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|--|---|------------------------|--|----------------|-------------|------------------|-------------|----------------------|-----|--------------|-----|--------|-------------|
| <p>1. Award No.
693JJ32340054</p> <p>4. Award To
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104
Unique Entity Id.: XFN8WL8ZK9L4
TIN No.: 91-0662794</p> <p>6. Period of Performance
Effective Date of Award through
December 31, 2025</p> <p>8. Type of Agreement
Grant</p> <p>10. Procurement Request No.
HSSP230059PR</p> <p>12. Submit Payment Requests To
See article 20.</p> <p>14. Accounting and Appropriations Data
15X0173E50.0000.055SR10500.5592000000.41010.61006600</p> <p>15. Description of Project
Safety Action Plans for the Central Puget Sound Region</p> | <p>2. Effective Date
See No. 17 Below</p> <p>3. Assistance Listings No.
20.939</p> <p>5. Sponsoring Office
U.S. Department of Transportation
Federal Highway Administration
Office of Safety
1200 New Jersey Avenue, SE
HSSA-1, Mail Drop E71-117
Washington, DC 20590</p> <table border="0"><tr><td>7. Total Amount</td><td></td></tr><tr><td>Federal Share:</td><td>\$4,860,363</td></tr><tr><td>Recipient Share:</td><td>\$1,215,091</td></tr><tr><td>Other Federal Funds:</td><td>\$0</td></tr><tr><td>Other Funds:</td><td>\$0</td></tr><tr><td>Total:</td><td>\$6,075,454</td></tr></table> <p>9. Authority
Section 24112 of the Infrastructure Investment and Jobs Act (Pub. L. 117–58, November 15, 2021; also referred to as the “Bipartisan Infrastructure Law” or “BIL”)</p> <p>11. Federal Funds Obligated
\$4,860,363</p> <p>13. Payment Office
See article 20.</p> | 7. Total Amount | | Federal Share: | \$4,860,363 | Recipient Share: | \$1,215,091 | Other Federal Funds: | \$0 | Other Funds: | \$0 | Total: | \$6,075,454 |
| 7. Total Amount | | | | | | | | | | | | | |
| Federal Share: | \$4,860,363 | | | | | | | | | | | | |
| Recipient Share: | \$1,215,091 | | | | | | | | | | | | |
| Other Federal Funds: | \$0 | | | | | | | | | | | | |
| Other Funds: | \$0 | | | | | | | | | | | | |
| Total: | \$6,075,454 | | | | | | | | | | | | |

RECIPIENT

16. Signature of Person Authorized to Sign

Nancy Buonanno
Grennan

Digitally signed by Nancy
Buonanno Grennan
Date: 2023.05.18 12:10:27 -07'00'

Signature _____ Date _____
Nancy Buonanno Grennan
Title: Deputy Executive Director

FEDERAL HIGHWAY ADMINISTRATION

17. Signature of Agreement Officer

Signature _____ Date _____
Vanessa Lechón
Agreement Officer

U.S. DEPARTMENT OF TRANSPORTATION

GRANT AGREEMENT UNDER THE FISCAL YEAR 2022 SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM

This agreement is between the [United States Department of Transportation (the “USDOT”)] [Federal Highway Administration (the “FHWA”) and the Puget Sound Regional Council (PSRC) (the “Recipient”).

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All (“SS4A”) Grant for the Safety Action Plans for the Central Puget Sound Region.

The parties therefore agree to the following:

The Designated Subrecipient is also a party to this agreement, and the parties want the Designated Subrecipient to carry out certain Project components with the Recipient’s assistance, financial management, internal controls, and oversight as described in Article 17 of this agreement. The Recipient, as a pass-through entity, shall monitor the activities of a subrecipient in compliance with 2 C.F.R 200 332(d) with respect to a subrecipient’s performance of work under a subaward of this SS4A Grant.

