

26. Accept Safe Streets and Roads for All (SS4A) Grant (Wards 1, 2, 6)

Recommendation:

It is recommended that the Mayor and City Council of the City of San Bernardino, California, adopt Resolution No. 2024-137, and

1. Authorize the City Manager, or designee, to execute a grant agreement and any subsequent amendments with the U.S. Department of Transportation in the amount of \$240,800 for the Safe Streets and Roads for All (SS4A) Grant Program; and
2. Authorize the Director of Finance & Management Services to amend and appropriate the \$240,800 Safe Street and Roads for All (SS4A) Grant Program award in both revenues and expenditures to the Fiscal Year 2023 – 2024 Operating Budget; and
3. Authorize the Director of Finance & Management Services to amend and appropriate \$60,200 from the Local Regional Circulation Fund in expenditures to the Fiscal Year 2023-2024 Operating Budget to satisfy the 20% grant match requirement; and
4. Authorize the Director of Finance & Management Services to amend the Fiscal Year 2023 – 2027 Capital Improvement Program to add the Safe Streets and Roads for All (SS4A) Grant Program.



CONSENT CALENDAR

City of San Bernardino Request for Council Action

Date: June 5, 2024

To: Honorable Mayor and City Council Members

From: Rochelle Clayton, Acting City Manager;
Lynn Merrill, Director of Public Works, Operations and Maintenance

Department: Public Works

Subject: **Accept Safe Streets and Roads for All (SS4A) Grant (Wards 1, 2, 6)**

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3. Authorize the Director of Finance & Management Services to amend and appropriate \$60,200 from the Local Regional Circulation Fund in expenditures to the Fiscal Year 2023-2024 Operating Budget to satisfy the 20% grant match requirement; and
4. