SEPA is not a functional.

Inadequate Cultural Resources Analysis

The Historic and Cultural Preservation section (Page 11) presents several concerning deficiencies:

- Question 1 acknowledges the trolley system is listed on national and local registers of historic places, demonstrating the corridor's significance. However, this historic designation applies to the rail infrastructure itself and does not address archaeological resources along the route or traditional cultural properties that may be affected by operations and maintenance activities.

- Question 2 asks about "landmarks, features, or other evidence of Indian or historic use or occupation" and receives the response "None known along trolley route." This statement is inconsistent with the known archaeological sensitivity of the Yakima Valley and the thousands of years of continuous Yakama occupation in this region. The response "none known" suggests no professional cultural resources survey or tribal consultation has been conducted. The Yakima Valley contains numerous recorded archaeological sites, traditional use areas, and culturally significant landscapes.

- Question 3 asks for proposed measures to "avoid, minimize, or compensate for loss, changes to, and disturbance to resources" and receives the response "Continued operations of the Yakima Trolleys for educational and cultural purposes." This response does not address archaeological site protection, inadvertent discovery protocols, or cultural resource management measures that could be helpful.

The linear nature of the trolley corridor presents unique cultural resource concerns. Archaeological sites adjacent to or within the rail right-of-way are susceptible to slope movement and mass wasting, which can have significant upslope and downslope impacts. Vegetation management, track maintenance, drainage work, and visitor access ground-disturbing activities with potential to affect buried archaeological deposits.

Once the scope of the project is defined the applicant could then demonstrate some understanding in order to inform the checklist and the necessary inventory and permitting requirements.

Missing Required Documentation

The checklist references but does not include several pieces of information necessary to understanding project scope and environmental implications:

- Inventory of assets (Exhibit C, referenced in Question 8)

- Yakima Valley Trolleys Operation Agreement
- Legal description (Exhibit B of the agreement, referenced in Question 12)

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These documents are essential for reviewers to understand what activities are authorized, where they will occur, what infrastructure exists, and what safety and operational protocols govern the proposal.

Conclusion and Path Forward

This SEPA checklist does not provide sufficient information to complete environmental and cultural resources review pursuant to the State Environmental Policy Act (RCW 43.21C). The wholesale use of *"N/A"* without explanation, contradictions between claiming "*no project action*" while describing 5-year operational activities, and absence of basic geographic and archaeological data render this application incomplete.

The Yakama Nation is not opposed to trolley operations that preserve this significant historic transportation resource and provide educational and cultural benefits to the community. However, we cannot complete our review or provide informed comment without understanding what this proposal actually entails.

We respectfully request the City of Yakima withdraw this incomplete application and resubmit with the following information:

Clarification of Project Scope
Completion of Section D
Geographic and Location Data
Cultural Resources Assessment
Operational Details and Measures to Avoid or Mitigate
Attachment of Referenced Documents

Provide these documents in complete form via email to the Yakama Nation Tribal Council Chairman, Gerald Lewis via Gerald_Lewis@yakama.com as well as Cultural Resource Program Manager, Casey Barney @ Casey_Barney@Yakama.com.

The Yakama Nation looks forward to meaningful consultation on this project once adequate information is provided. We are committed to working cooperatively with the City of Yakima to ensure trolley operations can proceed in a manner that protects cultural resources, preserves this important historic asset, and honors our shared stewardship responsibilities for the Yakima Valley landscape.

Please contact our office if you have questions about these comments or need clarification on information requirements. Thank you for the opportunity to comment on this project.

Respectfully,

Noah Oliver

Noah Oliver
YNCRP Geographer and Archaeologist
Yakama Nation Cultural Resource Division

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HEADQUARTERS, NORTHERN DISTRICT,
Department of the Pacific, Camp on the Na-chess river,
Washington Territory, May 30, 1856.

SIR: Since my last communication, which I addressed to you on the 18th instant, nothing has occurred to change the position I then occupied in relation to the Indians. The river is now, and has been at all times, impassable. The Indians cross over by swimming their animals, and by this means I collect what news I can as to their movements and designs.

The salmon have not commenced running in any numbers, and hence the Indians are compelled to go to the mountains to seek subsistence. It is reported that Kamiakin has gone over to see some of the Nez Percés chiefs who were engaged with him in getting up this war, and is expected back in three days from this time. I believe that most of these chiefs desire peace, but some of them hold back in fear of the demands that may be made upon them for their murders and thefts.

They seem to think, and say, that they had strong and good reasons for the murders they have committed, both of the miners and Indian agent; the outrages of the former and the injudicious and intemperate threats of the latter, if true, as they say, I doubt not, maddened the Indians to murder them.

Colonel Steptoe joined me yesterday with four companies; his pack-train returns immediately to Fort Dalles to bring up supplies, escorted by Captain Patterson of the ninth infantry, with his company.

Exclusive of detachments with pack-trains, I have about five hundred men with me, and as soon as I can cross the river I shall advance to the We-nass and the fisheries; and if I do not bring the Indians to terms, either by a battle or a desire for peace on their part, I shall endeavor to harass them so much that they will find it impossible to live in the country.

I am now throwing up a field-work of earth and gabions of dimensions sufficient to contain a company or two and all our stores. This depot will enable me to move unencumbered with a large pack-train.

Very respectfully, your most obedient servant,

G. WRIGHT,
Colonel Ninth Infantry, Commanding.

Captain D. R. JONES, *Assistant Adjutant General,*
Headquarters, Department of the Pacific, Benicia, California.

Official.

D. R. JONES,
Assistant Adjutant General.

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He says he came over with about twenty warriors, with their women and children. He is decidedly for peace. This man Leschi is connected with Ow-hi's people by marriage; and if peace is made, he is perfectly willing to go wherever I say—either to the Sound, or to remain with Ow-hi. I think he would prefer the latter, and perhaps that would be the best disposition that could be made of him.

After very great labor, the bridge over the Na-chess is this day completed. The river is broad, at one part twelve feet deep, and a velocity of eight or nine miles an hour. It is made on trestles, and *may* stand for a long time; but should the water rise very high, the floating logs would much endanger its safety.

