

**JEFFERSON COUNTY
BOARD OF COUNTY COMMISSIONERS**

AGENDA REQUEST

TO: Board of County Commissioners
Mark McCauley, County Administrator

FROM: Heidi Eisenhour, Commissioner

DATE: February 6, 2023

SUBJECT: Update on Peninsula Trails Coalitions 3-county RAISE Grant application process/proposal and request for support

STATEMENT OF ISSUE:

The Infrastructure Investment and Jobs Act of 2021 (“Bipartisan Infrastructure Law”) authorized and appropriated \$1.5 billion to be awarded by the Federal Department of Transportation (“DOT”) for Local and Regional Project Assistance Program Grants under National Infrastructure Investments in FY 2023. Applications for projects funded under the Local and Regional Project Assistance Program, known as the RAISE Grants program, are due February 28. Peninsula Trails Coalition has hired a contractor to develop a Puget Sound to Pacific FY23 RAISE application and would like Jefferson County’s support and input. The grant will be sought for remaining planning (incl. up to ~30% design) the Great American Rail-Trail from Bainbridge Island across the Olympic Peninsula to La Push – in Kitsap, Jefferson and Clallam Counties.

ANALYSIS:

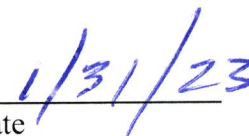
Jefferson County is being asked to commit a minimal amount of staff time to help the Peninsula Trails Coalition consultant develop a proposal to the RAISE program describe all Jefferson County elements that would be part of the overall proposal package, and a letter of support committing to being a “co-applicant”.

FISCAL IMPACT: Unknown but minimal.

RECOMMENDATION: Provide the support requested.

REVIEWED BY:


Mark McCauley, County Administrator


Date



Puget Sound to Pacific

A Puget Sound to Pacific (PS2P) RAISE* Grant Update 1/29/23

1. A memorandum of understanding between the three partnering nonprofits - Bainbridge Island Parks & Trails Foundation (BIPTF), North Kitsap Trails Association, & Peninsula Trails Coalition - has been signed by each organization represented in the PS2P Collaborative.
2. BIPTF, on behalf of the three nonprofits and their formal Board approvals of this project, has employed Steve Durrant, Fellow in the American Society of Landscape Architects with a career focus on multi-modal transportation featuring shared-use trails, who had been serving as an expert advocate volunteer with the coalition nonprofits. Steve is serving as a temporary staff member in the role of Director of the RAISE Grant project.
3. A consulting contract for preparation of the grant application has been signed between BIPTF as the lead nonprofit, and MIG, the selected consultant.
4. The RAISE Notice of Funding Opportunity (NOFO) was issued as of the November 30th as expected, 2 months earlier than recent years. The grant applications are due February 28th, also earlier than previous years. **For information on participating, please contact Steve Durrant at RAISE@biparksfoundation.org.**
5. As in previous rounds, the RAISE application provides two tracks: Planning and Capital. Planning grants can include planning and design elements. Capital include acquisition of right-of-way and project construction. We plan to pursue a **planning grant** to address the many gaps in the Sound to Olympics Trail and the Olympic Discovery Trail. These projects will include alignment alternatives studies to refine and decide specific alignments, type, size and location studies to address bridge and other barriers, engineering and design of projects and environmental compliance documentation.
6. The application planning process will also collect and prepare a preliminary evaluation of capital projects to help advance those for possible future grant applications.
7. All jurisdictions including Counties, Cities and Tribes are invited and highly encouraged to join this grant effort. The PS2P Nonprofit Collaborative is covering the cost and management of the grant application so you can focus on gathering details of desired planning and design projects aligned with the PS2P concept. Each entity submitting projects to the grant will need to be co-applicants in this grant. The Washington State Department of Transportation has agreed to be a co-applicant. Together we aim to identify a

submitting agency from among the co-applicants. Requirements and responsibilities of Co-Applicants are listed below.



Requirements and responsibilities of Co-Applicants:

Funding. \$1.15 Billion shall be awarded to rural projects. Grants may not be greater than \$45 million.

Cost Sharing or Matching. The PS2P Project is located in an area considered Rural where cost sharing is not required by the RAISE grant program. The program is prohibited from considering cost share as a selection criterion or a competitiveness factor. **No local match is required.**

Eligibility. Eligible Applicants for RAISE grants are: States; a unit of local government; a public agency; a public authority with a transportation function, including a port authority; a federally recognized Indian Tribe or a consortium of such Indian Tribes; a transit agency; and a multijurisdictional group of entities.

Multiple jurisdictions may submit a **joint application** and should identify a Lead Applicant as the primary point of contact and also identify the primary recipient of the award. Joint applications should include a description of the roles and responsibilities of each applicant.

Grant funds are disbursed as reimbursement for expenses incurred by the recipient during the grant period (funds spent before the grant will not be reimbursed).

The costs to the applicants of grant administration are a reimbursable expense.

Roles & Responsibilities. The Lead Applicant must have the authority to receive Federal financial assistance; they have the legal authority to complete the Project; they have the capacity, including institutional, managerial, and financial capacity, to comply with its obligations under this agreement; and non-eligible project costs listed in the application are committed to fund the Project.

Co-applicants must meet the same eligibility requirements as the Lead Applicant

Project Administration

Staff and administrative costs of Lead and Co-Applicants may be reimbursable by the grant

- Lead Applicant
 - will enter into a project agreement with DOT
 - will serve as a pass-through entity for grant funds
 - will submit quarterly progress reports
- Co-Applicants
 - will define the scope, schedule and eligible costs for conducting their own sub-components of the project
 - will staff sub-component tasks
 - will incur sub-component costs and apply for reimbursement through the Lead Applicant

Project Delivery

Staff costs of Lead and Co-Applicants may be reimbursable by the grant

Applicants will be responsible for

- Assigning or hiring staff capable of conducting the planning activity or directing consultants
- Conducting or directing required public engagement

** **Rebuilding American Infrastructure with Sustainability and Equity** (RAISE funding opportunity is issued by the US Department of Transportation. It is the successor program to previous federal TIGER and BUILD programs).*





Puget Sound to Pacific
Collaborative

RAISE@biparksfoundation.org



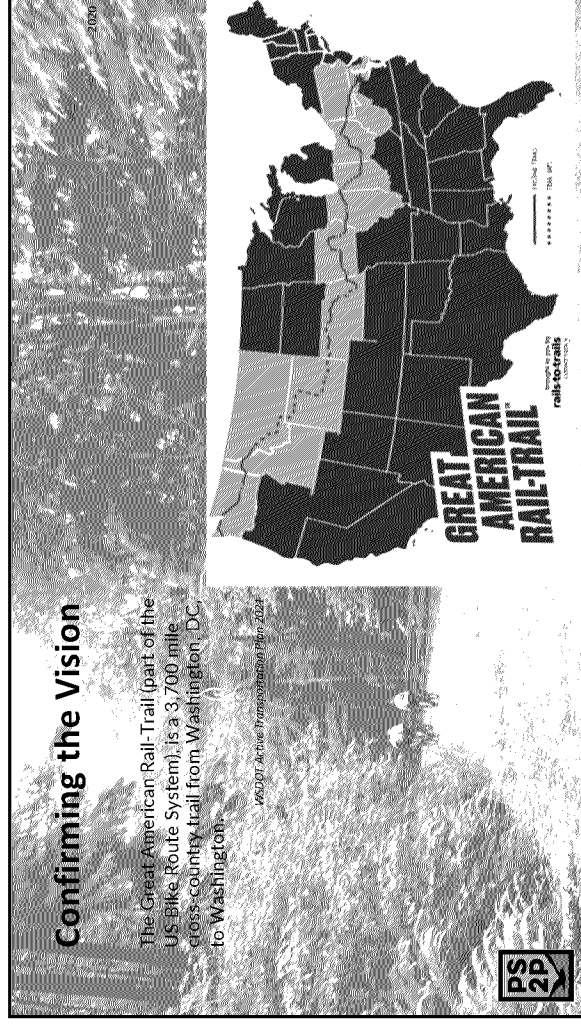
Mission:

- Applying for a federal grant to perform **planning and design** for multimodal transportation.
- Puget Sound to Pacific, from **Bainbridge Island to La Push**.
- **Connecting the communities** in Kitsap, Jefferson and Clallam counties to the state trail **network**.
- Completing the **Great American Rail-Trail** from the Atlantic to the Pacific.

Confirming the Vision

The Great American Rail-Trail (part of the US Bike Route System) is a 3,700 mile cross-country trail from Washington, DC, to Washington.

