



# **Safe Streets & Roads for All**

# **PEDESTRIAN SAFETY PROJECT**

PREPARED BY

San Bernardino County, CA

PRESENTED TO

U.S. Department of Transportation  
September 15, 2022





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This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

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**OPPORTUNITY & PACKAGE DETAILS:**

Opportunity Number:	DOT-SS4A-FY22-01
Opportunity Title:	Safe Streets and Roads for All Discretionary Grant Program
Opportunity Package ID:	PKG00274329
CFDA Number:	20.939
CFDA Description:	Safe Streets and Roads for All
Competition ID:	0002
Competition Title:	Implementation Grant Applications
Opening Date:	05/16/2022
Closing Date:	09/15/2022
Agency:	69A345 Office of the Under Secretary for Policy
Contact Information:	Paul D Teicher Grantor E-mail: SS4A@dot.gov Phone: 202-366-4114

**APPLICANT & WORKSPACE DETAILS:**

Workspace ID:	WS00958410
Application Filing Name:	San Bernardino County Pedestrian Safety Project
UEI:	CFXEZ75TPJ84
Organization:	SAN BERNARDINO COUNTY
Form Name:	Application for Federal Assistance (SF-424)
Form Version:	4.0
Requirement:	Mandatory
Download Date/Time:	Aug 15, 2022 02:17:54 PM EDT
Form State:	No Errors

**FORM ACTIONS:**

## Application for Federal Assistance SF-424

\* 1. Type of Submission:

- ☐ Preapplication  
☒ Application  
☐ Changed/Corrected Application

\* 2. Type of Application:

- ☒ New  
☐ Continuation  
☐ Revision

\* If Revision, select appropriate letter(s):

\* Other (Specify):

\* 3. Date Received:

Completed by Grants.gov upon submission.

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

\* a. Legal Name:

San Bernardino County

\* b. Employer/Taxpayer Identification Number (EIN/TIN):

95-6002748

\* c. UEI:

CFXEZ75TPJ84

d. Address:

\* Street1:

825 East Third Street

Street2:

\* City:

San Bernardino

County/Parish:

\* State:

CA: California

Province:

\* Country:

USA: UNITED STATES

\* Zip / Postal Code:

92415-0845

e. Organizational Unit:

Department Name:

Department of Public Works

Division Name:

Transportation

f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

Mr.

\* First Name:

Stephen

Middle Name:

\* Last Name:

Martinez

Suffix:

Title:

Supervising Transportation Analyst

Organizational Affiliation:

\* Telephone Number:

909-387-8169

Fax Number:

909-387-7847

\* Email:

smartinez@dpw.sbcounty.gov

## 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:

69A345 Office of the Under Secretary for Policy

### 11. Catalog of Federal Domestic Assistance Number:

20.939

CFDA Title:

Safe Streets and Roads for All

### \* 12. Funding Opportunity Number:

DOT-SS4A-FY22-01

\* Title:

Safe Streets and Roads for All Discretionary Grant Program

### 13. Competition Identification Number:

0002

Title:

Implementation Grant Applications

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

1a\_AreasAffected.pdf

Add Attachment

Delete Attachment

View Attachment

### \* 15. Descriptive Title of Applicant's Project:

San Bernardino County Pedestrian Safety Project

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 \* b. Program/Project 

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

**17. Proposed Project:**\* a. Start Date: \* b. End Date: **18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="4,720,000.00"/>
* b. Applicant	<input type="text" value="1,180,000.00"/>
* c. State	<input type="text" value="0.00"/>
* d. Local	<input type="text" value="0.00"/>
* e. Other	<input type="text" value="0.00"/>
* f. Program Income	<input type="text" value="0.00"/>
* g. TOTAL	<input type="text" value="5,900,000.00"/>

**\* 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

**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:

Middle Name:

\* Last Name:

Suffix:

\* Title: \* Telephone Number:  Fax Number: \* Email: \* Signature of Authorized Representative:  \* Date Signed:



## **Areas Affected by Project**

**San Bernardino County, California**

**More Specifically:**

- **Trona, California (unincorporated community)**
- **Muscoy (unincorporated community)**
- **5<sup>th</sup> Street (unincorporated community)**



# Congressional Districts

## **Applicant Districts**

CA-008, Trona Road Location

CA-031, 5<sup>th</sup> Street and Nolan Road Locations

## **Project Districts**

CA-008, Trona Road Location

CA-031, 5<sup>th</sup> Street and Nolan Road Locations





## **Applicant Delinquent Debt**

**Not Applicable**

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Agency:	69A345 Office of the Under Secretary for Policy
Contact Information:	Paul D Teicher Grantor E-mail: SS4A@dot.gov Phone: 202-366-4114

**APPLICANT & WORKSPACE DETAILS:**

Workspace ID:	WS00958410
Application Filing Name:	San Bernardino County Pedestrian Safety Project
UEI:	CFXEZ75TPJ84
Organization:	SAN BERNARDINO COUNTY
Form Name:	Budget Information for Construction Programs (SF-424C)
Form Version:	2.0
Requirement:	Mandatory
Download Date/Time:	Aug 15, 2022 02:19:14 PM EDT
Form State:	No Errors

**FORM ACTIONS:**

### 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	\$ 32,450.00	\$	\$ 32,450.00
2. Land, structures, rights-of-way, appraisals, etc.	\$ 53,100.00	\$	\$ 53,100.00
3. Relocation expenses and payments	\$	\$	\$
4. Architectural and engineering fees	\$ 2,070,900.00	\$	\$ 2,070,900.00
5. Other architectural and engineering fees	\$ 212,400.00	\$	\$ 212,400.00
6. Project inspection fees	\$ 486,750.00	\$	\$ 486,750.00
7. Site work	\$ 233,640.00	\$	\$ 233,640.00
8. Demolition and removal	\$ 233,640.00	\$	\$ 233,640.00
9. Construction	\$ 1,869,120.00	\$	\$ 1,869,120.00
10. Equipment	\$	\$	\$
11. Miscellaneous	\$	\$	\$
12. SUBTOTAL (sum of lines 1-11)	\$ 5,192,000.00	\$	\$ 5,192,000.00
13. Contingencies	\$ 708,000.00	\$	\$ 708,000.00
14. SUBTOTAL	\$ 5,900,000.00	\$	\$ 5,900,000.00
15. Project (program) income	\$	\$	\$
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ 5,900,000.00	\$	\$ 5,900,000.00
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X 80 % Enter the resulting Federal share.			\$ 4,720,000.00

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**OPPORTUNITY & PACKAGE DETAILS:**

Opportunity Number:	DOT-SS4A-FY22-01
Opportunity Title:	Safe Streets and Roads for All Discretionary Grant Program
Opportunity Package ID:	PKG00274329
CFDA Number:	20.939
CFDA Description:	Safe Streets and Roads for All
Competition ID:	0002
Competition Title:	Implementation Grant Applications
Opening Date:	05/16/2022
Closing Date:	09/15/2022
Agency:	69A345 Office of the Under Secretary for Policy
Contact Information:	Paul D Teicher Grantor E-mail: SS4A@dot.gov Phone: 202-366-4114

**APPLICANT & WORKSPACE DETAILS:**

Workspace ID:	WS00958410
Application Filing Name:	San Bernardino County Pedestrian Safety Project
UEI:	CFXEZ75TPJ84
Organization:	SAN BERNARDINO COUNTY
Form Name:	Assurances for Construction Programs (SF-424D)
Form Version:	1.1
Requirement:	Mandatory
Download Date/Time:	Aug 15, 2022 02:20:05 PM EDT
Form State:	No Errors

**FORM ACTIONS:**

## ASSURANCES - CONSTRUCTION PROGRAMS

OMB Number: 4040-0009  
Expiration Date: 02/28/2025

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.

**PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.**

**NOTE:** Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure non-discrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards of merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
20. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

<b>SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL</b> <input type="text" value="Completed on submission to Grants.gov"/>	<b>TITLE</b> <input type="text" value="Director of Public Works"/>
<b>APPLICANT ORGANIZATION</b> <input type="text" value="San Bernardino County"/>	<b>DATE SUBMITTED</b> <input type="text" value="Completed on submission to Grants.gov"/>

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Workspace ID:	WS00958410
Application Filing Name:	San Bernardino County Pedestrian Safety Project
UEI:	CFXEZ75TPJ84
Organization:	SAN BERNARDINO COUNTY
Form Name:	Disclosure of Lobbying Activities (SF-LLL)
Form Version:	2.0
Requirement:	Mandatory
Download Date/Time:	Aug 15, 2022 02:20:45 PM EDT
Form State:	No Errors

**FORM ACTIONS:**

# 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

<b>1. * Type of Federal Action:</b> <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	<b>2. * Status of Federal Action:</b> <input checked="" type="checkbox"/> a. bid/offer/application <input type="checkbox"/> b. initial award <input type="checkbox"/> c. post-award	<b>3. * Report Type:</b> <input checked="" type="checkbox"/> a. initial filing <input type="checkbox"/> b. material change
<b>4. Name and Address of Reporting Entity:</b> <div style="display: flex; justify-content: space-between;"><span><input checked="" type="checkbox"/> Prime</span><span><input type="checkbox"/> SubAwardee</span></div> <div style="display: flex; justify-content: space-between;"><div><b>* Name</b> San Bernardino County</div><div><b>* Street 1</b> 825 East Third Street</div><div><b>Street 2</b> </div></div> <div style="display: flex; justify-content: space-between;"><div><b>* City</b> San Bernardino</div><div><b>State</b> CA: California</div><div><b>Zip</b> 92415-0845</div></div> <div><b>Congressional District, if known:</b> CA-008</div>		
<b>5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime:</b>   		
<b>6. * Federal Department/Agency:</b> U.S. Department of Transportation	<b>7. * Federal Program Name/Description:</b> Safe Streets and Roads for All  CFDA Number, if applicable: 20.939	
<b>8. Federal Action Number, if known:</b> DOT-SS4A-FY22-01	<b>9. Award Amount, if known:</b> \$	
<b>10. a. Name and Address of Lobbying Registrant:</b> <div style="display: flex; justify-content: space-between;"><div><b>Prefix</b></div><div><b>* First Name</b> Rick</div><div><b>Middle Name</b></div></div> <div style="display: flex; justify-content: space-between;"><div><b>* Last Name</b> Alcalde</div><div><b>Suffix</b></div></div> <div style="display: flex; justify-content: space-between;"><div><b>* Street 1</b> 700 Pennsylvania Ave.</div><div><b>Street 2</b> Suite 320</div></div> <div style="display: flex; justify-content: space-between;"><div><b>* City</b> Washington</div><div><b>State</b> DC: District of Columbia</div><div><b>Zip</b> 20003</div></div>		
<b>b. Individual Performing Services</b> (including address if different from No. 10a) <div style="display: flex; justify-content: space-between;"><div><b>Prefix</b></div><div><b>* First Name</b> Rick</div><div><b>Middle Name</b></div></div> <div style="display: flex; justify-content: space-between;"><div><b>* Last Name</b> Alcalde</div><div><b>Suffix</b></div></div> <div style="display: flex; justify-content: space-between;"><div><b>* Street 1</b> 700 Pennsylvania Ave.</div><div><b>Street 2</b> Suite 320</div></div> <div style="display: flex; justify-content: space-between;"><div><b>* City</b> Washington</div><div><b>State</b> DC: District of Columbia</div><div><b>Zip</b> 20003</div></div>		
<b>11.</b> 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.  <b>* Signature:</b> Completed on submission to Grants.gov <div style="display: flex; justify-content: space-between;"><div><b>*Name:</b><div style="display: flex; justify-content: space-between;"><div><b>Prefix</b></div><div><b>* First Name</b> Curt</div><div><b>Middle Name</b></div></div><div style="display: flex; justify-content: space-between;"><div><b>* Last Name</b> Hagman</div><div><b>Suffix</b></div></div></div><div><b>Title:</b> Chairman, Board of Supervisors</div><div><b>Telephone No.:</b> 909-387-4866</div><div><b>Date:</b> Completed on submission to Grants.gov</div></div>		
<b>Federal Use Only:</b>		Authorized for Local Reproduction Standard Form - LLL (Rev. 7-97)





## Key Information Table – Implementation Grant

Application Name	San Bernardino County Pedestrian Safety Project
Lead Applicant	San Bernardino County
If Multi-jurisdictional, additional eligible entities jointly applying	N/A
Roadway Safety Responsibility	<input checked="" type="checkbox"/> Ownership and/or maintenance responsibilities over a roadway network <input type="checkbox"/> Safety responsibilities that affect roadways <input type="checkbox"/> Have an agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction
Population in Underserved Communities	Total Population in SS4A Census Tracts: 16,730 -Total Underserved according to DOT: 14,776 -% of Underserved: 88%
State(s) in which activities are located	California
Costs by State	\$5,900,000 (total project cost) -Federal SS4A request: \$4,720,000 -Local cash match: \$1,180,000
Funds to Underserved Communities	\$2,200,000 (federal and match) -Federal SS4A: \$1,760,000 -Local cash match: \$440,000
Costs for eligible activity (A) supplemental action plan activities in support of an existing Action Plan	\$0
Costs for eligible activity (B) conducting planning, design, and development activities for projects and strategies identified in an Action Plan	\$2,655,000
Cost total for eligible activity (C) carrying out projects and strategies identified in an Action Plan	\$3,245,000
Action Plan or Established Plan Link	<a href="#">Transportation Planning – Public Works (sbcounty.gov)</a>

## Overview

San Bernardino County (SBC) requests \$4.720 million in Safe Streets and Roads for All (SS4A) funding to construct a sidewalk safety program of projects (POP). The POP includes constructing 3.2 miles of 5' wide sidewalks, ADA ramps, curb and gutter, and high-visibility crosswalks. Three key locations were selected for SS4A funding based on the results of a comprehensive [Local Roadway Safety Plan](#) (e.g., Action Plan). In total, **five (5) pedestrians have either been killed or severely injured** within the past 10 years at the three project sites. The priority locations were selected because they have disproportionately high pedestrian fatalities and severe injuries, have zero sidewalk infrastructure, benefit three disadvantaged schools, are located in historically disadvantaged areas with persistent poverty, are adversely impacted by climate change, and further Complete Streets within each corridor. The most evident safety concern is pedestrians walking alongside the roadway where no sidewalks exist and accounts for almost 40 percent of all pedestrians killed or severely injured in the study areas. The proposed countermeasures have some of the highest evidence-based crash reduction factors. Project readiness includes: local match secured (cash), a qualified team with experience managing federally-funded projects, ability to complete all activities within four years of grant execution, a comprehensive communication and engagement plan, and strong community support. Implementation partners include: two K-6 schools, one junior/senior high school, a Workforce Development Board, the Sheriff, and the County Public Health Department, to name a few.



## Location

SBC is located in Southern California and is the **largest county in the United States by area** (20,105 square miles). California is a FHWA Focus State because of its high pedestrian and bicyclist fatalities.<sup>1</sup> Approximately 304,614 people reside within unincorporated SBC.<sup>2</sup>

**High-Injury Network/Locations and Proposed Strategies.** In 2022, SBC developed a Local Roadway Safety Plan (LRSP, i.e., Action Plan), using the Safe System Approach (SSA) and extensive stakeholder collaboration, to identify and evaluate hot spots and systemic risk factors throughout unincorporated SBC. The analysis included identifying proven countermeasures that can be implemented to meet the County-articulated goal of eliminating fatalities and serious injuries on unincorporated SBC roadways by 2050. This systemic analysis yielded **10 collision profiles** where a set of recommended countermeasures aimed at reducing the number and severity of collisions could be implemented. Three priority locations (Table 1) were selected from one of the 10 Collision Profiles. Two of the three sites are Highly Disadvantaged Communities and one site is rural.<sup>3</sup>

<sup>1</sup> [Pedestrian and Bicyclist Focused Approach to Safety - Safety | Federal Highway Administration \(dot.gov\)](#)

<sup>2</sup> U.S. Census Bureau 2019 ACS Data (total SBC population minus incorporated cities population)

<sup>3</sup> [www.usdot/maps/arcgis.com](http://www.usdot/maps/arcgis.com)





## Response to Selection Criteria

### Merit Criteria #1: Safety Impact

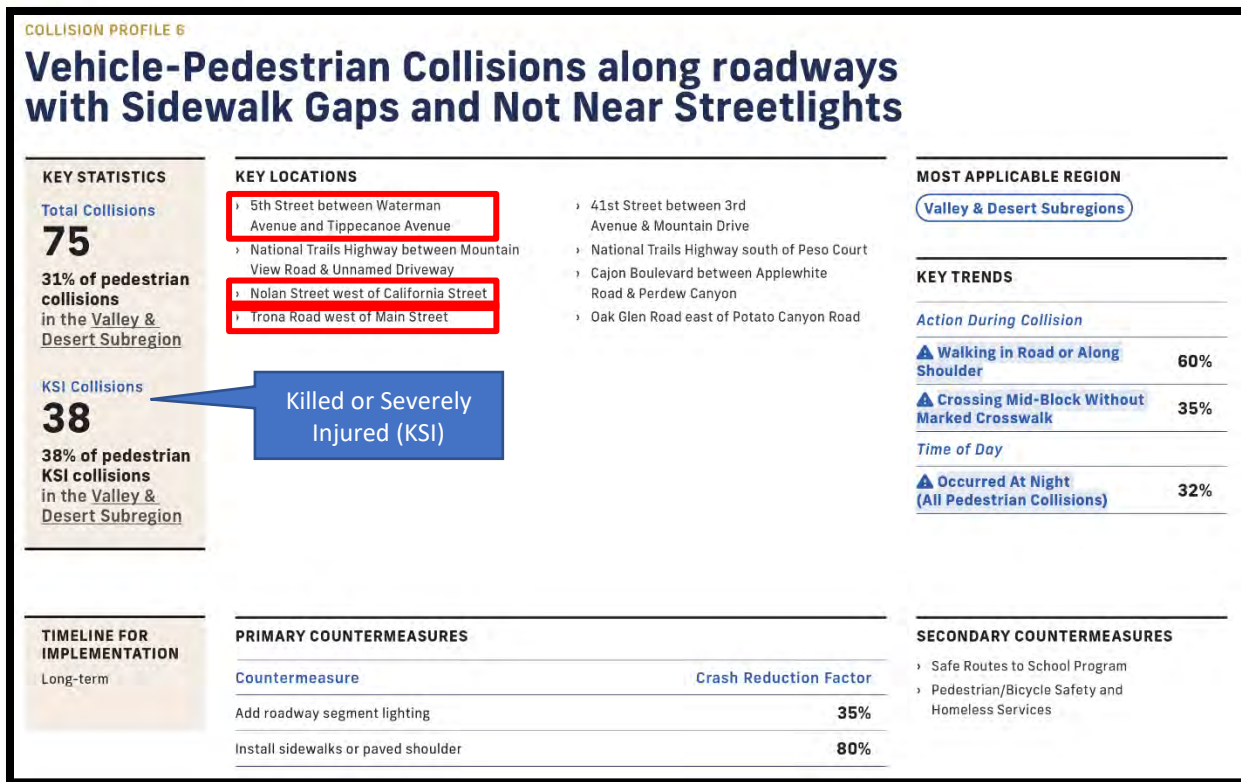
**Description of the Safety Problem.** SS4A funding will implement evidence-based countermeasures for LRSP Collision Profile #6: “vehicle-pedestrian collisions along roadways with sidewalk gaps and not near streetlights.” This Collision Profile disproportionately accounts for almost **40 percent of all fatalities and severe injuries** within the study areas. Figure 3 summarizes Collision Profile #6 and highlights the SS4A target locations (red box). It is important to note that 60 percent of actions during collisions involved pedestrians walking in the road or along the shoulder. The three locations have zero sidewalk infrastructure. Figure 4 illustrates the severity of these corridors using heat maps. A pedestrian has an 80 percent chance of being killed if hit by a person driving 40 miles per hour (mph). Two of the three project sites have a 40 mph posted speed limit. In total, **five (5) pedestrians have either been killed or severely injured** within the past 10 years at the three SS4A project sites. Details include:

**Sites #1 & #2: 5<sup>th</sup> Street and Nolan Road (aka Muscoy).** These corridors are connectors for schools and jobs within unincorporated urban settings. The posted speed limits are 40 mph (5<sup>th</sup> Street) and 25 mph (Nolan Road). Within the SS4A project limits, these two corridors have experienced the following pedestrian/vehicle collisions: 1 fatality, 2 severe injuries, 1 visible injury, and 1 complaint of pain.

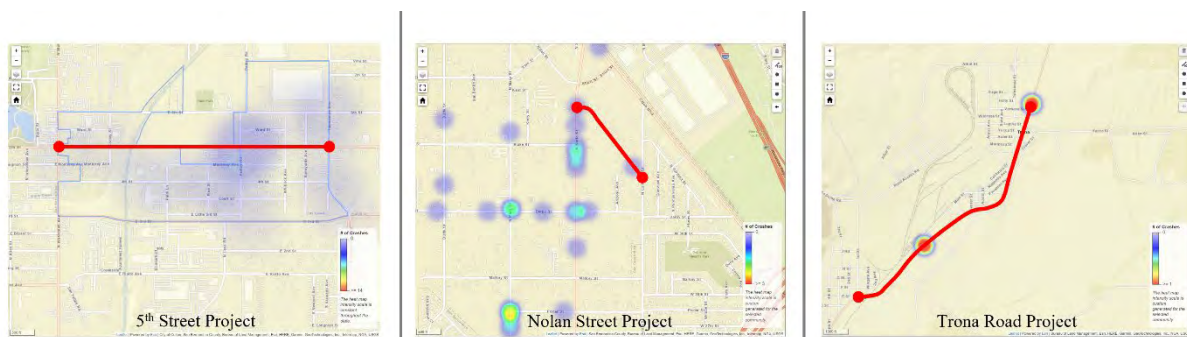
**Site #3: Trona Community.** Trona is a remote and rural mining community located near Death Valley. Trona Road is the main corridor with a 40 mph speed limit. There are two residential neighborhoods with a small commercial district separating the two. The junior/senior high school is located at the very far north of the community. Students can walk up to two miles to school along Trona Road. A senior center located one block north of Trona Road provides once-a-week public transportation to Ridgecrest (pop. 30,000) for healthcare, shopping, and services. There has been one pedestrian fatality and 1 pedestrian severe injury along this corridor within the past 10 years; 1 male aged 15-19 and 1 female aged 60-64.

For 20+ years, residents and SBC staff in the three target communities have been working to identify funding sources to make walking a safer transportation choice, as funding needs are far greater than the amount available for these types of projects. In 2021, a grant application was awarded funding to construct sidewalks immediately in front of Vermont Elementary School and Muscoy Elementary School in the unincorporated community of Muscoy. The local [CBS Morning News](#) show highlighted the award because it addressed a significant unmet need. Now, the goal is to complete what was started and extend the project reach further and close gaps. SS4A funding will bring each of the three communities closer to the goal that disadvantaged communities can achieve the same safer transportation infrastructure as their counterparts in more advantaged neighborhoods.





**Fig. 3.** Collision Profile #6 from the County's [Local Roadway Safety Plan](#) (adopted August 2022). SS4A funding will complete three of the eight key locations.



**Fig. 4.** Heat maps illustrating pedestrian collision severities for SS4A project sites. Source: [Transportation Injury Mapping System](#) (2011-2020).

**Safety Impact Assessment.** The program of projects (POP) includes constructing 5' wide sidewalks, ADA ramps, curb and gutter infrastructure, and installing high-visibility crosswalks. The POP provides a safer place for all pedestrians – young, old, and persons with disabilities – and **directly solves the challenge of pedestrians walking in the road or along a shoulder**. The POP are evidence-based countermeasures having the following crash modification factors (CMF) and crash reduction factors (CRF):

- Construct sidewalks to separate pedestrians from the roadway: 80% CRF according to Caltrans<sup>4</sup>; 65-89% proven safety countermeasure according to the FHWA.<sup>5</sup>
- Install high-visibility crosswalks: 0.6 CMF FHWA Clearinghouse, 40% CRF.<sup>4</sup>

Constructing sidewalks and installing high-visibility crosswalks will significantly help meet the National Strategy to achieve a two-thirds reduction in roadway fatalities by 2040. Simply put, these countermeasures save lives. And finally, sidewalk infrastructure has an expected useful life of 20 years.<sup>4</sup> The safety benefits will persist for at least two decades, if not longer. Additional safety impact information is provided in Merit Criteria #3.

**Implementation Costs.** Reference the budget attachment “Budget Summary” for a full explanation regarding implementation costs (total, by project location, and by cost category), reasonableness, escalation to construction year, contingencies, and data reporting. The total project cost is \$5.9 million. A 20 percent local cash match is proposed at \$1.180 million. The SS4A request is \$4.720 million (80% of total project cost). There are three benefiting, low-income schools (one in each project location) (see maps in Appendix B). Collectively, these schools have a total of 1,131 children. The infrastructure has a 20-year useful life. The total federal share per benefitting student is only \$209.

22,620 Benefitting Students  
over 20 Years = \$209/e



## Merit Criteria #2: Equity, Engagement, and Collaboration

**Equitable Investment: Benefitting Low-Income, Underserved Communities, and Transportation Disadvantaged Communities.** Significant transportation disadvantaged communities indicators and disadvantaged students are located in the project areas as illustrated in Tables 2 and 3, respectively.

**Table 2: Transportation Disadvantaged Communities  
Indicators: 4 out of 6 Meets Definition<sup>6</sup>**

Project / Location	Transportation	Health	Economy	Equity	Resilience	Environmental
5 <sup>th</sup> Street, Census Tract 65	Y		Y	Y	Y	Y
Nolan Street, Census Tract 41.04	Y		Y	Y	Y	Y
Trona Road, Census Tract 89.01	Y	Y	Y			

<sup>4</sup> Caltrans Local Roadway Safety Manual, April 2022. R34PB, page 89.

<sup>5</sup> FHWA Office of Safety Proven Safety Countermeasures. Publication FHWA-SA-21-047.

<sup>6</sup> Source: Transportation Disadvantaged Census Tracts (source: U.S. DOT Areas of Persistent Poverty and Historically Disadvantaged Community Status Tool, Justice40 Initiative).



**Table 3: Disadvantaged Students**

No.	Location	# of Students	% Qualify for Free & Reduced-Price Meals	% Minority Population (non-White)
1	Monterey Elementary School (K-6)	356	90%	100%
2	Vermont Elementary School (K-6)	647	90%	97%
3	Trona Junior/High School (7-12 grades)	128	73%	53%
<b>Totals</b>		<b>1,131</b>		

Source: California Department of Education, DataQuest, 2021-22 school year.

Collectively, these schools enroll approximately 1,131 students annually with 89 percent qualifying for the United States Department of Agriculture’s Free and Reduced-Price Meal Program. And, **the project targets key population groups:** children, persons who live in rural areas (Trona), minorities (non-White), and persons adversely affected by persistent poverty and inequality. The new infrastructure embraces Complete Streets goals by connecting to existing pedestrian infrastructure and public transit systems in severely disadvantaged neighborhoods, enabling all residents, but especially children, the elderly, disabled, and historically disadvantaged communities to have a safer pedestrian experience.

**Meaningful Engagement/Leveraged Partnerships.** The project has broad community support, including from the **San Bernardino County Sheriff-Coroner’s Office** and the **San Bernardino County Transportation Authority** and the following project partners:

**Southern California Association of Governments** will partner with the DPW to amend the Federal Transportation Improvement Program and State Transportation Improvement Program for submittal to the California Department of Transportation and federal funding agencies.

**San Bernardino County Workforce Development Department (WDD)** will implement actions that advance quality jobs specifically related to the project including pre-apprenticeships tied to registered apprenticeships and/or workforce opportunities for historically underrepresented groups.

**San Bernardino County Department of Public Health (DPH)** will partner to implement education programs promoting the project as a healthy alternative to motorized transportation during and after project construction.

Principals from **Monterey Elementary School, Vermont Elementary School, and Trona Junior/Senior High School** will work to implement educational programming.

**Communication Plan During Implementation.** A **robust social media campaign** will update residents with information on design and the construction schedule. County DPW and DPH will partner with schools in each project site to educate students about pedestrian safety and to encourage sidewalk use. A **poster design contest** will encourage students to share what they have learned with the community, and posters will be displayed at each school and County

buildings. As all three projects will provide connection to public transit, **safe walking route maps** will be created, promoted on social media, and available on websites for County, schools, and senior centers to highlight: 1) new sidewalk locations; 2) new public transit connections in each project area; and 3) how the pedestrian infrastructure and public transit system connects to employers, training programs, community colleges, and community buildings.

**Merit Criteria #3: Effective Practices and Strategies – Create a Safer Community.** **Note to Evaluators: Please cross-reference this section with Merit Criteria #1 Safety Impact. Similar data is provided and not duplicated below to reduce redundancy.**

**Evidence-based Roadway Safety Infrastructure.** The project is basic, evidence-based roadway safety infrastructure. As previously stated in Merit Criteria #1 Safety Impact, the proposed countermeasures (sidewalks) have highly significant evidence-based crash reduction factors anywhere from 65-89 percent.<sup>7</sup> Sidewalks and walkways provide people with space to travel within the public right-of-way that is separated from vehicles. Currently, residents, including our youngest school children, must walk along the roadway with traffic travelling at or more than 40 mph. In some locations, vehicles park along the roadway in front of homes pushing pedestrians closer or onto the roadway. There are eight key locations identified in the County’s LRSP where this countermeasure should be installed; SS4A funding will enable the County to complete three of the eight locations.

**Law Enforcement Support**

*Because of the fatalities and severe injury history, and the ability to achieve a close to 100 percent CRF, this POP is strongly favored by law enforcement (see Sheriff’s support letter in Appendices).*

**Low-Cost, Systemic Safety Practices.** The project also includes improved crosswalk markings at each warranted intersection, including uncontrolled intersections, where sidewalks will be installed. Crosswalk striping will be employed over a wide-geographic focus area within the three proposed locations. This is a low-cost but high-impact countermeasure with up to a 40 percent CRF.<sup>8</sup> Markings alert pedestrians where it is safer to cross the street and warn motorists to be aware of pedestrians and to stop while they are in the crosswalk. It is often observed that pedestrians wishing to cross a street will often first quickly glance around to see if there is a marked crosswalk. If one is not noticed, he/she may dart mid-block to cross. High visibility crosswalks are easily seen and detected and “welcome” pedestrians to cross at that designated location.

**Public Rights-of-Way Accessibility Guidelines (PROWAG).** The project includes constructing ADA ramps within the sidewalk/curb/gutter project limits. These facilities will comply with the PROWAG by making pedestrian crossings within the project areas accessible to persons with disabilities including, but not limited to: connecting departure and arrival sidewalks, providing a detectable warning surface, providing curb ramps and blended transitions at pedestrian street crossings, and providing additional maneuvering space at curved or angled routes, particularly where the grade exceeds 5 percent.

<sup>7</sup> FHWA Office of Safety Proven Safety Countermeasures. Publication FHWA-SA-21-047.

<sup>8</sup> Caltrans Local Roadway Safety Manual, April 2022. R34PB, page 89.



**High-Risk Roadway Features Correlated with Particular Crash Types.** The primary high-risk roadway feature at two of the project sites is speed. Two corridors have a 40 mph posted speed limit. The corridors do not warrant a change in speed; therefore, the separated sidewalks/curb/gutter and crosswalk striping is the best mitigation for pedestrians. Crash types include pedestrians being struck while walking alongside the roadway and crossing the street mid-block/outside a crosswalk (see Merit Criteria #1). The POP directly and positively addresses these two crash types with proven, cost-effective countermeasures and high CRFs.

