

Application for Federal Assistance SF-424

* 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		* 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision		* If Revision, select appropriate letter(s): <div style="border: 1px solid black; height: 15px; width: 100%;"></div> * Other (Specify): <div style="border: 1px solid black; height: 15px; width: 100%;"></div>	
* 3. Date Received: <div style="border: 1px solid black; padding: 2px;">06/26/2025</div>		4. Applicant Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>			
5a. Federal Entity Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>			5b. Federal Award Identifier: <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		
State Use Only:					
6. Date Received by State: <div style="border: 1px solid black; width: 80px;"></div>		7. State Application Identifier: <div style="border: 1px solid black; width: 200px;"></div>			
8. APPLICANT INFORMATION:					
* a. Legal Name: <div style="border: 1px solid black; padding: 2px;">San Bernardino County</div>					
* b. Employer/Taxpayer Identification Number (EIN/TIN): <div style="border: 1px solid black; padding: 2px;">956002748</div>			* c. UEI: <div style="border: 1px solid black; padding: 2px;">CFXEZ75TPJ84</div>		
d. Address:					
* Street1:		<div style="border: 1px solid black; padding: 2px;">825 E. 3rd Street</div>			
Street2:		<div style="border: 1px solid black; padding: 2px;">Room 143</div>			
* City:		<div style="border: 1px solid black; padding: 2px;">San Bernardino</div>			
County/Parish:		<div style="border: 1px solid black; height: 15px; width: 100%;"></div>			
* State:		<div style="border: 1px solid black; padding: 2px;">CA: California</div>			
Province:		<div style="border: 1px solid black; height: 15px; width: 100%;"></div>			
* Country:		<div style="border: 1px solid black; padding: 2px;">USA: UNITED STATES</div>			
* Zip / Postal Code:		<div style="border: 1px solid black; padding: 2px;">92415-0835</div>			
e. Organizational Unit:					
Department Name: <div style="border: 1px solid black; padding: 2px;">Public Works</div>			Division Name: <div style="border: 1px solid black; padding: 2px;">Transportation Planning</div>		
f. Name and contact information of person to be contacted on matters involving this application:					
Prefix:		<div style="border: 1px solid black; width: 80px;"></div>		* First Name: <div style="border: 1px solid black; padding: 2px;">Jeremy</div>	
Middle Name:		<div style="border: 1px solid black; height: 15px; width: 100%;"></div>			
* Last Name:		<div style="border: 1px solid black; padding: 2px;">Johnson</div>			
Suffix:		<div style="border: 1px solid black; height: 15px; width: 100%;"></div>			
Title: <div style="border: 1px solid black; padding: 2px;">Engineering Manager</div>					
Organizational Affiliation: <div style="border: 1px solid black; padding: 2px;">Department of Public Works</div>					
* Telephone Number: <div style="border: 1px solid black; padding: 2px;">909-387-8165</div>			Fax Number: <div style="border: 1px solid black; padding: 2px;">909-387-8072</div>		
* Email: <div style="border: 1px solid black; padding: 2px;">jeremy.johnson@dpw.sbcounty.gov</div>					

Application for Federal Assistance SF-424

* 9. Type of Applicant 1: Select Applicant Type:

B: County Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

* 10. Name of Federal Agency:

DOT-Transportation

11. Catalog of Federal Domestic Assistance Number:

20.939

CFDA Title:

Safe Streets and Roads for All

* 12. Funding Opportunity Number:

DOT-SS4A-FY25-01

* Title:

Safe Streets and Roads for All Funding Opportunity

13. Competition Identification Number:

20.939

Title:

Safe Streets and Roads for All

14. Areas Affected by Project (Cities, Counties, States, etc.):

MAP-SS4A 2025 Arrow Rte Corridor.pdf

Add Attachment

Delete Attachment

View Attachment

* 15. Descriptive Title of Applicant's Project:

Arrow Route Corridor Safety Improvements

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424**16. Congressional Districts Of:**

* a. Applicant

33

* b. Program/Project

35

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

17. Proposed Project:

* a. Start Date:

04/01/2026

* b. End Date:

06/01/2030

18. Estimated Funding (\$):

* a. Federal	2,368,600.00
* b. Applicant	0.00
* c. State	0.00
* d. Local	592,100.00
* e. Other	0.00
* f. Program Income	0.00
* g. TOTAL	2,960,700.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**☐ a. This application was made available to the State under the Executive Order 12372 Process for review on☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.☒ c. Program is not covered by E.O. 12372.*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:

* First Name:

Noel

Middle Name:

* Last Name:

Castillo

Suffix:

* Title:

Director, Department of Public Works

* Telephone Number:

909-387-7906

Fax Number:

909-387-8072

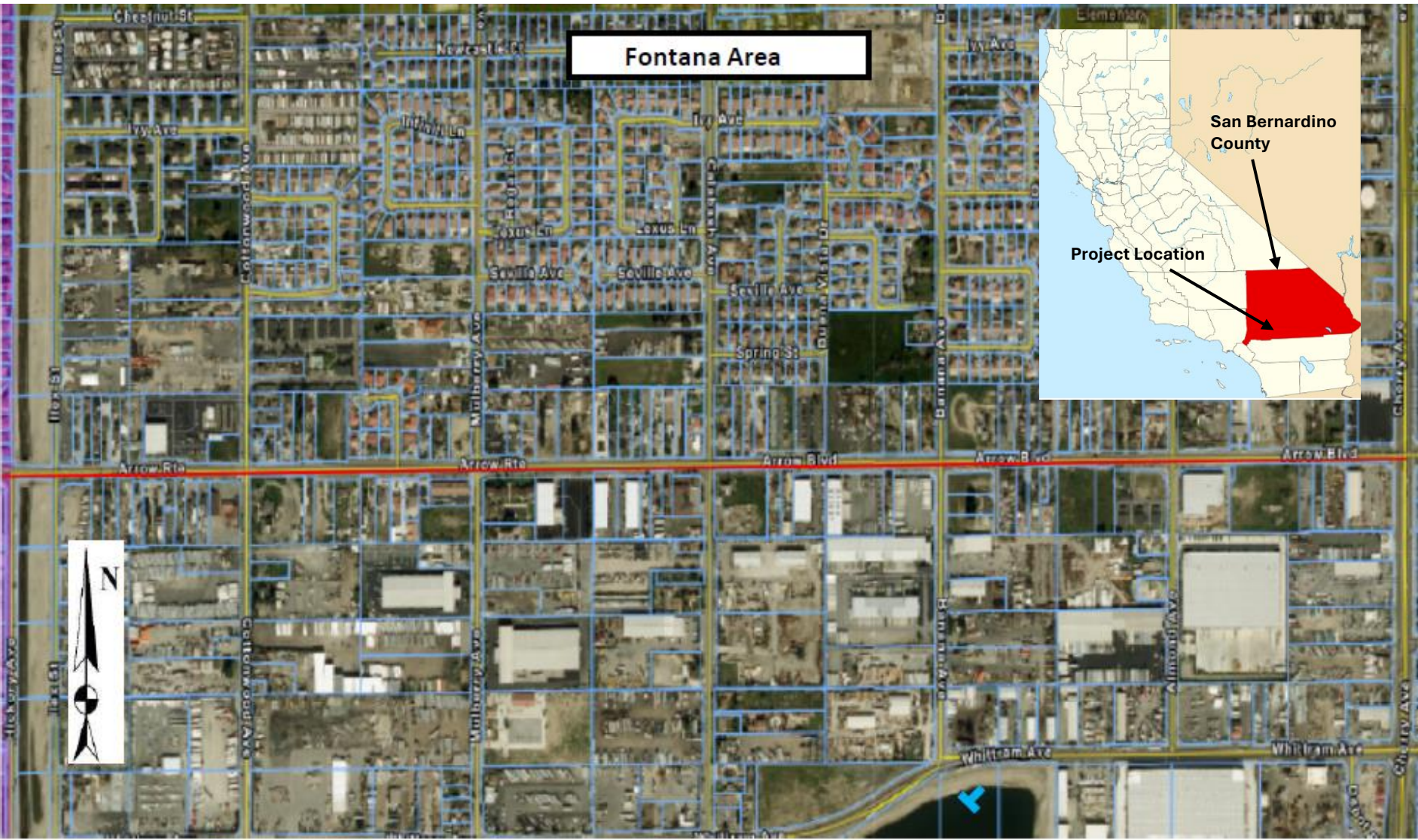
* Email:

noel.castillo@dpw.sbcounty.gov

* Signature of Authorized Representative:

* Date Signed:

06/26/2025



COUNTY OF SAN BERNARDINO
DEPARTMENT OF PUBLIC WORKS



LOCATION MAP
Arrow Route, from Hickory Avenue to
Almeria Avenue
Proposed Safety Improvements
SS4A 2025 GRANT

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
2. Land, structures, rights-of-way, appraisals, etc.	\$ <input type="text" value="167,500.00"/>	\$ <input type="text"/>	\$ <input type="text" value="167,500.00"/>
3. Relocation expenses and payments	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
4. Architectural and engineering fees	\$ <input type="text" value="667,500.00"/>	\$ <input type="text"/>	\$ <input type="text" value="667,500.00"/>
5. Other architectural and engineering fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
6. Project inspection fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
7. Site work	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
8. Demolition and removal	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
9. Construction	\$ <input type="text" value="1,932,500.00"/>	\$ <input type="text"/>	\$ <input type="text" value="1,932,500.00"/>
10. Equipment	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
11. Miscellaneous	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
12. SUBTOTAL (sum of lines 1-11)	\$ <input type="text" value="2,767,500.00"/>	\$ <input type="text"/>	\$ <input type="text" value="2,767,500.00"/>
13. Contingencies	\$ <input type="text" value="193,200.00"/>	\$ <input type="text"/>	\$ <input type="text" value="193,200.00"/>
14. SUBTOTAL	\$ <input type="text" value="2,960,700.00"/>	\$ <input type="text"/>	\$ <input type="text" value="2,960,700.00"/>
15. Project (program) income	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ <input type="text" value="2,960,700.00"/>	\$ <input type="text"/>	\$ <input type="text" value="2,960,700.00"/>
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X <input type="text" value="80"/> % Enter the resulting Federal share.			\$ <input type="text" value="2,368,560.00"/>