Very respectfully, your most obedient servant,

G. WRIGHT,
Colonel 9th Infantry, Commanding.

Captain D. R. JONES, *A. A. G.*,
Headquarters Dept. of the Pacific, Benicia, Cal.

F.

HEADQUARTERS, NORTHERN DISTRICT, DEPT. OF THE PACIFIC,
Camp on the Yakima river, W. T., Kittetas Valley, June 20, 1856.

SIR: In my last communication (No. 11,) which I had the honor to address to department headquarters on the 11th instant, I reported the visit of the chiefs Ow-hi and Te-i-as and their promise to come in at the expiration of five days. I have no question as to their sincerity and strong desire for peace, and I am at a loss to know the reason of their failure; however, such is the fact. I have not seen any of those Indians since. The chief told me that they had sent a messenger over to the Sound, and they seemed very anxious to hear from there before they came in; but whether they did or not, they were to come in at the expiration of five days.

I now learn from Governor Stevens that Ow-hi and Te-i-as some three months since made overtures of peace and desired to pass over into the Sound district; that several messages have passed between them, and that the governor's last message invited them to meet him at a point west of the Cascades. After the last visit of the chiefs to my camp I did not relax my labors on the bridge across the Na-chess. The difficulties were greater than I anticipated; after bridging the main stream, a dense undergrowth of six hundred yards had to be cut through and five or six smaller bridges made. However, on the evening of the 17th the road was opened.

On the morning of the 18th I crossed the Na-chess with eight companies, (one dragoons, one artillery, two of the 4th infantry, and four of the 9th infantry,) 450 rank and file, and marched north over a broken country nine miles, and encamped on the We-nass. Yesterday morning I marched at sunrise, and still pursuing a northerly course, crossed two ranges of mountains over a very rocky and steep trail, where the mountain howitzer had to be dismounted and packed, and arrived in

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this valley (17 miles) at 2 p. m. On our march I saw no Indians to-day. I have scouting parties out exploring the country. This is a very fine valley, some twenty miles in diameter, several branches of the Yakima flowing through it. It is almost entirely surrounded by high mountains, some of them now covered with snow.

I have made a personal examination of the Na-chess to its mouth, from thence up the Yakima to the fisheries, the military road and the We-nass river; and I now occupy with my troops all the great valley.

Major Garnett joined me on the 13th, with companies B and K, 9th infantry. I left Brevet Lieutenant Colonel Steptoe, with three companies of the 9th infantry and a mounted howitzer with artillerymen, to occupy "*Fort Na-chess.*" This is an important point as a depot, and within easy marches of the great fisheries.

I do not despair of ultimately reducing these Indians to sue for peace. I believe they really desire it, and I must find out what outside influence is operating to keep them from coming in. I shall probably stay in this valley several days. This is an unknown region, and I have to feel my way; but when the campaign is over I hope to present a good sketch of the country.

My men are much in want of some articles of clothing, especially shoes, stockings and overalls; I pray that the quartermasters may be able to keep a supply on hand. Shoes, particularly those pegged, last but a few days, marching over sharp rocks.

Very respectfully, your most obedient servant,

G. WRIGHT,
Colonel 9th Infantry, Commanding.

Captain D. R. JONES, *A. A. G.*,
Headquarters Dept. of the Pacific, Benicia, Cal.

G.

HEADQUARTERS DEPARTMENT OF THE PACIFIC,
San Francisco, January 19, 1856.

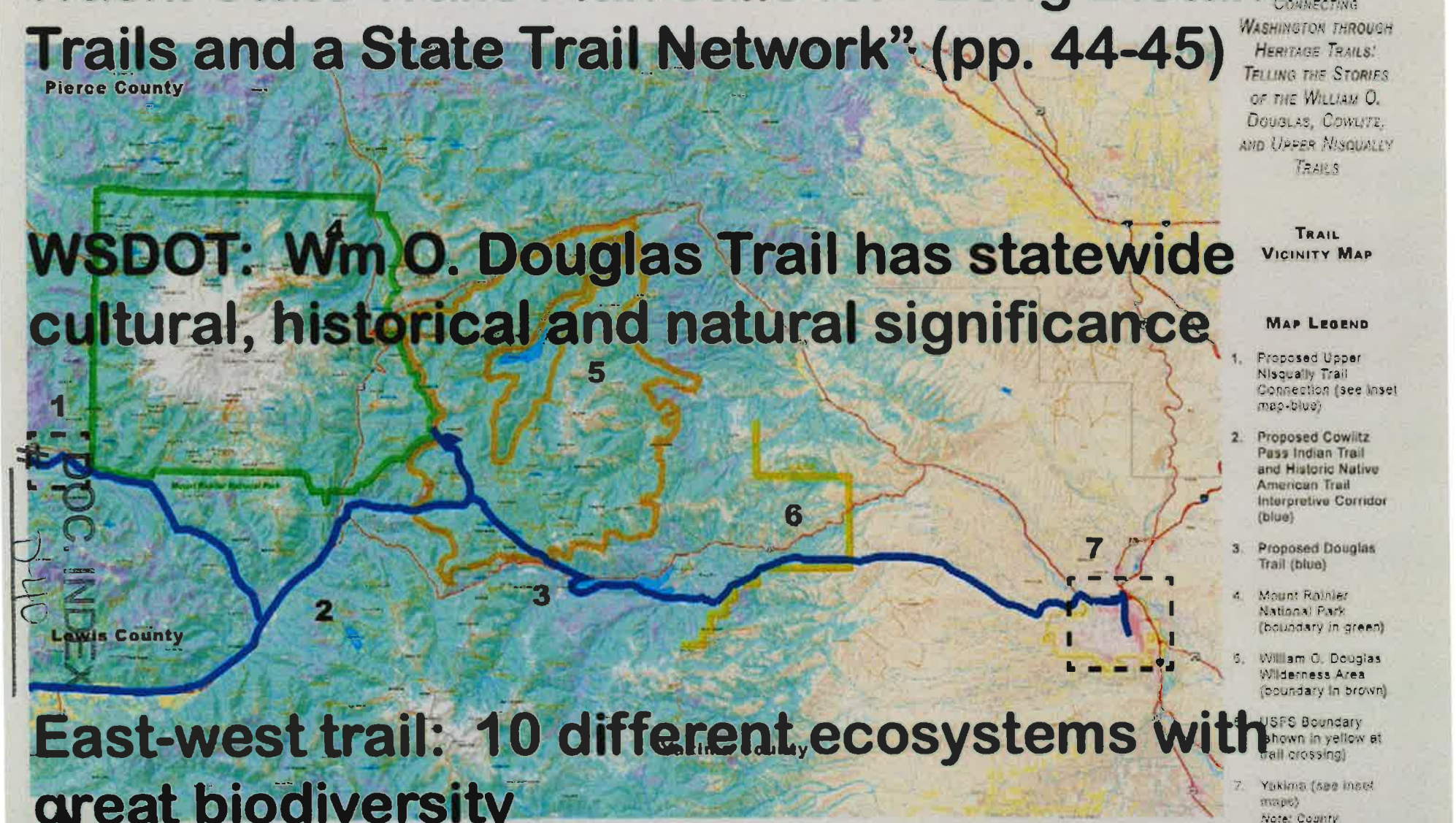
SIR: Herewith you will receive special order No. 6 for your present guidance.