## **Merit Criteria #4: Climate Change, Sustainability, and Economic Competitiveness**

**Climate Change.** The project reduces motor vehicle-related pollution and increases safety of and connection between active transportation and public transit. In Southern California's temperate climate, weather conditions are favorable for children to walk to school almost daily. In the 1950's, almost 80 percent of school children walked or biked to school. However, in many areas, including the three project locations, safer facilities are needed before families can be encouraged to leave their vehicles at home and choose walking and biking.

The three project areas are severely disadvantaged environmentally and are considered California Climate Investment Priority Populations for Low Income, and two of the three areas are considered Disadvantaged Communities (5<sup>th</sup> Street and Nolan Street). CalEnviroScreen 4.0 indicators show the three locations having some of the worst high indicators for asthma, cardiovascular disease, and ozone (compared to other California communities).

**Table 4: Environmental Disadvantage**

No.	Location	Asthma	Cardiovascular Disease	Ozone
1	5 <sup>th</sup> Street	74 <sup>th</sup> percentile	81 <sup>st</sup> percentile	100 <sup>th</sup> percentile
2	Nolan Street	76 <sup>th</sup> percentile	85 <sup>th</sup> percentile	100 <sup>th</sup> percentile
3	Trona Road	52 <sup>nd</sup> percentile	71 <sup>st</sup> percentile	80 <sup>th</sup> percentile

Source: [CalEnviroScreen 4.0](#)

Scientific studies have linked high asthma rates and cardiovascular disease to high levels of ozone and other GHGs. By implementing the SS4A project, residents will be encouraged to walk and take public transportation, which will lower GHG emissions and other emissions that deplete the ozone. Increased walking will also reduce the occurrence of cardiovascular disease for residents, creating a healthier community overall.

**Sustainability.** The project promotes climate resilience and sustainability by enhancing stormwater management practices and constructs new sidewalks to include curbs and gutters. This will direct water to the existing stormwater management system and reduce storm related runoff and erosion.

The project also creates neighborhood sustainability for residents. By creating separation between pedestrians and vehicles, the project provides a safer walking route within neighborhoods and along high-speed arterial roadways. Each proposed sidewalk will connect to existing transportation infrastructure, ranging from sidewalks just a few blocks away to city bus routes, creating additional network connectivity in each location. The sidewalks increase the implementation of Complete Streets elements in SBC by enhancing community building, walkability, and livability of neighborhoods and creating stronger neighborhood connections for residents.

**Economic Competitiveness.** The project increases mobility and expands connectivity for all road users to jobs and business opportunities, including people in underserved communities. CalEnviroScreen 4.0 indicators show low attainment for education, unemployment, and poverty for all three project sites. Additionally, Median Household Income (MHI) for each area is well below both State MHI (\$78,672) and federal MHI (\$64,994):

Table 5: Economically Disadvantaged					
No.	Location	Education Percentile	Unemployment Percentile	Poverty Percentile	MHI & % Below Federal MHI
1	5 <sup>th</sup> Street	92 <sup>nd</sup>	93 <sup>rd</sup>	98 <sup>th</sup>	\$19,946 <b>70% below</b>
2	Nolan Street	96 <sup>th</sup>	99 <sup>th</sup>	97 <sup>th</sup>	\$45,349 <b>30% below</b>
3	Trona Road	55 <sup>th</sup>	86 <sup>th</sup>	79 <sup>th</sup>	\$26,738 <b>59% below</b>

Source: [CalEnviroScreen 4.0](#) and [California Parks Community FactFinder](#)

The proposed sidewalks will provide connections to employers and educational and community resources. For 5<sup>th</sup> Street and Nolan Street, residents will have a safer route to San Bernardino Valley Community College and training programs, as well as job centers at San Bernardino Airport, distribution centers, and in downtown San Bernardino including financial institutions, courts, and nearby manufacturing areas. Nolan Street is located one block from the [Inland Empire Job Corps Center](#), which provides career development, preparation, and transition services. For Trona Road, which is a remote mining town, the proposed sidewalks are part of a broader lifeline transit system, connecting all residents, but especially seniors to the senior/community center, and a weekly bus service to Ridgecrest for shopping and other needed services. In addition, SBC will implement a Local Preference Policy of 5 percent when evaluating proposals, bids, or best value evaluations. This policy includes requiring vendors to employ a minimum of 25 percent of management and regular employees from SBC locations. Also, the [San Bernardino County Workforce Development Department](#) (WDD) will work with project area residents to implement actions that advance quality jobs specifically related to the project including pre-apprenticeships tied to registered apprenticeships and/or workforce opportunities for historically underrepresented groups. And finally, after construction is complete and safe access to public transit is available, the WDD and its partner organization, America's Job Centers of California, will work with area residents to complete training programs and find quality jobs near their homes utilizing the new sidewalk infrastructure and connections to public transit.

## Project Readiness

SBC has extensive experience managing federally-funded construction projects and has a proven, internal process to ensure compliance with federal, state, and local regulations and policies. The following illustrates SBC project readiness and qualifications/expertise:

- Noel Castillo, P.E., Assistant Director, SBC Department of Public Works, will serve as Project Manager. Noel has over 15 years' experience managing complex construction projects using a variety of funding sources, including federal. He will be supported by a staff of licensed professional engineers, water quality managers, procurement specialists, environmental scientists, and planners.
- The local match is 100 percent secured and is cash from County Road Funds. These funds are available with no contingencies attached or approvals needed.
- The project schedule (Table 6) is comprehensive and realistic. The project can be completed within four (4) years after executing the DOT grant agreement.
- There are no additional state and local planning requirements needed. The project can proceed directly to NEPA and design upon grant award.
- NEPA is expected to yield an Environmental Assessment/Finding of No Significant Impact based on the project team's experience constructing similar projects in the County.
- The project will use general roadway design standards. No deviations or exceptions are proposed.
- **Minor** right-of-way acquisitions and temporary construction easements will be required.

Table 6 Project Schedule San Bernardino County Pedestrian Safety Improvements										
#	Tasks	# of Months	Date Started	Date Completed	2022	2023	2024	2025	2026	2027
<i>Estimated Grant Execution: June 2023</i>										
<i>Mandatory Grant Completion: June 2028 (5 yrs)</i>										
1	Submit SS4A grant proposal	N/A	N/A	9/15/2022						
2	Execute Grant Award	N/A	N/A	6/1/2023						
3	Project Management	48	6/1/2023	7/31/2027						
4	NEPA (technical studies, public engagement, filing with State Clearinghouse, adoption by County Board)	12	6/1/2023	5/31/2024						
5	Programming into FTIP & TIP	7	6/1/2023	12/31/2023						
6	Develop and Implement Public Communication & Social Media Campaign. Engage Partners in Execution of Plan.	48	6/1/2023	7/31/2027						
7	Obtain Temporary Construction Easements/Minor ROW	7	1/1/2024	6/30/2024						
8	Develop RFP/Q - Design, Permitting, and Construction Engineering Oversight	3	1/1/2024	3/31/2024						
9	Advertise Project for Design, Permitting, and Construction Oversight (may include NEPA technical studies), Pre-bid Conferences & Industry Meetings, Receive/Evaluate Bids, Award Contract	6	4/1/2024	9/30/2024						
10	Engineering and Design (30%, 60% 100%), construction drawings, permits, utility relocation plans, etc.	12	10/1/2024	9/30/2025						
11	Develop RFP for Construction, Advertise, Pre-bid Conferences, Receive/Evaluate bids, Award Contract	9	4/1/2025	12/31/2025						
12	Kickoff Meeting with Successful Construction Contractor(s)	1	N/A	1/2/2026						
13	Construction	19	1/1/2026	7/31/2027						
14	Notice of Completion/Ribbon Cutting	1	N/A	7/31/2027						
15	Grant Management, Submit Quarterly Program & Financial Reports	48	6/1/2023	7/31/2027						
16	Program Evaluation and Data Collection Plan	48	6/1/2023	Ongoing						

This Workspace form is one of the forms you need to complete prior to submitting your Application Package. This form can be completed in its entirety offline using Adobe Reader. You can save your form by clicking the "Save" button and see any errors by clicking the "Check For Errors" button. In-progress and completed forms can be uploaded at any time to Grants.gov using the Workspace feature.

When you open a form, required fields are highlighted in yellow with a red border. Optional fields and completed fields are displayed in white. If you enter invalid or incomplete information in a field, you will receive an error message. Additional instructions and FAQs about the Application Package can be found in the Grants.gov Applicants tab.

**OPPORTUNITY & PACKAGE DETAILS:**

Opportunity Number:	DOT-SS4A-FY22-01
Opportunity Title:	Safe Streets and Roads for All Discretionary Grant Program
Opportunity Package ID:	PKG00274329
CFDA Number:	20.939
CFDA Description:	Safe Streets and Roads for All
Competition ID:	0002
Competition Title:	Implementation Grant Applications
Opening Date:	05/16/2022
Closing Date:	09/15/2022
Agency:	69A345 Office of the Under Secretary for Policy
Contact Information:	Paul D Teicher Grantor E-mail: SS4A@dot.gov Phone: 202-366-4114

**APPLICANT & WORKSPACE DETAILS:**

Workspace ID:	WS00958410
Application Filing Name:	San Bernardino County Pedestrian Safety Project
UEI:	CFXEZ75TPJ84
Organization:	SAN BERNARDINO COUNTY
Form Name:	Project Narrative Attachment Form
Form Version:	1.2
Requirement:	Mandatory
Download Date/Time:	Aug 15, 2022 02:19:40 PM EDT
Form State:	

**FORM ACTIONS:**

**Project Narrative File(s)**

---

**\* Mandatory Project Narrative File Filename:** Narrative to be uploaded here

Add Mandatory Project Narrative FileDelete Mandatory Project Narrative FileView Mandatory Project Narrative File

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To add more Project Narrative File attachments, please use the attachment buttons below.

Add Optional Project Narrative FileDelete Optional Project Narrative FileView Optional Project Narrative File



# Safe Streets and Roads for All

B&A will review final LRSP and ensure the chapter and page numbers provided to the DOT as "documentation" align with the final LRSP. The chapters and pages below are based on the DRAFT LRSP.

## Self-Certification Eligibility Worksheet

This worksheet is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. See the SS4A website for more information: <https://www.transportation.gov/SS4A>

**Instructions:** This content is from Table 2 in the NOFO. The purpose of the worksheet is to determine whether or not an applicant's existing plan(s) is substantially similar to an Action Plan.

For each question below, answer "yes" or "no." If "yes," cite the specific page in your existing Action Plan or other plan(s) that corroborate your response, or cite and provide other supporting documentation separately.

An applicant is eligible to apply for an Action Plan Grant that funds supplemental action plan activities, or an Implementation Grant, only if the following two conditions are met:

- Answer "yes" to Questions **3 7 9** **Confirmed. LRSP meets this criteria.**
- Answer "yes" to at least four of the six remaining Questions **1 2 4 5 6 8** **Confirmed.**

If both conditions are *not met*, an applicant is still eligible to apply for an Action Plan Grant that funds creation of a new action plan.

Lead Applicant: San Bernardino County

UEI: CFXEZ75TPJ84

### 1 Are both of the following true?

- Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries?
- Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date?

☐ YES

☒ NO

If yes, provide documentation:

### 2 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

If yes, provide documentation:

Chp. 3 pp 14-17

### 3 Does the Action Plan include all of the following?

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

☒ YES

☐ NO

If yes, provide documentation:

Chp. 5 pp 27-41

Chp. 7 pp 72-93

Chp. 8 pp 94-143

+



# Safe Streets and Roads for All

## Self-Certification Eligibility Worksheet

### 4 Did the Action Plan development 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

If yes, provide documentation:

Chp. 3 pp 14-17.  
Stakeholder documentation  
on page 16. +

### 5 Did the Action Plan development include all of the following?

- Considerations of equity using inclusive and representative processes;
- The identification of underserved communities through data; and
- Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics.

☐ YES

☒ NO

If yes, provide documentation:

### 6 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

If yes, provide documentation:

Chp. 4 pp 18-25.  
Chp. 9 pp 145-154. +

### 7 Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria?

☒ YES

☐ NO

If yes, provide documentation:

Chp. 7 pp 72-93.  
Chp. 8 pp 94-143. +  
Timeframe on e/ cut sheet

### 8 Does the plan include all 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

If yes, provide documentation:

Chp. 9 p 154. +

Link to online: <https://dpw.sbcounty.gov/transportation/transportation-planning/>

### 9 Was the plan finalized and/or last updated between 2017 and 2022?

☒ YES

☐ NO

If yes, provide documentation:

2022 Adopted 8/23/22  
See attached Board of  
Supervisor's Report.



**REPORT/RECOMMENDATION TO THE BOARD OF SUPERVISORS  
OF SAN BERNARDINO COUNTY  
AND RECORD OF ACTION**

**August 23, 2022**

**FROM**

**BRENDON BIGGS, Director, Department of Public Works – Transportation**

**SUBJECT**

Local Road Safety Plan and Application Submissions for Grant Funds Under the Federal Highway Safety Improvement Program

**RECOMMENDATION(S)**

1. **Accept and approve the Local Road Safety Plan for San Bernardino County.**
2. Authorize the submission of a grant application to the California Department of Transportation for the federal Highway Safety Improvement Program for safety improvements on Arrow Route in the Fontana area, in the amount of \$1,946,880, with a local match of \$216,320.
3. Authorize the submission of a grant application to the California Department of Transportation for the federal Highway Safety Improvement Program for safety improvements on Cajon Boulevard in the Muscoy area, in the amount of \$5,211,450, with a local match of \$579,050.
4. Authorize the submission of a grant application to the California Department of Transportation for the federal Highway Safety Improvement Program for systemic safety improvements to address Systemic Hit Object collisions with excessive speed on various San Bernardino County roads, as noted in Attachment A, in the amount of \$5,384,970, with a local match of \$598,330.
5. Authorize the submission of a grant application to the California Department of Transportation for the federal Highway Safety Improvement Program for systemic safety improvements to address Systemic Broadside collisions at unsignalized intersections on various San Bernardino County roads, as noted in Attachment A, in the amount of \$1,246,230, with a local match of \$138,470.
6. Authorize the submission of a grant application to the California Department of Transportation for the federal Highway Safety Improvement Program for systemic safety improvements to address Systemic Head-On collisions on Cajon Boulevard in the Cajon Pass, as noted in Attachment A, in the amount of \$1,183,050, with a local match of \$131,450.
7. Authorize the submission of a grant application to the California Department of Transportation for the federal Highway Safety Improvement Program for systemic safety improvements to address collisions caused by Systemic Unsafe Speed on various San Bernardino County roads in the mountain areas, as noted in Attachment A, in the amount of \$2,567,340, with a local match of \$285,260.
8. Authorize the Director of the Department of Public Works to electronically submit the grant applications, set forth in Recommendation Nos. 2-7, as required by the California Department of Transportation.
9. Direct the Director of the Department of Public Works to transmit all documents in relation to the grant applications to the Clerk of the Board of Supervisors within 30 days of execution.

(Presenter: Brendon Biggs, Director, 387-7906)



**Local Road Safety Plan and Application Submissions for Grant Funds  
Under the Federal Highway Safety Improvement Program  
August 23, 2022**

**COUNTY AND CHIEF EXECUTIVE OFFICER GOALS & OBJECTIVES**

**Operate in a Fiscally-Responsible and Business-Like Manner.**

**Ensure Development of a Well-Planned, Balanced, and Sustainable County.**

**Provide for the Safety, Health and Social Service Needs of County Residents.**

**FINANCIAL IMPACT**

Approval of this item will not result in the use of Discretionary General Funding (Net County Cost). This item requests approval to submit six grant applications to the California Department of Transportation (Caltrans) to request federal Highway Safety Improvement Program (HSIP) funds for safety improvements. Should any grant applications prove successful, the County must provide a 10% local match, which will be funded from the Department of Public Works (Department) Gas Tax set aside used for required local matching funds. Total project costs, funding requests, and required local match is outlined in the table below.

