



Board of County Commissioners - Staff Report

Meeting Date: September 19, 2022

Presenter: Heather Overholser/Keith Gingery

Submitting Dept: Public Works

Subject: Consideration of BUILD Paper Grant Agreement

Statement / Purpose:

To consider the Grant Agreement under the FY2020 BUILD Transportation Grants Program.

Background / Description (Pros & Cons):

Teton County, Wyoming, serving as the applicant/recipient and representing seven (7) entities in western Wyoming and eastern Idaho, has been selected for a FY2020 BUILD Transportation Discretionary Grant in the amount of \$25,000,000 for the Teton Mobility Corridor Improvements (TMCI) project. The TMCI will implement a series of thirteen (13) multimodal improvements along the ID-33/WY-22 corridor between Driggs, ID and Jackson, WY, connecting residents and visitors to many of the region’s economic generators, including Grand Targhee Resort, City of Driggs, City of Victor, Jackson Hole Mountain Resort, and the Town of Jackson. The projects will include:

- the development of two transit centers;
- a park-and-ride facility;
- completion of 8.5 miles of missing links in the pathway network;
- optimization of signals for transit vehicles;
- purchase of four regional commuter buses and two electric local buses for the transit fleet; and,
- development of rural regional highway upgrades to improve safety and operations.

Approval of a “Paper Grant Agreement” (PGA) between Teton County and the United States Department of Transportation (USDOT) is required for the grant to be awarded and the funds to be obligated by the Federal government. Once signed by both parties, funds will be eligible for reimbursement as of October 1, 2022.

Stakeholder Analysis & Involvement:

- US Office of the Secretary of Transportation for grant administration and logistics
- Federal Transit Administration (FTA) for grant administration and logistics
- Project/Funding Partners for 2021 RFQ for consultant services, 2021 consultant selection, project component development and overall project participation
- Wyoming Department of Transportation (WYDOT) for guidance on Federal regulations, project component development and 2021 consultant selection
- Jackson Hole Mountain Resort for Stilson property donation to Teton County for the Stilson Transit Center, Stilson Transit Center project component development, construction easements and overall project participation
- Caribou-Targhee National Forest for easements and NEPA for the Teton Pass Trail
- FHWA for Teton Pass Corridor Plan

Fiscal Impact:

The total eligible project costs are \$43,899,882 and \$25M in grant funding will be available for reimbursement to Teton County through the estimated project closeout date of September 30, 2026. Local funds, in the amount of a minimum of \$18,899,882, are required for the 13 project components and will be paid on a project-specific basis by Teton County and/or project partners (Town of Jackson; Teton County, Idaho; Idaho Transportation Department; and Driggs, Idaho). Following are the project component cost estimates, Federal funding amount and local share. Note that the local share amount marked with an asterisk (*) will be shared by Teton County and the Town of Jackson based on the 2020 census percentage split of 54%/46% respectively.



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Project Component	2022 Project Component Estimate	Federal Share	Local Share
#1 - Stilson Transit Center & Signal at 390/Beckley Parkway	\$12,557,384	\$7,201,280	*\$2,256,104 + donation of land by JHMR valued at \$3.1M
#2 - Transit Signal Prioritization	\$763,020	\$225,832	*\$537,188
#3 - START Commuter Busses (4)	\$3,027,581	\$2,573,444	*\$454,137
#4 – START Electric Busses (2)	\$1,859,779	\$1,580,812	*\$278,967
#5 – Wilson Active Transportation Improvements	\$4,203,434	\$1,963,097	\$2,240,337
#6 – Wilson to Stilson Pathway	\$3,650,184	\$1,484,417	\$2,165,767
#7 – Teton Pass Trail	\$9,854,103	\$5,151,498	\$4,702,605
#8 – Driggs Transit Center	\$370,625	\$296,500	\$74,125
#9 – Driggs 5 th Street Park and Ride	\$588,558	\$470,846	\$117,712
#10 – ID-33 Pathway to Airport	\$327,524	\$262,019	\$65,505
#11 – Old Jackson Highway Advisory Striping	\$15,000	\$10,246	\$4,754
#12 – ID-33/Baseline Road	\$1,202,468	\$666,892	\$535,576
#13 – ID-33 Passing Lane	\$5,480,222	\$3,113,117	\$2,367,105
TOTAL	\$43,899,882	\$25,000,000	\$18,899,884