The general commanding expects to be at Fort Vancouver before the season for operations against the Indians commences, when he will communicate his plans and instructions more fully; meantime he wishes you to gather all the information possible about the country to be occupied in the spring, taking as a basis one military post somewhere near Walla-Walla, and one near the Seelah fisheries, to be the principal ones, and perhaps a smaller post somewhere between the Seelah fisheries and Fort Dalles—say at the Yakima mission, or on the Simcoe river. By the next mail the general will send you a map of the country and some reliable topographical information concerning the principal points, from which the fisheries and grazing grounds can be so guarded as to keep the Indians from them.

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Trail Fulfills Statewide Needs

Wash. State Trails Plan calls for "Long Distance Trails and a State Trail Network" (pp. 44-45)



WSDOT: Wm O. Douglas Trail has statewide cultural, historical and natural significance

East-west trail: 10 different ecosystems with great biodiversity

From: **Jessica Van Doren** Jessica.VanDoren@co.yakima.wa.us
Subject: BRIC Award
Date: April 12, 2022 at 9:34 AM
To: rlpaolella (rlpaolella@gmail.com) rlpaolella@gmail.com
Cc: Lilian Bravo Lilian.Bravo@co.yakima.wa.us

JV

Hello Raymond,

We have finished reviewing the Letters of Request from those that have submitted. We enjoyed reading the William O. Douglas Trail Foundation request and are happy to support your request for BRIC funding. I have attached the Award Letter for you.
Accounting will just need a W-9 and then you can invoice for the engineering/planning cost and signage. We need to have all invoices by June 1, 2022.
Please reach out if you have any questions around billing and invoice and I can try to help or put you in contact with our accounting department.

Sincerely,
[https://y5t6h9a6.stackpathcdn.com/5c128cc1-2374-44bf-a1df-03d097523446/-/resize/224x224/img.png]
<http://yakimahealthdistrict.org/>
Jessica Van Doren, B.S
Community Health Specialist
Office: 509-249-6536
1210 Ahtanum Ridge Drive
Union Gap, WA 98903
[/2090fbb1-9c99-41ba-a603-d36e21e998e1/]<https://www.facebook.com/yakimahealthdistrict/>
[/840da321-10e8-474d-901d-d192b0a848cb/]<https://www.instagram.com/yakimahealthdistrict/>
[/1efbbd67-1054-4414-a703-313320373c70/]
<https://www.youtube.com/channel/UCIgTmydBASF1zkD7RzBkVfg>
[/1a47ec88-bc12-4871-91f7-1a40a925da66/]<https://twitter.com/yakimahealth>
yakimahealthdistrict.org<https://yakimahealthdistrict.org%20/>

winmail.dat
620 KB

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Notification of Award

March 22, 2022

Attn: Raymond L. Paolella, President
William O. Douglas Trail Foundation
P.O. Box 2003
Yakima, WA 98907

Dear Mr. Paolella

Thank you for submitting your Letter of Request for Funding for Building Resilient Inclusive Communities (BRIC) Funds.

I am pleased to inform you that the William O' Douglas Trail Foundation has been awarded its full requested amount of $6,900.00.

Our accounting department requires a W-9 from all awarded applicants. Please submit this to Jessica.vandoren@co.yakima.wa.us. **Please note: All BRIC funds need to be invoiced to the Yakima Health District by June 1, 2022.**

We look forward to seeing how the project evolves with the help of the BRIC funds. We welcome the opportunity to collaborate with any future activities that help engage and increase safe physical activity that results in a healthier future for Yakima County.

Sincerely,

Lilián Bravo
Director of Public Health Partnerships

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RESOLUTION NO. R-2008-98

A RESOLUTION authorizing and directing the City Manager to acquire right-of-way under the Transportation Enhancement and Recreation and Conservation Office Grant Programs for the William O. Douglas Trail Connections Project.

WHEREAS, City Council Resolution R-2005-121 authorized the submission of transportation enhancement grant applications to the Washington State Department of Transportation (WSDOT); and

WHEREAS, on March 8, 2006, WSDOT approved a transportation enhancement grant in the amount of $499,890 for research, signs, restoration of the City of Yakima trolley bridge, and acquisition of right-of-way for the William O. Douglas Trail; and

WHEREAS, under City Council Resolution R-2006-65, the City Council authorized formal application to the Interagency Committee for Outdoor Recreation (IAC), now Recreation and Conservation Office (RCO), for funding assistance for the William O. Douglas Trail Connections (City Contract No. 2008-82); and

WHEREAS, under City Council Resolution R-2006-87, the City Council authorized necessary and prudent actions to implement the transportation enhancement grant previously accepted by the City of Yakima; and

WHEREAS, under Board of Yakima County Commissioners Resolution No. 246-2006, the Yakima County Commissioners authorized a joint application with the City of Yakima to IAC for funding assistance for the William O. Douglas Trail Connections Project; and

WHEREAS, WSDOT has recently approved the right-of-way plan for the William O. Douglas Trail Connections Project; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF YAKIMA:

The City Manager is hereby authorized and directed to acquire right-of-way and develop the William O. Douglas Trail using transportation enhancement grant funds and RCO grant funds, and the City Manager and City Attorney are authorized and directed to prepare and execute legal closing documents and to take all necessary and prudent actions to implement the William O. Douglas Trail Connections grant conditions and agreements entered into with WSDOT and RCO.

ADOPTED BY THE CITY COUNCIL this 10th day of June, 2008.

David Edler, Mayor

ATTEST:

Deborah Moore
City Clerk

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Transportation Enhancement Report

Washington State Department of Transportation

Agency Name and Project Title
City of Yakima: Connecting Washington Through Heritage Trails: Telling the Stories of the William O. Douglas, Cowlitz and Upper Nisqually Trails

Contractor
Project not yet awarded.

Project Description
The project connects Eastern Washington to Western Washington through the William O. Douglas Trail, Cowlitz Trail, Mount Rainier National Park, and the Upper Nisqually Heritage Trail to create a multi-modal recreational system that recognizes the state's cultural heritage, diverse natural landscape, and scenic beauty. Combined, the trails tell the story of the significant role of historic paths in our state's cultural heritage and how these trails have linkages that are important to this day.

Recent Progress
N/A – The project has not started yet.

Schedule and Scope changes
(Explain why the project has advanced or delayed since the last update.)

No State funds will be utilized for this project.

Environmental Impacts / Compliance
N/A – Environmental review not required.

Federal fund Impacts
Federal funds are included in this project for research and interpretation of the trails, trailhead signs, restoration of the Naches River Bridge, and right-of-way acquisition for the William O. Douglas Trail.

Project Milestones	Scheduled	Attained	Milestone Outlook
Environmental Documents Approved	M/Y	M/Y	N/A – Environmental review not required.
RW Complete	3/06	3/07	Acquisition of rights-of-way for William O. Douglas Trail.
Contract Advertised	3/06	M/Y	For bridge restoration contractor. No subcontractors needed for trail interpretation work.
Contract Awarded	5/06	M/Y	30-60 days from award of grant.
Groundbreaking	6/06	M/Y	6/06 for start of bridge restoration. Begin trail history research immediately upon signing of contract.
Open to Traffic	9/06	M/Y	9/06 for end of bridge restoration. Trail interpretation to be completed one year from contract date.

Project Cost Summary:	Dollars in millions	Percent of total
Preliminary Engineering (bridge restoration)	$0.06 m	13 %
Construction (bridge restoration)	$0.13 m	27 %
Right-Of-Way (WOD Trail)	$0.15 m	30 %
WOD Trail Interpretation	$0.05 m	10 %
Cowlitz Trail Interpretation	$0.05 m	10%
Nisqually Trail Interpretation	$0.05 m	10 %
Total Project Cost	$0.49 m	100 %
Total Grant Request: $499,890		

2005-07 Cash Flow (expenditures billed to WSDOT):

Date	Planned	Revised	Actual
8/05	$		
11/05	$		
2/06	$		
5/06	$ 50,000		
8/06	$ 180,000		
11/06	$ 179,650		
2/07	$ 60,240		
5/07	$ 30,000		
6/07	$		
Total 05-07	**$ 499,890**		
Carryover of 05-07	$		
Total 07-09	$		
GRAND TOTAL	$499,890		

Agency Contact Information: Bill Cook, Director, City of Yakima Dept of Community and Economic Development, 129 N. 2nd St., 2nd Fl., Yakima, WA 98901, (509) 575-6113, bcook@ci.yakima.wa.us

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The Trail will be open to all forms of muscle-powered users, including pedestrian, bicycle, equestrian, snowshoeing, and skiing. The trail system connects valley bottom to Cascade crest—the Cities of Elbe and Yakima to Mount Rainier National Park. The Mountain figures prominently in the state's history and natural environment, serves as an icon of the region, and connects Eastern Washington to Western Washington.

Naches River Bridge Restoration - The William O. Douglas Trail begins in downtown Yakima at the historic Trolley Repair Barn. The trail follows the trolley line up 6th Avenue to the Naches River Bridge. The bridge is listed as part of the Yakima Valley Transportation Company National Register Historic District, which consists of the Trolley Barn, Substation, trolley track system, and the Naches River Bridge. Constructed ca. 1895, the bridge was purchased by the Yakima Valley Transportation Company (YVT) from the Union Pacific Railroad Company. YVT dismantled the structure and brought it to Yakima from Nebraska. In 1912, YVT installed the Naches River Bridge for the trolleys.

The bridge is an important part of the Yakima Transportation Company Electric Railway because it makes access possible across the river for the trolley travel north to the City of Selah. The bridge is located at a place historically used by Native Americans and early pioneers to ford the river at the gateway to the Yakima Valley. Douglas hiked across the bridge many times on his way to climb the 500 foot hill just beyond the bridge to the northwest. Today, high school and middle school students traverse the bridge on school field trips to study history, science, and literature. The Naches River Bridge is integral to the whole experience of using the William O. Douglas Trail.

The bridge is in need of restoration and must be cleaned and repainted. Over many decades, layers of rust and soot have settled on the bridge, thus compromising the condition of the structure. An existing condition and feasibility report for the Naches River Bridge was prepared for the City of Yakima in September of 2005. The report recommended repairs to the bridge and cited paint failure on the truss and stringer beams. Keeping the bridge from further rusting is a priority to ensure long-term use of the historic structure. The project proposes to use Transportation Enhancement Funds to restore the bridge. This portion of the project is ready to proceed if funding is available through this application.

Right-of-Way Access to Trail - Currently, ninety percent of the William O. Douglas Trail exists and is open to public use as publicly owned trail or as non-profit owned trail. Those portions that are in private ownership are located in the City of Yakima or Yakima County. The City of Yakima proposes that Enhancement funds be used fill in trail gaps by acquiring additional right-of-way adjacent to existing roads and historic routes or adjacent to private parcel boundary lines. Additional right-of-way adjacent to nineteen private parcels will allow the William O. Douglas Trail to be fully accessible to the public as a continuous 75-mile pathway.

Opportunities for Interpretation of Cultural Sites – The William O. Douglas Trail offers many ways to interpret the significant cultural heritage sites as related to Douglas himself and other individuals, communities, events, and Native American history. Trail users can learn about our heritage through interpretive projects such as trailhead signs, information kiosks, brochures, and a website. The project proposes to use Transportation Enhancement Funds to perform comprehensive historic research, gather information and develop interpretive materials for the William O. Douglas Trail.

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Pathway to Greenway Interconnect/William O. Douglas Trail

City of Yakima GIS Information Services

Digital Color Orthophotography flown 4/30/2004

Legend

- Yakima Valley Transportation Company Electric Railway
- Resource
- Proposed 6th Avenue Pathway
- Proposed Bicycle/Pedestrain Pathway on the Naches River Bridge
- Yakima Greenway

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Washington State Department of Transportation

2166

AGENCY

0056501

Local Agency Agreement

Agency City of Yakima

Address 129 N. 2nd Street
Yakima, WA 98901

CFDA No. 20.205
(Catalog of Federal Domestic Assistance)

Project No. STPE-1485(020)

Agreement No. LA: 6136

For OSC WSDOT Use Only

The Local Agency having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code Highways, (2) the regulations issued pursuant thereto, (3) Office of Management and Budget Circulars A-102, A-87 and A-133, (4) the policies and procedures promulgated by the Washington State Department of Transportation, and (5) the federal aid project agreement entered into between the State and Federal Government, relative to the above project, the Washington State Department of Transportation will authorize the Local Agency to proceed on the project by a separate notification. Federal funds which are to be obligated for the project may not exceed the amount shown herein on line r, column 3, without written authority by the State, subject to the approval of the Federal Highway Administration. All project costs not reimbursed by the Federal Government shall be the responsibility of the Local Agency.

Project Description

Name William O. Douglas Trail - 6th Ave & Naches River Bridge Length 0.85 mi

Termini N. 6th Avenue & Naches River to N. 6th Avenue & 'I' Street

Description of Work

Construction of a one mile pathway along 6th Avenue adjacent to the historic Yakima Valley Electric Railway Line, and construction of a shared use (trolleys & pedestrians) pathway over the Naches River bridge.

Type of Work		Estimate of Funding (1) Estimated Total Project Funds	(2) Estimated Agency Funds	(3) Estimated Federal Funds
PE	a. Agency	50,704.00		50,704.00
100 %	b. Other Consultant	5,000.00		5,000.00
	c. Other			
Federal Aid Participation Ratio for PE	d. State	1,000.00		1,000.00
	e. Total PE Cost Estimate (a+b+c+d)	56,704.00		56,704.00
Right of Way	f. Agency			
%	g. Other			
	h. Other			
Federal Aid Participation Ratio for RW	i. State			
	j. Total R/W Cost Estimate (f+g+h+i)			
Construction	k. Contract			
	l. Other			
	m. Other			
	n. Other			
100 %	o. Agency			
Federal Aid Participation Ratio for CN	p. State			
	q. Total CN Cost Estimate (k+l+m+n+o+p)			
	r. Total Project Cost Estimate (e+j+q)	56,704.00		56,704.00

Agency Official

By _____

Title City Manager

Deborah J. Moore, City Clerk

Washington State Department of Transportation

By _____

Assistant Secretary for Highways and Local Programs

Date Executed JUL 10 2006

DOT Form 140-039 EF
Revised 01/2004

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PART 3. Project Narrative

Please address each of the following Regional Enhancement Prioritization Criteria with *a **brief** narrative response.*

1. Describe how the project supports the intent of the federal TEA 21 Enhancement Program.

This project will greatly enhance pedestrian and bicycle access in Yakima by connecting the Yakima Greenway Path, the William O. Douglas Trail, the historic Yakima Valley Transportation Company's trolley line, and the Naches River Bridge. The 6th Avenue Pathway will also connect to a proposed Kayak Park along this stretch of the Naches River and adjacent to the Greenway.

6th Avenue Pathway: 6th Avenue currently does not have a safe pathway for pedestrians from "I" Street to the Yakima Greenway. This stretch of 6th Avenue is a missing link between the northern section of the city to the Naches River. Traveling along 6th Avenue, the trolley line leads to the Yakima Greenway, a 10-mile, paved, recreational pathway for pedestrians and bicyclists that runs along the Naches and Yakima Rivers. The trolley line runs along 6th Avenue and there are no sidewalks or pathways on either side of the street. As part of this project, the William O. Douglas Trail Foundation proposes to work with the City of Yakima to build a concrete pathway on the east side of the street from "I" Street to River Road. An asphalt pathway will be built from River Road to the Greenway. The new one-mile pathway will provide safe access for pedestrians to the Greenway and form a critical connecting segment of the William O. Douglas Trail.

The William O. Douglas Trail Foundation is a Washington State non-profit organization dedicated to establishing, operating, and maintaining the William O. Douglas Trail from the city of Yakima to Mount Rainier National Park. The Trail is a 75-mile recreational pathway which courses through the City of Yakima, traverses Yakima County, and reaches portions of Lewis and Pierce Counties, ending in Mount Rainier National Park. The Trail will be open to all forms of muscle-powered users, including pedestrian, bicycle, equestrian, snowshoeing, and skiing. It is named after Supreme Court Justice William O. Douglas, who grew up in Yakima and was the longest serving Justice in U.S. history. Stricken with polio as a boy and in a weakened state, Douglas frequently traveled along 6th Avenue and used the railway system to access the trailhead where he walked regularly to strengthen his legs. Along the trail there will be multiple sites for historic, natural, and cultural interpretation.