<b>Project</b>	<b>Total Project Cost</b>	<b>Funding Request</b>	<b>Local Match</b>
Arrow Route	\$2,163,200	\$1,946,880	\$216,320
Cajon Boulevard	\$5,790,500	\$5,211,450	\$579,050
Systemic Hit Object	\$5,983,300	\$5,384,970	\$598,330
Systemic Broadside	\$1,384,700	\$1,246,230	\$138,470
Cajon Pass	\$1,314,500	\$1,183,050	\$131,450
Systemic Unsafe Speed	\$2,852,600	\$2,567,340	\$285,260

Sufficient appropriation and revenue for the required local match have been included in the Department's 2022-23 budget and will be included in future recommended budgets.

**BACKGROUND INFORMATION**

This Local Road Safety Plan (LRSP) proactively identifies and evaluates hot spots and systemic risk factors throughout unincorporated County areas and identifies proven countermeasures that can be implemented through roadway design changes and partnerships with stakeholders. This plan applies a Safe System approach, an international best practice framework that provides the foundation for this LRSP. A LRSP is a means for providing unincorporated County areas with an opportunity to address unique roadway safety needs while contributing to the success of the California Strategic Highway Safety Plan and statewide safety goals. The process of preparing an LRSP creates a framework to systemically identify and analyze safety challenges and recommend safety improvements. The LRSP offers a proactive approach to addressing safety needs and demonstrates the County's responsiveness to safety challenges. This will be the first comprehensive safety plan for the County. This LRSP builds on the County's prior roadway safety efforts and will serve as a resource for the County when it applies for future safety infrastructure funding. An LRSP is required as a condition of submission of grant applications to the HSIP.

The HSIP is a federal program administered by Caltrans that funds state and local safety projects. HSIP funds, which are awarded on a competitive basis, may be used to address collisions through the construction of infrastructure improvements, such as intersection redesign, pedestrian crossings, traffic signals and signs, road striping, and shoulder widening, to address safety concerns identified in the LRSP. The goal of the HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on public roads.

**Local Road Safety Plan and Application Submissions for Grant Funds  
Under the Federal Highway Safety Improvement Program  
August 23, 2022**

The Department selected six priority projects that most strongly meet the grant criteria and provide the highest benefit/cost ratio, which is the most heavily weighted criteria in the grant program:

Application No. 1: Arrow Route, between Hickory Avenue and Cherry Avenue, in the Fontana area. Countermeasures include installation of two-way left turn lanes, edge lines, and raised pavement markers.

Application No. 2: Cajon Boulevard, between June Street and California Street, in the Muscoy area. Countermeasures include installation of sidewalk, streetlights, and right-turn pocket.

Application No. 3: Systemic Safety Improvements to address Hitting Objects collisions with excessive speed on various County roads, as noted in Attachment A. Improvements include installation of center line and edge line rumble strips, and raised pavement markers.

Application No. 4: Systemic Safety Improvements to address Broadside collisions at unsignalized intersections on various County roads, as noted in Attachment A. Improvements include installation of Manual of Uniform Traffic Control Devices-compliant LED back-lit flashing stop signs, "Cross Traffic Does Not Stop" signs, and transverse rumble strips.

Application No. 5: Cajon Pass improvements to address Head-On collisions on Cajon Boulevard, from Cleghorn Road to Kenwood Avenue, as noted in Attachment A. Improvements include installation of centerline and edgeline rumble stripes with raised pavement markers, installation of a two-foot painted median, with flexible delineators where passing is not permitted, and installation of a flashing beacon on "Stop Ahead" sign prior to Kenwood Avenue.

Application No. 6: Systemic Safety Improvements to address collisions caused by unsafe speed on various roads in the Mountain region. Improvements include installation of centerline and edgeline rumble strips with raised pavement markers and installation of chevron signs on curved roadway segments.

The Department will submit the grant applications electronically to Caltrans for consideration. The Department will also submit copies of the grant application documents to the Clerk of the Board of Supervisors for filing. Notification of grant awards is expected in January 2023. The Department will return to the Board of Supervisors for acceptance of awarded grants.

**PROCUREMENT**

Not applicable.

**REVIEW BY OTHERS**

This item has been reviewed by County Counsel (Aaron Gest, Deputy County Counsel, 387-5455) on August 22, 2022; Finance (Carl Lofton, Administrative Analyst, 387-5404) on August 8, 2022; and County Finance and Administration (Paloma Hernandez-Barker, Deputy Executive Officer, 387-5423) on August 8, 2022.

**Local Road Safety Plan and Application Submissions for Grant Funds  
Under the Federal Highway Safety Improvement Program  
August 23, 2022**

**Record of Action of the Board of Supervisors  
San Bernardino County**

**APPROVED (CONSENT CALENDAR)**

Moved: Joe Baca, Jr. Seconded: Janice Rutherford

Ayes: Col. Paul Cook (Ret.), Janice Rutherford, Dawn Rowe, Curt Hagman, Joe Baca, Jr.

Lynna Monell, CLERK OF THE BOARD

BY   
DATED: August 23, 2022



cc: File - Transportation w/attach w/CD  
CCM 08/29/2022



## Supplemental Estimated Budget

### Budget Summary

The San Bernardino County (SBC) Pedestrian Safety Project total cost is \$5.9 million based upon preliminary cost estimates calculated by the engineering staff at the Department of Public Works (DPW). The cost estimates are based on projects of similar scope and size recently bid by DPW and escalated to the construction year (2026-2027). A 5 percent annual escalation rate was used. San Bernardino County (SBC) proposes to fund the local match with cash (County Road Funds) at 20 percent of the total project cost. The local match is readily available and not contingent upon any approvals. The federal share request is 80 percent. See Table 1.

Table 1 Federal & Non-Federal Cost Shares		
Federal vs. Non-Federal	Total	% of Total
Total Federal Share	\$ 4,720,000	80%
Total Non-Federal Share	\$ 1,180,000	20%
Total	\$ 5,900,000	100%

As requested in the SS4A guidance, Table 2 is provided illustrating costs by category:

Table 2 Costs by SS4A Category		
By Category	Total	% of Total
Capital Costs for Infrastructure Safety Improvements	\$5,900,000	100%
Capital Costs for Behavioral and Operational Safety Improvements	\$ -	0%
Total	\$5,900,000	100%

Table 3 is the required Supplemental Estimated Cost form which shows the following by category:

A: Supplemental Action Plan Activities	\$0
B: Planning, Design, & Development Activities	\$2.655 million
C: Carrying Out Projects & Strategies	<u>\$3.245 million</u>
<b>Total Project Cost</b>	<u>\$5.9 million</u>

No.	Description	Total Project Cost	Federal Funds (SS4A Grant)	Non-Federal Funds (cash)
<b>A</b>	<b>Subtotal Budget for (A) Supplemental Action Plan Activities:</b>	\$ -	\$ -	\$ -
	Itemized Estimated Costs of the (A) Supplemental Action Plan Activities			
	Not Applicable		\$ -	\$ -
			\$ -	\$ -
<b>B</b>	<b>Subtotal Budget for (B) Conducting Planning, Design, and Development Activities</b>	\$ 2,655,000	\$ 2,124,000	\$ 531,000
	Itemized Estimated Costs of the (B) Planning, Design, and Development Activities			
B1	NEPA	\$ 212,400	\$ 169,920	\$ 42,480
B2	Planning, Specifications, Engineering (PSE)	\$ 2,070,900	\$ 1,656,720	\$ 414,180
B3	Contingency	\$ 318,600	\$ 254,880	\$ 63,720
B4	Minor Right-of-Way	\$ 53,100	\$ 42,480	\$ 10,620
<b>C</b>	<b>Subtotal Budget for (C) Carrying Out Projects and Strategies</b>	\$ 3,245,000	\$ 2,596,000	\$ 649,000
	Itemized Estimated Costs of the (C) Proposed Projects and Strategies			
C1	Construction Contractor Oversight	\$ 486,750	\$ 389,400	\$ 97,350
C2	Trona Road (~2 miles), sidewalks, curb/gutter, ADA ramps, crosswalk striping	\$ 1,465,200	\$ 1,172,160	\$ 293,040
C3	5th Street (~0.8 miles), sidewalks, curb/gutter, ADA ramps, crosswalk striping	\$ 594,000	\$ 475,200	\$ 118,800
C4	Nolan Road (~0.4 miles), sidewalks, curb/gutter, ADA ramps, crosswalk striping	\$ 277,200	\$ 221,760	\$ 55,440
C5	Contingency	\$ 389,400	\$ 311,520	\$ 77,880
C6	Data & Performance Reporting <sup>1</sup>	\$ 32,450	\$ 25,960	\$ 6,490
<b>Total Project Cost</b>		<b>\$ 5,900,000</b>	<b>\$ 4,720,000</b>	<b>\$ 1,180,000</b>
<b>Percent Share</b>			<b>80%</b>	<b>20%</b>

<sup>1</sup>Required per SS4A NOFA, p. 11

Table 4 provides individual site costs and percentages used for specific activities. Percentages are industry standard or based on current costs in the State of California. Traditionally, the contingency industry standard in the SB County region is 10 percent. However, because of the accelerated increases in costs over the past 24 months, a 12 percent contingency is being used.

- Pre-construction, 45% of total project cost
  - Environmental Review (NEPA/CEQA), 8% of pre-construction budget
  - Minor Right-of-Way (ROW), 2% of pre-construction budget
  - Planning, Specifications, Engineering (PSE), 78% of pre-construction budget
  - Contingency, 12% of pre-construction budget
- Construction, 54% of total project cost
  - Construction Contractor Oversight (CM), 15% of construction budget
  - Construction, 72% of construction budget
  - Contingency, 12% of construction budget
- Data Reporting, 1% of total project cost

Table 4  
Scope of Work and Project Budget by Location and/or Activity

No.	Description	Trona Road	5th Street	Nolan Road	Total Cost	% of Total Cost
<b>1</b>	<b>Pre-Construction</b>					
1a	NEPA/Environmental Review	\$ 133,200	\$ 54,000	\$ 25,200	\$ 212,400	
1b	Planning, Specifications, Engineering (PSE)	\$ 1,298,700	\$ 526,500	\$ 245,700	\$ 2,070,900	
1c	Contingency	\$ 199,800	\$ 81,000	\$ 37,800	\$ 318,600	
1d	Minor Right-of-Way	\$ 33,300	\$ 13,500	\$ 6,300	\$ 53,100	
	<b>Subtotal</b>	\$ 1,665,000	\$ 675,000	\$ 315,000	\$ 2,655,000	45%
<b>2</b>	<b>Construction</b>					
2a	Construction Contractor Oversight	\$ 305,250	\$ 123,750	\$ 57,750	\$ 486,750	
2b	Construction: 5' sidewalks, curb/gutter, ADA ramps, crosswalk striping	\$ 1,465,200	\$ 594,000	\$ 277,200	\$ 2,336,400	
2c	Contingency	\$ 244,200	\$ 99,000	\$ 46,200	\$ 389,400	
	<b>Subtotal</b>	\$ 2,014,650	\$ 816,750	\$ 381,150	\$ 3,212,550	54%
<b>3</b>	<b>Data Reporting</b>	\$ 20,350	\$ 8,250	\$ 3,850	\$ 32,450	
	<b>Subtotal</b>	\$ 20,350	\$ 8,250	\$ 3,850	\$ 32,450	1%
<b>Total Project Cost</b>		<b>\$ 3,700,000</b>	<b>\$ 1,500,000</b>	<b>\$ 700,000</b>	<b>\$ 5,900,000</b>	<b>100%</b>
<b>Percent of Total Project Cost</b>		<b>63%</b>	<b>25%</b>	<b>12%</b>		



## ATTACHMENTS FORM

**Instructions:** On this form, you will attach the various files that make up your grant application. Please consult with the appropriate Agency Guidelines for more information about each needed file. Please remember that any files you attach must be in the document format and named as specified in the Guidelines.

**Important:** Please attach your files in the proper sequence. See the appropriate Agency Guidelines for details.

1) Please attach Attachment 1	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15	<input type="text"/>	Add Attachment	Delete Attachment	View Attachment



## **Appendix A**

# **Implementation Application Template**





# Safe Streets and Roads for All Implementation Application Template

This document is not meant to replace the NOFO. Applicants should follow the instructions in the NOFO to correctly apply for a grant. While using this template is not required, DOT encourages its use to provide elements of the required application information. Additional information is required, to be submitted separately. See page 2 of this template and the SS4A website for more information about required materials: <https://www.transportation.gov/SS4A>

Application Name: Pedestrian Safety Project Lead Applicant: San Bernardino County UEI: CFXEZ75TPJ84

Roadway safety responsibility:  
(select all that apply)



Ownership and/or maintenance responsibilities over a roadway network



Safety responsibilities that affect roadways



Have an agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant's jurisdiction

Applicant(s)	Jurisdiction Population (#)	Cost Subtotals for Eligible Activities			Percent of Population in Underserved Communities Census Tracts (%)	Funds Allocated to Underserved Communities
	U.S. Census Data	Supplemental Action Plan Activities (A)	Planning, Design, and Development Activities for Projects / Strategies (B)	Carrying Out Projects and Strategies (C)	U.S. Census Data	
Total Value for Application:	304,614	\$ 0	\$ 2,655,000	\$ 3,245,000	88.00 %	\$ 2,200,000

If submitting a joint application, provide the aggregated values for the full plan area in this row.

If submitting a joint application, provide the individual values for the lead applicant and each joint applicant's individual portion of the plan area in the rows below.

Lead Applicant:

San Bernardino 304,614 \$ 0 \$ 2,655,000 \$ 3,245,000 88.00 % \$ 2,200,000

Joint Applicant(s):

1	N/A	\$	\$	\$	%	\$
2		\$	\$	\$	%	\$
3		\$	\$	\$	%	\$
4		\$	\$	\$	%	\$

If more than 4 joint applicants, attach a separate table with additional rows for each additional joint applicant





# Safe Streets and Roads for All Implementation Application Template

## Lead Applicant's State:

Mark "NA" if a Federally  
recognized Tribal government

CA

Additional State **#1** that this  
Implementation grant will serve: \_\_\_\_\_

Additional State **#2** that this  
Implementation grant will serve: \_\_\_\_\_

## Funding request for Lead Applicant's State (\$):

Provide total cost if a Federally  
recognized Tribal government

\$ 4,720,000

Funding request for  
Additional State **#1** (\$): \$ \_\_\_\_\_

Funding request for  
Additional State **#2** (\$): \$ \_\_\_\_\_

Link to Action Plan or Equivalent Plan(s):  
(Note here if submitting a PDF copy with application)

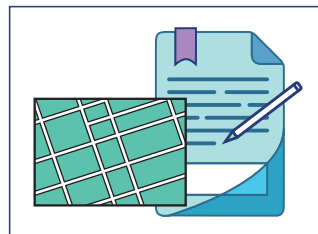
<https://dpw.sbcounty.gov/transportation/transportation-planning/>

Provide Required  
Narrative Separately:  
(10 page limit)

### I. Overview



### II. Location



### III. Response to Selection Criteria

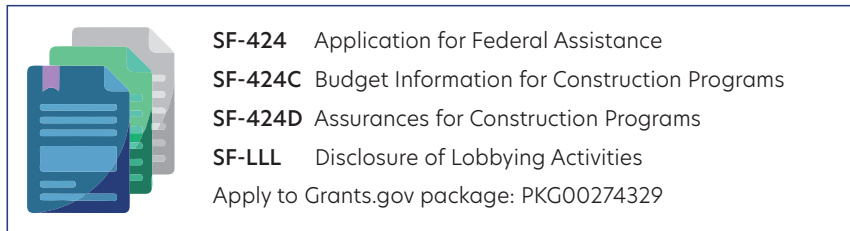


### IV. Project Readiness



Provide Additional  
Documents Separately:

### Required Forms



### Self-Certification Eligibility Worksheet



### Supplemental Estimated Budget ("Table 3")





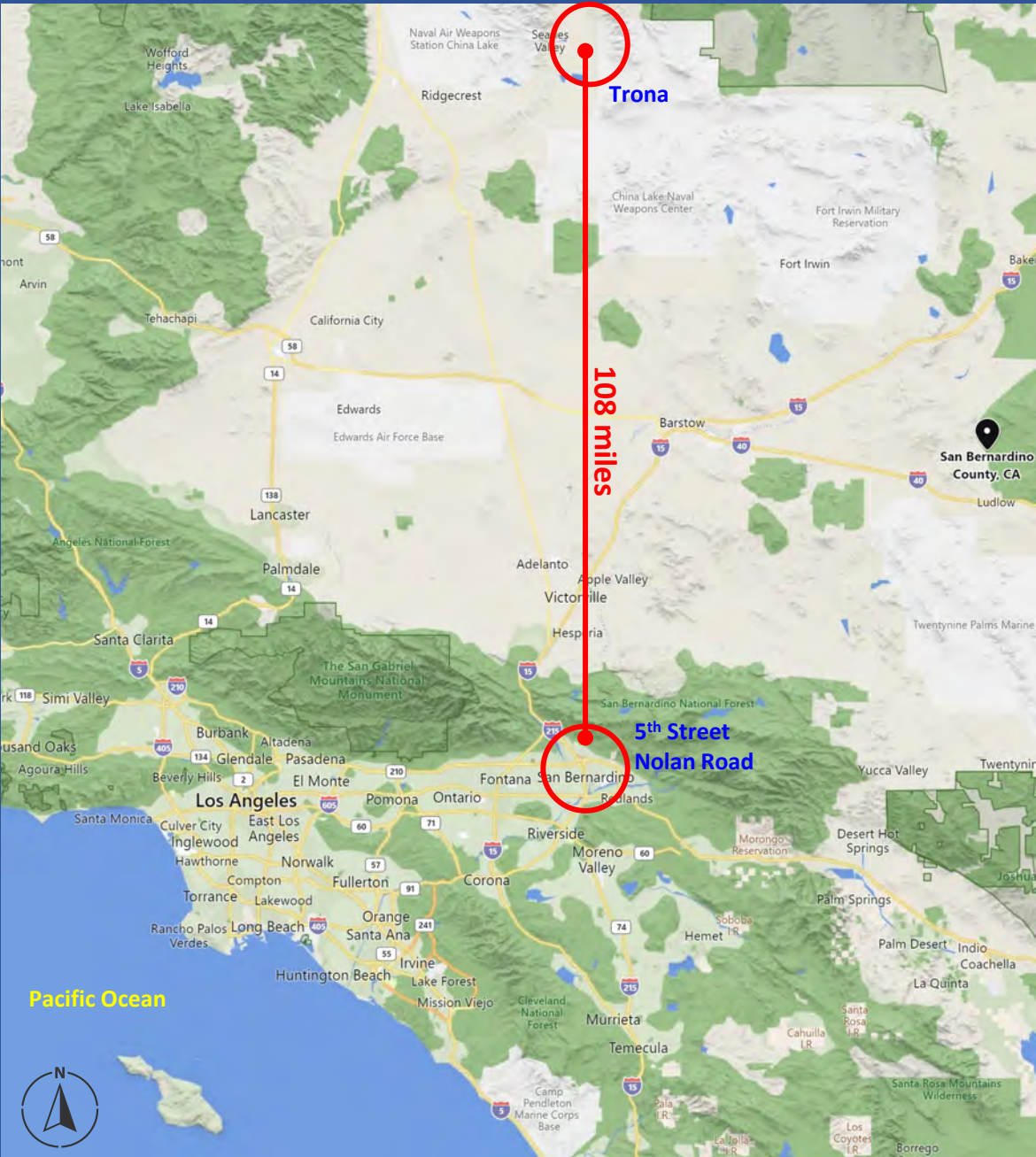
## Appendix B

# Maps, Collision Diagrams, Photos





# REGIONAL PROJECT LOCATION MAP

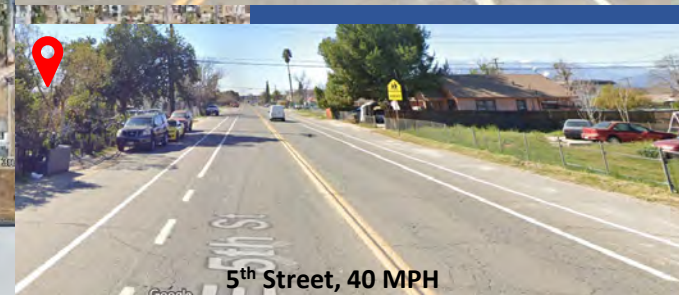


This visual highlights the vastness of San Bernardino County (20,105 square miles) – the largest county in the U.S. by area.

5<sup>th</sup> Street and Nolan Road sites are located in close proximity, while Trona Road is located 108 miles (straight-line) to the north near Death Valley.

Transportation Disadvantaged Communities Indicators: 4 out of 6 Meets DOT Definition						
Project / Location	Transportation	Health	Economy	Equity	Resilience	Environmental
5 <sup>th</sup> Street, Census Tract 65	Y		Y	Y	Y	Y
Nolan Street, Census Tract 41.04	Y		Y	Y	Y	Y
Trona Road, Census Tract 89.01	Y	Y	Y			





**KEY LOCATION**  
5th Street between Waterman Ave. & Tippecanoe Ave.

0.8 miles of pedestrian improvements  
Connects two major corridors



0.4 miles of pedestrian improvements  
Connects two major streets in residential neighborhood





### Trona Junior/Senior High School

- 128 students
- 73% Qualify for Free & Reduced-Price Meals



### KEY LOCATION

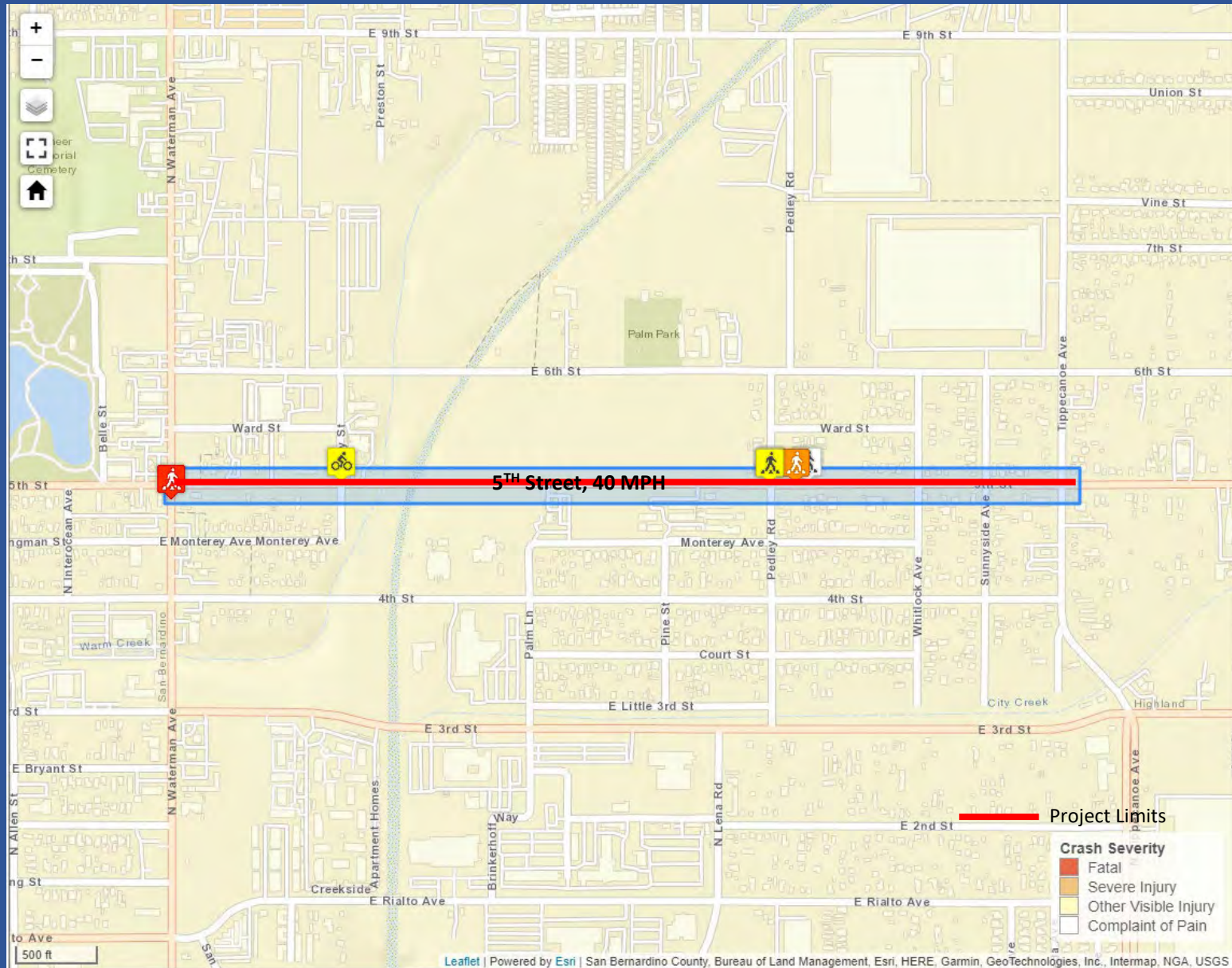
Trona Road from 1<sup>st</sup> Street to Verbena Street (Trona Area)

2 miles of pedestrian improvements  
Connects two distinct parts of the community

