

- 1. **Federal Award No.**
693JJ32640066
- 2. **Effective Date**
See No. 16 Below
- 3. **Assistance Listings No.**
20.939
- 4. **Award To**
City of Chino
13220 Central Avenue
Chino, CA 91710
Unique Entity Id.: RGVNGHJR3NV5
TIN No.: 95-0930239
- 5. **Sponsoring Office**
U.S. Department of Transportation
Federal Highway Administration
Office of Safety
1200 New Jersey Avenue, SE
HSSA-1, Mail Drop E71-117
Washington, DC 20590
- 6. **Period of Performance**
Effective Date of Award – 36 months from the effective date of award
- 7. **Total Amount**
Federal Share: \$400,000.00
Recipient Share: \$100,000.00
Other Federal Funds: \$0
Other Funds: \$0
Total: \$500,000.00
- 8. **Type of Agreement**
Grant
- 9. **Authority**
Section 24112 of the Infrastructure Investment and Jobs Act (IIJA, Pub. L. 117–58, November 15, 2021;)
- 10. **Procurement Request No.**
HSA250495PR
- 11. **Federal Funds Obligated**
\$400,000.00
- 12. **Submit Payment Requests To**
See Article 5.
- 13. **Accounting and Appropriations Data**
- 14. **Description of the Project**
The City of Chino will update its existing Local Roadway Safety Plan (LRSP) to develop a new citywide Comprehensive Safety Plan which meets SS4A Federal requirements. This new Plan will replace the City’s current LRSP, provide direction for new projects and technology implementations to achieve zero roadway deaths, and enable the City to seek federal funding for future developments.

RECIPIENT

15. Signature of Person Authorized to Sign

Signature Date
Name: Linda Reich
Title: City Manager

FEDERAL HIGHWAY ADMINISTRATION

16. Signature of Agreement Officer

Signature Date
Name:
Title: Agreement Officer

U.S. DEPARTMENT OF TRANSPORTATION

**GRANT AGREEMENT UNDER THE
FISCAL YEAR 2024 SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM**

This agreement is between the United States Department of Transportation’s (the “**USDOT**”) Federal Highway Administration (the “**FHWA**”) and the City of Chino (the “**Recipient**”).

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All (“**SS4A**”) Grant for the City of Chino – Comprehensive Action Plan Development.

The parties therefore agree to the following:

**ARTICLE 1
GENERAL TERMS AND CONDITIONS**

1.1 General Terms and Conditions.

- (a) In this agreement, “**General Terms and Conditions**” means the content of the document titled “General Terms and Conditions Under the Fiscal Year 2024 Safe Streets and Roads for All (“**SS4A**”) Grant Program,” dated November 4, 2025, which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements> under “Fiscal Year 2024.” Articles 7–33 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.
- (b) The Recipient acknowledges that it has knowledge of the General Terms and Conditions. Recipient also states that it is required to comply with all applicable Federal laws and regulations including, but not limited to, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR part 200); National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.); and Build America, Buy America Act (IIJA, div. G §§ 70901-27).
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient’s non-compliance with the General Terms and Conditions may result in remedial action, termination of the SS4A Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the FHWA the SS4A Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

**ARTICLE 2
APPLICATION, PROJECT, AND AWARD**

2.1 Application.

Application Title: City of Chino – Comprehensive Action Plan Development

Application Date: August 27, 2024

2.2 Award Amount.

SS4A Grant Amount: \$400,000

2.3 Federal Obligation Information.

Federal Obligation Type: Single

2.4 Budget Period.

Budget Period: See Block 6 of Page 1

2.5 Grant Designation.

Designation: Planning and Demonstration

**ARTICLE 3
SUMMARY PROJECT INFORMATION**

3.1 Summary of Project’s Statement of Work.

The project will be completed in one phase.

The City of Chino will update its existing Local Roadway Safety Plan (LRSP), conducting new studies assessing conditions and past projects, engaging the community and stakeholders, and establishing achievable goals in order to develop a new citywide Comprehensive Safety Plan which meets SS4A Federal requirements. This new Plan will replace the City’s current LRSP, provide direction for new projects and technology implementations to achieve zero roadway deaths, and enable the City to seek federal funding for future developments.

OVERVIEW

The City of Chino (population 91,493, U.S. Census, 2020) requests \$400,000 from the U.S. Department of Transportation’s Safe Streets and Roads for All Grant Program for the proposed City of Chino – Comprehensive Safe Streets Plan Development Project (Project). This project will develop a new comprehensive safety action plan, building upon existing studies and data found in the City’s Local Road Safety Plan (LRSP), developed in 2021 (with minor updates in 2023). The City’s LRSP set forth a vision of zero traffic fatalities, with successes marked by several safety goals. However, the LRSP’s data is outdated and lacks key components required by SS4A and other Federal funding programs. The proposed Project will develop the new Comprehensive Safe Streets Plan, utilizing relevant data from the LRSP and evaluating the obstacles and successes encountered in previously implemented projects. These evaluations will assist the City in setting updated, informed goals and developing new implementation projects that will have a meaningful impact on transportation safety for Chino residents. The new Plan will additionally officialize the City’s Vision-Zero goals through adoption of the City Council resolution, develop a robust engagement and collaboration plan with residents and stakeholders, assess 21 of the City’s railroad crossings and propose crossing safety improvement plans.

