

Jefferson County
Board of Commissioners
Agenda Request

To: Board of Commissioners
Mark McCauley, County Administrator

From: Monte Reinders, P.E., Public Works Director/County Engineer 

Agenda Date: August 19, 2024

Subject: RAISE Grant Agreement
Olympic Discovery Trail (ODT) - Puget Sound to Pacific (PS2P),
County Road No. 850200

Statement of Issue: Authorization of the US Department of Transportation (USDOT) Rebuilding America Infrastructure with Sustainability and Equity (RAISE) grant agreement for the Olympic Discovery Trail (ODT) - Puget Sound to Pacific (PS2P) project.

Analysis/Strategic Goals/Pro's & Con's: The ODT is a shared use path planned to run 27 miles in Jefferson County, from the City of Port Townsend to Clallam County. This project is #15 on the 2024-2029 Transportation Improvement Program, and #14 on the 2024 Annual Construction Program. The next step to complete the ODT includes the design of 7.5 miles of gaps between existing trail segments. The ODT connection to Kitsap County is undefined and needs a route alternatives study that recommends a preferred alignment. Public Works has been awarded funding for this project through the USDOT RAISE discretionary grant program. These funds cannot be used for right-of-way acquisition or for construction.

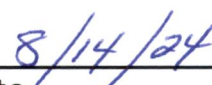
Fiscal Impact/Cost Benefit Analysis: The Jefferson County portion of the project has been awarded \$2,080,000; funded at 100% by the USDOT RAISE discretionary grant program.

Recommendation: Authorize the Chair to digitally sign (DocuSign) the grant agreement. A copy will be returned to the Board upon final execution by USDOT.

Department Contact: Eric Kuzma, 385-9167.

Reviewed By:


Mark McCauley, County Administrator


Date

CONTRACT REVIEW FORM
(INSTRUCTIONS ARE ON THE NEXT PAGE)

Clear Form

CONTRACT WITH: USDOT

Contract No: 2024-100

Contract For: PS2P/ODT RAISE Grant

Term: 6/30/2032

COUNTY DEPARTMENT: Public Works

Contact Person: Eric Kuzma

Contact Phone: *167

Contact email: ekuzma@co.jefferson.wa.us

AMOUNT: \$2,080,000

Revenue: _____

Expenditure: _____

Matching Funds Required: No

Sources(s) of Matching Funds N/A

Fund # _____

Munis Org/Obj _____

PROCESS:

- ☐ Exempt from Bid Process
- ☐ Cooperative Purchase
- ☐ Competitive Sealed Bid
- ☐ Small Works Roster
- ☐ Vendor List Bid
- ☐ RFP or RFQ
- ☒ Other: Grant Agreement

APPROVAL STEPS:

STEP 1: DEPARTMENT CERTIFIES COMPLIANCE WITH JCC 3.55.080 AND CHAPTER 42.23 RCW.

CERTIFIED: ☐ N/A: ☒

Signature

Date

STEP 2: DEPARTMENT CERTIFIES THE PERSON PROPOSED FOR CONTRACTING WITH THE COUNTY (CONTRACTOR) HAS NOT BEEN DEBARRED BY ANY FEDERAL, STATE, OR LOCAL AGENCY.

CERTIFIED: ☐ N/A: ☒

Signature

Date

STEP 3: RISK MANAGEMENT REVIEW (will be added electronically through Laserfiche):

✓ Electronically approved by Risk Management on 8/7/2024.
State/Federal agreement. Can't change.

STEP 4: PROSECUTING ATTORNEY REVIEW (will be added electronically through Laserfiche):

✓ Electronically approved as to form by PAO on 8/8/2024.
State language - cannot change.

STEP 5: DEPARTMENT MAKES REVISIONS & RESUBMITS TO RISK MANAGEMENT AND PROSECUTING ATTORNEY(IF REQUIRED).

STEP 6: CONTRACTOR SIGNS

STEP 7: SUBMIT TO BOCC FOR APPROVAL

U.S. DEPARTMENT OF TRANSPORTATION

GRANT AGREEMENT UNDER THE FISCAL YEAR 2023 RAISE PROGRAM

This agreement is between the United States Department of Transportation (the “USDOT”) and the Washington State Department of Transportation (the “Recipient”).