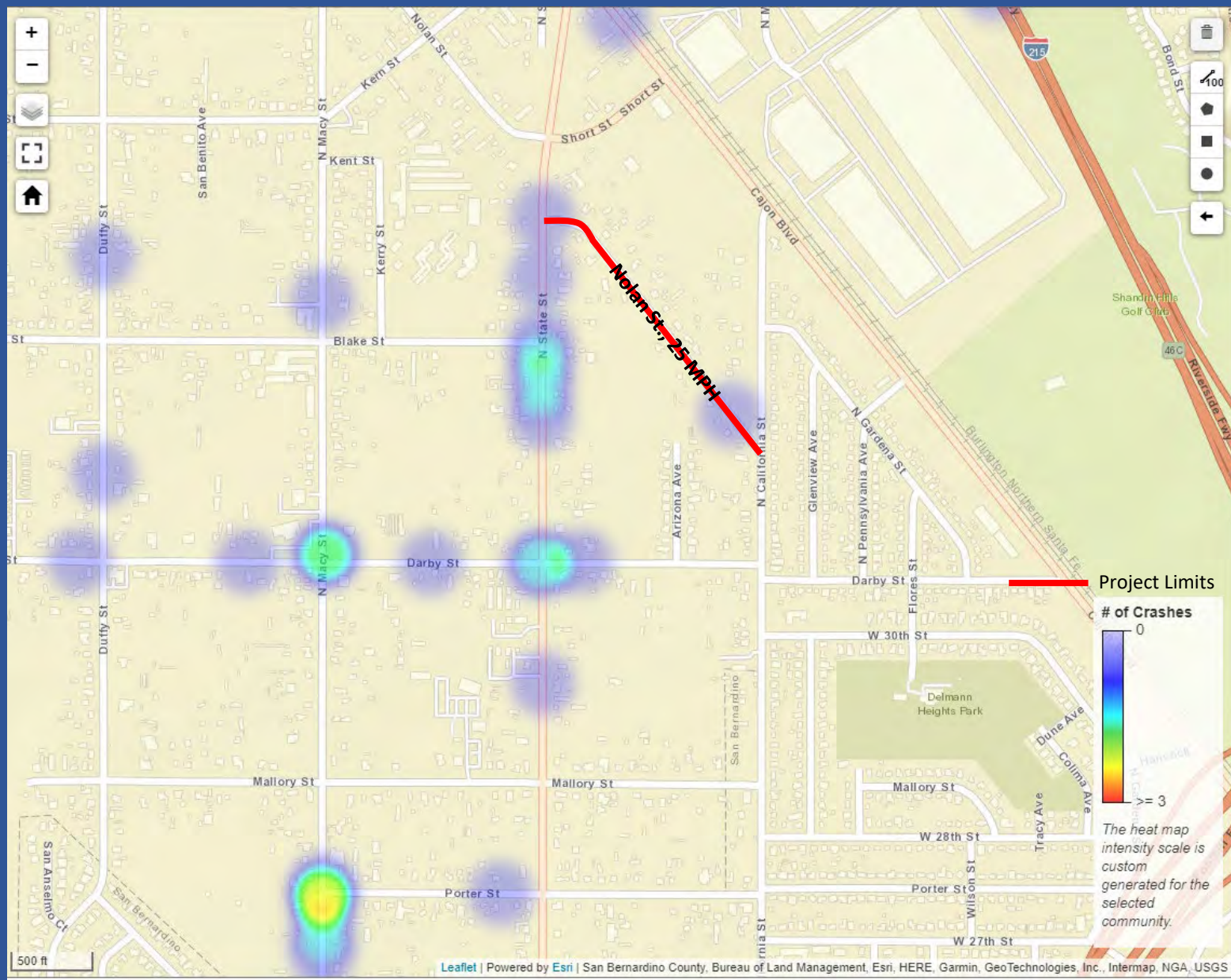




# Crash Severity Map - 5<sup>th</sup> Street



# Collision Heat Map – Nolan Street

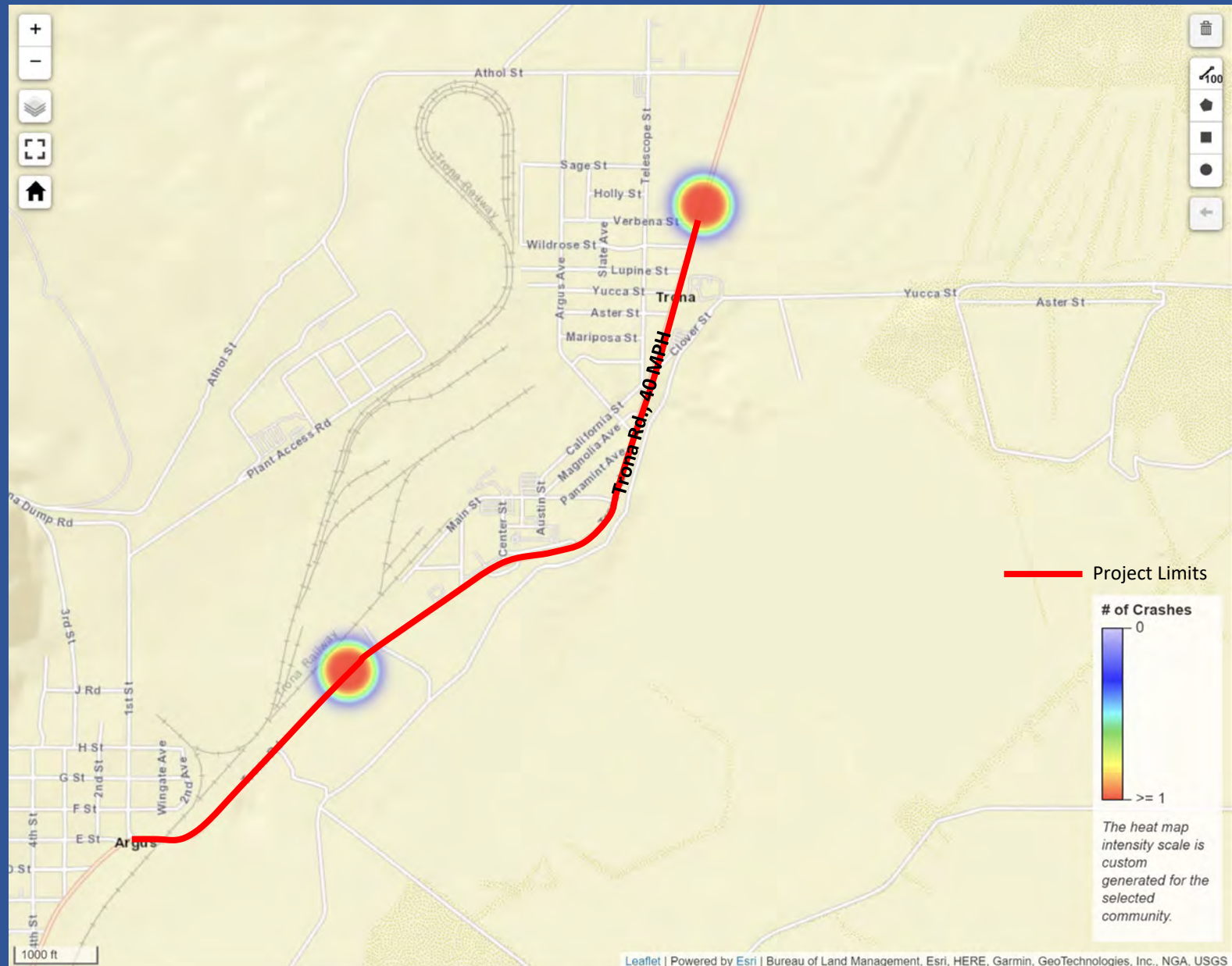




# Crash Severity Map – Nolan Street

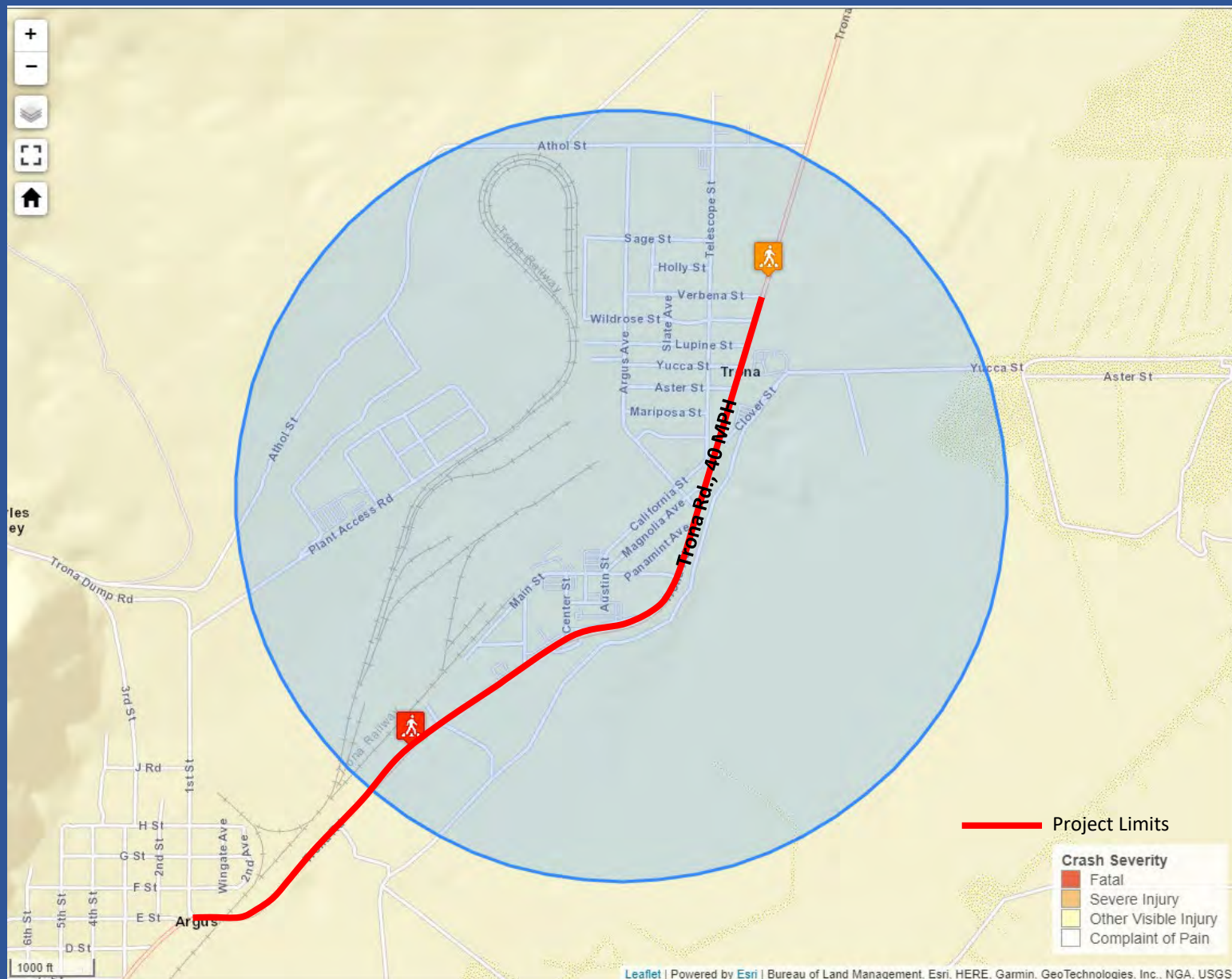


# Collision Heat Map – Trona Road








# Crash Severity Map – Trona Road







Key

-  Project Limits
-  Existing Sidewalks
-  Bus Stop

Existing sidewalks only on south side of street immediately in front of schools – no other pedestrian infrastructure










### Trona Junior/Senior High School

- 128 students
- 73% Qualify for Free & Reduced-Price Meals

### Key

- Project Limits
- Existing Sidewalks
-  Bus Service

On-demand bus service picks up at three locations in Trona. The Senior Center location will directly benefit from the SS4A infrastructure.



**COMPLETE STREETS.** There is zero complete street infrastructure in Trona. SS4A funding will enable constructing the first pedestrian infrastructure throughout the community.

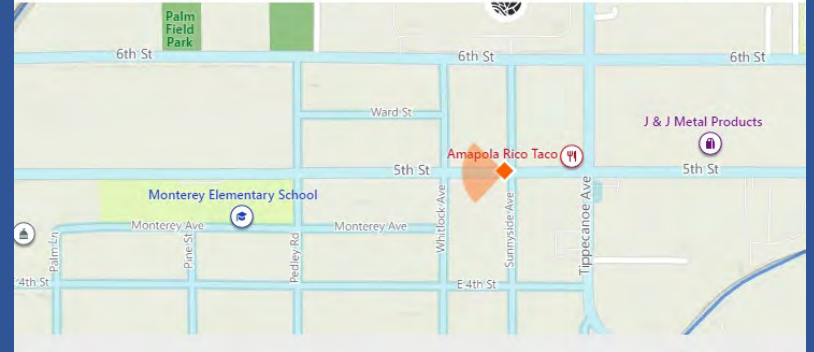
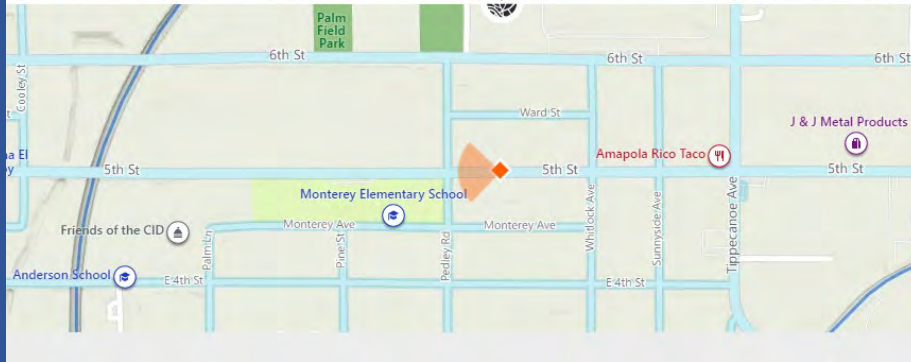
# PHOTOGRAPHS – 5<sup>th</sup> Street



5<sup>th</sup> Street can be a designated Safe Route to School when SS4A pedestrian infrastructure is constructed. 5<sup>th</sup> Street is a designated “key location” as a result of a comprehensive planning process resulting in a Local Roadway Safety Plan (i.e., Action Plan).



# PHOTOGRAPHS – 5<sup>th</sup> Street



Another view of 5<sup>th</sup> Street and lack of basic sidewalk infrastructure. Curb & gutters will help direct rain water, and reduce erosion and runoff. ADA curb ramps will improve accessibility.

# PHOTOGRAPHS – Nolan Road



Nolan Road has zero pedestrian infrastructure and is a “key location” from the Local Roadway Safety Plan analysis. One severe injury pedestrian collision has occurred on Nolan Road in the last 10 years.



# PHOTOGRAPHS – Nolan Road



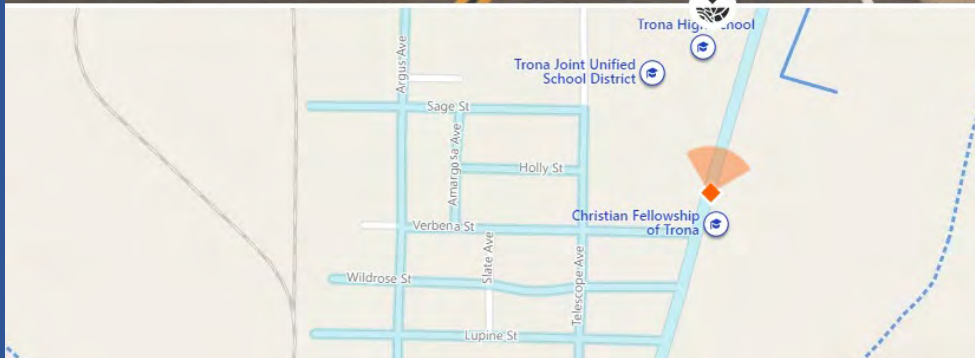
Another view of Nolan Road and the complete lack of pedestrian infrastructure.



# PHOTOGRAPHS – Trona Road

## Trona Junior/Senior High School

- 128 students
- 73% Qualify for Free & Reduced-Price Meals



Trona Junior and Senior High School students live and go to school in one of the most isolated communities in San Bernardino County. Their football field is the only dirt field in the United States. These students deserve the same safer pedestrian infrastructure as students living in communities with more resources.

# PHOTOGRAPHS – Trona Road

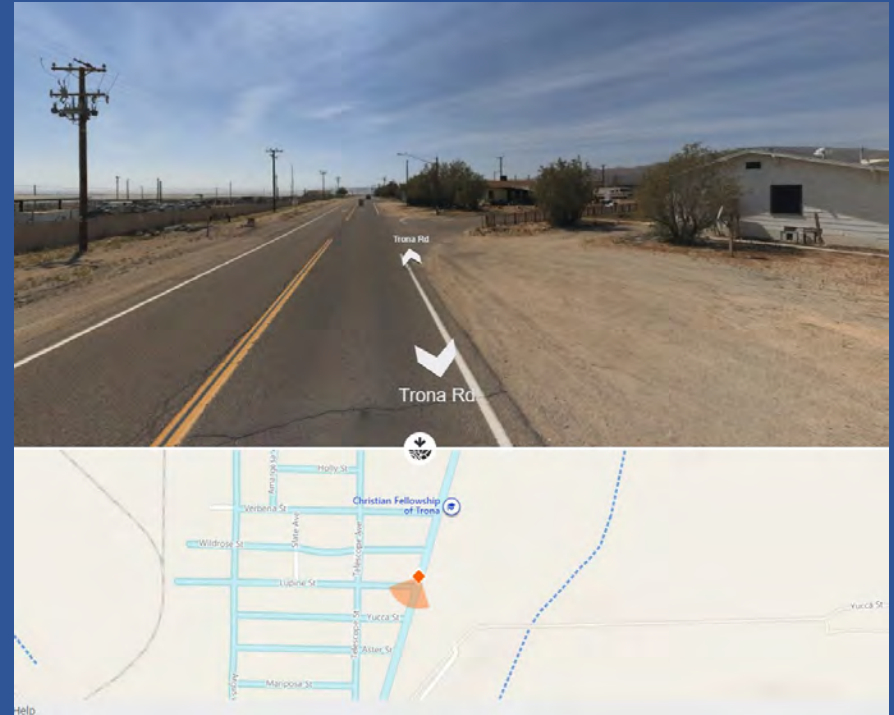
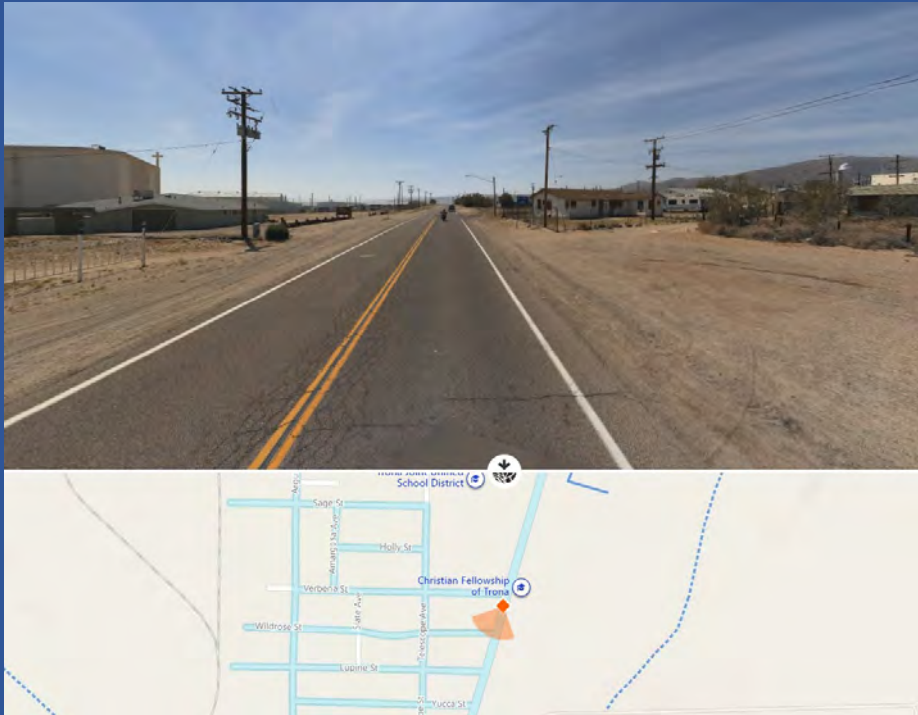


Trona Senior Center

The project provides safer pedestrian infrastructure for Trona seniors. The senior center is located one block from Trona Road and is the location for public transit service (once weekly) from Trona to Ridgecrest. Ridgecrest is approximately 27 miles from Trona, has a population of almost 30,000, and provides offers quality healthcare, shopping, and services.