WSDOT Active Transportation Plan 2024

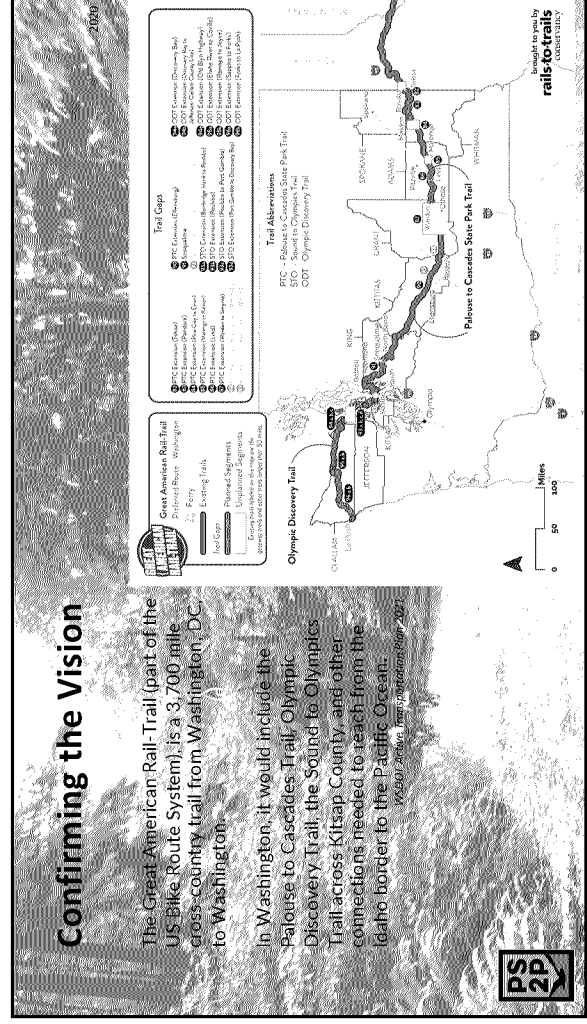


Confirming the Vision

The Great American Rail-Trail (part of the US Bike Route System), is a 3,700 mile cross-country trail from Washington, DC, to Washington.

In Washington, it would include the Palouse to Cascades Trail, Olympic Discovery Trail, the Sound to Olympic Trail across Kitsap County, and other connections needed to reach from the Idaho border to the Pacific Ocean.

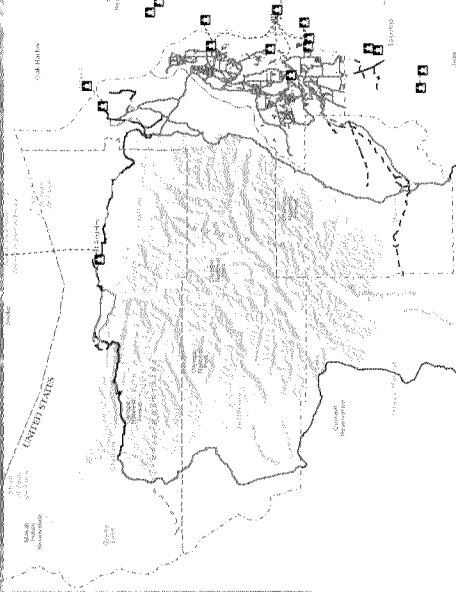
VSB01 Active Transportation Plan 2021



Confirming the Vision

Seek grant funding to provide connections for gaps in the the Sound to Olympics Trail and Olympic Discovery Trail as part of the cross-state trail network

PennState Regional Non-Measured Connectivity Study, 2019



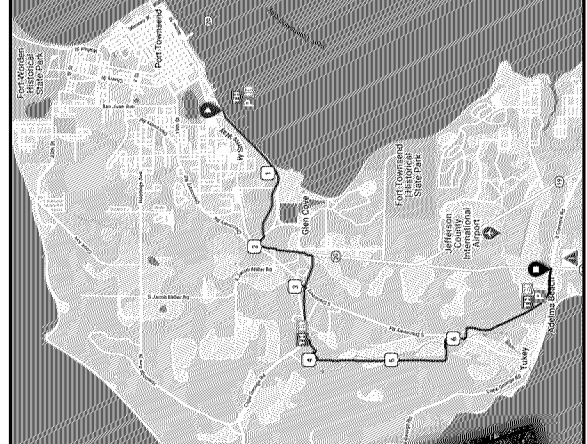
The map shows the Sound to Olympics Trail and Olympic Discovery Trail network. It includes labels for 'Sound to Olympics Trail', 'Olympic Discovery Trail', 'United States', 'Canada', 'British Columbia', 'Washington', 'Oregon', 'Idaho', 'Montana', 'Wyoming', 'Utah', 'Arizona', 'New Mexico', 'Texas', 'Louisiana', 'Mississippi', 'Alabama', 'Georgia', 'Florida', 'South Carolina', 'North Carolina', 'Virginia', 'Maryland', 'Delaware', 'Pennsylvania', 'New Jersey', 'New York', 'Connecticut', 'Rhode Island', 'Massachusetts', 'Vermont', 'New Hampshire', 'Maine', 'Hawaii', 'Alaska', and 'Arctic Circle'.