Following are the “all in” (local match + cost overage) estimates for each project partner:

Project Component	“All In” Local Share
Teton County, WY	\$11,012,965
Town of Jackson	\$1,622,144
Driggs, ID	\$257,341
Teton County, ID	\$4,754
Idaho Transportation Department	\$2,902,680
JH Mountain Resort in-kind donation of land value	\$3,100,000



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Staff Impact: The overall BUILD Grant project continues to require a significant amount of staff time and will continue to do so over the next 5-6 years, as Teton County is the lead agency for the BUILD Grant, as well as the contracting entity for the Jorgensen contract.

Legal Review: Gingery

Staff Input / Recommendation: Staff recommends approval of the Paper Grant Agreement.

Attachments:

- Paper Grant Agreement

Suggested Motion: I move to approve the Grant Agreement under the Fiscal Year 2020 BUILD Transportation Grants Program with the United States Department of Transportation for \$25,000,000.

U.S. DEPARTMENT OF TRANSPORTATION

**GRANT AGREEMENT UNDER THE
FISCAL YEAR 2020 BUILD TRANSPORTATION GRANTS PROGRAM**

This agreement is between the United States Department of Transportation (the “USDOT”) and Teton County, Wyoming (the “**Recipient**”). The Recipient is supported by the following project partners: the Town of Jackson, WY, the City of Driggs, ID, Teton County, ID, the Idaho Transportation Department (ITD), and Southern Teton Area Rapid Transit (START).

This agreement reflects the selection of the Recipient to receive a BUILD Grant for the Teton Mobility Corridor Improvements project.

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 2020 BUILD Transportation Grants Program: FTA Projects,” dated May 16, 2022, which is available at: <http://go.usa.gov/xJ3zx> . Articles 8–24 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.
- (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 BUILD Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the USDOT the BUILD Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

Article 2
APPLICATION, PROJECT, AND AWARD

2.1 Application. The application for funding was dated May 15, 2020, and titled “Teton Mobility Corridor Improvements.” It contained Standard Form 424 and all information and attachments submitted with that form through Grants.gov.

2.2 Project. In this agreement, the “**Project**” means the project proposed in the application identified in section 2.1 as modified by the negotiated provisions of this agreement, including article 3 and attachments A-E.

2.3 Federal Award and Federal Obligation.

The USDOT hereby awards a BUILD Grant to the Recipient in the amount of \$25,000,000 and obligates that amount for the budget period.

2.4 Award Dates.

Budget Period End Date:	May 31, 2026
Period of Performance End Date:	May 31, 2026
Estimated Closeout Date:	September 30, 2026

2.5 Urban or Rural Designation. The USDOT hereby designates this to be an award to a project in a rural area.

2.6 Federal Award Identification Number. The USDOT identifies this award with the following federal award identification number:

Pending Application #6928-2022-1

Article 3
SUMMARY PROJECT INFORMATION

3.1 Summary of Project’s Statement of Work. (See Attachment A for additional details).

The Teton Mobility Corridor Improvements (TMCI) will implement a series of multimodal improvements along the ID-33/WY-22 corridor between Driggs, Idaho and Jackson, Wyoming. The project includes the development of two (2) transit centers, a park & ride facility, optimization of signals for transit vehicles, purchase of four (4) regional commuter buses and two (2) local electric buses for the START transit fleet, development of rural regional highway upgrades, and completion of various missing links of an 8.5 mile pathway network.

3.2 Project’s Estimated Schedule.

Milestone	Schedule Date
Planned Construction Start Date:	October 31, 2022
Planned Right-of-Way Certification Date	December 31, 2023
Planned Order for Vehicle Procurement	October 31, 2022
Planned Vehicle Delivery	June 30, 2024
Planned Revenue Service Date:	September 30, 2024
Planned Construction Substantial Completion Date	December 31, 2025

3.3 Project’s Estimated Budget. (See Attachment B for additional details).

Eligible Project Costs	
BUILD Grant Amount:	\$25,000,000
Other Federal Funds:	\$0
State Funds:	\$0
Local Funds:	\$18,899,882
Other Funds:	\$0
Total Eligible Project Cost:	\$43,899,882

**Article 4
CRITICAL MILESTONE DEADLINES**

4.1 Critical Milestone Deadlines.

None. The parties have not identified any project-specific critical milestone deadlines for this award. The Recipient acknowledges the USDOT may terminate this award under section 16.1(a) on some conditions related to the Project’s estimated schedule, as listed in section 3.2.