This agreement reflects the selection of the Recipient to receive a RAISE Grant for the Puget Sound to Pacific Planning for Multi-use Trail.

If schedule A to this agreement identifies a Designated Subrecipient, that Designated Subrecipient is also a party to this agreement, and the parties want the Designated Subrecipient to carry out the project with the Recipient’s assistance and oversight.

The parties therefore agree to the following:

ARTICLE 1 GENERAL TERMS AND CONDITIONS.

1.1 General Terms and Conditions.

- (a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2023 RAISE Program: FHWA Projects,” dated June 23, 2023, which is available at <https://www.transportation.gov/policy-initiatives/raise/raise-grant-agreements>. The General Terms and Conditions reference the information contained in the schedules to this agreement. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions.
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, terminating of the RAISE Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the RAISE Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2 SPECIAL TERMS AND CONDITIONS.

There are no special terms for this award.

**SCHEDULE A
ADMINISTRATIVE INFORMATION**

1. Application.

Application Title: Puget Sound to Pacific planning and design for 34 multi-use trail components including gaps, community connections and safety improvements in rural Washington

Application Date: 2/28/2023

2. Recipient's Unique Entity Identifier.

See section 28.3 of the General Terms and Conditions.

3. Recipient Contact(s).

Stephanie Tax
Program Manager
WSDOT – Local Programs
PO Box 47390, Olympia WA 98504
360.480.1494
taxs@wsdot.wa.gov

4. Recipient Key Personnel.

None.

5. USDOT Project Contact(s).

Liana Liu
Olympia Region Area Engineer
FHWA – Washington Division
711 Capitol Way S. Suite 501
Olympia, WA 98501
(360)753-9553
Liana.Liu@dot.gov

6. Payment System.

USDOT Payment System: FMIS

7. Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: FHWA Division

8. Federal Award Identification Number.

See section 28.2 of the General Terms and Conditions.

9. Designated Subrecipient.

Designated Subrecipients:

City of Port Angeles

Jonathan Boehme
City Engineer/Deputy Director of Engineering
City of Port Angeles
321 E Fifth St. Port Angeles, WA 98362
360.417.4803
jboehme@cityofpa.us

Bainbridge Island

Peter Corelis
City Engineer
City of Bainbridge Island
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Bainbridge Island, WA 98110
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Forks

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City Attorney/Planner
City of Forks
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Port Townsend

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Public Works Director, P.E.
City of Port Townsend
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Sequim

Katheryn Cole
Project Engineer
City of Sequim
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Sequim, WA 98382
(360) 582-2478
kcole@sequimwa.gov

Clallam County

Steve Gray
Deputy Director
Clallam County Public Works
223 East Fourth Street, Suite 6
Port Angeles, WA 98362
(360) 417-2290
steve.gray@clallamcountywa.gov

Jefferson County

Eric Kuzma
Assistant Director/Engineering Services Manager
Jefferson County Public Works
623 Sheridan Street
Port Townsend, WA 98368
(360) 385-9167
EKuzma@co.jefferson.wa.us

Kitsap County

David Forte
Transportation Planning
Kitsap County Public Works
614 Division Street MS - 26
Port Orchard, WA 98366
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dforte@kitsap.gov

Port Gamble S'Klallam Tribe

Roma Call
Director, Natural Resources Department
Port Gamble S'Klallam Tribe
31912 Little Boston Road NE
Kingston, WA 98346
(360) 297-6294
romac@pgst.nsn.us

Marla Powers
Environmental Planner, Natural Resources Department
Port Gamble S'Klallam Tribe
31912 Little Boston Road NE
Kingston, WA 98346
(360) 689-7551
mpowers@pgst.nsn.us

Port of Port Townsend
Dave Nakagawara, P.E.
Capital Projects Engineer
Port of Port Townsend
2701 Jefferson Street
Port Townsend, WA 98368
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dnakagawara@portoft.com

Quileute Tribe
Annie Foster
Grant and Special Projects Manager
Quileute Tribe
90 Main Street
La Push, WA 98350
(360) 374-6782
grant.writer@quileutenation.org

SCHEDULE B PROJECT ACTIVITIES

1. General Project Description.

This project will plan and design approximately 33 active transportation components, addressing approximately 100 miles of gaps, community connections and safety improvements for multi-use trails connecting Bainbridge Island on Puget Sound to the Pacific Coast Ocean at La Push.