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 2022 Safe Streets and Roads for All Grant Program,” dated February 8, 2023, which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements>. Articles 7–30 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions. Recipient also states that it is required to comply with all applicable Federal laws and regulations including, but not limited to, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); and Build America, Buy America Act (BIL, div. G §§ 70901-27).
- (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, termination of the SS4A Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the FHWA the SS4A Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2 APPLICATION, PROJECT, AND AWARD

2.1 Application.

Application Title: Safety Action Plans for the Central Puget Sound Region

Application Date: September 15, 2022

2.2 Award Amount.

SS4A Grant Amount: \$4,860,363

2.3 Award Dates.

Period of Performance End Date: See section 6 on page 1

2.4 Budget Period

Budget Period End Date: See section 6 on page 1

2.5 Action Plan Grant or Implementation Grant Designation.

Designation: Action Plan

2.6 Federal Award Identification Number. The Federal Award Identification Number is listed on page 1, line 1.

ARTICLE 3

SUMMARY PROJECT INFORMATION

3.1 Summary of Project's Statement of Work.

The Project consists of seven components:

- Component 1:** Recipient Puget Sound Regional Council will use funds to develop a Regional Safety Action Plan for the central Puget Sound region's metropolitan transportation system.
- PSRC will integrate available data sets that will allow for analyses of key transportation safety problems facing the region and local jurisdictions and assist identification of specific projects by its members. The Regional Safety Action Plan will conform with USDOT criteria published in the Fiscal Year 2022 SS4A Action Plan Notice of Funding Opportunity. After completion of the regional analysis, PSRC will provide technical assistance and consultant support to additional local jurisdictions to create local safety action plans, prioritizing jurisdictions with high proportions of underserved communities. As the grant Recipient, PSRC will coordinate the work described below in Components 2-7.; and
- Component 2:** Designated Subrecipient City of Burien will use funds to create a Safety Action Plan for the City of Burien conforming with USDOT criteria published in the Fiscal Year 2022 SS4A Action Plan Notice of Funding Opportunity.
- Component 3:** Designated Subrecipient City of Everett will use funds to create a Safety Action Plan for the City of Everett conforming with USDOT criteria published in the Fiscal Year 2022 SS4A Action Plan Notice of Funding Opportunity.
- Component 4:** Designated Subrecipient City of Kent will use funds to create a Safety Action Plan for the City of Kent conforming with USDOT criteria published in the Fiscal Year 2022 SS4A Action Plan Notice of Funding Opportunity.
- Component 5:** Designated Subrecipient Pierce County will use funds to create a Safety Action Plan for Pierce County conforming with USDOT criteria published in the Fiscal Year 2022 SS4A Action Plan Notice of Funding Opportunity.
- Component 6:** Designated Subrecipient City of Redmond will use funds to create a Safety Action Plan for the City of Redmond conforming with USDOT criteria published in the Fiscal Year 2022 SS4A Action Plan Notice of Funding Opportunity.

Component 7: Designated Subrecipient City of Tukwila will use funds to create a Safety Action plan for the City of Tukwila conforming with USDOT criteria published in the Fiscal Year 2022 SS4A Action Plan Notice of Funding Opportunity.

3.2 Project's Estimated Schedule.

ACTION PLAN SCHEDULE

Puget Sound Regional Council

Milestone	Schedule Date
Planned Draft Action Plan Completion Date:	June 2024
Planned Action Plan Completion Date:	October 2024
Planned Action Plan Adoption Date:	December 2024
Planned SS4A Final Report Date:	April 30, 2026

City of Burien

Milestone	Schedule Date
Planned Draft Action Plan Completion Date:	June 30, 2024
Planned Action Plan Completion Date:	October 2024
Planned Action Plan Adoption Date:	November 2024
Planned SS4A Final Report Date:	April 30, 2026

City of Everett

Milestone	Schedule Date
Planned Draft Action Plan Completion Date:	August 2024
Planned Action Plan Completion Date:	January 2025
Planned Action Plan Adoption Date:	February 2025
Planned SS4A Final Report Date:	April 30, 2026

City of Kent

Milestone	Schedule Date
Planned Draft Action Plan Completion Date:	February 2024
Planned Action Plan Completion Date:	April 2024
Planned Action Plan Adoption Date:	June 2024
Planned SS4A Final Report Date:	April 30, 2026

Pierce County

Milestone	Schedule Date
Planned Draft Action Plan Completion Date:	October 31, 2024
Planned Action Plan Completion Date:	December 2024
Planned Action Plan Adoption Date:	March 2025
Planned SS4A Final Report Date:	April 30, 2026

City of Redmond

Milestone	Schedule Date
Planned Draft Action Plan Completion Date:	June 2024
Planned Action Plan Completion Date:	August 2024
Planned Action Plan Adoption Date:	September 2024
Planned SS4A Final Report Date:	April 30, 2026