Naches River Bridge Pathway: Another component of this project is the design and construction of a bicycle/pedestrian pathway on the historic Naches River Bridge. The bridge is listed as part of the Yakima Valley Transportation Company National Register Historic District, which consists of the Trolley Barn, Substation, trolley track system, and the bridge. Constructed ca. 1895, the bridge was purchased by the Yakima Valley Transportation Company (YVT) from the Union Pacific Railroad Company. YVT dismantled the structure and brought it to Yakima from Nebraska. In 1912, YVT installed the Naches River Bridge for the trolleys. Currently, there is no safe access for pedestrians and bicyclists to the north side of the river. Renovating the bridge to allow for multi-modal uses will greatly enhance connections between the City of Yakima, the City of Selah, and recreational opportunities on the north side of the Naches River where the young William O. Douglas hiked to strengthen his polio-stricken legs.

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2. Describe how the project is regional in nature (i.e. enhancement benefiting multiple jurisdictions).

The new 6th Avenue pathway and shared bicycle/pedestrian pathway on the Naches River Bridge will be new components of an existing, larger, transportation system consisting of the William O. Douglas Trail, the Yakima Valley Transportation Company (Electric Railway, Naches River Bridge, trolley line, and track system), and the Yakima Greenway. This larger system spans the cities of Yakima and Selah, and Yakima County, reaches into portions of Lewis County and ends in Pierce County at Mount Rainier National Park.

Based on experiences in other communities throughout the West, the interconnected pathway system (Greenway, William O. Douglas Trail, 6th Avenue Pathway, Powerhouse Pathway to Cowiche Canyon Trail) will stimulate economic development and recreation-based tourism as businesses and individuals seek to locate near and/or visit the interconnected pathway system.

3. Describe the extent to which the project relates to the Regional Transportation Plan goals and policies (available online at www.yvcog.org/trans/enhance/RTPexcerpts.pdf). Demonstrate how the project is compatible with Growth Management plans and policies, or other planning documents and policies. Describe the project's public involvement process.

The project supports the Regional Transportation Plan goals and policies by addressing the important issues of safety and connectivity. The proposed new pathway on 6th Avenue will provide connectivity and a safer way for pedestrians to reach the Yakima Greenway and the Naches River Bridge. Currently, pedestrians must walk in the street for one mile between "I" Street and the Greenway. The new pathway would reduce the conflicts between modes of transportation. The new pathway also supports the goals and objectives of the City of Yakima's *Bicycle and Pedestrian Plan* (1996) by establishing another link to a larger path system that includes the Greenway. The new shared bicycle/pedestrian path on the Naches River Bridge will also address both safety and connectivity by opening up safe access to new users of the bridge. The bridge will become a multimodal transportation facility.

Public involvement is important to the William O. Douglas Trail Foundation. The organization exists to benefit the public by offering a unique recreational experience, which has ties to transportation and Yakima's heritage. The City of Yakima's *Bicycle and Pedestrian Plan* was produced with significant involvement by the Pedestrian and Bicycle Advisory Committee, a volunteer citizen committee. The committee has identified the development of a pathway on 6th Avenue between "I" Street and the Yakima Greenway as a priority project. The factors considered by the committee in prioritizing projects include readiness to proceed, connectivity, usage, and safety. The project scored high in every category. Connectivity and safety are high priorities because the path provides a missing link between the existing sidewalk system in Yakima and the Greenway. Usage would be high because the path serves the urban area and improves access to the Greenway.

4. Demonstrations of local and/or regional support or partnerships.

- Non-partner letters:

  The following attached *non-partner* letters demonstrate local and general public written policy-driven and existing program support:

  a. *Washington Trust for Historic Preservation*, September 14, 2005

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DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT
William R. Cook, Director

Engineering Division
129 North Second Street
Yakima, Washington 98901
Phone: (509) 575-6111 • Fax (509) 576-6305

Tuesday, July 14, 2009

Long Painting Company
21414 – 68th Ave South
Kent, WA 98032

Re: Heritage Trails – Yak YVT3 Bridge Restoration
City Project No 2167

To Whom It May Concern:

The City Manager of the City of Yakima has authorized an award of the contract for the above referenced project to your company on the basis of your low bid submitted on July 10, 2009 in the amount of $246,750 00

This letter is official notification of the award of the contract to your company by the City of Yakima

Enclosed is one set of the specifications, proposal and contract documents for your information. Also enclosed are three copies of the contract and a performance bond form Please sign and return all copies of the contract form to this office, along with the fully executed performance bond and certificate of insurance, within ten (10) calendar days Your attention is directed to Section 1-07 18 Public Liability and Property Damage Insurance (APWA GSP) of the Construction Contract Specifications for coverage limits, additional insurance requirements and special ACORD form wording We have also included a Liability Certificate Checklist for you and your surety's convenience When these items have been approved, the City will execute the contract form and bind a signed contract, certificate, and proposal into contract document books The three completed books will be distributed to the City Clerk, City Engineer and Contractor.

Please contact Bruce Floyd, Construction Supervisor, of our office within ten (10) days of this date to schedule a pre-construction conference, and to discuss various forms and documentation that must be completed and turned into him at the Pre-construction Conference. The Notice to Proceed will also be discussed at the Pre-construction Conference Bruce's office phone is 575-6138

For your information, we are enclosing a copy of the bid summary for this project.

Sincerely,

Douglas Mayo

Douglas Mayo, P E
City Engineer

encl

cc: Bruce Floyd, Construction Supervisor
Brett Sheffield, Project Engineer
Susie Lorrance, Contract Specialist
City Clerk
Debbie Baldoz, Finance
File

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March 1, 2022

Lilian Bravo, Public Health Partnerships Coordinator
Yakima Health District
1210 Ahtanum Ridge Drive
Union Gap, WA 98903

RE: Building Resilient Inclusive Communities Funding Request

Dear Ms. Bravo:

I am writing on behalf of the William O. Douglas Trail Foundation (WODTF), a Washington non-profit 501(c)(3) organization, to request funding under the Building Resilient Inclusive Communities (BRIC) program to increase community access to nature and safe physical activity opportunities.