2. Statement of Work.

Planning work under this grant application consists of the following scopes of work:

Planning Studies

Planning studies are required for many trail gaps to identify locally preferred alternatives that best address constraints and competing needs. Planning studies assess alignment alternatives, develop trail routing, assess environmental assets and constraints, assess existing transportation systems, and determine land ownership. The desired outcome is the selection of a preferred alignment to facilitate funding for Preliminary Engineering, Right-of-Way Acquisition, and Construction. These studies will include a meaningful public engagement process to empower stakeholders and neighbors to participate in the development of a desired outcome. Work may include design documentation and plan development.

Type, Size, and Location (TSL) Studies

If necessary, Type, Size and Location (TSL) Studies per Federal Highway Administration (FHWA) requirements are for bridge structures that have been assessed as requiring replacement or are too narrow to accommodate a trail segment relative to existing vehicular traffic.

Preliminary/Final Design

Preliminary/Final Design is the 100% level of design for production of Plans, Specifications and Estimate (PSE) as well as the environmental clearance and permitting.

**SCHEDULE C
AWARD DATES AND PROJECT SCHEDULE**

1. Award Dates.

Budget Period End Date: 8/31/2032

Period of Performance End Date: See section 28.5 of the General Terms and Conditions

2. Estimated Project Schedule.

Milestone	Schedule Date
Planned Project Completion Date:	6/30/2032

3. Special Milestone Deadlines.

None.

SCHEDULE D
AWARD AND PROJECT FINANCIAL INFORMATION

1. Award Amount.

RAISE Grant Amount: \$16,130,000

2. Federal Obligation Information.

Federal Obligation Type: Multiple

Obligation Condition Table		
Portion of the Project	Portion of the RAISE Grant	Obligation Condition
Component C110- Race Street Complete Street - Ph II: 8th St to Front St - Port Angeles (Planning Studies and Preliminary/Final Design)	\$1,200,000	Approval of statement of work by FHWA Washington Division Office.
Component C112- Race Street Complete Street - Ph III: Front St to ODT - Port Angeles (Planning Studies)	\$600,000	Approval of statement of work by FHWA Washington Division Office.
Component C120- Gales Addition Connector - Port Angeles (Planning Studies)	\$600,000	Approval of statement of work by FHWA Washington Division Office.
Component C130- Waterfront Trail Renovation and Sustainability Study - Marine Dr to Morse Creek - Port Angeles (Planning Studies)	\$1,000,000	Approval of statement of work by FHWA Washington Division Office.
Component KB410 - Sound to Olympics (STO): Agate Pass Bridge to Koura Rd- Bainbridge Island (Planning Studies)	\$500,000	Approval of statement of work by FHWA Washington Division Office.

Obligation Condition Table		
Portion of the Project	Portion of the RAISE Grant	Obligation Condition
Component KB420 - Sound to Olympics (STO): Koura Rd to Sportsman Club Rd– Bainbridge Island (Planning Studies)	\$400,000	Approval of statement of work by FHWA Washington Division Office.
Component KB430 - Sound to Olympics (STO): Sakai Park to Madison Ave– Bainbridge Island (Planning Studies)	\$400,000	Approval of statement of work by FHWA Washington Division Office.
Component KB440 - Sound to Olympics (STO): Sportsman Club Road to Madison Ave Bainbridge Island (Planning Studies)	\$400,000	Approval of statement of work by FHWA Washington Division Office.
Component C020 – City of Forks Trail Segment – Forks (Planning Studies)	\$200,000	Approval of statement of work by FHWA Washington Division Office.
Component J284 – Port Townsend Waterfront Trail Segment: Port of Port Townsend Marina to Ferry – Port of Port Townsend (Planning Studies)	\$300,000	Approval of statement of work by FHWA Washington Division Office.
Component J286 – Port Townsend Trail Segment to Fort Worden State Park – City of Port Townsend (Planning Studies)	\$250,000	Approval of statement of work by FHWA Washington Division Office.
Component K390 – Poulsbo Sound to Olympics (STO) Connectors – Poulsbo (Planning Studies)	\$500,000	Approval of statement of work by FHWA Washington Division Office.

Obligation Condition Table		
Portion of the Project	Portion of the RAISE Grant	Obligation Condition
Component C210 – East Fir St Trail Rehabilitation – Sequim (Preliminary/Final Design)	\$750,000	Approval of statement of work by FHWA Washington Division Office.
Component C220 – Keeler Road Multi-Use Path – Sequim (Planning Studies and Preliminary/Final Design)	\$250,000	Approval of statement of work by FHWA Washington Division Office.
Component C230 – Johnson Creek Bridge Replacement – Sequim (Preliminary/Final Design)	\$400,000	Approval of statement of work by FHWA Washington Division Office.
Component C010 – Bogachiel River Crossing – Clallam County (Planning Studies)	\$600,000	Approval of statement of work by FHWA Washington Division Office.
Component C030 – Forks City Limit to Sappho Trail Segment US101 – Clallam County (Planning Studies)	\$500,000	Approval of statement of work by FHWA Washington Division Office.
Component C034 – Sappho to Camp Creek Trailhead Trail Segment (US101) – Clallam County (Planning Studies)	\$250,000	Approval of statement of work by FHWA Washington Division Office.
Component C040 – Waterline Rd Trail Segment – Clallam County (Planning Studies and Preliminary/Final Design)	\$1,050,000	Approval of statement of work by FHWA Washington Division Office.

Obligation Condition Table		
Portion of the Project	Portion of the RAISE Grant	Obligation Condition
Component C060 – Gassett Rd to Thompson/Onella Rd Trail Segment (SR112) – Clallam County (Planning Studies)	\$500,000	Approval of statement of work by FHWA Washington Division Office.
Component C080 – Freshwater Bay Rd to Elwha River Trail Segment (SR305) – Clallam County (Planning Studies)	\$400,000	Approval of statement of work by FHWA Washington Division Office.
Component C200 – Bagley Creek Bridge Replacement – Clallam County (Planning Studies)	\$450,000	Approval of statement of work by FHWA Washington Division Office.
Component J250 – Discovery Bay Trail Gap at Salmon Creek (US101) – Jefferson County (Planning Studies)	\$80,000	Approval of statement of work by FHWA Washington Division Office.
Component J270 – Fairmount Road Trail Gap (SR20) – Jefferson County (Planning Studies)	\$250,000	Approval of statement of work by FHWA Washington Division Office.
Component J290 – West Sound to Olympics (STO): Jefferson County Hood Canal Bridge to Olympic Discovery Trail (ODT) – Jefferson County (Planning Studies)	\$250,000	Approval of statement of work by FHWA Washington Division Office.

Obligation Condition Table		
Portion of the Project	Portion of the RAISE Grant	Obligation Condition
Component J280 – Eaglemount Trail Gap (SR20) – Jefferson County (Planning Studies)	\$300,000	Approval of statement of work by FHWA Washington Division Office.
Component J240 – Old Highway 9 Trail Segment (US101) – Jefferson County (Planning Studies and Preliminary/Final Design)	\$1,200,000	Approval of statement of work by FHWA Washington Division Office.
Component K360 – Central Sound to Olympics (STO): Poulsbo to Port Gamble Forest – Kitsap County (Planning Studies)	\$400,000	Approval of statement of work by FHWA Washington Division Office.
Component K370 – Suquamish to Kingston Non-Motorized Community Connector Route – Kitsap County (Planning Studies)	\$500,000	Approval of statement of work by FHWA Washington Division Office.
Component K380 – South Sound to Olympics (STO): Poulsbo to Agate Pass Bridge – Kitsap County (Planning Studies)	\$500,000	Approval of statement of work by FHWA Washington Division Office.
Component K330 – Hansville Path from SR104 to the Casino – Port Gamble S'Klallam Tribe (Planning Studies)	\$650,000	Approval of statement of work by FHWA Washington Division Office.

Obligation Condition Table		
Portion of the Project	Portion of the RAISE Grant	Obligation Condition
Component J282 – Port Townsend Connector: Larry Scott Trail to Park-n-Ride – Port of Port Townsend (Planning Studies)	\$250,000	Approval of statement of work by FHWA Washington Division Office.
Component C005 – LaPush Tribal Trail Network – Quileute Tribe (Planning Studies and Preliminary/Final Design)	\$250,000	Approval of statement of work by FHWA Washington Division Office.

3. Approved Project Budget.

Eligible Project Costs	
	Total
RAISE Funds:	\$16,130,000
Other Federal Funds:	\$0
Non-Federal Funds:	\$0
Total:	\$16,130,000

4. Cost Classification Table

Reserved.

5. Approved Pre-award Costs

None. The USDOT has not approved under this award any costs incurred under an advanced construction authorization (23 U.S.C. 115), any costs incurred prior to authorization (23 C.F.R. 1.9(b)), or any pre-award costs under 2 C.F.R. 200.458.

SCHEDULE E

CHANGES FROM APPLICATION

Scope: Clarification was made between Planning Studies and Preliminary/Final Design to define costs associated with the deliverables of each component. The Washington State Department of Transportation does not authorize a 10% or 30% design phase. Authorizations are either at the Planning level or Final Design.

Port Gamble S'Klallam tribe requests K340 component be deleted and funds moved to K330 component as they are not able to proceed on this component at this time due to readiness issues. It is estimated that the K330 component cost will increase due to more extensive project development costs associated with this component.

City of Sequim requests to remove Planning Studies from Component C210 obligation. Planning Studies were not part of the project description in the original grant application. This project makes improvements to the already designated route of the Olympic Discovery Trail on E Fir St.

City of Sequim requests to add Planning Studies to Component C220 obligation. This project would greatly benefit from a planning study to assess alignment alternatives and local preferences, and to facilitate right-of-way acquisition for a north to south ped-bike trail connection to the Olympic Discovery Trail.

City of Bainbridge Island requests to remove Preliminary/Final Design and replace with Planning Studies for Components KB410, KB420, KB430, and KB440 as funding for final design is not available. The Sportsman Club Road to Madison Avenue portion of the project scope is adjusted to be exclusively part of the KB-440 planning study component; and the Agate Pass Bridge to Koura Road portion of the scope is adjusted to be exclusively part of KB-410 planning study component.

Schedule: The SF-424 and readiness document had two different completion dates. The readiness document had the correct date, and the project is expected to be completed earlier than shown in the SF-424.

Budget: No changes.

Other: N/A

SCHEDULE F
RAISE PROGRAM DESIGNATIONS

1. Urban or Rural Designation.

Urban-Rural Designation: Rural

2. Capital or Planning Designation.

Capital-Planning Designation: Planning

3. Historically Disadvantaged Community or Area of Persistent Poverty Designation.

HDC or APP Designation: Yes

4. Funding Act.

Funding Act: FY 23

5. Security Risk Designation.

Security Risk Designation: Low

SCHEDULE G
RAISE PERFORMANCE MEASUREMENT INFORMATION

Reserved.

SCHEDULE H
CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS

1. Consideration of Climate Change and Environmental Justice Impacts.

The Recipient states that rows marked with “X” in the following table are accurate:

X	The Project significantly reduces transportation-related pollution, like air pollution and greenhouse gas emissions. <i>(Describe the expected reductions and how they are achieved in the supporting narrative below.)</i>
	The Project aligns with an applicable State, regional, or local carbon-reduction plan. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project addresses the disproportionate negative environmental impacts of transportation, such as exposure to elevated levels of air, water, and noise pollution. <i>(Describe how in the supporting narrative below.)</i>
	The Project implements transportation-efficient land use and design, such as drawing on the features of historic towns and villages that had a mix of land uses, compact and walkable development patterns, accessible green space, and neighborhood centers. <i>(Describe how in the supporting narrative below.)</i>
	The Project shifts freight to lower-carbon travel modes to reduce emissions. <i>(Describe how in the supporting narrative below.)</i>
	The Project improves the resiliency of at-risk infrastructure to withstand extreme weather events and natural disasters caused by climate change, such as by using best-available climate data sets, information resources, and decision-support tools, and incorporating best practices identified by the USDOT. <i>(Identify the at-risk infrastructure and describe how the project improves its resiliency in the supporting narrative below.)</i>
	The Project incorporates energy efficient investments, such as electrification or zero emission vehicle infrastructure. <i>(Describe the energy efficient investments in the supporting narrative below.)</i>
	The Project redevelops brownfield sites. <i>(Identify the brownfield sites and describe the redevelopment in the supporting narrative below.)</i>
	The Project removes, replaces, or restores culverts to improve passage of aquatic species. <i>(Identify the affected culverts and describe how the changes will improve the passage of aquatic species in the supporting narrative below.)</i>
	The Project avoids adverse impacts to air or water quality, wetlands, and endangered species. <i>(Describe how in the supporting narrative below.)</i>