City of Tukwila

Milestone	Schedule Date
Planned Draft Action Plan Completion Date:	June 2024
Planned Action Plan Completion Date:	August 2024
Planned Action Plan Adoption Date:	September 2024
Planned SS4A Final Report Date:	April 30, 2026

3.3 Project's Estimated Costs.

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$4,860,363.00
Other Federal Funds:	
State Funds:	
Local Funds:	\$1,215,091.00
In-Kind Match:	
Other Funds:	
Total Eligible Project Cost:	\$6,075,454.00

(b) Supplemental Estimated Budget

Cost Element	Federal Share	Non-Federal Share	Total Budget Amount
Direct Labor	\$302,402.00	\$155,600.00	\$485,002.00
Fringe Benefits	\$106,034.00	\$46,510.00	\$152,544.00
Travel	\$0.00	\$0.00	\$0.00
Equipment	\$0.00	\$0.00	\$0.00
Supplies	\$12,000.00	\$3,000.00	\$15,000.00
Contractual/Consultant	\$4,285,798.00	\$971,449.00	\$5,257,247.00
Other	\$0.00	\$0.00	\$0.00
Indirect Costs	\$154,129.00	\$38,532.00	\$192,661.00
Total Budget	\$4,860,363.00	\$1,215,091.00	\$6,075,454.00

ARTICLE 4

RECIPIENT INFORMATION

4.1 Recipient's Unique Entity Identifier.

XFN8WL8ZK9L4

4.2 Recipient Contact(s).

Ben Bakkenta
Director of Regional Planning
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104
206-971-3286
bbakkenta@psrc.org

4.3 Recipient Key Personnel.

Name	Title or Position
Ben Bakkenta, AICP	Puget Sound Regional Council – Director of Regional Planning
Brian Victor, P.E.	Burien – Capital Projects Manager
Corey Hert, P.E.	Everett – City Traffic Engineer
David Paine, AICP, PTP	Kent – City Transportation Planner
Clint Ritter, P.E.	Pierce County – Program Development Supervisor
Vangie Garcia, P.E., PMP	Redmond – Transportation Planning and Engineering Manager
Josh Mueller	Redmond – Senior Transportation Strategist
Josh Hartley, P.E.	Tukwila – Deputy Director of Transportation

4.4 USDOT Project Contact(s).

Stephen Parker
Safe Streets and Roads for All Program Manager

Federal Highway Administration
Office of Safety
HSSA-1, Mail Stop: E71-117
1200 New Jersey Avenue, S.E.
Washington, DC 20590
(202) 366-4668
stephen.parker@dot.gov

and

Ashley Cucchiarelli
Agreement Officer (AO)
Federal Highway Administration
Office of Acquisition and Grants Management
HCFA-33, Mail Stop E62-310
1200 New Jersey Avenue, S.E.
Washington, DC 20590
(720) 963-3589
ashley.cucchiarelli@dot.gov

and

Division Administrator
Washington Division Office
Agreement Officer's Representative (AOR)
711 Capitol Way S. Suite 501
Olympia, WA 98501
(360) 753-9480
hdawa@dot.gov

ARTICLE 5

USDOT ADMINISTRATIVE INFORMATION

5.1 Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: FHWA Office of Acquisition and Grants Management

SUBAWARDS AND CONTRACTS APPROVAL

Note: See 2 CFR § 200.331, Subrecipient and contractor determinations, for definitions of subrecipient (who is awarded a subaward) versus contractor (who is awarded a contract).

Note: Recipients with a procurement system deemed approved and accepted by the Government or by the AO are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327.

Note: This clause is only applicable to Action Plan Grants.

Unless described in the application and funded in the approved award, the Recipient must obtain prior written approval from the AO for the subaward, transfer, or contracting out of any work under this award above the Simplified Acquisition Threshold. This provision does not apply to the acquisition of supplies, material, equipment, or general support services. Approval of each subaward or contract is contingent upon the Recipient's submittal of a written fair and reasonable price determination, and approval by the AO for each proposed contractor/sub-recipient. Consent to enter into subawards or contracts will be issued through written notification from the AO or a formal amendment to the Agreement.

The following subawards and contracts are currently approved under the Agreement by the AO. This list does not include supplies, material, equipment, or general support services which are exempt from the pre-approval requirements of this clause.

TBD

Designated Subrecipient	Action Plan Title and Component Number from Article 3 Section 3.1	Total Amount of the FY 2022 SS4A Grant Funds for Component
City of Burien	City of Burien Safety Action Plan (Component 2 of the Project)	\$160,000
City of Everett, WA	City of Everett Safety Action Plan (Component 3 of the Project)	\$788,363
City of Kent, WA	City of Kent Safety Action Plan (Component 4 of the Project)	\$472,000
Pierce County, WA	Pierce County Safety Action Plan (Component 5 of the Project)	\$400,000
City of Redmond, WA	City of Redmond Safety Action Plan (Component 6 of the Project)	\$160,000
City of Tukwila, WA	City of Tukwila Safety Action Plan (Component 7 of the Project)	\$200,000

5.2 Reimbursement Requests

- (a) The Recipient may request reimbursement of costs incurred in the performance of this agreement if those costs do not exceed the funds available under section 2.2 and are allowable under the applicable cost provisions of 2 C.F.R. Part 200, Subpart E. The Recipient shall not request reimbursement more frequently than monthly.
- (b) The Recipient shall use the DELPHI eInvoicing System to submit requests for reimbursement to the payment office. When requesting reimbursement of costs incurred or credit for cost share incurred, the Recipient shall electronically submit supporting cost detail with the SF 271 (Outlay Report and Request for Reimbursement for Construction Programs) to clearly document all costs incurred.
- (c) The Recipient's supporting cost detail shall include a detailed breakout of all costs incurred, including direct labor, indirect costs, other direct costs, travel, etc., and the Recipient shall identify the Federal share and the Recipient's share of costs. If the Recipient does not provide sufficient detail in a request for reimbursement, the AO may withhold processing that request until the Recipient provides sufficient detail.

- (d) The USDOT shall not reimburse costs unless the Agreement Officer's Representative (the "**AOR**") reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.
- (e) The USDOT may waive the requirement that the Recipient use the DELPHI eInvoicing System. The Recipient may obtain waiver request forms on the DELPHI eInvoicing website (<http://www.dot.gov/cfo/delphi-einvoicing-system.html>) or by contacting the AO. A Recipient who seeks a waiver shall explain why they are unable to use or access the Internet to register and enter payment requests and send a waiver request to

Director of the Office of Financial Management
US Department of Transportation,
Office of Financial Management B-30, Room W93-431
1200 New Jersey Avenue SE
Washington DC 20590-0001

or

DOTElectronicInvoicing@dot.gov.

If the USDOT grants the Recipient a waiver, the Recipient shall submit SF 271s directly to:

DOT/FAA
P.O. Box 268865
Oklahoma City, OK 73125-8865
Attn: Agreement Specialist

- (f) The requirements set forth in these terms and conditions supersede previous financial invoicing requirements for Recipients.

ARTICLE 6

SPECIAL GRANT TERMS

- 6.1** SS4A funds must be expended within five years after the grant agreement is executed and DOT obligates the funds, which is the budget period end date in section 10.3 of the Terms and Conditions and section [wherever the date it is in this agreement].
- 6.2** The Recipient acknowledges that the Action Plan will be made publicly available, and the Recipient agrees that it will publish the final Action Plan on a publicly available website.
- 6.3** The Recipient demonstrates compliance with civil rights obligations and nondiscrimination laws, including Titles VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act, and accompanying regulations. Recipients of Federal transportation funding will also be required to comply fully with regulations and guidance for the ADA, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and all other civil rights requirements.
- 6.4** This grant agreement reflects the selection of the joint application submitted by the Recipient and Designated Subrecipients.
- 6.5** SS4A Funds will be allocated to the Recipient and made available to the Recipient in accordance with FHWA procedures.
- 6.6** The Recipient and Subrecipients shall execute a subaward agreement to satisfy the requirements under 2 CFR 200.322 and may enter into one or more separate Project administration agreements including but not limited a Project reimbursement agreement. The Government shall not be a party to the subaward agreement or any other separate Project administration agreements.
- 6.7** There are no other special grant requirements for this Award.