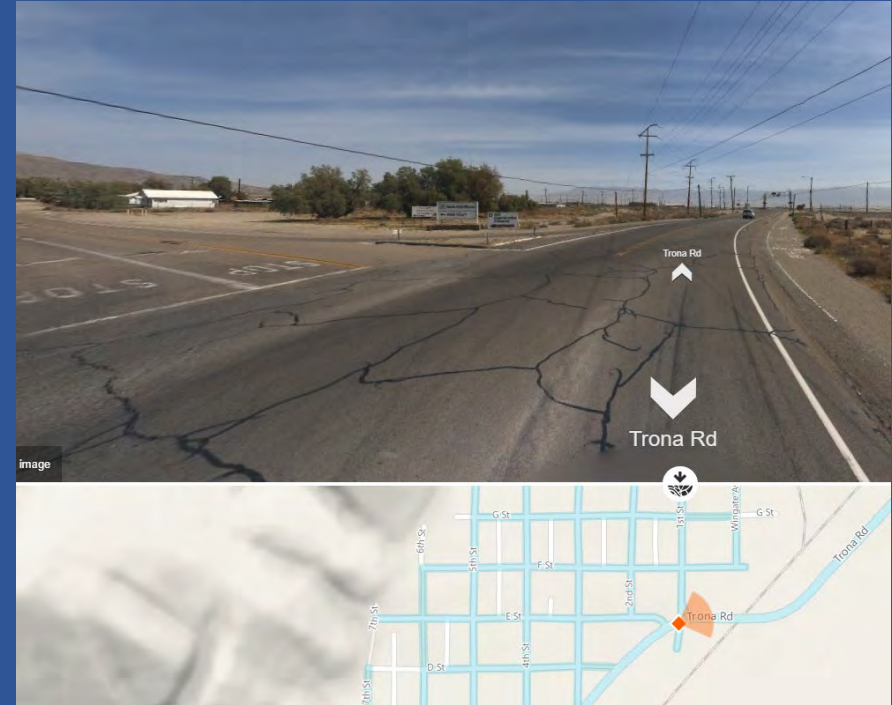
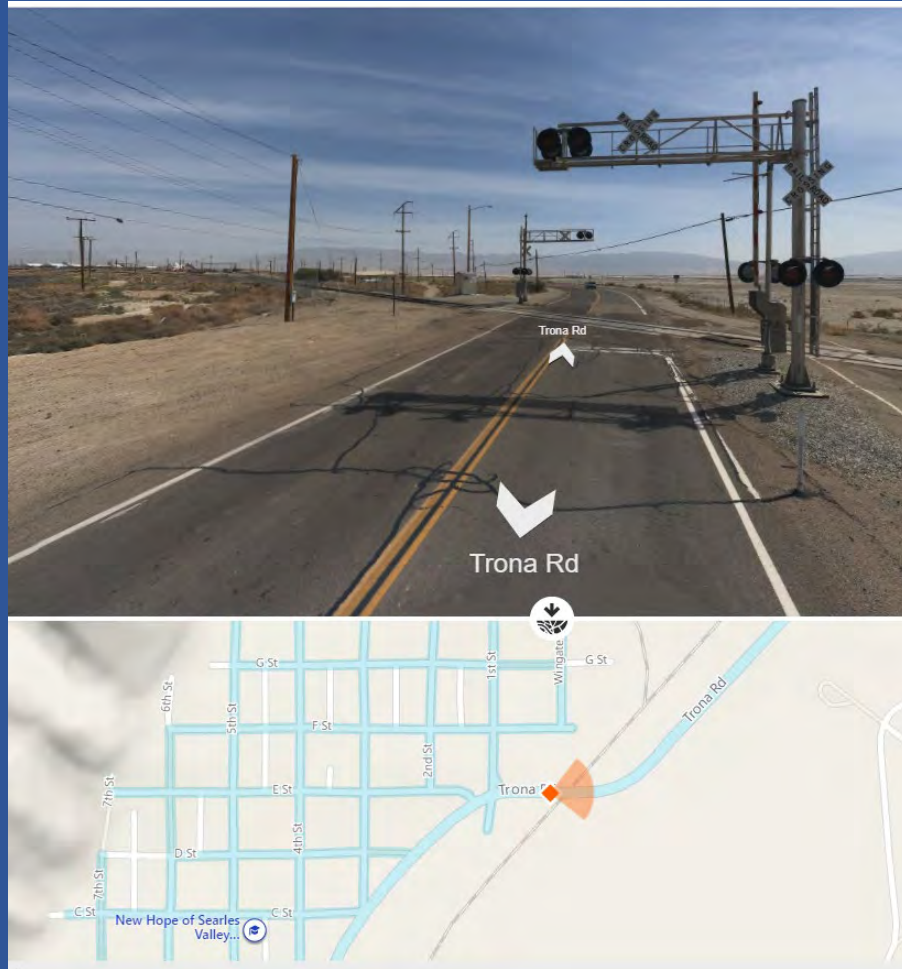


# PHOTOGRAPHS – Trona Road



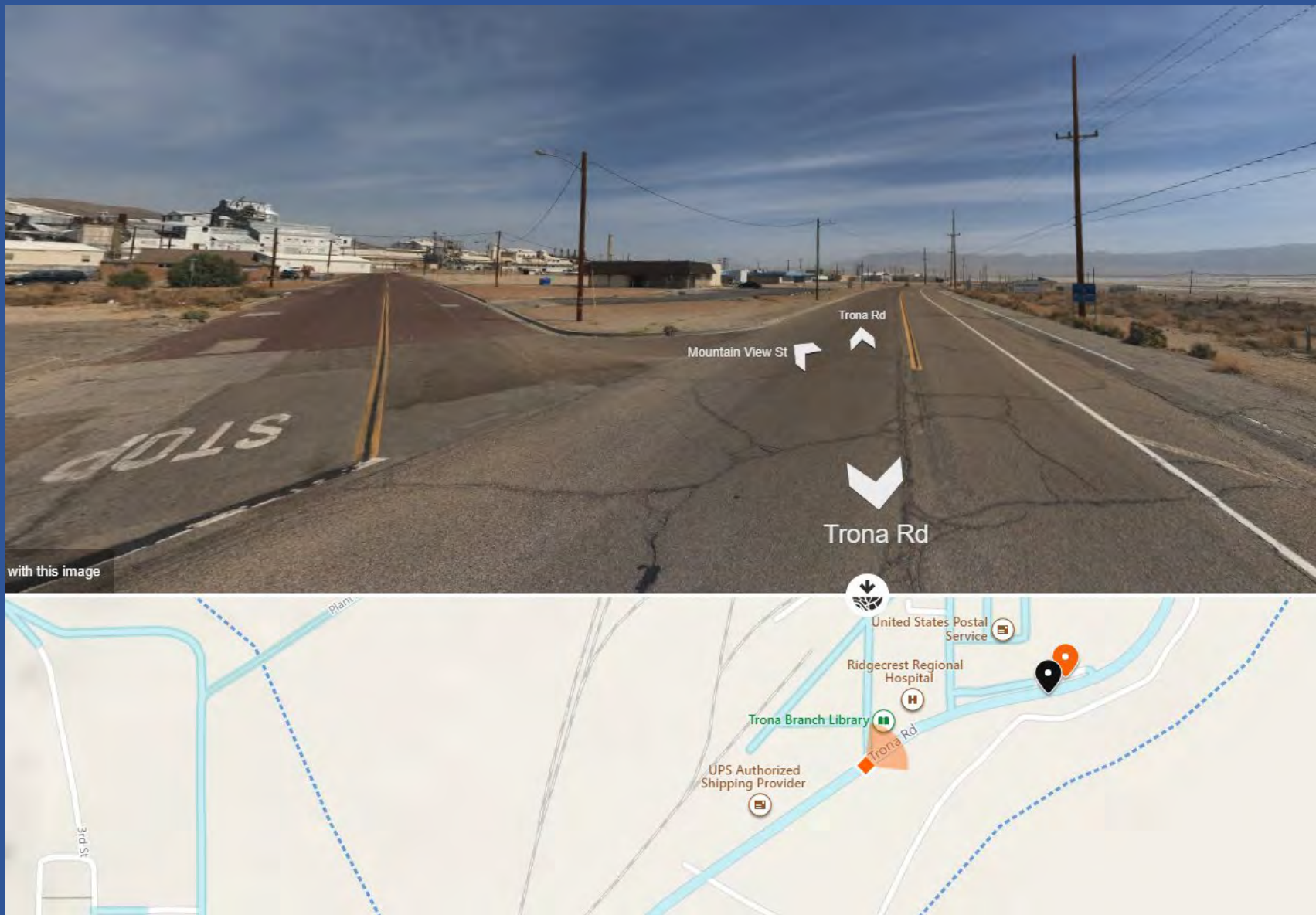
**SS4A funding will help transform this impoverished community through the addition of safer pedestrian infrastructure. Curb and gutter infrastructure will protect the environment by reducing runoff and erosion.**

# PHOTOGRAPHS – Trona Road



(L) Pedestrians will more safely interact with this railroad crossing with SS4A funding. (R) Trona Road & 1<sup>st</sup> Street will be improved with high-visibility crosswalk striping in addition to sidewalks, ADA curb ramps, and curb and gutter.

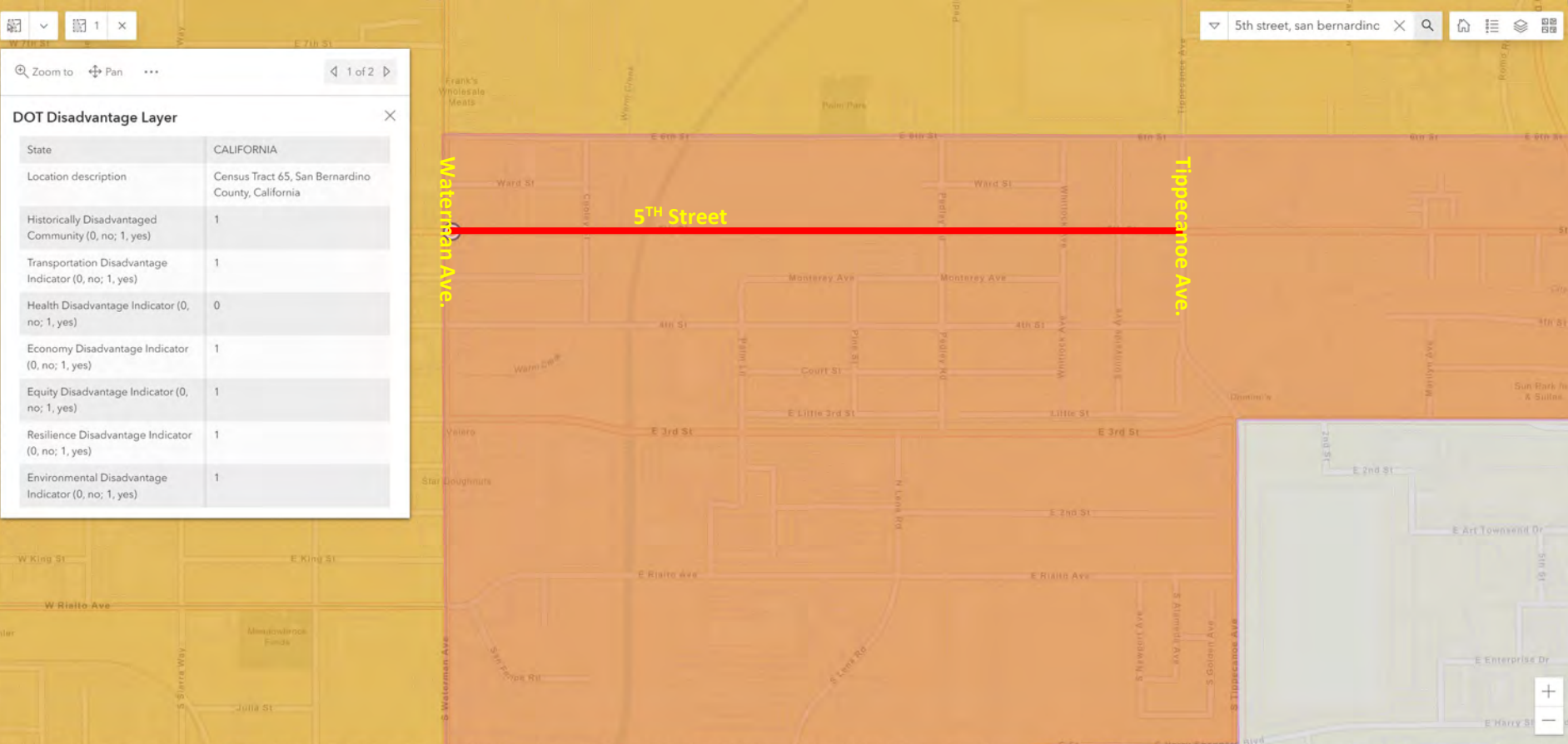
# PHOTOGRAPHS – Trona Road



SS4A funding will install high-visibility crosswalk striping where none currently exists.



# DOT Disadvantaged Census Tract – 5<sup>th</sup> Street

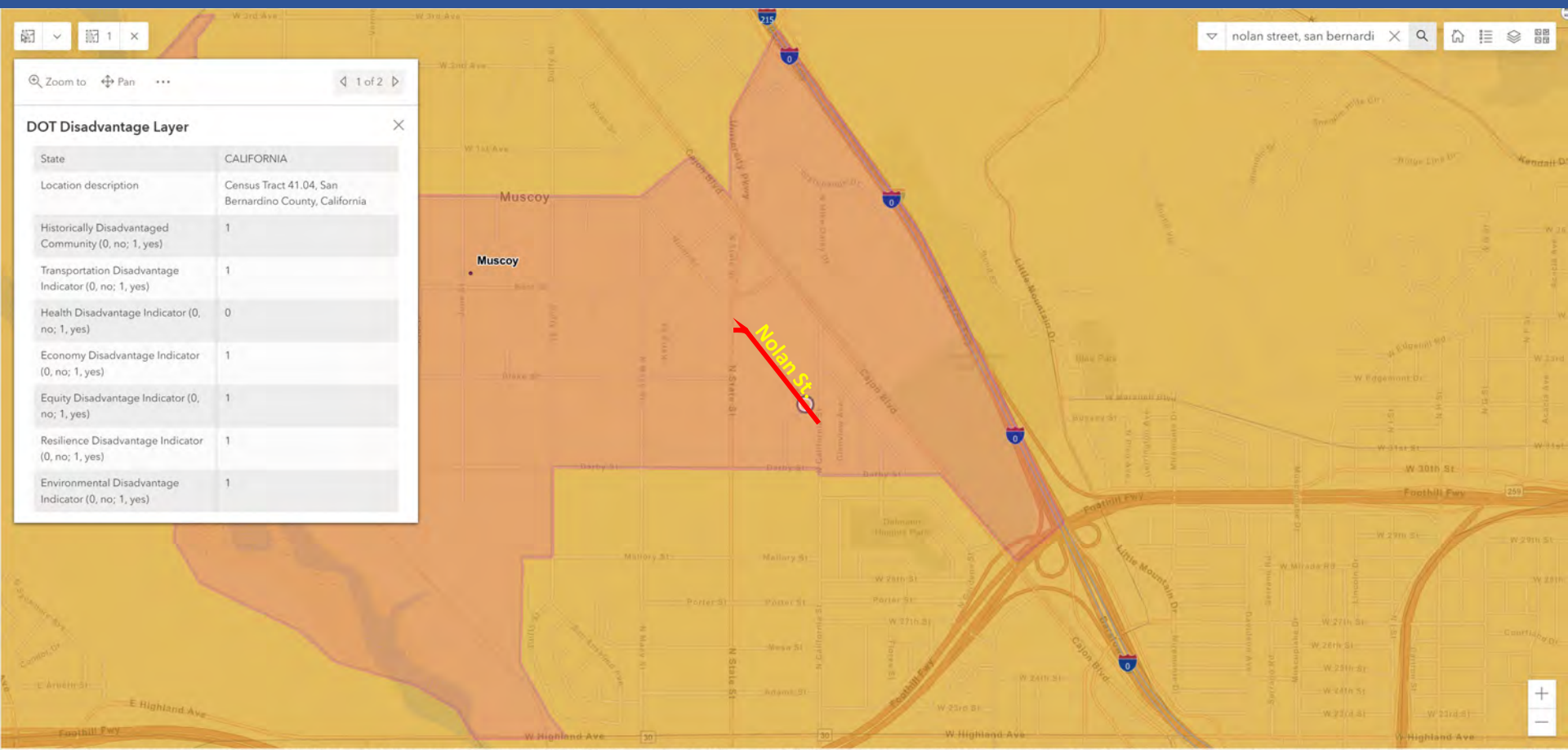


Esri Community Maps Contributors, County of San Bernardino, California State Parks, © OpenStreetMap, Microsoft, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA | DOT, Census Bureau, Center for Disease Control... Powered by Esri

<div>8,416</div> <div>Total Population Selected</div>	<div>8,416</div> <div>Total Population of Selected Disadvantaged Census Tracts</div>	<div>104.8%</div> <div>Percent of Population in Disadvantaged Census Tracts In Selected Area</div>
<div>1</div> <div>Total Selected Census Tracts</div>	<div>1</div> <div>Total Selected Transportation Disadvantaged Census Tracts</div>	<div>100.0%</div> <div>Percent of Transportation Disadvantaged Census Tracts in Selected Area</div>



