

AGENDA

CLALLAM COUNTY TRAILS ADVISORY COMMITTEE

Clallam County Courthouse, Room 160
223 East 4th St Port Angeles, WA
August 7, 2024 - 1:30 p.m.

****ATTENTION****

Clallam County Trails Advisory Committee meetings will also be available virtually at:

If you would like to participate in the meeting via Zoom audio only, call 253-215-8782 and use meeting ID: 938 0529 7962 and passcode: 12345

If you would like to participate in the meeting via Zoom video conference, visit <https://zoom.us/join> and use Meeting ID: 938 0529 7962 and passcode: 12345

This meeting can be viewed on a live stream at this link: <https://clallamcountywa.gov/meetings>

Public comment and questions can be directed to County Public Works-Roads at 360-417-2290 or steve.gray@clallamcountywa.gov

A. WELCOME/CALL TO ORDER/ROLL CALL

B. REQUEST OF MODIFICATIONS/ADDITIONS TO AGENDA

C. APPROVAL OF MEETING MINUTES: July 3, 2024

D. ANNOUNCEMENTS/MEMBER UPDATES: *Information sharing among members on topics of general interest related to the Olympic Discovery Trail (ODT), Olympic Adventure Trail (OAT), other County trails, or about trails.*

E. TRAIL PROJECT AND MAINTENANCE REPORTS

1. ODT improvement/expansion project updates.
 - a. ODT-Forks to La Push Project Update
 - b. OAT-Whiskey Creek Bridge Project Update
 - c. Raise Grant Update
 - d. County acquisition of DNR River Road Property Acquisition Update
 - e. Towne Road/Dungeness Levee Project Update
2. County Volunteer ODT/OAT Trail Crew Maintenance Project Reports
3. County ODT/OAT Maintenance Project Reports
4. Other ODT/OAT Reports (All)

F. DISCUSSION AND BUSINESS ITEMS

1. Input on location and messaging/content priorities for updated existing, or constructing new, information kiosks on the ODT and OAT.
2. Equestrian path material types and standards along the ODT.
3. Continued discussion on Clallam County 6-Year Transportation Improvement Program (TIP) related to trail projects for the upcoming 2025-2030 update.

G. PUBLIC COMMENT

H. ADJOURNMENT

Members: Charlie Commeree (City of Port Angeles Rep., Chair), Wendy Clark-Getzin (Tribal Gov. Rep., Vice Chair), Andy Stevenson (Straits Area Citizen-at-Large Rep.), Gordon Taylor (Western Area Citizen-at-Large Rep.), Jennifer Reandeau (Backcountry Horsemen Rep.), Judy Sarles (Backcountry Horsemen-Alt Rep.), Justin Zarieczny (Dept. of Natural Resources), Dick Gritman (Sequim Area Citizen-at Large), Erik Rohrer (City of Forks), Bill Biery (City of Sequim), Jim Mraz (Peninsula Trails Coalition Rep.), Lorrie Mittmann (Trails Event Coordinator Rep.), Grant Herman (Olympic Peninsula Bicycle Alliance Rep.), and Liz Cusanelli (U.S. Forest Service). Ex-officio Members: Steve Gray (Clallam County Public Works Department), and Mike French (Clallam County Commissioner)

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
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360.417.4803
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Bainbridge Island

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Sequim

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Project Engineer
City of Sequim
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Clallam County

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Jefferson County

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David Forte
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Port Gamble S'Klallam Tribe

Roma Call
Director, Natural Resources Department
Port Gamble S'Klallam Tribe
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Marla Powers
Environmental Planner, Natural Resources Department
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Port of Port Townsend
Dave Nakagawara, P.E.
Capital Projects Engineer
Port of Port Townsend
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Quileute Tribe
Annie Foster
Grant and Special Projects Manager
Quileute Tribe
90 Main Street
La Push, WA 98350
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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 – Gasset 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

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

	By: _____	
Date _____		Signature of Designated Subrecipient’s Authorized Representative
		Amber Caldera
	_____	Name
		Chairwoman
	_____	Title

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

Clallam County Trails Advisory Committee (TAC)
July 3, 2024, Meeting Minutes

A. WELCOME/INTRODUCTIONS:

The meeting was called to order and conducted via video/phone conferencing.

Members Present: Charlie Commeree (Chair), Wendy Clark-Getzin (Vice-Chair), Andy Stevenson, Gordon Taylor, Jennifer Reandeau, Judy Sarles, Justin Zarzeczny, Dick Gritman, Jim Mraz, Lorrie Mittmann, and Grant Herman.

County Representatives: Steve Gray, County Public Works Dept. (Ex-officio TAC member)
Mike French, County Commissioner

Guests/Public: Jeff Bohman, Peninsula Trails Coalition (PTC)

B. MODIFICATIONS/ADDITIONS TO AGENDA: None.

C. APPROVAL OF MINUTES: Chair Commeree moved to approve the June 5 meeting minutes. The motion was seconded by Member Taylor and passed. Member Clark-Getzin amended the June 5 minutes to indicate she voted against the modification of agenda order. No one opposed the amendment.

D. ANNOUNCEMENTS/MEMBER UPDATES:

Member Gray noted:

- Bill Biery, City of Sequim Representative, resigned from the Trails Advisory Committee.
- Recruitment for the Regional Trails and Active Transportation Coordinator closed on Sunday with 30 applications received.
- County is closing in on purchasing the state Dept. of Natural Resources (DNR) River Road Property for the purposes of Dungeness Off-Channel Reservoir and future County public park. There are current trails on the property used by hikers, bicyclists, and equestrians. Member Zarzeczny noted that trails were constructed and have been maintained mostly by volunteer efforts. County will be contacting current volunteer groups that help to maintain trail corridors. Public access and trails will remain open following County acquisition. Discussion followed. Member Sarles requested that the project be a TAC agenda item for updates.

E. TRAIL PROJECT AND MAINTENANCE REPORTS

1. ODT improvement/expansion project updates:

- a. *ODT-Forks to La Push Project Update:* Member Gray reported that:
- County survey crew completed field work on the city park property that will support design of the bridge, abutments, and trail approaches by the consultant team. County also provided to the City of Forks a general assessment of anticipated impact areas at their Calawah River Park lands for City discussions with state Recreation and Conservation Office (RCO) related to prior grants that funded creation and development of Park. Awaiting scope of work and costs from consultant for bridge design, environmental review, and permitting.
 - The County continues to work on obtaining landowner signature on the purchase and sales agreement for a 0.6-mile trail corridor in the Wilson Road area that is part of the trail corridor needing to be acquired along SR 110/La Push Road between US 101 and La Push.
 - Member Gray noted that a meeting is planned to be held with the FHWA-Western Federal Lands (WFL) project team the last week of July. WFL is the lead for project design and construction on the County's approximately 8.6 million Federal Lands Access Program (FLAP) grant. A key focus of the meeting will be to revisit project status and to reassess and confirm scope moving forward based on current budget gaps. Member Gray provided an overview of WFL project design work to date, current budget gaps, and areas and issues the County will want to address at the meeting. Considerable discussion followed. Member

Stevenson noted it was major step to get FLAP increased from 5 to 8 million previously and endorses County position to support getting design done and something built with available funding as best approach. More discussion followed.

- b. *RAISE Grant Update:* The City of Port Angeles in coordination with Washington State Department of Transportation (WSDOT) submitted the latest draft of the RAISE Agreement about two months ago to the U.S. Department of Transportation (USDOT) for review. The Agreement must be in place prior to any funding eligible for work. WSDOT has entered the multi-jurisdictional RAISE grant projects (34 projects) into the 4-Year State Transportation Improvement Program.
- c. *OAT-Whiskey Creek Bridge Project:* Member Gray noted that the bridge has been ordered with delivery expected by mid-August. County is submitting permit application to Washington Department of Fish and Wildlife (WDFW) this week. Construction expected between mid-August and mid-September.

2. County Volunteer ODT/OAT Trail Crew Maintenance Project Reports:

The County volunteer crew led by Jeff Ralston held four Olympic Adventure Trail (OAT) work parties during June. Three workdays were spent on continued work related to improvement to the approaches (e.g., extending switchbacks) at the planned Whiskey Creek bridge crossing. The other work party day was trail tread/drainage work between MP 4-6.

3. County ODT/OAT Maintenance Reports:

7.5 days on ODT mostly mowing work various segments. Other work included repair of decking at Discovery Creek and Sieberts Creek trail bridge crossings.

7 days on OAT mostly related to Whiskey Bridge approach work and staging for the bridge replacement. Other work included corridor brushing and downed tree clearing.

4. Other ODT/OAT Reports:

- Member Sarles requested an update on the County's trail/road improvement project for Towne Road on top of the relocated levee. Member Gray reported project is under construction with completion anticipated in September. Member Clark-Getzin noted that the U.S. Army Corps of Engineers (USCOE) modification permit has not been issued. Member Gray noted that County is permitted to do everything under current permit except open to traffic until stormwater system is approved by USCOE. County working on monitoring plan for the stormwater system with Jamestown S' Klallam Tribe as part of modification permit.
- Member Stevenson indicated the need to sweep off gravel on ODT section between Fairholme Summit and US 101 from recent maintenance work.
- Member Zarzeczny provided an update on the state timber sale in ODT-Gossett Road section area. Prior to harvest, the contractor is to provide a 15-day notice to DNR. Harvesting activity has been currently restricted due to dryness. Once harvesting activities commence the ODT-Gossett section will be temporarily closed. He will provide County notification once receive notice from contractor.

F. DISCUSSION AND BUSINESS ITEMS:

1. Puget Sound to Pacific Collaborative (PS2P) Trip to Washington D.C. – Messages to Take.

Member Gray noted that the Rails and Trails Conservancy (RTC) invited a contingent of PS2P Collaborative to meet with them in Washington D.C. on July 22 and 23. RTC is leading way for the Great American Rails Trail (GART) from Washington D.C. with the ODT being the western terminus of the GART. He provided an overview of the targeted trip agenda that will include scheduling meetings with legislators (e.g., Senator Murrey), and noted that a lot of the success to complete the ODT will be reliant on federal funding. RTC is paying for PS2P representative flights and lodging for this trip.

Member Stevenson recommended if the opportunity presents a conversation with U.S. Forest Service with a message to streamline trail corridor acquisition on their lands.

Jeff Bohman indicated that this is a big deal and everybody that works on trails should feel proud of the role we have played over the years. RTC is not going to trail organizations elsewhere in Washington or other states GART crosses to pull contingent's together for this sort of purpose, at least currently.

Chair Commeree asked if the eastern terminus of GART was built. Jeff responded that the eastern terminus is in Washington D.C. and is completed.

2. First review of Clallam County 6-Year Transportation Improvement Program (TIP) related to trail projects for the upcoming 2025-2030 update.

Member Stevenson inquired if TIP Project #'s 31 (ODT-Forks City Limits to Sappho Trail) and #32 (ODT-Sappho to Camp Creek Trailhead) should be combined given potential trail alignment alternatives in this gap. Member Gray responded should keep as separate projects to align with RAISE grant project descriptions. However, the County can combine the work related to the planning to identify alternative alignments in this gap.

Member Gray overviewed the ODT projects in the current Six-Year TIP (2024-2029).

Member Clark-Getzin noted adding the Jamestown S'Klallam and Clallam County ODT-Carlsborg Urban Growth Area (UGA) improvement projects as part of the update.

Chair Commeree asked how RAISE grant project timelines in TIP decisions made. Member Gray noted that these were preliminary target start dates and are flexible. He expects timelines to change. He suggested TAC look at the RAISE project to consider recommended project area priorities for scheduling work. Chair Commeree requested to make this as part of a continued discussion at the August TAC meeting.

Member Stevenson noted that almost all the RAISE project areas are related to gaps where the County lacks trail corridor right-of-way. County has traditionally operated on a will build wherever we can mode which sometimes means building pieces less important, including trail segments that don't currently connect. He recommends looking for openings in all RAISE project areas as opportunities present. Commissioner French supports pursuing opportunities but notes that staff does not necessarily have capital available to jump on every opportunity. Chair Commeree noted that County will need to identify alignments and design in place to position County to pursue opportunities first.

Further discussion tabled to the August TAC meeting.

G. PUBLIC COMMENTS:

Jeff Bohman: Supports County purchasing the entire parcel for sale, separate what needed for trail corridor, and then sell the remainder. Announced the upcoming Tour of Lavender event the first Saturday in August and that this is time of year when the Warrior expedition of bicyclists comes across country and is expected to arrive here beginning in about a week.

Member Reandeau noted that when she asked a party of equestrian riders why riding on the pavement vs gravel shoulder on the ODT-Freshwater Bay to Thompson Road section they noted avoided gravel because gravel it was to sharp. Chair Commeree requested put on the agenda for further discussion on gravel surface types at the August TAC meeting.

H. ADJOURNMENT: The meeting was adjourned at approximately 3:00 p.m.



Clallam County Public Works Department

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July 31, 2024

David Arena
WFLHD Project Manager
610 East 5th Street
Vancouver, WA 98661

RE: Olympic Discovery Trail (ODT)-Forks to La Push FLAP Project

Dear David:

Thank you and the FHWA-WFL project team for your work completed to date that includes, but is not limited to, 2021 Scoping Report, 2023 Environmental Desktop Study, topographic survey, and preliminary design. Although there are significant budget challenges, the over \$7 million remaining in approved FLAP funding supports a continued phased approach. Moving forward with NEPA, environmental analysis, and design for the ODT corridor will also position the County well for securing other funding necessary to construct segments that cannot be completed with the current approved FLAP award.

County Project Goals and Vision

The County's vision is for a 10-foot-wide paved trail and a gravel shoulder for equestrian use generally centered within a 150-foot-wide trail corridor adjacent to the southside of the existing SR 110 right-of-way (ROW) for most of the corridor between US 101 and the Olympic National Park (ONP) boundary where land use, topographic, and environmental conditions support this width. This vision is represented by the FHWA-WFL Option 3 path alignment. This vision of the trail corridor was part of our 2018 application and has continued to be part of the subsequent work activities and discussions held between WFL and County project teams since our FLAP award as further summarized in Attachment A.

Key goals and considerations for the County vision of the trail corridor include, but are not limited to:

- Maximize the opportunities for trail corridor design flexibility and management (e.g., retain forested corridor along trail sites) by locating outside of state SR 110 ROW wherever possible
- Avoid impacts from future SR 110 improvement projects (e.g., widening, realignment, etc.) within state right-of-way (ROW). These potential impacts range from reducing trail separation that increase safety concerns and diminish user experience to having to relocating the trail. SR 110 is characterized by minimum to non-existent shoulders and other deficiencies that make future highway corridor improvements to a trail located in the state ROW a concern. Locating the trail outside state ROW wherever possible is preferred to avoid trail and highway conflicts.
- Preserve opportunity for a trail corridor through a forested corridor buffered from the highway to retain rural character, enhance user experience, and increase user safety.
- Allow for a design that provides for a trail setback and vegetated buffers between the improved trail and ongoing forestry and/or development adjoining the trail corridor.

- Avoid and minimize conflicts with utilities along the SR 110 corridor.
- Minimize crossing of SR 110 and La Push Roads.
- Connect to existing trail in La Push and ONP 2nd and 3rd Beach trailheads already located on south side of road.
- A trail alignment on south side of SR 110 avoids crossing of multiple industrial/commercial driveways entrances located on the north side of SR 110 at and near the US 101 intersection and also avoids the need to cross Mora and Quillayute Road characterized by higher traffic volumes.

As discussed, the majority of the 30% design and trail alignment prepared by FHWA-WFL referred to as Option “0” for the 8.74 miles between US 101 and the Bogachiel River Bridge is not consistent with the County’s project vision. The exceptions being the limited trail segments that will need to be in proximity and either fully or mostly in the SR 110 right-of-way (ROW) due to topographic encumbrances and existing land use as follows:

- PUD Substation property
- Topographic pinch point near Calawah River
- Between SR 110/Old La Push Rd intersection and Bogachiel Bridge
- Between Three Rivers Road and Old La Push Road if alignment identified in the 30% design continues along SR 110 versus the County identified route that joins the east end of Ballard Road.

The FHWA-WFL Option 0 alignment along much of the 8.74 miles goes in and out of the state SR 110 ROW. This requires negotiating with both WSDOT and adjacent landowners along various segments of the same highway frontage. In comparison, acquisition under County Option 3 is with one owner along any segment, with WSDOT trail easement acquisition only occurring in the necessary limited areas noted above. In addition, FHWA-WFL Option 3 preliminary bid estimates for construction and combined PE and CN Phase costs (including contingencies) are \$2.78 million and \$3.5 million less than Option 0, respectively.

Oppose Pausing Project Until ROW Acquisition Completed

It is our understanding that FHWA-WFL is considering placing the project on hold until the County secures all right-of-way for the trail corridor. The County supports a phased project approach but not a project pause. Pausing the project to wait for securing the entire trail corridor is a complete reversal of FHWA-WFL recommendations to the County to hold off on purchase of right-of-way until NEPA completion or substantial completion. We were told on numerous occasions it was the County risk to proceed with acquisition because our trail corridor acquisition cannot drive the NEPA process. There is no reason to pause all work pending ROW acquisition. NEPA environmental and cultural review and preliminary design work can continue.

For example, the last section of the ODT-Forks to La Push trail corridor will go through ONP and Quileute Tribal Nation Lands who are project partners and will connect to an existing separated, multiuse trail on Tribal lands, and will also connect with two ONP popular coastal trailheads. The trail route across ONP and Tribal lands are not subject to the County securing trail ROW. SR 110 ends at the ONP boundary, where La Push Road owned by the County starts and continues to coast in the La Push community. The County has 60-feet of ROW along La Push Road. The alignment through the ONP and Quileute lands will

need to be coordinated with these project partners but is anticipated to be located close to La Push Road for connections to the existing trail in La Push and for connection to the ONP 3rd Beach trailhead. Since FLAP award, the Quileute Tribe has already extended the trail corridor eastward to the new school site. They also secured funding for parking area improvements at the 2nd beach trailhead. Both represent cost savings to the original scope of our 2018 FLAP grant.

NEPA Environmental and cultural field review and design work can proceed on the 0.5-mile, 150-foot-wide trail corridor the County purchased from the state on the southside of SR 110 ROW between Three Rivers and Wilson Roads. In addition, it can proceed in the Option 3 areas with securing right-of-entry letters from WSDOT and other property owners along the corridor as was planned for this summer

Forks to La Push Trail Corridor Acquisition Status

The first section of the ODT-Forks to La Push route is located just east of the FLAP project area. This approximately 1-mile, planned trail section extends from the Forks Calawah River Park to the SR 110/US 101 corridor intersection. When completed, this segment will provide access from City center areas to our FLAP project. Clallam County has already secured the trail ROW in this section with most of it being 150-feet wide and has initiated design work.

As noted above, the County has purchased a 0.5-mile trail corridor (150-foot wide) along the southside of SR 110 between Three Rivers and Wilson Roads. The County is in the process of finalizing purchase of another approximately 0.6-mile long by 150-foot-wide trail corridor from a property owner in the Wilson Rd area. In addition, the County has made purchase offers for a 150-foot-wide trail corridor on an additional six miles frontage along the SR 110 ROW between US 101 and the Bogachiel River Bridge. To date, the County has secured approximately 1.4 million in state and local grant money to support trail corridor acquisition.

Importance of Moving Project Forward

The western terminus of the ODT to link the communities of Forks and La Push has been in the planning for years. There is a high level of public interest to complete this important ODT connection on the County's west end. Land acquisition and planning for the development and completion of the ODT on the west end of the county has been identified as a priority goal by the Board of County Commissioners. The City of Forks and the Quileute Nation strongly support a multiuse trail connection between the two communities, as an alternative to SR 110.

Our FLAP project represents the last segment of a multiuse trail system that is of regional and national interest. Completion of the ODT is part of a larger regional project referred to as the Puget Sound to Pacific (PS2P) project. The PS2P project is bringing communities together to plan for completion of the gaps for a 200-mile multi-use trail (~ 50% complete) from the ferry docks on Bainbridge Island, Kingston and Port Townsend to the Pacific Coast in La Push linking communities and local connecting trails along the route. The PS2P project has been selected for a \$16.13 million RAISE Grant award to address planning and design on trail gaps and community connections between Bainbridge Island Ferry Terminal and La Push. The grant supports 34 projects between 13 co-applicant that include Clallam, Jefferson, and Kitsap counties; the cities of Bainbridge Island, Port Angeles, Poulsbo, Port Townsend, Sequim and Forks; the Quileute Suquamish Tribes; the Port of Port Townsend; and the Washington State Department of Transportation. One of the Clallam County's seven RAISE grant projects is the planning and design

alternatives for a safer ODT-Bogachiel Bridge Crossing recognized as a need in the 2021 FHWA-WFL Scoping Report for our FLAP project.

Completion of our ODT is also of nationwide interest in that it is now the identified western terminus of the Great American Rail-Trail (GART) that will provide a multiuse trail that stretches more than 3,700 miles (over 52% complete) between Washington, D.C., and the community of La Push on the Pacific Coast in our county. La Push is the western terminus of our FLAP funded project with FHWA-WFL.

Request

The County requests that FHWA-WFL support a phased project approach but not a project pause. We recommend:

- Complete NEPA review and clearance for the entire corridor, including the entire area of potential effect (includes County Option 3 area) to cover all identified trail corridor and alignment options identified.
- Develop 30% design for the entire corridor including design that supports Option 3 and NEPA clearance for the entire corridor.
- Complete 60-100% design to extent possible towards shovel ready. At a minimum this should be done on Quileute and ONP lands and for trail corridor acquired by the County.
- Consider development of construction phase options on both east and west ends of the trail corridor commiserate with available funds. For example, the below west and east trail projects totaling 3 to 4 miles would represent key progress and connections at likely half the current estimated construction budget:
 - Extend existing trail from new Quileute School site the ~ 0.5-miles to the ONP Third Beach Trailhead or approximately 1-mile to the eastern ONP boundary. The Quileute Tribe extended the trail to the school site in 2023. Extending the Third Beach Trailhead would provide option for La Push community and visitors a safe, non-motorized trail route to and from the community and ONP.
 - Construct approximately 3.1-miles of trail from US 101 to Quillayute Road intersection area. This would join the County trail project underway from the Forks City Center area to the SR 110/US 101 intersection that is the east end of the FLAP project area.

Clallam County continues to work on acquisition of the trail corridor and will be pursuing additional project funding based on FHWA-WFL cost estimates. Securing additional grant funding will benefit from NEPA clearance for the entire corridor and completion of preliminary designs.

Sincerely,



Steve Gray
Deputy Director

Cc: Kristen Stallman, WFLHD FLAP Program Manager
Kristin Austin, WFLHD Planning, Programming, and Environmental Branch Chief
Kirk Loftsgaarden, WFLHD Project Management Branch Chief

Attachment A

Clallam County has been consistent with its vision for the trail corridor between the City of Forks and Quileute Tribal community in La Push from submission of our 2018 FLAP application to the present. Our 2018 FLAP application states:

"...The County is seeking an additional 150 foot wide right of way along the entire south side of SR110..."

"...The newly developed trail would be centered in the additional 150 foot right of way width acquired, providing for non-motorized/bicycle travel within a permanently retained forested corridor to enhance the user experience and safety..." (Clallam County 2018 FLAP Application, Detailed Description of Proposal, Page 3).

Our application came with letters of support from Quileute Tribal Council, City of Forks, Peninsula Trails Coalition, Forks Chamber of Commerce, and Washington State Department of Transportation. Olympic National Park as co-signer of the application, supporting trail and parking area improvements described in the application. The County's 2018 FLAP application was proceeded by County and the Peninsula Trails Coalition public outreach efforts.

During the WFL scoping process, the County provided a right-of-way plat for the desired 150-foot wide corridor adjoining the state highway ROW on the southside of SR 110 between US 101 and Mora Road area. On January 19, 2022, the County survey crew provided WFL the right of way drawing (with control points), pdf of the control diagram, and ascii file horizontal control related to the 150-foot-wide targeted trail corridor consistent with WFL Option 3.

The County's vision currently referred to now by WFL Option 3 was understood as the project scope within the 2021 FHWA-WFL Scoping Report as noted in the below Report excerpts:

"The trail will follow an independent alignment along the south side of Washington State Route 110 (SR110) from the intersection with US Highway 101 to the Quileute tribal village of La Push. The alignment will traverse forested areas within a 150' right of way width to be acquired by Clallam County. Portions of the trail will be closer to SR110 if topography or land ownership warrants. The trail will join Ballard Rd. and Old La Push Rd. in the Three Rivers area, sharing these low volume, county-maintained roadways with vehicle traffic." (April 2021 FHWA-WFL Scoping Report, Page 4)

"While the proposed right of way width (150') is likely enough to allow the trail alignment to be adjusted to avoid conflicts, there are locations, such as the pinch point near milepost 1.5, where utilities and the trail will be in close proximity to one another, and it may not be possible to avoid conflicts." (April 2021 FHWA-WFL Scoping Report, Page 6)

"Clallam County is in preliminary phases of acquiring 150' of right of way south of the highway for most of the corridor." (Page 32, April 2021 FHWA-WFL Scoping Report, Page 32)

Since our FLAP award, this vision and County efforts to acquire 150-wide trail corridor has been consistently voiced during FHWA-WFL project meetings since project work began. The County has also continued to present this vision of the trail corridor to Trails Advisory Committee, Board of County Commissioner, Forks Chamber Meeting, and in various public forums and dates.