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Confirming the Vision

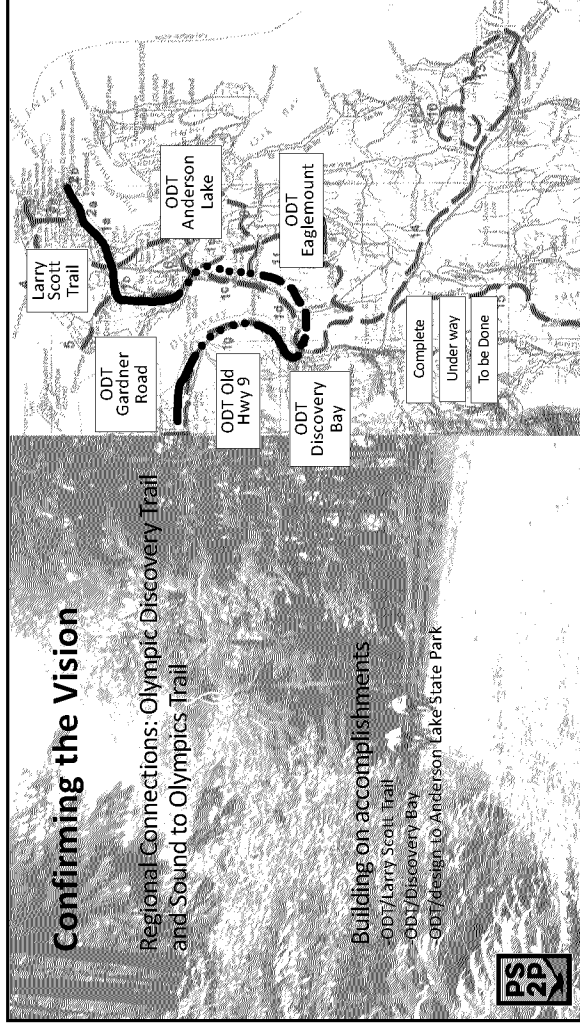
Regional Connections: Olympic Discovery Trail



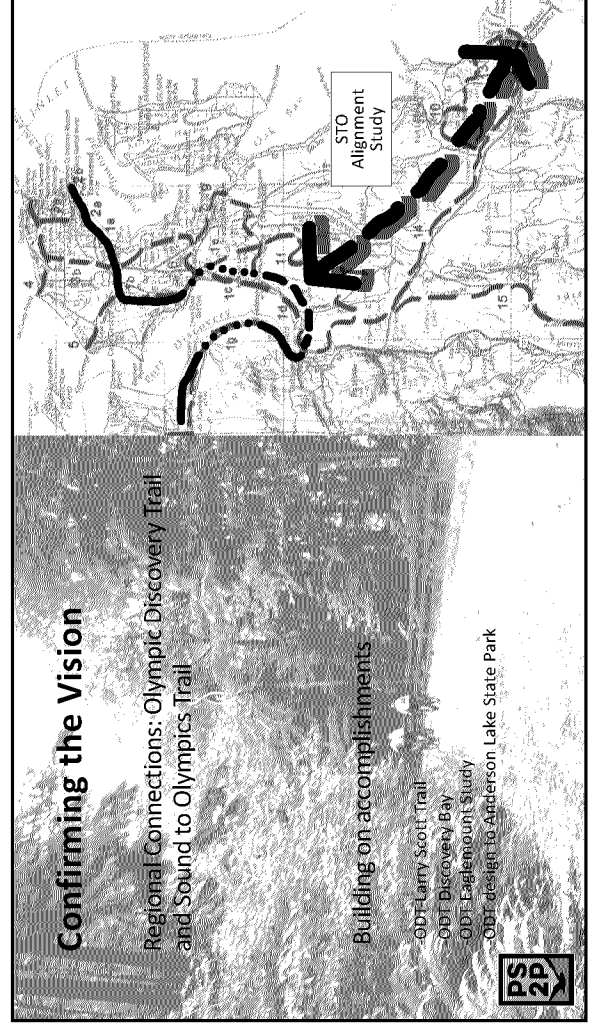
The map shows the Olympic Discovery Trail network. It includes labels for 'Olympic Discovery Trail', 'Sound to Olympics Trail', 'United States', 'Canada', 'British Columbia', 'Washington', 'Oregon', 'Idaho', 'Montana', 'Wyoming', 'Utah', 'Arizona', 'New Mexico', 'Texas', 'Louisiana', 'Mississippi', 'Alabama', 'Georgia', 'Florida', 'South Carolina', 'North Carolina', 'Virginia', 'Maryland', 'Delaware', 'Pennsylvania', 'New Jersey', 'New York', 'Connecticut', 'Rhode Island', 'Massachusetts', 'Vermont', 'New Hampshire', 'Maine', 'Hawaii', 'Alaska', and 'Arctic Circle'.