ATTACHMENT A
PERFORMANCE MEASUREMENT INFORMATION

Study Area: Central Puget Sound Region; Cities of Burien, Everett, Kent, Redmond, and Tukwila, Washington, and Pierce County, Washington

Baseline Measurement Date: July 1, 2023

Baseline Report Date: September 1, 2023

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Equity	Percent of Funds to Underserved Communities: Funding amount (of total project amount) benefitting underserved communities, as defined by USDOT	End of period of performance
Costs	Project Costs: Quantification of the cost of each eligible project carried out using the grant	End of period of performance
Lessons Learned and Recommendations	Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects of strategies to prevent death and serious injury on roads and streets.	End of period of performance

ATTACHMENT B CHANGES FROM APPLICATION

INSTRUCTIONS FOR COMPLETING ATTACHMENT B: Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, and budget described in Article 3. The purpose of this attachment B is to document the differences clearly and accurately in scope, schedule, and budget to establish the parties' knowledge and acceptance of those differences. See section 10.1.

NOTE: Intentionally left blank.

Scope:

Schedule:

Budget:

The table below provides a summary comparison of the project budget.

Fund Source	Application		Section 3.3	
	\$	%	\$	%
Previously Incurred Costs (Non-Eligible Project Costs)				
Federal Funds				
Non-Federal Funds				
Total Previously Incurred Costs				
Future Eligible Project Costs				
SS4AFunds				
Other Federal Funds				
Non-Federal Funds				
Total Future Eligible Project Costs				
Total Project Costs				

ATTACHMENT C 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:

	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
X	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
X	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity, as described in the supporting narrative below.
	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 the supporting narrative below
	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.

PSRC Equity Work Program

The central Puget Sound region's vision is to provide exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an

innovative, thriving economy. This cannot be achieved without dismantling systems of racial inequity.

“One-size-fits-all” strategies are rarely successful. Rather than seeking to establish policies and practices where everyone is treated the same, PSRC is establishing universal goals while considering how different groups have faced, and continue to face, different barriers. PSRC recognizes that other groups of people are still marginalized based on race, gender, sexual orientation and gender expression, ability, age, and other factors. Focusing on racial equity provides the opportunity to address the unique circumstances of various groups and recognizes the interconnected ways in which marginalization takes place.

PSRC is working with its **Equity Advisory Committee (EAC)** to develop a Regional Equity Strategy. The strategy will implement the racial equity policies adopted in **VISION 2050**, the region’s adopted long-range plan, that work towards equitable outcomes for all and serve as a guide for coordinated planning within the region. These **policies and actions** address a wide variety of issues, from regional growth patterns, housing, environmental quality, health, climate, economic opportunity, transportation, and public services. The Regional Equity Strategy will introduce a framework, tools, and resources that can be applied to other marginalized communities.

The **work plan** was finalized in March 2021. Elements of the work plan include implementation of an internally focused Racial Equity Action Plan (REAP), which has evaluated and updated agency procurement, hiring and retention, and other administrative policies and procedures that may have reflected bias or introduced inequitable barriers or processes. The overall strategy is currently under development, with components adopted periodically. Work to refine and implement the strategy will be ongoing.

ATTACHMENT D

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:

	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
X	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions. <i>(Identify the plan in the supporting narrative below.)</i>
X	The Recipient or a project partner used environmental justice tools, such as the EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities. <i>(Identify the tool(s) in the supporting narrative below.)</i>
	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand. <i>(Describe that shift in the supporting narrative below.)</i>
	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions. <i>(Describe those strategies in the supporting narrative below.)</i>
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both. <i>(Describe the incorporated infrastructure in the supporting narrative below.)</i>
	The Project supports the installation of electric vehicle charging stations. <i>(Describe that support in the supporting narrative below.)</i>
	The Project promotes energy efficiency. <i>(Describe how in the supporting narrative below.)</i>
	The Project serves the renewable energy supply chain. <i>(Describe how in the supporting narrative below.)</i>
	The Project improves disaster preparedness and resiliency <i>(Describe how in the supporting narrative below.)</i>
	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity. <i>(Describe how in the supporting narrative below.)</i>
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm. <i>(Describe that infrastructure in the supporting narrative below.)</i>
	The Project supports or incorporates the construction of energy- and location-efficient buildings. <i>(Describe how in the supporting narrative below.)</i>

	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both. <i>(Describe the materials in the supporting narrative below.)</i>
X	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project, as described in the supporting narrative below.
	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 the supporting narrative below.
	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.

PSRC has adopted three long range policy plans, which, together, serve as the central Puget Sound region's plan for equitable development. These plans are [VISION 2050](#), the [Regional Transportation Plan](#), and the [Regional Economic Strategy](#). Development of a Regional Safety Action Plan supports the implementation of these plans. Equity is an overarching goal addressed throughout these plans. VISION 2050 calls for the region to develop a coordinated effort to better assess and address issues related to the goal of providing opportunity for every resident, regardless of race, ethnicity, income, age, ability, or other socioeconomic characteristics.