	The Project includes floodplain upgrades consistent with the Federal Flood Risk Management Standard in Executive Orders 14030 and 13690. <i>(Describe those floodplain upgrades in the supporting narrative below.)</i>
	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

2. Supporting Narrative.

Reduces Transportation Related Pollution

The completed Puget Sound to Pacific trail network will reduce transportation-related greenhouse gas emissions and air pollution by completing multi-use trail routes to service areas and points of interest. The switch from automobile use to walking or biking results in numerous positive environmental outcomes, including reduced pollution and greenhouse gas emissions (Washington State Active Transportation Plan: 2020 and Beyond). In 2017, motor vehicles, boats, planes and trains caused the biggest single share of the greenhouse gases in Washington state (44.6 percent), with personal cars and trucks making up over half of that. Every motor vehicle trip replaced with a walk or bicycle trip is a positive environmental outcome.

Active transportation construction practices per State Environment Protection Act (SEPA) will avoid adverse environmental impacts to air and water quality, wetlands, endangered species and cultural resources.

SCHEDULE I
RACIAL EQUITY AND BARRIERS TO OPPORTUNITY

1. Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.

The Recipient states that rows marked with “X” in the following table are accurate:

	The Project increases affordable transportation choices. <i>(Describe how in the supporting narrative below.)</i>
X	The Project expands active transportation usage. <i>(Describe how in the supporting narrative below.)</i>
	The Project significantly reduces vehicle dependence. <i>(Describe how in the supporting narrative below.)</i>
	The Project reduces transportation and housing cost burdens by integrating mixed use development and a diversity of housing types (including affordable housing) with multimodal transportation infrastructure. <i>(Describe how in the supporting narrative below.)</i>
	The Project coordinates and integrates land use, affordable housing, and transportation planning to create more livable communities and expand travel choices. <i>(Describe how in the supporting narrative below.)</i>
	The Project reduces vehicle dependence and improves access to daily destinations, such as jobs, healthcare, grocery stores, schools, places of worship, recreation, or parks, such as by adding new facilities that promote walking or biking. <i>(Describe how in the supporting narrative below.)</i>
	The Project implements transit-oriented development that benefits existing residents and businesses. <i>(Describe how in the supporting narrative below, including a specific description of the benefits to <u>existing</u> residents and businesses.)</i>
	The Project mitigates urban heat islands to protect the health of at-risk residents, outdoor workers, and others. <i>(Describe how in the supporting narrative below.)</i>
	The Project proactively addresses racial equity. <i>(Describe how in the supporting narrative below.)</i>
	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity. <i>(Describe those actions in the supporting narrative below.)</i>

	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

2. Supporting Narrative.

Expands Active Transportation Usage

The Puget Sound to Pacific (PS2P) trail network will provide non-motorized access routes to destinations including the Pacific Coast and Olympic National Park for more than 4 million people in the Seattle metropolitan area and visitors. The completed PS2P will provide more opportunities for the health of children, underserved populations, and the general public to have active lifestyles with safe and convenient active transportation infrastructure where few connected routes currently exist.

The completed PS2P will improve public health and well-being by adding new facilities that promote walking, biking, and other forms of active transportation. The PS2P will increase affordable living by reducing reliance on automobiles. It will improve access to places of work, education, worship, business, agriculture, recreation, and transit.

SCHEDULE J LABOR AND WORK

1. Efforts to Support Good-Paying Jobs and Strong Labor Standards

The Recipient states that rows marked with “X” in the following table are accurate:

	The Recipient or a project partner promotes robust job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a union. <i>(Describe robust job creation and identify the good-paying jobs in the supporting narrative below.)</i>
	The Recipient or a project partner will invest in high-quality workforce training programs such as registered apprenticeship programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner implements targeted hiring preferences that will promote the entry and retention of underrepresented populations into those jobs including women, people of color, and people with convictions. <i>(Describe the use of targeted hiring preferences that will promote the entry and retention of underrepresented populations in jobs in the supporting narrative below.)</i>
	The Recipient or a project partner will partner with high-quality workforce development programs with supportive services to help train, place, and retain underrepresented communities in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs that serve underrepresented groups, and proactive plans to prevent harassment. <i>(Describe the supportive services provided to trainees and employees, preferences, and policies in the supporting narrative below.)</i>
	The Recipient or a project partner will partner and engage with local unions or other worker-based organizations in the development and lifecycle of the project, including through evidence of project labor agreements and/or community benefit agreements. <i>(Describe the partnership or engagement with unions and/or other worker-based organizations and agreements in the supporting narrative below.)</i>
	The Recipient or a project partner will partner with communities or community groups representative of historically underrepresented groups to develop workforce strategies. <i>(Describe the partnership and workforce strategies in the supporting narrative below.)</i>