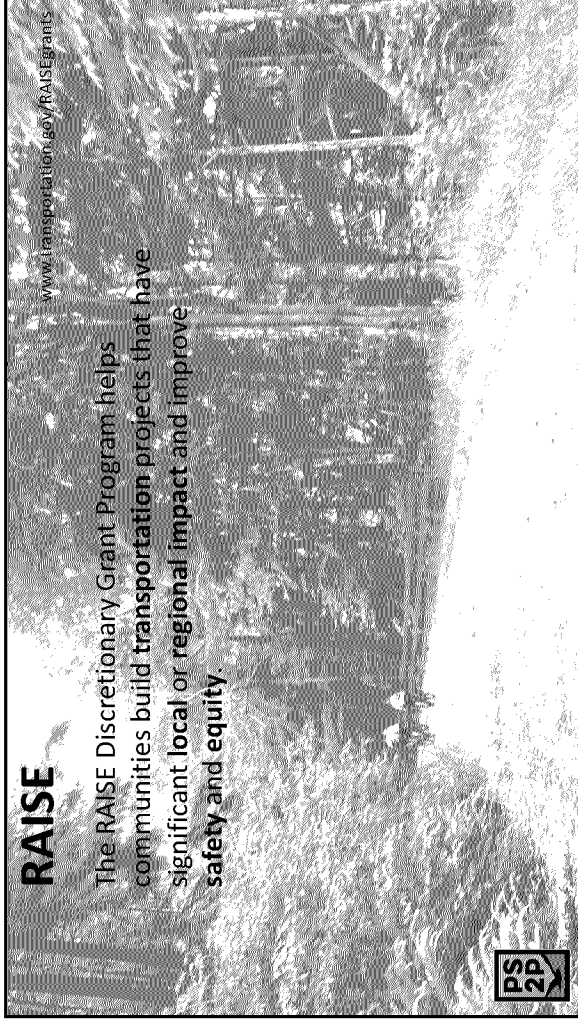
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A black and white photograph of a large bridge spanning a wide river, with a city skyline visible in the background. The text is overlaid on the left side of the image.

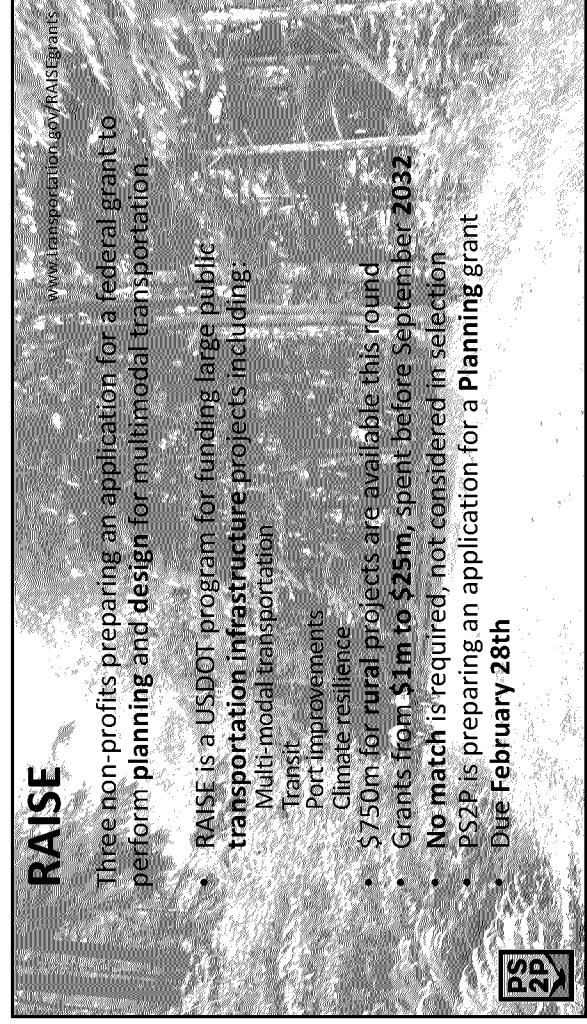
RAISE

The RAISE Discretionary Grant Program helps communities build **transportation** projects that have significant **local or regional impact** and improve **safety and equity**.

www.transportation.gov/RAISEgrants



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RAISE

Three non-profits preparing an application for a federal grant to perform **planning and design** for multimodal transportation.

- RAISE is a USDOT program for funding large public **transportation infrastructure** projects including:
 - Multi-modal transportation
 - Transit
 - Port improvements
 - Climate resilience
- \$750m for rural projects are available this round
- Grants from **\$1m to \$25m**, spent before September **2032**
- **No match** is required, not considered in selection
- PS2P is preparing an application for a **Planning** grant
- Due **February 28th**

www.transportation.gov/RAISEgrants



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Planning Projects

Planning and design for multimodal transportation
Could include pre-construction activities:

- Trail Alignment Alternatives Plan
- Mainline and community connections
- Preliminary (30%) Design
- Final Design
- Bridge Type/Size/Location Plans
- New bridges
- Active Transportation bridge retrofits
- Compliance documentation
- Transit Route Planning serving trail
- Wayfinding and interpretive planning

Does not include acquisition nor construction



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'Federalizing' projects?

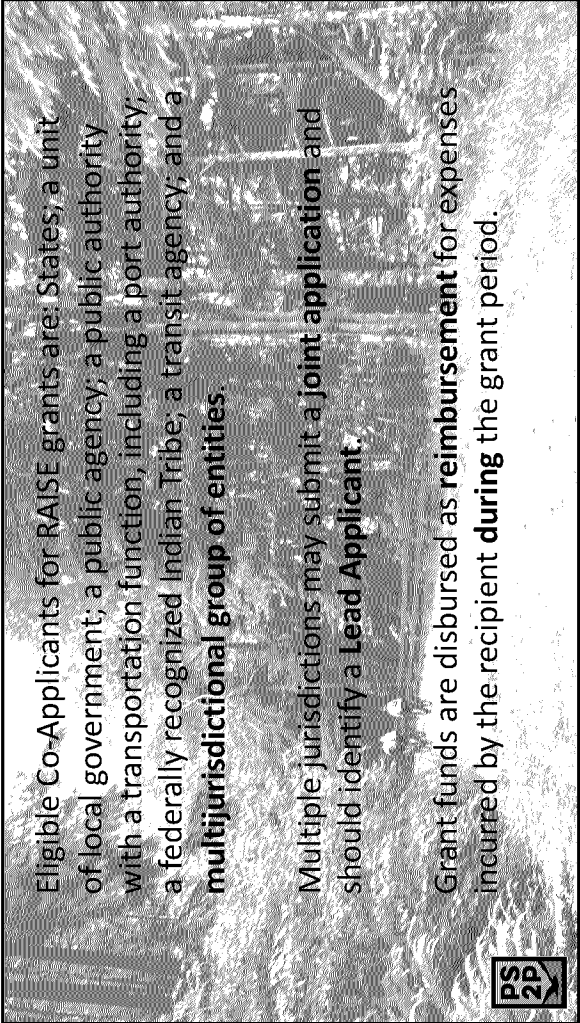
Will RAISE funded, pre-construction activities necessitate future work, either additional design, acquisition or construction performed with non-federal funds to meet federal compliance requirements?

No, the fact that planning and pre-construction is RAISE-funded does not put any conditions on completing the future project(s).

*The RAISE Grants Team
January 12, 2023*



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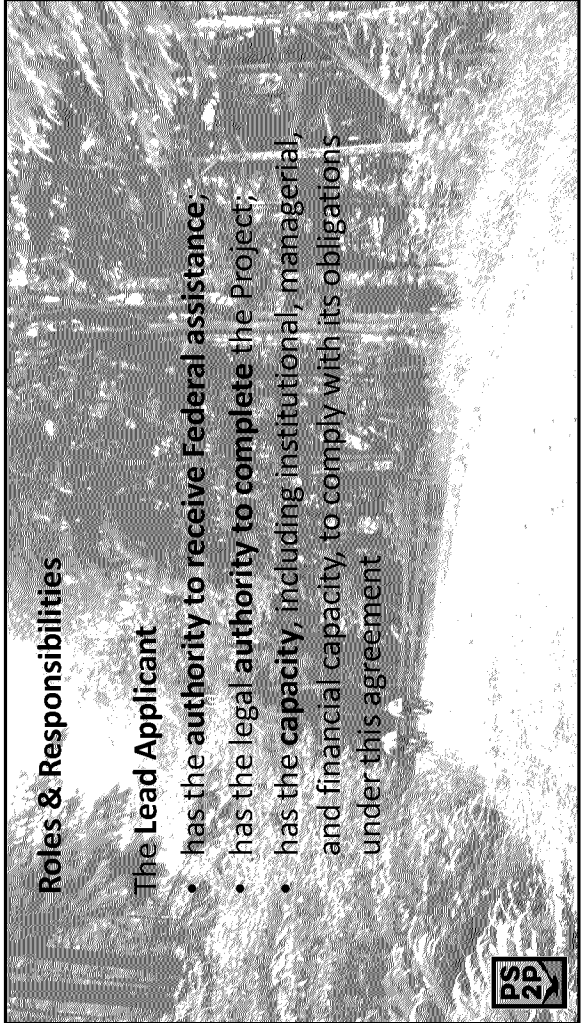


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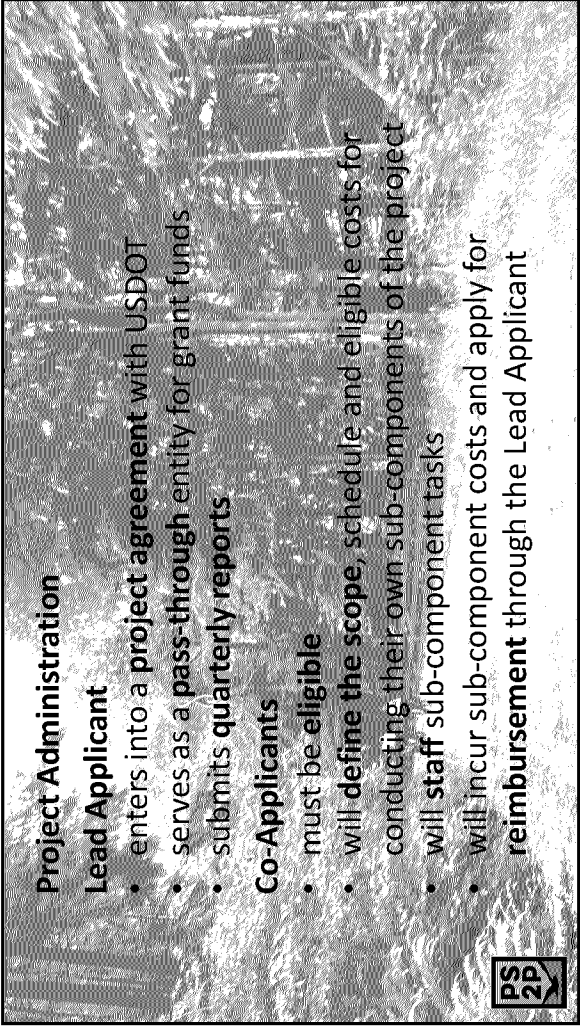


Roles & Responsibilities

The Lead Applicant

- has the **authority to receive Federal assistance**;
- has the **legal authority to complete** the Project;
- has the **capacity**, including institutional, managerial, and financial capacity, to comply with its obligations under this agreement

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Project Administration

Lead Applicant

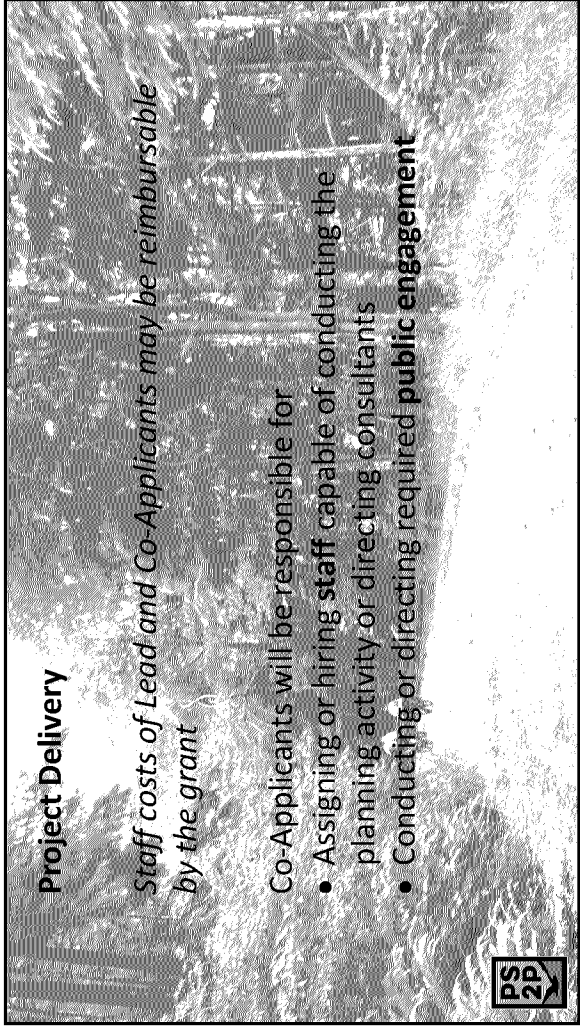
- enters into a **project agreement** with USDOT
- serves as a **pass-through** entity for grant funds
- submits **quarterly reports**

Co-Applicants

- must be **eligible**
- will **define the scope**, schedule and eligible costs for conducting their own sub-components of the project
- will **staff** sub-component tasks
- will incur sub-component costs and apply for **reimbursement** through the Lead Applicant

PS 2P

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Project Delivery

Staff costs of Lead and Co-Applicants may be reimbursable by the grant

Co-Applicants will be responsible for

- Assigning or hiring **staff** capable of conducting the planning activity or directing consultants
- Conducting or directing required **public engagement**

PS 2P

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PS2P asks of you

Expression of *interest* in participating as a co-applicant

Primary **point of contact**

Process and schedule for confirming participation

List of planning & design projects relevant to PS2P



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Next Steps

Compile all this information

Map potential projects

Review potential projects with RAISE criteria

Compose cost & implementation schedules

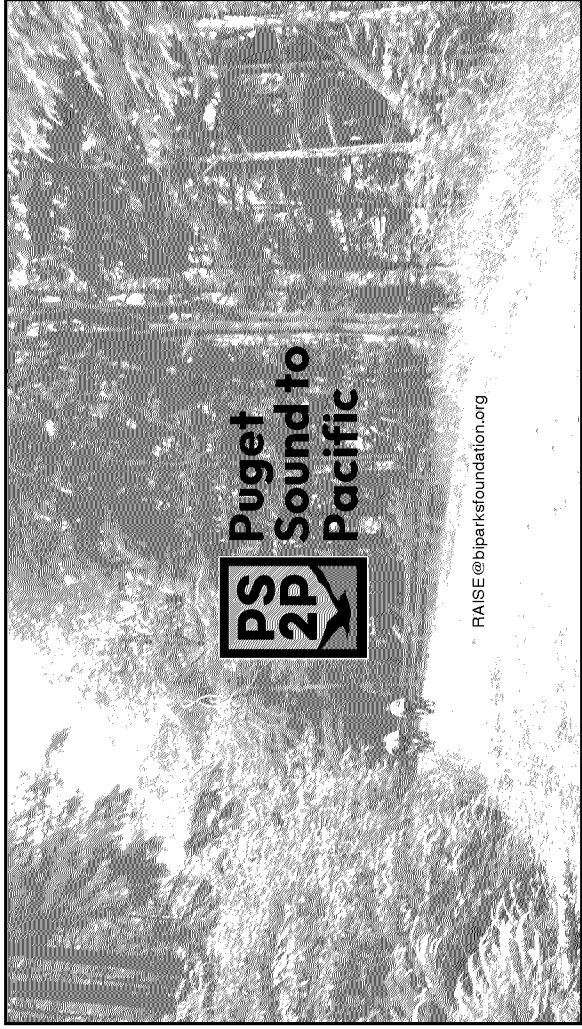
Develop application

Submit

Wait



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LETTERHEAD/co-applicant

DATE

Secretary Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue SE
Washington DC, 20590

Re: Expressing [AGENCY] Support for Puget Sound to Pacific FY23 RAISE Application

Dear Secretary Buttigieg,

On behalf of [AGENCY], a co-applicant, please accept this letter of support for the Puget Sound to Pacific FY23 RAISE application, to plan the Great American Rail-Trail from Bainbridge Island across the Olympic Peninsula to La Push.

As a Co-Applicant [AGENCY] embraces the benefits active transportation infrastructure provides to our communities. Trails transform communities by providing equitable access, enhancing safety, quality of life, sustainability, and by bolstering local economies. We specially value the health benefits derived from active transportation.

[AGENCY] has joined this application because the PS2P projects will create an innovative active transportation and recreation corridor, providing a safe, non-motorized shared use path through this beautiful and productive rural landscape. This multi-use trail project will be an asset not just to the three counties, numerous small towns and several Indian Reservations directly impacted, but also to the wider state of Washington.

For decades, [AGENCY] has contributed to the growing need for safe, non-motorized access throughout our community. We recently completed [one or two examples recently built or under construction] segments of [or connections to] the PS2P corridor. Our long-term land use, transportation, and capital improvement plans include significant commitments to implementing PS2P projects, community connections and transit support for active transportation.

Please consider full support for funding this important project to provide the public health, recreation, community development, and transportation benefits of trails to Olympic Peninsula communities and beyond.

Sincerely,

Name
Title
Agency