**Article 5
PARTY INFORMATION**

5.1 Recipient’s Unique Entity Identifier.

Recipient’s Unique Entity Identifier: DUNS# 096690854; UEI #GGGLKTVKRV7

5.2 Recipient Contact(s).

Heather Overholser
Director of Public Works
Teton County, Wyoming
320 South King Street, PO Box 3594
Jackson, WY 83001
(307) 733-4470
hoverholser@tetoncountywy.gov

Recipient Key Personnel.
Abigail S. Moore
Deputy County Attorney – Civil Division
Teton County, Wyoming
180 South King Street, PO Box 4068
Jackson, WY 83001
(307) 732-8607
amoore@tetoncountywy.gov

Catherine “Katie” Smits
County Treasurer
200 S. Willow Street, Suite 200
PO Box 585
Jackson, WY 83001
(307) 733-4770
ksmits@tetoncountywy.gov

5.3 USDOT Project Contact(s).

Victor Waldron
BUILD Program Manager
Federal Transit Administration
1200 New Jersey Avenue SE Room E44-431
Washington, DC 20590
(202) 366-5183
Victor.Waldron@dot.gov

and

OST BUILD Transportation Discretionary Grants Coordinator United States Department
of Transportation
Office of the Secretary
1200 New Jersey Avenue SE Room W84-227
Washington, DC 20590
(202) 366-8914
BUILDGrants@dot.gov

**Article 6
USDOT ADMINISTRATIVE INFORMATION**

6.1 Payment System.

USDOT Payment System: ECHO

6.2 Office for Subaward and Contract Authorization.

USDOT Office for Subaward and Contract Authorization: None

**Article 7
SPECIAL GRANT TERMS**

There are no special terms for this award.

ATTACHMENT A STATEMENT OF WORK

Project Summary

The Teton Mobility Corridor Improvements (TMCI) will implement a series of multimodal improvements along the ID-33/WY-22 corridor between Driggs, Idaho and Jackson, Wyoming connecting residents and visitors to many of the region's economic generators including: the Grant Targhee Resort, City of Driggs, City of Victor, Jackson Hole Mountain Resort, and the town of Jackson all located within Teton County, Wyoming and Teton County, Idaho. The project includes the development of two (2) transit centers, a park & ride facility, optimization of signals for transit vehicles, purchase of four (4) regional commuter buses and two (2) local electric buses for the START transit fleet, development of rural regional highway upgrades, and completion of various missing links of an 8.5-mile pathway network.

The following includes a description of each multimodal project component, respective location, and associated Project partner affiliate:

Component	Description	Location	Project Partner
1	Stilson Transit Center Construction of a transit center, access road improvements, park & ride lot, pedestrian and bicycle interconnections, bike parking, and signal at the Wyoming Highway 390 (WY-390) intersection	WY	Teton County/ Town of Jackson, WY
2	Transit Signal Prioritization (TSP) Units for approximately 30 buses and hardware for upgrading 13 intersections	WY	Teton County/Town of Jackson, WY
3	START Commuter Buses Purchase of four (4) commuter coaches with bike racks	WY	Teton County/Town of Jackson, WY
4	START Electric Buses Purchase of two (2) all electric buses	WY	Teton County/Town of Jackson, WY
5	Wilson Active Transportation Construction of continuous active transportation facilities along Wyoming Highway 22 (WY-22) through the community of Wilson, linking regional pathways. Includes pathways north and south of WY Hwy 22, left turn lane, and at-grade highway crossings.	WY	Teton County, WY
6	Wilson to Stilson Pathway Improvements to bicycle and pedestrian connectivity and safety, vehicular safety, and traffic flow, including a pathway bridge over Fish Creek south of WY Hwy 22.	WY	Teton County, WY