X	The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient has not taken actions related to the Project to improve good-paying jobs and strong labor standards and will not take those actions under this award.

2. **Supporting Narrative.**

Targeted Hiring Preferences

Design and planning services that utilize consultants will include Disadvantaged Business Enterprises (DBE) goals. DBE goals will promote the entry and retention of underrepresented populations in the planning and design work of the trail segments. Furthermore, the WSDOT Office of Equity and Civil Rights will provide technical assistance on a range of business topics, provides training and support in creating business plans for DBE company growth. The primary objective of this program is to increase Minority, Small, Veteran and Women's Business Enterprises in contracting and procurement activities on transportation projects.

**SCHEDULE K
CIVIL RIGHTS AND TITLE VI**

1. Recipient Type Designation.

Recipient Type Designation: Existing

Existing Award Program: 20.205; Highway Planning and Construction

2. Title VI Assessment Information.

This section is not applicable because the Recipient Type Designation is "Existing."

RECIPIENT SIGNATURE PAGE

The Recipient, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

Washington State Department of Transportation

	By
Date	Signature of Recipient's Authorized Representative
	Jay Drye, PE
	Name
	Local Programs Director
	Title

DESIGNATED SUBRECIPIENT SIGNATURE PAGE

The Designated Subrecipient, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

City of Port Angeles

	By: _____
Date	Signature of Designated Subrecipient's Authorized Representative
	Nathan West
	_____ Name
	City Manager
	_____ Title

City of Bainbridge Island

	By
Date	Signature of Designated Subrecipient's Authorized Representative
	Blair King
	Name
	City Manager
	Title

City of Forks

By

Date

Signature of Designated Subrecipient's Authorized
Representative

Tim Fletcher

Name

Mayor

Title

City of Port Townsend

By _____

_____ Date

Signature of Designated Subrecipient's Authorized Representative

John Mauro

Name

City Manager

Title

City of Poulsbo

By _____

Date

Signature of Designated Subrecipient's Authorized
Representative

Becky Erickson

Name

Mayor

Title

City of Sequim

By:

Date

Signature of Designated Subrecipient’s Authorized
Representative

Matthew Huish

Name

City Manager

Title

Clallam County

By _____

Date

Signature of Designated Subrecipient's Authorized
Representative

Mike French

Name

Chair, Clallam County Commissioners

Title

Jefferson County

By:

Date

Signature of Designated Subrecipient's Authorized Representative

Kate Dean

Name

Chair, Jefferson County Commissioners

Title

Approved as to form only:



August 8, 2024

Philip C. Hunsucker, Date
Chief Civil Deputy Prosecuting Attorney

Kitsap County

By

Date

Signature of Designated Subrecipient's Authorized
Representative

Katie Walters

Name

Chair, Kitsap County Commissioners

Title

Date

Port of Port Townsend

By

Date

Signature of Designated Subrecipient's Authorized Representative

Eron Berg

Name

Port of Port Townsend Executive Director

Title

Quileute Tribe

By _____

Date

Signature of Designated Subrecipient's Authorized
Representative

Doug Woodruff

Name

Chairman, Quileute Tribal Council

Title

Port Gamble S’Klallam Tribe

Date	<u>By</u>
	Signature of Designated Subrecipient’s Authorized Representative
	Amber Caldera
	<u>Name</u>
	<u>Chairwoman</u>
	<u>Title</u>

USDOT SIGNATURE PAGE

The USDOT, intending to be legally bound, is signing this agreement on the date stated opposite that party's signature.

**UNITED STATES DEPARTMENT OF
TRANSPORTATION**

	By
Date	Signature of USDOT's Authorized Representative
	Ralph J. Rizzo
	Name
	FHWA Washington Division Administrator
	Title