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

OMB Number: 4040-0013
Expiration Date: 02/28/2025

1. * Type of Federal Action: <input type="checkbox"/> a. contract <input checked="" type="checkbox"/> b. grant <input type="checkbox"/> c. cooperative agreement <input type="checkbox"/> d. loan <input type="checkbox"/> e. loan guarantee <input type="checkbox"/> f. loan insurance	2. * Status of Federal Action: <input type="checkbox"/> a. bid/offer/application <input checked="" type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award	3. * Report Type: <input checked="" type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change
4. Name and Address of Reporting Entity: <input checked="" type="checkbox"/> Prime <input type="checkbox"/> SubAwardee * Name: San Bernardino County * Street 1: 825 E. 3rd Street Street 2: * City: San Bernardino State: CA: California Zip: 92415- Congressional District, if known:		
5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime: 		
6. * Federal Department/Agency: Office of the Secretary of Transportation		7. * Federal Program Name/Description: Safe Streets and Roads for All CFDA Number, if applicable: 20.939
8. Federal Action Number, if known: 		9. Award Amount, if known: \$
10. a. Name and Address of Lobbying Registrant: Prefix: * First Name: Richard Middle Name: * Last Name: Alcalde Suffix: * Street 1: 700 Pennsylvania Ave Street 2: * City: Washington State: DC: District of Columbia Zip: 20003		
b. Individual Performing Services (including address if different from No. 10a) Prefix: * First Name: Richard Middle Name: * Last Name: Alcalde Suffix: * Street 1: 700 Pennsylvania Ave Street 2: * City: Washington State: DC: District of Columbia Zip: 20003		
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure. * Signature: * Name: Prefix: * First Name: Noel Middle Name: * Last Name: Castillo Suffix: Title: Director, Department of Public Works Telephone No.: 909-387-7906 Date: 06/26/2025		
Federal Use Only:		Authorized for Local Reproduction Standard Form - LLL (Rev. 7-97)



Safe Streets and Roads for All Self-Certification Eligibility Worksheet

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Table 1 of the [SS4A NOFO](#) describes [seven components of an Action Plan](#), which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6, and 8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5, and 7**.

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: San Bernardino County UEI: CFXEZ75TPJ84

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included**. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update
San Bernardino County Local Roadway Safety Plan	https://dpw.sbcounty.gov/wp-content/uploads/sites/87/2022/08/SanBernardinoCountyLRSP_FinalPlan_Master_8.19.22_Sml.pdf	8/19/2022



Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

☒ **YES**

☐ **NO**

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
https://sanbernardino.legistar.com/View.ashx?M=F&ID=11175990&GUID=FB0897C6-FB0F-43DD-802E-719C068076DF	1

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☒ **YES**

☐ **NO**

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
https://dpw.sbcounty.gov/wp-content/uploads/sites/87/2022/08/SanBernardinoCountyLRSP_FinalPlan_Master_8.19.22_Sml.pdf	15-16



3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location(s) of crashes, the severity, contributing factors, and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features or specific safety needs of relevant road users); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☒ **YES**

☐ **NO**

Note: Availability and level of detail of safety data may vary greatly by location. The [Fatality and Injury Reporting System Tool \(FIRST\)](#) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
https://dpw.sbcounty.gov/wp-content/uploads/sites/87/2022/08/SanBernardinoCountyLRSP_FinalPlan_Master_8.19.22_Sml.pdf	72-143

4. Engagement and Collaboration

Did development of the Action Plan include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☒ **YES**

☐ **NO**

Note: This should include a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
https://dpw.sbcounty.gov/wp-content/uploads/sites/87/2022/08/SanBernardinoCountyLRSP_FinalPlan_Master_8.19.22_Sml.pdf	15-16



5. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☒ **YES**

☐ **NO**

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
https://dpw.sbcounty.gov/wp-content/uploads/sites/87/2022/08/SanBernardinoCountyLRSP_FinalPlan_Master_8.19.22_Sml.pdf	19-25, 94-154

6. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

☒ **YES**

☐ **NO**

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
https://dpw.sbcounty.gov/wp-content/uploads/sites/87/2022/08/SanBernardinoCountyLRSP_FinalPlan_Master_8.19.22_Sml.pdf	95-143



7. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☐ YES

☒ NO

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

8. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2020 and June 26, 2025?

☒ YES

☐ NO

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an ADA Transition Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document, date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)
https://sanbernardino.legistar.com/View.ashx?M=F&ID=11175990&GUID=FB0897C6-FB0F-43DD-802E-719C068076DF	8/19/22	1



SS4A Implementation Grant Application - Supplemental Estimated Budget

This budget template should be submitted with an Implementation Grant application. This template is structured based on Table 5 of the FY25 NOFO and illustrates the appropriate level of detail for project-level budget estimation.

Please note that this form is set up to calculate project costs from any sub-activities and to calculate subtotals and totals. Please only enter information into white cells; the gray shaded cells are calculated based on the inputs to the white cells. If you add or remove rows to meet your project needs, check that these calculations are correct before submitting.