The City will hire an independent contractor to perform all the tasks listed below. The City will utilize its in-house staff to provide direction, administration, and oversight to the contractor during all project phases, in collaboration with the Chino Police Department and Chino Valley Fire Department. The City will also collaborate with the San Bernardino County Transportation Authority, as well as the Southern California Association of Governments (SCAG), which received SS4A funding in 2023, to ensure that the City's goals are aligned with and build upon regional goals. The project will span 24 months, including the following phases:

- | | |
|---|--------------------------------------|
| 1. Contractor Bidding & Procurement: | 5 months |
| 2. Vision Zero Resolution Development & Adoption: | 3 months |
| 3. Existing Conditions and Data Assessment: | 9 months |
| 4. Public & Stakeholder Engagement: | 9 months – concurrent with phase III |
| 5. Final Report Development: | 7 months |

PROJECT CRITERIA

1. **Safety Impact.** In the past decade, Chino has made great leaps towards eliminating roadway fatalities and serious injuries, as shown by its California Office of Traffic Safety ranking in the top 30% tier for safety compared to peer cities in 2019. City collision data has reported a decrease in fatal collisions since the publication of the LRSP, with five collisions resulting in fatalities occurring in 2019 but only two in 2023. Still, Chino's annual fatality rate ranks at 7 per 100,000 persons, with 32 fatalities occurring between 2017 and 2021, according to FARS data, indicating that there is still a need for further work. Updating current collision data will give the City a better picture of current post-COVID conditions while also reviewing the safety impacts of projects already in place. Additionally, assessment of the City's traffic and pedestrian railroad crossings will greatly expand the City's safety planning efforts. The new Comprehensive Plan will enable the City to apply for much-needed Federal and SS4A grant funding, empowering it to implement new, thorough projects efficiently.

The City's public engagement plans will include vigorous educational aspects, targeted towards raising awareness of unsafe driving practices identified as frequent causes of collisions in Chino in the LRSP. Educational engagement efforts will also include interactive displays and small-scale demonstrations at meetings to allow residents to visualize possible projects and implementations and fully understand them before offering feedback and suggestions.

2. **Equitable Investment.** Chino has a mixture of aging neighborhoods and new developments, bringing challenges in addressing safety concerns. As newer areas were developed with the benefit of updated design standards and construction techniques, these areas often require less capital investment to address while aging communities face struggles with substandard infrastructure by today's standards. A balanced approach will be included to ensure that safety improvements can address all areas of Chino so that investments in these improvements can be applied throughout the city. Challenges also exist where older communities abut newer communities. Strategic solutions to address long-standing known concerns will be sought after to help modernize safety improvements in older areas while enhancing newer areas.

3. **Additional Safety Context.** The proposed project's Scope of Work will include 1) Reassessing and updating old collision data; 2) Reviewing the impact of recently implementing projects and countermeasures to inform the City's next steps forward; 3) Developing a clear and achievable Vision Zero Goal Resolution to be adopted by the City Council; 4) Developing the new Plan with a robust public engagement and education strategy; 5) Collaborating with stakeholders, including SCAG, to ensure local goals and strategies are in line with the region's; and 6) Creating a new list of actionable countermeasures and projects the City can work towards implementing. These additional studies and developments will build upon the City's existing LRSP and data to create a new Comprehensive Safe Street Plan.

The new Plan will offer a greater focus on high-risk areas, specifically in central/northern Chino, and seek to employ innovative countermeasures. Project prioritizations listed in the LRSP will be adjusted based on past project obstacles and successes, current collision trends, and cost-effectiveness. Accessibility to

public transit opportunities such as the Chino Transit Center will also be reviewed in light of the coming cross-county A-Line light rail in Montclair (north of Chino), which Chino residents can reach through Omnitrans bus services.

The City anticipates the total cost of the proposed Project to be \$500,000. Chino requests \$400,000 in Federal SS4A funds and will meet the 20% match requirement with \$100,000 from the City’s annual budget. This cost estimate was developed based on the City’s prior in-house and consultant work to develop the LRSP and its understanding of current costs for the Project’s scope items.