In the extensive [Equity-related policies](#) in VISION 2050, those addressing transportation include:

- Implement transportation programs and projects that provide access to opportunities while preventing or mitigating negative impacts to people of color, people with low incomes, and people with specialized transportation needs.
- Ensure mobility choices for people with specialized transportation needs, including persons with disabilities, older adults, youth, and people with low incomes.

Building from VISION 2050, the Regional Transportation Plan centers equity to provide a safe and equitable transportation system for all in the region, reducing the likelihood that race and other demographic factors continue to predict who has access to opportunities.

Applying an equity approach allows PSRC to better understand how transportation services and investments impact different communities and to ensure the plan meets the transportation needs of historically marginalized and underserved communities. PSRC integrated an equity focus during the development of the plan through a series of board engagements and discussions, enhanced public engagement processes, and completion of an equity analysis on the performance of the plan for historically marginalized

transportation users. See [Appendix F \(Regional Equity Analysis\)](#) of the Regional Transportation Plan for more detailed information.

Climate change is a primary focus of VISION 2050, with an adopted goal for the region to substantially reduce emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050), as well as to prepare for climate change impacts.

The Regional Transportation Plan includes an adopted Four-Part Greenhouse Gas Strategy, recognizing that decisions and investments in the categories of Land Use, Transportation Choices, Pricing, and Technology/Decarbonization are the primary factors that influence greenhouse gas emissions from on-road transportation and are factors for which PSRC's planning efforts have either direct or indirect influence. The plan identifies ongoing work to advance actions within each category, as well as necessary future steps to ensure full implementation. This work includes development and implementation of a Regional Safety Plan for the region's transportation system. A safe transportation system is critical to making transportation choices viable and attractive.

With full implementation of the Greenhouse Gas Strategy, the region is on track to achieve the climate goals with a forecasted -83% reduction in GHG emissions below 1990 levels by 2050. Figure 36 highlights the impacts of the various steps required to meet the regional climate goals. See [Chapter 2](#) of the Regional Transportation Plan for more information on PSRC's adopted climate work program.

ATTACHMENT E LABOR AND WORKFORCE

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:

X	The Recipient demonstrates, to the full extent possible consistent with the law, an effort to create good-paying jobs with the free and fair choice to join a union and incorporation of high labor standards. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project. <i>(Describe the relevant provisions in the supporting narrative below.)</i>
	The Recipient or a project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project. <i>(Describe the use of registered apprenticeship in the supporting narrative below.)</i>
	The Recipient or a project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs. <i>(Describe the workforce development services offered by labor-management training partnerships in the supporting narrative below.)</i>
	The Recipient or a project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking. <i>(Describe the supportive services and/or cash assistance provided to trainees and employees in the supporting narrative below.)</i>
	The Recipient or a project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups. <i>(Identify the relevant agreements and describe the scope of activities they cover in the supporting narrative below.)</i>

	<p>The Recipient or a project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hire and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including:</p> <ul style="list-style-type: none"> a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law; b. proactive partnerships with the U.S. Department of Labor’s Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements and meet the requirements as outlined in the Notice of Funding Opportunity to make good faith efforts to meet the goals of 6.9 percent of construction project hours being performed by women and goals that vary based on geography for construction work hours and for work being performed by people of color; c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements; d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin; e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and f. maintaining robust anti-retaliation measures covering employees and contractors. <p><i>(Describe the equal opportunity plan in the supporting narrative below.)</i></p>
	<p>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></p>
	<p>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 the supporting narrative below.</p>
	<p>The Recipient has not taken actions related to the Project to improving good-paying jobs and strong labor standards and will not take those actions under this award.</p>

2. Supporting Narrative.

PSRC affirms its continuing commitment to extend to all qualified individuals an equal opportunity to compete for employment and advancement within the Agency. We are committed to the philosophy and principle of equal employment opportunity for all present and prospective employees. All employees are provided a copy of an Employee Handbook (last updated March 2023), which details its Equal Employment Opportunity policies and procedures.

To provide equal employment and advancement opportunities to all individuals, employment decisions at PSRC will be based on relevant factors such as job performance, experience, qualifications, and abilities. PSRC does not discriminate in employment opportunities or practices on the basis of race, color, religion, creed, sex (including pregnancy, childbirth, or related medical conditions), age, national origin, citizenship, marital status, veteran or military status, medical condition, sensory, physical or mental disability (including HIV/AIDS and Hepatitis C status or use of a service animal), genetic information, sexual orientation (including gender expression or identity), political ideology, ancestry, whistleblower actions, or any other characteristic protected by local, state, or federal law.

PSRC will provide reasonable accommodations for qualified individuals with known disabilities, unless doing so would result in an undue hardship to the Agency. We also reasonably accommodate an employee's religious beliefs, unless doing so would result in an undue hardship. PSRC prohibits harassment of any individual on the basis of any characteristic listed above.

The agency's Equal Employment Opportunity policy governs all aspects of employment, including selection, job assignment, compensation, corrective action, termination, and access to benefits and training.

Any employees with questions or concerns about any type of discrimination in the workplace are encouraged to bring these issues to the attention of Human Resources. Employees can raise concerns and make reports without fear of reprisal, harassment, intimidation, threats, coercion or discrimination because they: (1) file a complaint with the Agency or with federal, state, or local agencies; (2) assist or participate in any investigation, hearing, or any other activity related to the administration of any federal, state, or local equal employment opportunity statute; (3) oppose any act or practice made unlawful by federal, state, or local law requiring equal employment opportunity; or (4) exercise any other employment right protected by federal, state, or local law or its implementing regulations. Any concerns about retaliation must be promptly reported to Human Resources.

Please contact PSRC's Human Resources department for more detailed documentation of PSRC employment policies.

ATTACHMENT F
CRITICAL INFRASTRUCTURE SECURITY AND RESILIENCE

1. Efforts to strengthen the Security and Resilience of Critical Infrastructure against both Physical and Cyber Threats.

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

	The Recipient demonstrates, prior to the signing of this agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the activities.
X	The Recipient appropriately considered and addressed physical and cyber security and resilience in the planning, design and oversight of the project, as determined by the Department and the Department of Homeland Security.
	The Recipient complies with 2 CFR 200.216 and the prohibition on certain telecommunications and video surveillance services or equipment.
	For projects in floodplains: The Recipient appropriately considered whether the project was upgraded consistent with the Federal Flood Risk Management Standard, to the extent consistent with current law, in Executive Order 14030, Climate-Related Financial Risk (86 FR 27967), and Executive Order 13690, Establishing a Federal Flood Risk Management Standard and a Process for Further Solicit and Considering Stakeholder Input (80 FR 6425).

2. Supporting Narrative.

PSRC has robust Information Technology (IT) safeguards in place to protect its data and other agency information. PSRC’s IT system includes a firewall in place to protect PSRC network access, and the agency purchases supplemental cyber security insurance to protect against malicious external attacks.

PSRC data is stored on Amazon Web Services (AWS) S3 East-West service. AWS employs sophisticated real-time, continuous auditing and intrusion detection devices throughout its system to detect port scanning attacks, usage & application performance metrics, and unauthorized connection attempts. When there is indication of compromise or potential compromise, alerts are triggered in near real-time.

AWS also has a well-designed incident management plan and trains its staff for incident response. An incident can be triggered either by its continuous alarm system described above, by a trouble ticket submitted by AWS staff, or by PSRC calling a 24/7 support hotline. Steps are immediately taken to contain any damage to the system and prevent any further loss of data.

This service has been authorized and accredited at the Federal Information Security Management Act (FISMA) “medium” impact category, through the Federal Risk and Authorization Management Program (FEDRAMP). Federal data that PSRC stores that includes employment counts and proprietary firm information are categorized either FISMA low- or medium-impact.

Prior to sharing data with other agencies, PSRC requires those agencies to enter into data security agreements that comply with the Washington Office of Cyber Security's policies and standards for data security and access controls to ensure confidentiality and integrity of data. It also requires agencies to agree to the notice provisions set forth in RCW 42.56.590 in the event of data breaches.

PSRC reviews and updates its IT and security needs regularly to ensure up to date protection on data both in the cloud and onsite. PSRC contracts with an IT consulting firm that provides monthly reviews of PSRC's cybersecurity risks and recommends additional steps to secure its systems. PSRC's IT department regularly reminds staff to be vigilant against email phishing and other security issues.