Note: The "Other Federal Funds" column listed below may include funds directly received from a Federal agency or funds received through a pass through agency (e.g., state governmental agency) that originated as federal funds.

Supplemental Estimated Budget

Itemized Estimated Costs of the (A) Supplemental Action Plan Activities (if applicable)

Activities	SS4A Federal Request	SS4A Non-Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
Supplemental Planning or Demonstration Activity #1	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -
Supplemental Planning or Demonstration Activity #2	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -
Subtotal Budget for (A) Supplemental Action Plan Activities	\$ -	\$ -	\$ -	\$ -

Itemized Estimated Costs of the (B) Planning, Design, and Development Activities (if applicable)

Activities	SS4A Federal Request	SS4A Non-Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
Planning, Design, and Development - Location or Project #1	\$ 334,000.00	\$ 83,500.00	\$ 417,500.00	\$ -
<i>Environmental Documents</i>	\$ 133,600.00	\$ 33,400.00	\$ 167,000.00	\$ -
<i>Plans, Specifications, and Estimates</i>	\$ 200,400.00	\$ 50,100.00	\$ 250,500.00	\$ -
<i>Individual Component for Location or Project #1</i>	\$ -	\$ -	\$ -	\$ -
Planning, Design, and Development - Location or Project #2	\$ -	\$ -	\$ -	\$ -
<i>Individual Component for Location or Project #2</i>	\$ -	\$ -	\$ -	\$ -

<i>Individual Component for Location or Project #2</i>	\$ -	\$ -	\$ -	\$ -
<i>Individual Component for Location or Project #2</i>	\$ -	\$ -	\$ -	\$ -
Subtotal Budget for (B) Conducting Planning, Design, and Development Activities	\$ 334,000.00	\$ 83,500.00	\$ 417,500.00	\$ -
Itemized Estimated Costs of the (C) Proposed Projects and Strategies				
Activities	SS4A Federal Request	SS4A Non-Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
Implementation - Location or Project #1	\$ 2,235,000.00	\$ 473,700.00	\$ 2,543,200.00	\$ -
<i>Right of Way/Right of Way Engineering</i>	<i>\$ 133,600.00</i>	<i>\$ 33,400.00</i>	<i>\$ 167,000.00</i>	<i>\$ -</i>
<i>Construction and Contingencies</i>	<i>\$ 1,901,000.00</i>	<i>\$ 390,200.00</i>	<i>\$ 2,376,200.00</i>	<i>\$ -</i>
<i>Construction Engineering</i>	<i>\$ 200,400.00</i>	<i>\$ 50,100.00</i>	<i>\$ -</i>	<i>\$ -</i>
Implementation - Location or Project #2	\$ -	\$ -	\$ -	\$ -
<i>Individual Component for Location or Project #2</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>
<i>Individual Component for Location or Project #2</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>
<i>Individual Component for Location or Project #2</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>
Subtotal Budget for (C) Carrying Out Projects and Strategies	\$ 2,235,000.00	\$ 473,700.00	\$ 2,543,200.00	\$ -
Total Budget for Activities (A), (B), and (C)	\$ 2,569,000.00	\$ 557,200.00	\$ 2,960,700.00	\$ -

SS4A Implementation Grant Application - Supplemental Estimated Budget

This budget template should be submitted with an Implementation Grant application. This template is structured based on Table 5 of the FY25 NOFO and illustrates the appropriate level of detail for project-level budget estimation.

Please note that this form is set up to calculate project costs from any sub-activities and to calculate subtotals and totals. Please only enter information into white cells; the gray shaded cells are calculated based on the inputs to the white cells. If you add or remove rows to meet your project needs, check that these calculations are correct before submitting.

Note: The "Other Federal Funds" column listed below may include funds directly received from a Federal agency or funds received through a pass through agency (e.g., state governmental agency) that originated as federal funds.

Supplemental Estimated Budget

Itemized Estimated Costs of the (A) Supplemental Action Plan Activities (if applicable)

Activities	SS4A Federal Request	SS4A Non-Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
Supplemental Planning or Demonstration Activity #1	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -
Supplemental Planning or Demonstration Activity #2	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -
Subtotal Budget for (A) Supplemental Action Plan Activities	\$ -	\$ -	\$ -	\$ -

Itemized Estimated Costs of the (B) Planning, Design, and Development Activities (if applicable)

Activities	SS4A Federal Request	SS4A Non-Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
Planning, Design, and Development - Location or Project #1	\$ 334,000.00	\$ 83,500.00	\$ 417,500.00	\$ -
<i>Environmental Documents</i>	\$ 133,600.00	\$ 33,400.00	\$ 167,000.00	\$ -
<i>Plans, Specifications, and Estimates</i>	\$ 200,400.00	\$ 50,100.00	\$ 250,500.00	\$ -
<i>Individual Component for Location or Project #1</i>	\$ -	\$ -	\$ -	\$ -
Planning, Design, and Development - Location or Project #2	\$ -	\$ -	\$ -	\$ -
<i>Individual Component for Location or Project #2</i>	\$ -	\$ -	\$ -	\$ -