7	Teton Pass Trail Construct shared-use pathway from Trail Creek campground to Coal Creek parking lot	WY	Teton County, WY
8	Driggs Downtown Transit Center Upgrade existing transit facility with expanded paved parking lot, addition of approximately 52 parking spaces, and facility improvements including walkways, lighting, landscaping, and restroom.	ID	City of Driggs, ID
9	Driggs 5th Street Pave an existing park-n-ride lot, develop approximately 47 new parking spaces, and facility improvements including stormwater infiltrator, walkways, lighting, signage, landscaping, and transit rider shelter.	ID	City of Driggs, ID
10	Driggs ID-33 Pathway to Airport Construct 0.3 miles of pathway along the east side of SH 33 between milepost 140.4 and 140.1 to connect the City of Driggs and the Driggs Reed Memorial Airport	ID	City of Driggs, ID
11	Old Jackson Highway Advisory Shoulders Placement of advisory bike lane striping on 3 miles of existing highway to connect segments of the Greater Yellowstone Trail (GYT)	ID	Teton County, ID
12	ID-33 Baseline Road Construct a right-turn lane on ID-33 at the intersection with Baseline Road and re-align the north leg of Baseline Road	ID	Idaho Transportation Department (ITD)
13	ID-33 Passing Lane Construct a passing lane along ID-33 from approximately mile post 151.25 to 153.00.	ID	Idaho Transportation Department (ITD)

**.ATTACHMENT B
ESTIMATED PROJECT BUDGET**

1. Supplementary Fund Source Table(s)

The following tables supplement the budget information in section 3.3.

Project Component	Eligible Costs					Total
	BUILD Funds	Other Federal Funds	State Funds	Local Funds*	Other Funds	
1	\$7,201,279	-	-	\$5,356,105	-	\$12,557,384
2	\$225,833	-	-	\$537,187	-	\$763,020
3	\$2,573,444	-	-	\$454,137	-	\$3,027,581
4	\$1,580,812	-	-	\$278,967	-	\$1,859,779
5	\$1,963,097	-	-	\$2,240,337	-	\$4,203,434
6	\$1,484,417	-	-	\$2,165,767	-	\$3,650,184
7	\$5,151,498	-	-	\$4,702,605	-	\$9,854,103
8	\$296,500	-	-	\$74,125	-	\$370,625
9	\$470,846	-	-	\$117,712	-	\$588,558
10	\$262,019	-	-	\$65,505	-	\$327,524
11	\$10,246	-	-	\$4,754	-	\$15,000
12	\$666,892	-	-	\$535,576	-	\$1,202,468
13	\$3,113,117	-	-	\$2,367,105	-	\$5,480,222
Total:	\$25,000,000	-	-	\$18,899,882	-	\$43,899,882

*Local Funds will be composed of local capital funds

2. Cost Classification Table

Cost Classification	Total Costs	Non-BUILD Previously Incurred Costs	Eligible Costs
Land, structures, rights-of-way, appraisals, etc.	\$3,100,000	\$0	\$3,100,000
Architectural and engineering fees	\$3,924,846	\$1,649,500	\$2,275,346
Construction	\$33,692,338	\$0	\$33,692,338
Equipment	\$4,832,198	\$0	\$4,832,198
Project Total	\$45,549,382	\$1,649,500	\$43,899,882

**ATTACHMENT C
PERFORMANCE MEASUREMENT TABLE**

Study Area: Various segments of the START transit routes and shared-use pathways along the WY-22 and ID-33 corridors between the Town of Jackson, Wyoming to the Town of Driggs, Idaho

Pre-project Measurement Date: September 2022

Pre-project Report Date: December 31, 2022

Project Outcomes Report Date: September 30, 2029

Table 1: Performance Measurement Table

Measure	Description and Category of Measure	Measurement Period	Reporting Period
Transit Travel Time Reliability	<p><u>Measure Category:</u> Economic Competitiveness</p> <p><u>Measure Description:</u> Average weekday, Saturday, and Sunday On-Time performance for routes in the study area</p> <p>On-time performance will measure the timeliness of the route along the corridor in the study area, based upon the 5-minute standard defined as</p>	<p>Baseline Measurement: Annual average, accurate as of the Pre-project Measurement Date September 2022</p> <p>Post-construction Performance Measures: Accurate as of November 2026 November 2027 November 2028</p>	<p>Baseline Measurement: Pre-project Report Date December 31, 2022</p> <p>Post-construction Performance Measures: For a period of 3 years, beginning</p> <ul style="list-style-type: none"> • March 31, 2027 • March 31, 2028 • March 31, 2029