WODTF would like to request a total of $6,900.00 in BRIC funds. These funds will be used to enhance inclusive and equitable access to safe physical activity areas among disproportionately impacted, low-SES and communities of color in northeast Yakima by designing trail access improvements near 6th Avenue. The strategies to increase community access are described below, and the design tasks are specified in Attachment A: Budget.

The northeastern neighborhoods of Yakima are a significant "Overburdened Community" where vulnerable populations face combined, multiple environmental harms and health impacts. The State Department of Health has designated these overburdened neighborhoods as having high "Environmental Health Disparities," where communities of color and low-income populations are disproportionately affected by lack of access to safe physical activity areas and nature.

"Upstream" social, environmental, and institutional inequities can be the root cause of "downstream" chronic disease and increased rates of morbidity, especially in communities of color and among lower income populations that historically lacked adequate access to parks, green space, and healthy outdoor recreation opportunities. One key strategy for preventing and controlling chronic disease and reducing health inequities resulting from upstream factors can be to increase access to walking, biking, running, and experiencing nature close to home.

WODTF owns 70 acres of open space recreation lands on the north bank of the Naches River, including the William O. Douglas Hill Climb at Selah Gap. This area was used by U. S. Supreme Court Justice William O. Douglas (as a teenager) to strengthen his disease-weakened legs by regularly walking two miles from his northeast Yakima home, crossing the Naches River, and then hiking up Selah Ridge. His health improved greatly. As he grew stronger and matured, Douglas continued with regular physical activities close to his Yakima home, became a brilliant student, a lawyer and judge, and came close to becoming President of the United States.

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WODTF is working with the Cities of Yakima and Selah, and Yakima County, to create healthier neighborhoods by improving access to parks, open space, nature, and outdoor recreation areas close to where people live. Northeast Yakima residents could especially benefit from providing safe access to recreation opportunities along the Naches River and the William O. Douglas Hill Climb recreation lands at Selah Gap (see attached photo of Naches River Bridge with north bank recreation areas in background, together with a second photo of students who accessed this area from the Selah side).

WODTF seeks funding for engineering design and specifications for bridge decking and fencing on the Naches River Multi-Modal Bridge so northeast Yakima residents and students can walk, run, or bike north on the existing 6th Avenue pathway and safely cross the Naches River to access open space recreation areas at Selah Gap without relying on motor vehicle transportation. A licensed bridge and structural engineer will design this bridge walkway to meet and exceed all applicable safety standards and codes.

Thank you for your consideration.

Sincerely,

Raymond L. Paolella

Raymond L. Paolella, President
William O. Douglas Trail Foundation
P.O. Box 2003
Yakima, WA 98907
(509) 594-6999

Attachment A: Budget

Description	Total
Engineering Services, Plans, and Specifications • Design pedestrian walkway on Naches River Bridge that meets and exceeds all applicable safety standards and codes. • Design ADA accessible ramp from existing Greenway Path.	$4,900
Wayfinding/Interpretive Signage • Design, fabricate, and install directional trail signs. • Design, fabricate, and install an informational sign about health benefits of hiking on William O. Douglas Trail.	$2,000

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Attachment B: Support Letters and Supplemental Information



Vision Statement:

"Beginning with the end in mind…"

Mission Statement:

Students, families, and staff working together towards graduation.

2015-2016 School Focus:

Literacy
Relationships
Collaboration

Dave Chaplin
Principal

Rod Bryant
Dean of Students



Stanton Academy

802 River Road • Yakima, WA 98902 • 573-1200

William O. Douglas Trail Foundation
4001 Summitview Avenue, Suite 5-45
Yakima, WA 98908

To whom it may concern:
I am currently the principal at Stanton Academy located on River Road to the west of 6th Avenue. We have direct access to the William O. Douglas Trail. Our students utilize the trail on a daily basis, coming to and departing school. A basic requirement for our students to graduate is the knowledge of United States History. What better opportunity than to explore the early life of one our Supreme Court Justices? The local effort to preserve this important part of history is a movement our students should be involved in.

During the 2015-2016 school year, we had one third of our students participate in an outdoor activity that spanned many content areas. In order to do this transportation, was a large detractor to planning. The activity included history, hiking, natural sciences, and sustaining nature. Having grown up in the area and hiked and biked in the proposed area, I personally support the project. To have access to an area such as the proposed Selah Ridge Area and the William O. Douglas hill climb would be a boon for us.

Our students get most of their experience of the city, state, and federal government through text or multimedia presentations. The opportunity to participate in this effort at whatever level will support their acquisition of local history, local government processes, and the federal court system. Students will have the chance to participate in the improvements in the city infrastructure along the route they travel on a daily basis.

As this effort progresses, I hope that we may participate in some way to help the project succeed. Stanton Academy has a strong sense of family. The values that this project is built upon is to bring a sense of community, history and pride which being a part of a family includes. These are a few of the reasons that I, as principal of Stanton Academy and an educator in the Yakima School District for 34 years can support this effort.

Sincerely,

David Chaplin
Principal

Yakima School District encourages workforce diversity and complies with all state and federal laws prohibiting unlawful discrimination.

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A.C. Davis High School
212 South 6th Avenue
Yakima, Washington 98902
509-573-2700

International Baccalaureate

Leadership Yakima
Greater Yakima Chamber of Commerce
P.O. Box 1490
Yakima, WA 98907

Dear Leadership Yakima Team:

I would like to write in support of the Naches River Bridge Walkway proposed by Leadership Yakima and the William O. Douglas Trail Foundation. The Yakima School District and the staff of A.C. Davis High School endeavor to provide the highest quality educational programs and leaning opportunities for our students. Part of the educational process is teaching students the significance of our heritage.

The William O. Douglas Trail presents an excellent opportunity to teach students about local history and the environment. Davis High School plays an important role at the start of this trail because Douglas attended and served on the faculty of this institution. Several teachers have guided students on interpretive hikes to the Selah Gap area. These treks have enabled us to integrate important aspects of natural history, literature, and social studies in a manner that is not always possible in the classroom. Many students learn best when the theories or concepts acquired in the classroom are linked to "hands on" or "on the ground" learning. The Selah Gap and Naches/Yakima Rivers Confluence Area possesses a rich storehouse of local history, natural history, and landforms within the urban area that enhance such learning.