<i>Individual Component for Location or Project #2</i>	\$ -	\$ -	\$ -	\$ -
<i>Individual Component for Location or Project #2</i>	\$ -	\$ -	\$ -	\$ -
Subtotal Budget for (B) Conducting Planning, Design, and Development Activities	\$ 334,000.00	\$ 83,500.00	\$ 417,500.00	\$ -
Itemized Estimated Costs of the (C) Proposed Projects and Strategies				
Activities	SS4A Federal Request	SS4A Non-Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
Implementation - Location or Project #1	\$ 2,235,000.00	\$ 473,700.00	\$ 2,543,200.00	\$ -
<i>Right of Way/Right of Way Engineering</i>	<i>\$ 133,600.00</i>	<i>\$ 33,400.00</i>	<i>\$ 167,000.00</i>	<i>\$ -</i>
<i>Construction and Contingencies</i>	<i>\$ 1,901,000.00</i>	<i>\$ 390,200.00</i>	<i>\$ 2,376,200.00</i>	<i>\$ -</i>
<i>Construction Engineering</i>	<i>\$ 200,400.00</i>	<i>\$ 50,100.00</i>	<i>\$ -</i>	<i>\$ -</i>
Implementation - Location or Project #2	\$ -	\$ -	\$ -	\$ -
<i>Individual Component for Location or Project #2</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>
<i>Individual Component for Location or Project #2</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>
<i>Individual Component for Location or Project #2</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>	<i>\$ -</i>
Subtotal Budget for (C) Carrying Out Projects and Strategies	\$ 2,235,000.00	\$ 473,700.00	\$ 2,543,200.00	\$ -
Total Budget for Activities (A), (B), and (C)	\$ 2,569,000.00	\$ 557,200.00	\$ 2,960,700.00	\$ -

DRAFT

[cover page to be completed]

Arrow Route Corridor Safety Improvements



San Bernardino County
385 N. Arrowhead Avenue
San Bernardino, CA 92415

[Table of Contents Page to be inserted]

DRAFT

I. Overview

San Bernardino County, the largest county in the contiguous United States, is home to approximately 2.2 million residents, with about 310,000 living in unincorporated areas. These unincorporated communities rely heavily on a 5,000-mile network of County-maintained roadways that connect incorporated cities and rural regions. Within this context, roadway safety is an urgent priority: 97% of workers in unincorporated San Bernardino commute by car, and 13.2% of the residents in San Bernardino live below the poverty line, which is a higher rate than the average for the State of California (12%), reflecting elevated burdens related to health, environmental hazards, and economic inequities.

To address these challenges, San Bernardino County developed a data-driven Local Roadway Safety Plan (LRSP) rooted in the Safe System approach—an international best-practice framework that acknowledges human error and vulnerability as starting points for designing safer transportation systems. Using collision data from 2016 to 2020, the LRSP identified over 5,600 injury crashes, including 848 fatal or severe injury incidents—an average of 56 people killed or severely injured annually due to preventable traffic violence. The analysis identified ten high-crash locations and ten systemic risk trends across the network. Topping the list of the County’s highest-risk corridors for fatal and serious injury crashes, the Arrow Route segment between Hickory Avenue and Almeria Avenue stands out as a critical safety corridor. Located in the Valley Subregion, Arrow Route serves a diverse mix of residential, industrial, and commercial uses, creating complex travel demands. Variability in road width and inconsistent development patterns further exacerbate crash patterns along this corridor—underscoring the need for systemic safety investments.

This U.S. Department of Transportation Safe Streets and Roads for All (SS4A) application builds on the LRSP’s findings to implement low-cost, high-impact countermeasures aligned with evidence-based and Safe System principles. The County is especially focused on equity-driven investments that prioritize underserved communities disproportionately impacted by dangerous roadway conditions. SS4A funding will help San Bernardino County implement projects that improve access and mobility for all users—including people with disabilities—and support strong labor standards and workforce development goals, in alignment with U.S. DOT safety and economic priorities.

Through collaborative partnerships with local cities, community organizations, labor groups, and private sector stakeholders, San Bernardino County is committed to a Vision Zero approach: eliminating roadway deaths and serious injuries while improving overall quality of life and economic opportunity across all communities.

II. Location

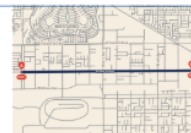
The proposed project will take place along Arrow Route, from Hickory Avenue to Almeria Avenue. This segment of Arrow Route is part of an east-west corridor that extends between the cities of Rancho Cucamonga and Fontana.

96 Chapter 8

HOT SPOT LOCATION 1

Arrow Route

Between Hickory Avenue and Almeria Avenue



Subregion
Valley

Length
3.1 miles

Classification
Major highway

Number of lanes
2

Posted speed
45 MPH

Average
annual daily traffic
14,000-16,000

Within Disadvantaged
Community?

Federal
State

TIMELINE FOR IMPLEMENTATION

Short-term
(HSIP Cycle 11
application)

DESCRIPTION

This segment of Arrow Route is part of an east-west corridor that extends between the cities of Rancho Cucamonga and Fontana. This stretch includes both residential and industrial uses, such as warehouses and automotive facilities; the cross-sectional width of the roadway varies due to piecemeal development of parcels along the corridor.