3.2 Project’s Estimated Schedule.

Action Plan Schedule

Milestone	Schedule Date
Planned Final Plan Publicly Available Date:	11/01/2028
Planned SS4A Final Report Date:	12/15/2028

3.3 Project’s Estimated Costs.

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$400,000
Other Federal Funds:	\$0
State Funds:	\$0
Local Funds:	\$100,000
In-Kind Match:	\$0
Other Funds:	\$0
Total Eligible Project Cost:	\$500,000

(b) [RESERVED]

(c) Indirect Costs

Indirect costs are allowable under this Agreement in accordance with 2 CFR part 200 and the Recipient’s approved Budget Application. In the event the Recipient’s indirect cost rate changes, the Recipient will notify FHWA of the planned adjustment and provide supporting documentation for such adjustment. This Indirect Cost provision does not operate to waive the limitations on Federal funding provided in this document. The Recipient’s indirect costs are allowable only insofar as they do not cause the Recipient to exceed the total obligated funding.

ARTICLE 4

CONTACT INFORMATION

4.1 Recipient Contact(s).

Linda Reich
City Manager
City of Chino
13220 Central Avenue
Chino, CA 91710
(909) 334-3290
LReich@cityofchino.org

4.2 Recipient Key Personnel.

Name	Title or Position
Dennis Ralls	City Traffic Engineer
Sylvia Ramos	Contracts & DIF Administrator
Albert Espinoza	Deputy Director of Public Works / City Engineer
Hye Jin Lee	Director of Public Works

4.3 USDOT Project Contact(s).

Safe Streets and Roads for All Program Manager
Federal Highway Administration
Office of Safety
HSSA-1, Mail Stop: E71-117
1200 New Jersey Avenue, S.E.
Washington, DC 20590
202-366-2822
SS4A.FHWA@dot.gov

and

Agreement Officer (AO)
Federal Highway Administration
Office of Acquisition and Grants Management
HCFA-42, Mail Stop E62-310
1200 New Jersey Avenue, S.E.
Washington, DC 20590
202-493-2402
HCFASS4A@dot.gov

and

Division Administrator – California
Agreement Officer’s Representative (AOR)
FHWA California Division Office
650 Capitol Mall, Ste. 4-100
Sacramento, CA 95814
916-498-5015
Hdaca@dot.go

and

Mike Shami
Discretionary Grant Manager
California Division Office Lead Point of Contact
916-498-5853
Mike.shami@dot.gov

ARTICLE 5
USDOT ADMINISTRATIVE INFORMATION

5.1 Office for Subaward and Contract Authorization.

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

SUBAWARDS AND CONTRACTS APPROVAL

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

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

In accordance with 2 CFR 200.308(f)(6), the recipient or subrecipient shall obtain prior written approval from the USDOT agreement officer for the subaward, if the subaward activities were not proposed in the application or approved in the Federal award. This provision is in accordance with 2 CFR 200.308 (f) (6) and does not apply to procurement transactions for goods and services. Approval will be issued through written notification from the AO or a formal amendment to the Agreement.

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

5.2 Reimbursement Requests

- (a) The Recipient may request reimbursement of costs incurred within the budget period of this agreement if those costs do not exceed the amount of funds obligated and are allowable under the applicable cost provisions of 2 C.F.R. Part 200, Subpart E. The Recipient shall not request reimbursement more frequently than monthly.
- (b) The Recipient shall use the DELPHI iSupplier System to submit requests for reimbursement to the payment office. When requesting reimbursement of costs incurred or credit for cost share incurred, the Recipient shall electronically submit supporting cost detail with the SF-270 (Request for Advance or Reimbursement) or SF-271 (Outlay Report and Request for Reimbursement for Construction Programs) to clearly document all costs incurred.
- (c) The Recipient’s supporting cost detail shall include a detailed breakout of all costs incurred, including direct labor, indirect costs, other direct costs, travel, etc., and the Recipient shall identify the Federal share and the Recipient’s share of costs. If the Recipient does not provide sufficient detail in a request for reimbursement, the Agreement Officer’s Representative (the “AOR”) may withhold processing that request until the Recipient provides sufficient detail.
- (d) The USDOT shall not reimburse costs unless the AOR reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.
- (e) In the rare instance the Recipient is unable to receive electronic funds transfers (EFT), payment by EFT would impose a hardship on the Recipient because of their inability to manage an account at a financial institution, and/or the Recipient is unable to use the DELPHI iSupplier System to submit their requests for disbursement, the FHWA may waive the requirement that the Recipient use the DELPHI iSupplier System. The Recipient shall contact the Division Office Lead Point of Contact for instructions on and requirements related to pursuing a waiver.