Installation of a pedestrian walkway on the trolley bridge will enable students, faculty, and community members to access this important resource area at the confluence of the Yakima and Naches Rivers. We hope to see this project completed to promote these unique leaning opportunities and healthy outdoor activities for the community.

Sincerely,

Ben Ramirez, Principal
A.C. Davis High School

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WILLIAM O. DOUGLAS HERITAGE TRAIL

William O. Douglas grew up in Yakima, WA challenged by poverty and life-threatening illness. In a rags-to-riches story, Douglas overcame severe childhood disabilities, excelled academically, served prominently on the U.S. Supreme Court, and came close to becoming President of the United States.

William O. Douglas (born 1898) served on the U.S. Supreme Court from 1939 to 1975 — longer than any other justice in U.S. history. His father died when Douglas was 6 years old, and he was raised in Yakima by his mother. He graduated from North Yakima High School (valedictorian) in 1916 and attended Whitman College in Walla Walla from 1916-1920. He taught at Yakima High School for two years before jumping a train east to attend law school at Columbia, and thereafter became a law school professor at Columbia and Yale before being appointed in 1936 by President Franklin D. Roosevelt to the new Securities and Exchange Commission. FDR appointed him to the Supreme Court in 1939 to fill the seat of retiring Justice Louis Brandeis.

On the Supreme Court, Douglas became a staunch advocate of Equal Protection for minority people, of First Amendment rights of expression, assembly, and religion, and of privacy rights. His influence on our law continues to be strongly felt. He was an extremely important figure to Native Americans and a very effective champion of preserving wilderness all over the Nation. He was also a prolific author, writing dozens of books and hundreds of magazine articles about his adventure travels and outdoor recreation. Douglas narrowly missed being selected as FDR's Vice-President in 1944, which would have made him President upon FDR's death in April 1945.

As a child, Douglas nearly died after being stricken with polio and was left greatly weakened. In 1912 he decided to strengthen his legs by hiking north from his 5th Avenue house in Yakima up into the hills near Selah Gap. The cure worked -- growing ever bolder during his teenage years, he explored further into the tangled, rugged mountains of the Pacific Northwest, and ultimately journeyed east to New York and Washington, D.C.

Info: www.williamodouglastrail.org Email: williamodouglastrail@gmail.com

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U. S. Supreme Court Justice William O. Douglas on Hiking and Botanizing at Selah Ridge

My love of the mountains, my interest in conservation, my longing for the wilderness - all these were lifetime concerns that were established in my boyhood in the hills around Yakima and in the mountains to the west of it. This is one of the quietest, most peaceful spots on earth. It has special values for me. The Yakima Valley, whose orchards I see by day and lights by night, is the treasure house of my boyhood. It was there I dreamed the dream I lived as a man.

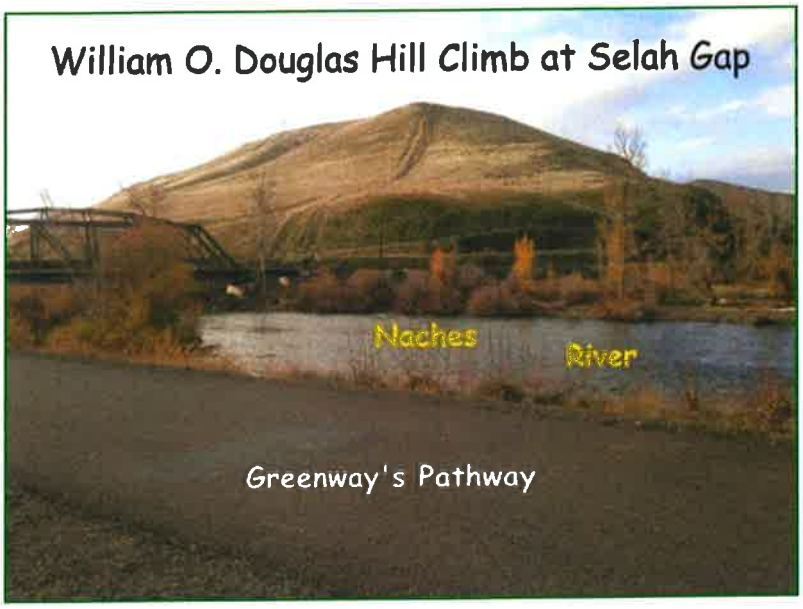
It was infantile paralysis that drove me to the outdoors. By boyhood standards, I was still a cripple, unable to compete physically. . . . I was a failure. If I were to have happiness and success, I must get strong. And so I searched for ways and means to do it. I got myself a set of barbells and practiced day after day, trying to strengthen my legs, back, and arm muscles. Even so, strenuous exercise still made me feel faint. Sometimes I would vomit, sometimes I'd get a severe headache. So I decided to start hiking the sagebrush hills that rim Yakima.

I would leave the town and head to Selah Gap, the point of the hills nearest my home on North Fifth Avenue. . . . The hills to the north of Yakima were only about two miles away. Thus I started my treks, and used the foothills as one uses weights or bars in a gymnasium. First I tried to go up them without stopping. When I conquered that, I tried to go up without a change of pace. When that was achieved, I practiced going up not only without a change of pace but whistling as I went.

That fall and winter the exercise began to work a transformation in me. By the time the next spring arrived, I had found new confidence in myself. My legs were filling out. They were getting stronger. I could go the two miles to Selah Gap at a fast pace and often reach the top of the ridge without losing a step or reducing my speed. My heart filled with joy, for I knew I could accept the invitation to visit the mountains. I would have legs and lungs equal to it.

The desert hills of Yakima had a poverty that sharpened perception – when a lone bitterroot is seen in bloom on scabland between batches of bunchgrass and sage, it can transform the spot as completely as only a whole bank of flowers could do in a more lush environment. It is the old relationship between scarcity and value, one of the botanical lessons which the foothills of Yakima taught me.

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