KEY STATISTICS, 2016-2020

Total Collisions
131

KSI Collisions
18

KEY TRENDS, 2016-2020

▲ Broadside collisions represent 40-50% of all and KSI collisions, occurring mostly at side-street stop-controlled intersections and signalized intersections with unprotected left-turn phasing.

▲ Vehicle/pedestrian collisions represent 6% of all collisions, and disproportionately represent 28% of KSI collisions. 80% of KSI collisions involving pedestrians occurred in the evening or overnight.

COLLISIONS, 2016-2020

Top Collisions	All (%)	KSI (%)
1 Broadside	48	44
2 Rear end	27	11
3 Vehicle/Pedestrian	6	28

Primary Collision Factors

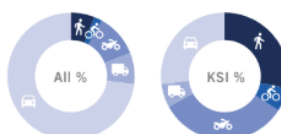
1 Vehicle right of way violation	28	22
2 Unsafe speed	22	11
3 Driving/bicycling under the influence of alcohol/drugs	8	33

Collisions by Mode	All (%)	KSI (%)
Pedestrian	6	28
Bicycle	2	6
Motorcycle	11	33
Truck	8	6
Vehicle	73	28

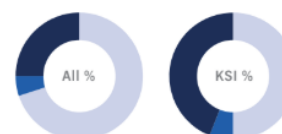
Time of Day

Daylight	70	50
Dusk-Dawn	5	6
Night	25	44

Collisions by Mode



Time of Day



III. Response to Selection Criteria

a. Safety Need

San Bernardino County continues to prioritize proactive transportation safety improvements in support of its Vision Zero goals, with a focus on enhancing travel conditions in its unincorporated areas. These areas are characterized by a high rate of personal vehicle usage, serving approximately 97% of local residents, and include forty census tracts identified by the State of California as Disadvantaged Communities. The County seeks to advance equitable, data-informed safety initiatives that improve mobility and reduce risk factors, particularly for historically underserved populations. To support these efforts, the County completed its Local Roadway Safety Plan (LRSP) in 2023, utilizing a robust data analysis of roadway conditions and historical traffic collision trends across 5,000 miles of County-maintained roads. This analysis identified more

than 5,600 injury collisions between 2016 and 2020, including 848 fatal or severe injury (KSI) crashes, an average of 56 people killed or seriously injured annually in unincorporated areas, to inform future safety strategies, including locations with recurring trends in injury-related collisions. The County seeks funding to implement targeted improvements identified through this comprehensive planning process, furthering its proactive commitment to safer, more accessible transportation networks for all users..

To prioritize safety investments and guide the strategic allocation of future safety enhancements, San Bernardino County conducted a comprehensive review of five years of collision data, disaggregated by roadway segment and intersection. A Weighted Collision Score methodology was used to support consistent, data-informed comparisons across locations and to highlight areas where focused safety strategies may offer the greatest benefit. This analysis identified patterns and contributing factors across the County's four subregions (Desert, Morongo Basin, Mountain, and Valley) and informed a list of priority corridors and systemic risk factors for consideration.

One such corridor, Arrow Route (from Hickory Avenue to Almeria Avenue) in the Valley Subregion, emerged as a priority location for further study and investment. Located in the Valley Subregion, this segment connects the cities of Rancho Cucamonga and Fontana and supports a mix of residential neighborhoods, industrial warehousing, and automotive facilities. This land use context and roadway segment plays a key role in regional connectivity between Rancho Cucamonga and Fontana as it contributes to complex traffic movements and increased conflict points. The resulting mix of transportation modes and travel behaviors presents opportunities for targeted improvements to enhance overall roadway operations and user safety.

Crash data on Arrow Route shows that:

- Broadside collisions account for approximately 40% of all crashes, concentrated at side-street stop-controlled intersections. These crashes often result in severe injuries or fatalities.
- Rear-end collisions make up 25% of all crashes, typically involving vehicles attempting to turn without the benefit of turn pockets or deceleration lanes.
- The posted speed limit of 45 mph, coupled with inconsistent roadway width and lack of infrastructure for safe turning movements, compounds risk for all users.

While pedestrian or bicycle crash data is less prominent on this corridor, the absence of continuous sidewalks, bike lanes, and ADA-compliant crossings presents significant barriers for non-drivers and people with disabilities. The corridor serves workers commuting to warehouses and industrial jobs, many of whom live in adjacent disadvantaged communities and may lack access to safe multimodal options.

The Arrow Route segment demonstrates characteristics commonly associated with corridors prioritized in safety planning efforts, including roadway design features and travel patterns that

align with systemic risk factors observed across San Bernardino County. These factors include higher-speed arterial roadways with limited access control, infrastructure nearing the end of its service life, and designs primarily oriented toward vehicular traffic. Analysis suggests that travel behaviors along this corridor follow consistent patterns that present opportunities for strategic, data-informed interventions. Investment in this location would support the County's broader goals of improving multimodal accessibility, encouraging safer driver behavior, and advancing equitable safety outcomes in line with its Vision Zero framework.

b. Safety Impact

The Arrow Route Corridor Safety Improvements project will implement critical roadway safety upgrades by converting the corridor to a three-lane cross-section with a center two-way left-turn lane, and by installing missing edgelines and raised pavement markers. These improvements are strategically selected to reduce crash frequency and severity, improve lane discipline, and enhance nighttime and all-weather visibility.