# DOT Disadvantaged Census Tract – Nolan Street



Esri Community Maps Contributors, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA | DOT, Census Bureau, Center for Disease Control and Prevention, Environmental Protection Agency, Feder... Powered by Esri

6,360

Total Population Selected

6,360

Total Population of Selected Disadvantaged Census Tracts

93.4%

Percent of Population in Disadvantaged Census Tracts In Selected Area

1

Total Selected Census Tracts

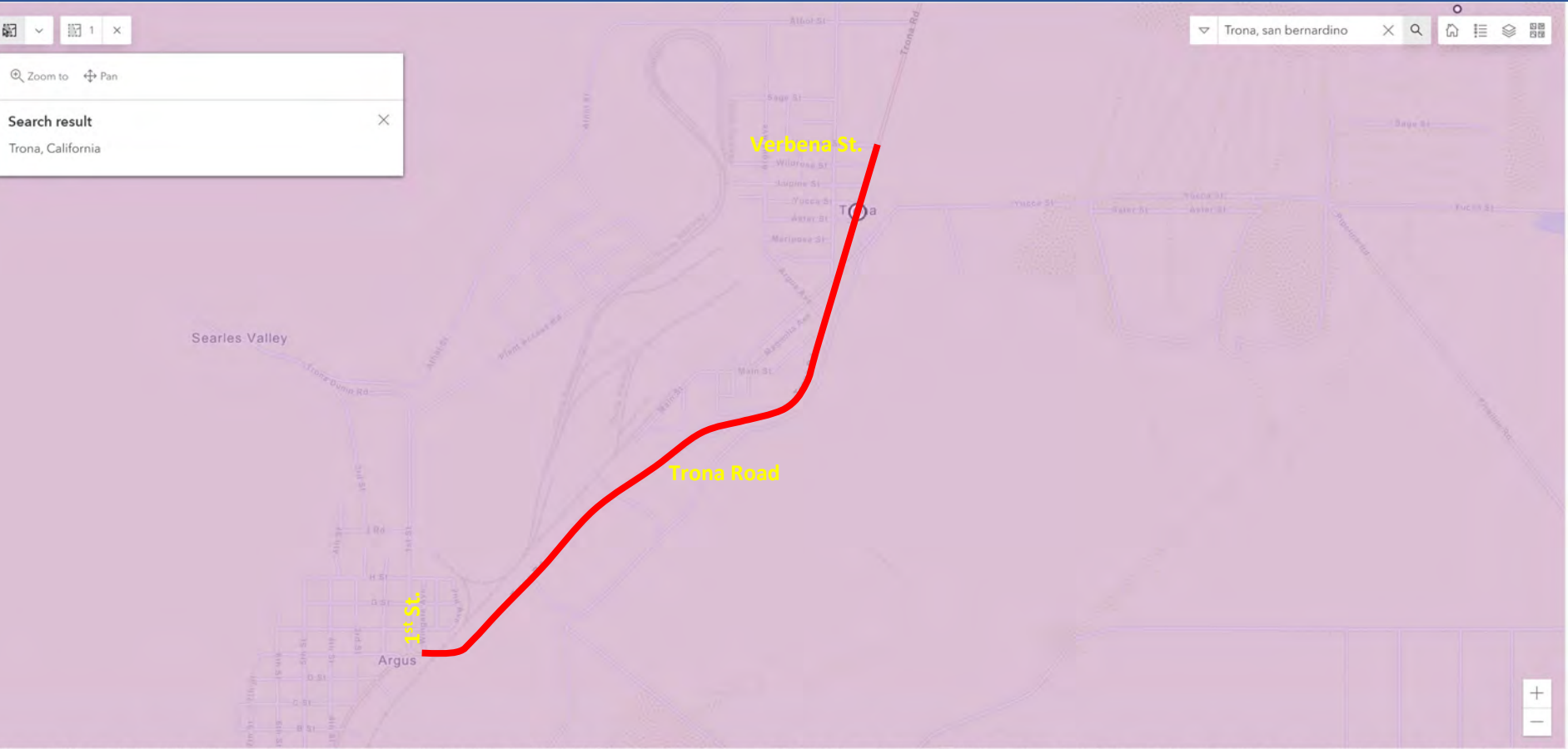
1

Total Selected Transportation Disadvantaged Census Tracts

100.0%

Percent of Transportation Disadvantaged Census Tracts in Selected Area

# DOT Census Tract – Trona Road



1,954

Total Population Selected

No data

No data

1

Total Selected Census Tracts

No data

0.0%

Percent of Transportation Disadvantaged Census Tracts in Selected Area



## Appendix C

# Evidence of Community Support

No.	Agency/Organization
1.	California Department of Transportation
2.	Southern California Association of Governments
3.	San Bernardino County Transportation Authority
4.	San Bernardino County Sheriff-Coroner
5.	San Bernardino County Workforce Development Board
6.	San Bernardino County Public Health - to come
7.	Trona Junior High School/High School
8.	Monterey Elementary School - to come
9.	Vermont Elementary School - to come



## California Department of Transportation

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001  
(916) 654-6130 | FAX (916) 653-5776 TTY 711  
[www.dot.ca.gov](http://www.dot.ca.gov)



September 7, 2022

The Honorable Pete Buttigieg  
Secretary of the United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

The California Department of Transportation (Caltrans) supports the application of San Bernardino County to the United States Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) competitive grant program for the Pedestrian Safety Improvement Project (Project).

San Bernardino County is seeking nearly \$5 million in SS4A grant funding, which will fund all phases of the Project. The Project is located at three locations experiencing disproportionately high pedestrian fatalities and severe injuries. These locations have zero sidewalk infrastructure and are historically disadvantaged areas with persistent poverty. The Project will construct pedestrian improvements including sidewalks, curb/gutter, and high-visibility crosswalk striping.

The Project will fulfill SS4A and Caltrans' goals of zero deaths and serious injuries on roadways. Additionally, the Project will be consistent with Caltrans' goal of safety first and the priority of delivering transportation projects that promote multi-modalism and increase equity and access to historically disadvantaged and neglected communities.

Caltrans would like to thank USDOT for its consideration of this Project.

Sincerely,

A handwritten signature in blue ink that reads 'Tony Tavares'.

TONY TAVARES  
Director



August 31, 2022

SOUTHERN CALIFORNIA  
ASSOCIATION OF GOVERNMENTS  
900 Wilshire Blvd., Ste. 1700  
Los Angeles, CA 90017  
T: (213) 236-1800  
www.scag.ca.gov

The Honorable Pete Buttigieg  
Secretary of the United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

**RE: SCAG Support for the County of San Bernardino's Safe Streets and Roads for All Application – Safety Improvements**

**REGIONAL COUNCIL OFFICERS**

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Jan C. Harnik, Riverside County  
Transportation Commission

First Vice President  
Carmen Ramirez, County of Ventura

Second Vice President  
Art Brown, Buena Park

Immediate Past President  
Clint Lorimore, Eastvale

**COMMITTEE CHAIRS**

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Jan C. Harnik, Riverside County  
Transportation Commission

Community, Economic &  
Human Development  
Frank Yokoyama, Cerritos

Energy & Environment  
Deborah Robertson, Rialto

Transportation  
Ray Marquez, Chino Hills

Dear Secretary Buttigieg:

I am writing to express support on behalf of the Southern California Association of Governments (SCAG) for San Bernardino County's Safe Streets and Roads for All (SS4A) grant application. The project aligns with our goals and strategies to advance transportation safety. In fact, in 2021, SCAG adopted a resolution affirming its regional leadership role and commitment to transportation safety and adopted a Regional Safety Policy. This policy endorsed Toward Zero Deaths (TZD) as part of a comprehensive effort to strive to achieve zero transportation-related fatalities and serious injuries in the SCAG region by 2050, if not sooner. This resolution includes protecting vulnerable roadway users, such as pedestrians, bicyclists, older adults, and youth. The San Bernardino County Pedestrian Safety Improvement Project is precisely the kind of project we need to address pedestrian safety.

Another important reason I am writing is to communicate that SCAG will work cooperatively with leadership and staff at San Bernardino County to amend the Federal Transportation Improvement Program (FTIP) and State Transportation Improvement Program (STIP) as quickly as possible once we learn of the County's SS4A award. SCAG is responsible for developing the FTIP for submittal to the California Department of Transportation and federal funding agencies.

Further, as a project consistent with the policies and goals set forth in Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), we support these efforts and respectfully request full and fair consideration of San Bernardino County's application. If you have any questions, please do not hesitate to contact Mr. Philip Law, Manager of Mobility Planning and Goods Movement, at (213) 236-1841 or email at [law@scag.ca.gov](mailto:law@scag.ca.gov).

Sincerely,

Kome Ajise  
Executive Director



August 23, 2022

Mr. Paul Teicher, Senior Policy Analyst  
U.S. Department of Transportation  
Office of Policy Development  
1200 New Jersey Avenue SE  
Washington, DC 20590

RE: San Bernardino County Safe Streets and Roads for All Grant Proposal

Dear Mr. Teicher:

With pleasure, I am happy to provide this letter demonstrating the San Bernardino County Transportation Authority's (SBCTA) support for San Bernardino County's application to the Safe Streets and Roads for All (SS4A) grant program. SBCTA is the Regional Transportation Planning Agency for the largest geographical county in the nation.

The County's proposed project strongly aligns with the objectives of the SS4A program. It was developed as part of a Local Roadway Safety Plan (LRSP) process that included the Safe System Approach. The locations for countermeasures represent 31 percent (31%) of pedestrian collisions and 38 percent (38%) of pedestrians "killed or severely injured" collisions in the Valley and Desert Subregion within the County. One of the countermeasures proposed has an 80 percent (80%) crash reduction factor (i.e., installing sidewalks or paved shoulders). San Bernardino County's proposed project will dramatically improve safety for some of our most vulnerable residents: those who must walk or bike to their destinations.

In addition, the project aligns with SBCTA's goals and initiatives including ensuring jurisdictions, particularly communities that have been historically underserved and disadvantaged, have equal access to federal investments (2021-2022 Legislative Platform). The project also aligns with our Complete Streets Strategy (Safety Goal #2), Countywide Transportation Plan, and Inland Empire Comprehensive Multimodal Corridor Plan where 25 percent (25%) of survey respondents cited inadequate sidewalks as a "critical problem."

Thank you for the opportunity to voice our support. We hope to hear good news soon!

Sincerely,

Josh Lee  
Deputy Director, Planning





SHANNON D. DICUS, SHERIFF-CORONER

August 31, 2022

The Honorable Pete Buttigieg  
U.S. Secretary of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

RE: San Bernardino County Sheriff's Department Support for Safe Streets for All Grant Application

Dear Secretary Buttigieg:

It is an honor to write this support letter encouraging the U.S. Department of Transportation to fund a critical sidewalk safety project in San Bernardino County.

I am the Sheriff-Coroner for San Bernardino County and I can attest to the need for safe, non-motorized transportation infrastructure. This is especially true for our youngest residents who must walk or bike to school. The County proposes to implement a sidewalk gap closure project at locations with a history of pedestrian/vehicle casualties and severe injuries. A total of two pedestrian fatalities and three severe injuries have occurred within the project limits. Installing a sidewalk network where none currently exists has a proven crash reduction factor (CRF) of 80 percent (80%) – this is one of the highest CRFs for a mitigation strategy.

Because of the fatalities and severe injury history and the ability to achieve a close to 100 percent (100%) CRF, this project is strongly favored by law enforcement. I hope you too will agree.

Sincerely,

A blue ink signature of Shannon D. Dicus, written in a cursive style.

Shannon D. Dicus  
Sheriff-Coroner



**Workforce Development Department  
Administration Division**

**Bradley Gates**  
Director

August 22, 2022

Mr. Paul Teicher, Senior Policy Analyst  
U.S. Department of Transportation  
Office of Policy Development  
1200 New Jersey Avenue SE  
Washington, DC 20590

Re: Safe Streets and Roads for All Grant (SS4A): San Bernardino County

Dear Mr. Teicher

As the Local Workforce Development Board (WDB), we are pleased to confirm our support and partnership with the San Bernardino County Department of Public Works (DPW) in the application submitted in response to the Safe Streets and Roads for All Grant (SS4A). The grant proposes to construct sidewalks where none currently exist and where fatalities and serious injuries have occurred.

I understand one element of the grant review process seeks to award grant funds to applicants who advance quality jobs and workforce programs. The Workforce Development Department (WDD) operates programs under the guidance of the WDB, funded by the Department of Labor's Workforce Innovation and Opportunity Act (WIOA). The America's Job Centers of California (AJCC) are strategically located in the East Valley, West Valley and High Desert Regions of the County. Where WDD implements comprehensive strategies to meet the needs of local businesses for a skilled workforce, while creating opportunities for workers to prepare for and enter into well-paid careers.

WDD will work with DPW's leadership and staff should the SS4A proposal be selected for funding. WDD will assist DPW to implement actions that advance quality jobs including pre-apprenticeships tied to registered apprenticeships and/or provide workforce opportunities for historically underrepresented groups. These actions would be specifically related to the SS4A implementation project (i.e., sidewalk design and construction).

I appreciate your Administration's focus and inclusion on workforce development initiatives. If you have any questions about our organization or role, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Bradley Gates".

Bradley Gates  
Director  
San Bernardino County Workforce Development Department

**BOARD OF SUPERVISORS**

**COL. PAUL COOK (RET.)**  
First District

**JANICE RUTHERFORD**  
Second District

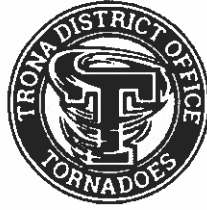
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Vice Chair, Third District

**CURT HAGMAN**  
Chairman, Fourth District

**JOE BACA, JR.**  
Fifth District

**Leonard X. Hernandez**  
Chief Executive Officer

Trona Joint Unified School District  
83600 Trona Road, Trona, California 93562 760-372-2824



83600 Trona Road • Trona, CA 93562 • 760 372-2824  
Angela Maestas- Principal

San Bernardino County

U.S. DOT Safe Streets and Roads for All (SS4A) Grant Application

The Honorable Pete Buttigieg  
U.S. Secretary of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Subject: Trona Junior High School/Senior High School Support for New Sidewalks

Dear Secretary Buttigieg:

On behalf of the faculty, staff, and students of Trona Junior High School and Senior High School, please accept this letter as evidence of our support for the San Bernardino County's sidewalk project. We will be a direct beneficiary of this project and could not be happier about the possibilities it will bring to our community.

Trona is an unincorporated community near Death Valley. We are a small but proud mining community (Trona got its name from the mineral trona). While we are known for our isolation and desolation, we are also known nationally as having the only high school football team in the United States that plays on a dirt field because the searing heat and high saline soil kills grass. Our field is affectionately known as "the Pit."

While our football field brings an amusing smile to faces, what is more important to the community is the safety of our children. There are zero sidewalks for our children to walk (and yes, bike on) to/from school along Trona Road. This is a road with a posted speed limit of 40 miles per hour and where vehicles are known to "fly through" our community at much faster speeds. We have witnessed one fatal pedestrian crash and one severe injury pedestrian crash on Trona Road over the past 10 years. We are grateful that the County has selected Trona!


We are also grateful that the U.S. Department of Transportation is making grant funding available for safer streets and roads. I appreciate that the Administration is focusing more funding for historically underserved communities and I cannot think of a community more deserving of this grant funding than Trona.



**Trona Joint Unified School District**  
**83600 Trona Road, Trona, California 93562 760-372-2824**

We understand the proposed program of projects includes two miles of sidewalk network. We appeal to you and your staff to fund the County's application after a thorough review and hope you will agree that Trona's time for investment and recognition is now.

Thank you for your consideration.

Sincerely, 

Angela R. Maestas  
Principal

  
Assistant Superintendent