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

ARTICLE 6 SPECIAL GRANT TERMS

- 6.1** SS4A funds must be expended within five years after the grant agreement is executed and DOT obligates the funds, which is the budget period end date in section 10.3 of the Terms and Conditions and section 2.4 in this agreement.
- 6.2** The Recipient demonstrates compliance with civil rights obligations and nondiscrimination laws, including Titles VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act, and accompanying regulations. Recipients of Federal transportation funding will also be required to comply fully with regulations and guidance for the ADA, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and all other civil rights requirements.
- 6.3** SS4A Funds will be allocated to the Recipient and made available to the Recipient in accordance with FHWA procedures.
- 6.4** The Recipient of a Planning and Demonstration Grant acknowledges that the Action Plan will be made publicly available and agrees that it will publish the final Action Plan on a publicly available website.
- 6.5** There are no other special grant requirements.

ATTACHMENT A
PERFORMANCE MEASUREMENT INFORMATION

Study Area: Chino, California

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency and Reporting Deadline
Costs	Project Costs: Quantification of the cost of each eligible project carried out using the grant	Within 120 days after the end of the period of performance
Lessons Learned and Recommendations	Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects or strategies to prevent death and serious injury on roads and streets.	Within 120 days after the end of the period of performance

**ATTACHMENT B
CHANGES FROM APPLICATION**

Describe all material differences between the scope, schedule, and budget described in the application and the scope, schedule, and budget described in Article 3. The purpose of Attachment B is to clearly and accurately document any differences in scope, schedule, and budget to establish the parties' knowledge and acceptance of those differences. See Article 11 for the Statement of Work, Schedule, and Budget Changes. If there are no changes, please insert "N/A" after "Scope," "Schedule," or "Budget." If there are changes to the budget, please complete the table below. Otherwise, leave the table below blank.

Scope: N/A

Schedule: The proposed project schedule in SF-424A is 36 months (01/01/2025 – 12/31/2027). Schedule start and end dates will differ based on Grant Agreement execution date, but length of time (36 months) will stay the same.

Budget: N/A

**ATTACHMENT C
[RESERVED]**

**ATTACHMENT D
[RESERVED]**

**ATTACHMENT E
LABOR AND WORKFORCE**

1. Efforts to Support Good-Paying Jobs and Strong Labor Standards

The Recipient states that rows marked with “X” in the following table align with the application:

X	The Recipient or a project partner promotes robust job creation by supporting good-paying jobs directly related to the project with free and fair choice to join a union. <i>(Describe robust job creation and identify the good-paying jobs in the supporting narrative below.)</i>
	The Recipient or a project partner will invest in high-quality workforce training programs such as registered apprenticeship programs to recruit, train, and retain skilled workers, and implement policies such as targeted hiring preferences. <i>(Describe the training programs in the supporting narrative below.)</i>
	The Recipient or a project partner will partner with high-quality workforce development programs with supportive services to help train, place, and retain workers in good-paying jobs or registered apprenticeships including through the use of local and economic hiring preferences, linkage agreements with workforce programs, and proactive plans to prevent harassment. <i>(Describe the supportive services provided to trainees and employees, preferences, and policies in the supporting narrative below.)</i>
	The Recipient or a project partner will partner and engage with local unions or other worker-based organizations in the development and lifecycle of the project, including through evidence of project labor agreements and/or community benefit agreements. <i>(Describe the partnership or engagement with unions and/or other worker-based organizations and agreements in the supporting narrative below.)</i>
	The Recipient or a project partner will partner with communities or community groups to develop workforce strategies. <i>(Describe the partnership and workforce strategies in the supporting narrative below.)</i>
	The Recipient or a project partner has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards. <i>(Describe those actions in the supporting narrative below.)</i>
	The Recipient or a project partner has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take relevant actions described in schedule B. <i>(Identify the relevant actions from schedule B in the supporting narrative below.)</i>
	The Recipient or a project partner has not taken actions related to the Project to improve good-paying jobs and strong labor standards and will not take those actions under this award.

2. Supporting Narrative.

All work for this Project will be conducted consistent with the recipient’s hiring, employment, and procurement standards and thus support good-paying jobs. The Project will allow for free and fair choice to join a union, consistent with applicable law. Specifically, the recipient’s standard agreement for services includes language requiring compliance with applicable labor laws which

include prevailing wage and employment of verified journeyman and apprentice requirements which support good-paying jobs and strong labor force standards.

**ATTACHMENT F
CRITICAL SECURITY INFRASTRUCTURE AND RESILIENCE**

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

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

	The Recipient demonstrates, prior to the signing of this agreement, effort to consider and address physical and cyber security risks relevant to the transportation mode and type and scale of the activities.
	The Recipient appropriately considered and addressed physical and cyber security and resilience in the planning, design and oversight of the project, as determined by the Department and the Department of Homeland Security.
	The Recipient complies with 2 CFR 200.216 and the prohibition on certain telecommunications and video surveillance services or equipment.

2. Supporting Narrative.

N/A. This grant will not fund the purchase of Information Technology and/or Operational Technology.

**ATTACHMENT G
[RESERVED]**