	<p>departures from ninety percent (90%) of all time points within the study area, with no greater deviation from the schedule than zero (0) minutes early departure and no more than five (5) minutes late departure.</p>		<p>September 30, 2029 - Final Outcomes Report</p>
<p>Transit Passenger Counts</p>	<p><u>Measure Category:</u> Quality of Life <u>Measure Description:</u> Annual, unlinked passenger counts. Route-level data consistent with annual, system wide reports provided to NTD. Directional boarding and alighting counts by route and time of day for each transit stop in the study area for a typical weekday (while school is in session), Saturday and Sunday.</p>	<p>Baseline Measurement: Annual average, accurate as of the Pre-project Measurement Date September 2022</p> <p>Post-construction Performance Measures: Accurate as of November 2026 November 2027 November 2028</p>	<p>Baseline Measurement: Pre-project Report Date December 31, 2022</p> <p>Post-construction Performance Measures: For a period of 3 years, beginning</p> <ul style="list-style-type: none"> • March 31, 2027 • March 31, 2028 • March 31, 2029 <p>September 30, 2029 - Final Outcomes Report</p>
<p>Highway</p>	<p><u>Measure Category:</u> Economic Competitiveness</p>	<p>Baseline Measurement: Annual average, accurate as of the Pre-project Measurement Date</p>	<p>Baseline Measurement: Pre-project Report Date December 31, 2022</p>

<p>Bike and Pedestrian Counts/Trips</p>	<p><u>Measure Description:</u> Daily Counts Average daily bicycle and pedestrian counts using National Bicycle & Pedestrian Documentation Project methodology by conducting hourly counts at key locations in the study area. Counts will be collected on a typical weekday, Saturday and Sunday and should be conducted monthly to produce a quarterly average.</p>	<p>September 2022 Post-construction Performance Measures: Accurate as of November 2026 November 2027 November 2028</p>	<p>Post-construction Performance Measures: For a period of 3 years, beginning <ul style="list-style-type: none"> • March 31, 2027 • March 31, 2028 • March 31, 2029 September 30, 2029 - Final Outcomes Report</p>
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ATTACHMENT D MATERIAL CHANGES FROM APPLICATION

Scope:

Three components (6, 12 and 13) of the overall program have been revised notably since the date the original application was submitted.

Components 12 and 13, managed by the Idaho Transportation Department (ITD), have been reduced in scope due to budget limitations. After the original budgets were developed, rising material and labor costs have notably increased since the start of the COVID pandemic. Because of notable increased costs and ITD's limited ability to secure additional local match, the two components have been reduced to meet the local match available.

Component 6 was reduced to improvements to bicycle and pedestrian connectivity by including a pathway bridge over Fish Creek, and no longer includes the underpass tunnel due to cost increases and engineering updates and challenges. The tunnel will be funded separately by WYDOT.

The table below provides a summary comparison of project scope items that have been modified from the original application:

Component	Original Description/Scope	Revised Description/Scope
6	Wilson to Stilson Pathway Construction of pathway and underpass below WY-22 linking Wilson to the planned Stilson Park Transit Center.	Wilson to Stilson Pathway Improvements to bicycle and pedestrian connectivity and safety, vehicular safety, and traffic flow, including a pathway bridge over Fish Creek south of WY-22.
12	ID-33 Baseline Intersection Turn Lane and Pathway Underpass Construct turning lanes on SH33 Baseline Road intersection and replace pedestrian underpass to comply with ADA	ID-33 Baseline Road Construct a right-turn lane on ID-33 at the intersection with Baseline Road and re-align the north leg of Baseline Road
13	ID-33 Turn and Passing Lanes Construct turn lanes at LeGrande Pierre, 2000 S., 4500 S., 6000 S., 7000 S., 8000 S., and a passing lane from mile post 151.25 to 153.00	ID-33 Passing Lane Construct a passing lane along ID-33 from approximately mile post 151.25 to 153.00

Schedule:

Due to delays in environmental analysis, increased cost estimates and becoming a direct grant recipient, the estimated project schedule has been revised. The revised schedule dates reflect actual construction/procurement timelines compared to the estimates provided in the application, given the current construction environment. Additionally, end dates were updated to reflect construction during winter seasons, which takes more time than non-winter seasons. Lastly, estimated vehicle procurements timelines are averaging longer than expected from the time of application.

The table below provides a summary comparison of the project schedule that have been modified from the original application:

PGA Execution and Funding Obligation Date				
Original Estimated Date:	April 2022			
Actual Date	September 2022			
Project Implementation Dates (Construction)				
Component Name	Original Dates		Revised Dates	
	Start	End	Start	End
#1 Stilson Transit Center	2023 Q2	2023 Q3	2024 Q1	2025 Q3
#2 Transit Signal Prioritization	2022 Q3	2022 Q3	2024 Q1	2024 Q4
#3 Commuter Buses	2022 Q2	2022 Q3	2023 Q2	2024 Q1
#4 Electric Buses	2022 Q2	2022 Q3	2023 Q2	2024 Q2
#5 Wilson Active Transportation	2023 Q2	2023 Q3	2023 Q4	2024 Q3
#6 Wilson to Stilson Pathway	2022 Q2	2022 Q3	2022 Q4	2023 Q4
#7 Teton Pass Trail	2023 Q2	2023 Q3	2024 Q1	2025 Q4
#8 Driggs Main St. PnR	2022 Q2	2022 Q3	2023 Q4	2024 Q3
#9 Driggs 5 th St PnR	2023 Q2	2023 Q3	2025 Q1	2025 Q4
#10 Driggs ID 33 Pathway	2023 Q2	2023 Q3	2023 Q1	2023 Q4
#11 Highway Striping	2022 Q3	2022 Q3	2023 Q3	2023 Q4
#12 ID 33 Baseline Road	2023 Q2	2023 Q3	2023 Q4	2024 Q4
#13 ID 33 Passing Lane	2023 Q2	2023 Q3	2023 Q4	2025 Q4

Budget:

Due to increased project cost estimates, the County worked with the project partners to obtain approval from local elected officials to increase the local commitment to the project. The budget has been revised and the local match increased.

In addition, on 8/9/22, the Department awarded an additional \$5,000,000 in federal funding through the BUILD 2020 reallocation process for the project, as shown below.

Fund Source	Application after Selection Reduction		Section 3.3 and Attachment B	
	\$	%	\$	%
Total Project Cost	\$28,397,661	100%	\$45,549,382	100%
Total Non-BUILD Previously Incurred Cost	\$0	0%	\$1,649,500	3.62%
Federal Funds	\$0	0%	\$0	0%
Non-Federal Funds	\$0	0%	\$0	0%
Total Eligible Project Cost	\$28,397,661	100%	\$43,899,882	96.38%
BUILD Funds	20,000,000	70.43%	\$25,000,000	54.89%
Other Federal Funds	\$0	0%	\$0	0%
Non-Federal Funds	\$8,397,661	29.57%	\$18,899,882	41.49%

ATTACHMENT E
APPROVED PRE-AWARD COSTS

None. The USDOT has not approved under this award any pre-award costs under 2 C.F.R. 200.458. Because unapproved costs incurred before the date of this agreement are not allowable costs under this award, the USDOT will neither reimburse those costs under this award nor consider them as a non-Federal cost sharing contribution to this award. Costs incurred before the date of this agreement are allowable costs under this award only if approved in writing by USDOT before being included the project costs and documented in this Attachment E. See section 19.2(b).

RECIPIENT SIGNATURE PAGE

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

Teton County, Wyoming

_____ By: _____
Date Signature of Recipient’s Authorized Representative

Name: Natalia D. Macker _____

Title: Chairwoman,
Teton County Board of County Commissioners _____

Attest: _____
Maureen E. Murphy,
Teton County Clerk

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

Date

By: _____
Signature of USDOT's Authorized Representative

Name: _____

Title: _____