Two-Way Left-Turn Lane (TWLTL): The conversion to a three-lane cross-section with a dedicated TWLTL will reduce conflict points between through and turning vehicles. This design provides a buffer between opposing traffic streams and allows vehicles to decelerate or accelerate out of the flow of through traffic, reducing the likelihood of both rear-end and broadside collisions. According to established crash modification factors, TWLTL installation is associated with a **30% crash reduction**, particularly effective in addressing rear-end and angle crashes. The expected lifespan of this improvement is 20 years, and it qualifies for high federal funding eligibility.

Edgelines and Centerlines with raised pavements markers (RPMs): Installing edge and centerline striping where currently absent, or significantly upgrading existing markings (e.g., from paint to thermoplastic with embedded raised pavement markers or audible rumble features), will enhance delineation of the travel way. These treatments help prevent roadway departure by increasing visibility of pavement boundaries, particularly at night or in adverse weather conditions. Newer pavement marking technologies offer greater durability, all-weather performance, and superior retro-reflectivity compared to traditional markings. Edgelines have a documented **25% crash reduction factor**, especially effective in addressing right-of-way violations and nighttime visibility issues. Expected service life is at least 10 years, with high federal funding support.

Together, these countermeasures directly address safety concerns on the corridor, improving operational efficiency while delivering significant and long-lasting reductions in crash risk.

i. Implementation Costs

The total estimated cost for this safety improvement project is **\$2,530,638**. This includes converting the corridor to a three-lane cross-section with a dedicated two-way left-turn lane (TWLTL), and installing missing edgelines and raised pavement markers (RPMs).

These treatments are strategically designed to address serious safety challenges on Arrow Route. From 2016 to 2020, the corridor experienced **131 total crashes**, including **18 fatal or serious injury (KSI) collisions**. Crash trends show:

- Broadside collisions account for approximately 40% of all crashes, heavily concentrated at stop-controlled side-street intersections, and are often severe or fatal.
- Rear-end collisions make up 25% of crashes, frequently involving vehicles turning without the benefit of dedicated turn pockets or deceleration lanes.
- A 45 mph posted speed, inconsistent roadway width, and limited infrastructure for safe turning movements create safety concerns for all users, especially in low-visibility conditions.

The proposed improvements are directly aligned with these crash patterns. The two-way left-turn lane is associated with a **30% crash reduction**, addressing both rear-end and broadside crashes. Its **Crash Modification Index (CMI) benefit is valued at \$34,805,142**. The addition of high-visibility edgelines, RPMs, and thermoplastic striping is expected to reduce lane departure and nighttime crashes by **25%**, with a **CMI benefit of \$13,441,397**.

Together, these countermeasures provide a combined safety benefit of **\$48,246,539**, yielding a **Benefit-Cost Ratio (BCR) of 19.07** — meaning every \$1 invested is projected to return **\$19.07** in societal safety and mobility benefits.

In addition, bundling this project with other corridor safety improvements will reduce administrative and implementation costs. Shared data collection, project management, environmental review, and contractor mobilization across projects will help to lower the cost burden per project and accelerate delivery timelines.

Given the scale of expected benefits, the demonstrated crash history, and the cost-efficiency of bundling, this project represents a high-impact, high-value investment in roadway safety.

c. Engagement and Collaboration

The Arrow Route Corridor Safety Improvements project is grounded in a broadly representative stakeholder engagement, with a strong emphasis on community-reflective and

community-driven planning. From the earliest phases of the County’s Local Roadway Safety Plan (LRSP) development, collaboration with public agencies, community-based organizations, and directly impacted residents—including those from underserved communities—has shaped the project’s priorities and direction.

Stakeholder Engagement and Coordination

Two formal stakeholder meetings were convened to guide LRSP development and the prioritization of projects like the Arrow Route Corridor. These meetings included representatives from the San Bernardino County Department of Public Works (DPW), Caltrans, the California Highway Patrol, San Bernardino County Regional Parks, and members of the Board of Supervisors. For agencies unable to attend the meetings, targeted follow-up outreach was conducted, including with the Department of Public Health and County Fire. Stakeholder discussions included review of collision data, interactive surveys on plan priorities, and collaborative refinement of proposed projects and strategies.

In addition to formal agency collaboration, the planning process involved direct field engagement with residents and local organizations. In May 2022, engineering and planning teams conducted two days of on-site field visits to observe traffic conditions and gather local perspectives. This included conversations with business owners and unhoused residents in the Muscoy community, as well as representatives from the Lucerne Valley Economic Development Authority. These engagements provided qualitative context that complemented quantitative analysis and helped prioritize systemic and location-specific interventions.

Culturally Relevant and Accessible Engagement

The County recognizes that meaningful engagement must reflect the demographics and lived experiences of the communities served. San Bernardino County is 54% Hispanic, and 42% of households speak a language other than English at home. In response, the County incorporated multilingual outreach strategies, including the dissemination of safety materials in both English and Spanish, to ensure accessibility for non-English speakers. Culturally-relevant engagement extended beyond translation to include targeted outreach to communities with limited access to services, including people experiencing homelessness.

Project Selection and Evaluation for Underserved Communities

Underserved communities and census tracts remain a central focus of this SS4A application, consistent with the priorities outlined in the County’s Local Roadway Safety Plan (LRSP). Of the County’s 40 disadvantaged census tracts, many lie along corridors with high crash concentrations—including the Arrow Route segment. Priority project selection was informed by data disaggregated by race/ethnicity, gender, and geographic location, as well as community vulnerability indicators. Countermeasure strategies were chosen to benefit low-income, high-risk, and underserved communities.

The County also committed to ongoing evaluation of engagement practices and project impacts that include tracking the demographics of traffic collision victims, ensuring safety outcomes are improving equitably, and adjusting engagement strategies as needed to reach those most at risk.

Collaboration in Implementation

Moving forward, the County will continue working with regional and community stakeholders to refine project elements and ensure successful implementation. Partnering with labor organizations, public health agencies, school districts, and business associations along the Arrow Route corridor will support coordinated safety education, workforce development, and infrastructure maintenance. The County is also committed to applying strong labor standards, including the use of registered apprenticeship programs and local hiring where possible.

4. Project Readiness

Permitting, Approvals, and Design Standards

San Bernardino County has extensive experience delivering federally and state-funded infrastructure projects involving corridor safety improvements, complete streets design, and multimodal transportation planning. The Arrow Route Corridor Safety Improvements project will convert a four-lane roadway to a three-lane cross-section, including a two-way left-turn lane, and will install missing edgelines and raised pavement markers to improve visibility and reduce collisions. The County has the necessary plans, institutional capacity, and project delivery structures in place to complete the full scope of work in this proposal within a five-year timeline, as evidenced by the schedule below.

The project is not anticipated to require permits and approvals:, other than NEPA and CEQA clearance, under Categorical Excursion/Exemption

Design will adhere to applicable state and federal standards, including the Caltrans Highway Design Manual (HDM). Where appropriate, the County may apply for design exceptions or incorporate alternative standards (e.g., NACTO Urban Street Design Guide) to improve pedestrian

Environmental Review and NEPA Status

San Bernardino County is the lead agency for the environmental review process. Based on the nature of the improvements—road diet and roadway striping within existing right-of-way—the County anticipates that the project will qualify for a Categorical Exclusion (CE) under NEPA.

The County has successfully completed NEPA reviews for federally funded projects, and maintains in-house staff and on-call consultants to manage all aspects of environmental documentation, public engagement, and agency coordination.

Right-of-Way and Utility Coordination

The proposed improvements are expected to occur primarily within the County's existing right-of-way. Preliminary reviews indicate that no additional ROW acquisition but minor temporary easements may be required. Should acquisitions be necessary, San Bernardino County will follow all procedures in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act (URA).

The County has a strong track record of timely coordination with utility providers. Based on current design concepts, no utility relocations are anticipated because all countermeasures will be constructed within the road footprint.

Technical Capacity Project Management

The County has an established track record of delivering projects of similar scope and size. The County has extensive experience, both in-house and through consultants, in administering federal aid projects, including the following bridge projects funded through USDOT's Highway Bridge Program and railroad crossing projects:

- **Glen Helen Bridge Project in San Bernardino** (\$52,000,000 - in progress)
- **Garnet Bridge Reconstruction in Mentone** (\$6,400,000 - completed in 2022)
- **10 Bridges Project** (bridges larger than 20 feet) on National Trails Highway (\$30,000,000 total - in progress)
- **Glen Helen Parkway Grade Separation** over the BNSF and UPRR rail lines, (\$25,685,000- completed in 2018)

In addition, the County has completed 95% design on its Rock Springs Road bridge over the Mojave River. This \$21,745,000 bridge project is expected to go to construction in the spring of 2025. Technical expertise, historical accomplishments, and successful project management will be brought to the table to ensure the Project is fully and successfully executed within the proposed time frame and budget.

Key Personnel Experience

The County will designate experienced staff to manage the proposed project.

- **Andy Silao, B.S., P.E.** will serve as project manager. Andy brings over 20 years of engineering experience in both the private sector and with the County. He currently serves as the Division Chief for the Contracts Division, which is responsible for the

advertisement, award, and administration of federal, state, and locally funded County Public Works and Flood Control District construction projects.

- **Chris Nguyen, P.E.** Chris brings nearly 30 years of engineering experience within the public sector, bringing a key understanding of the dynamics of federal aid projects.

Schedule

A preliminary project schedule is outlined below. Key milestones are based on typical timeframes for similar projects and will be updated as final design and environmental review progresses.

Milestone	Estimated Completion
Preliminary Engineering Start	April 2026
NEPA Clearance	March 2027
ROW Certification (if needed)	July 2027
Final Design and PS&E	March 2028
Utility Coordination Completed	May 2028
Construction Procurement	October 2028
Construction Completion	October 2029
Project Close-Out	June 2030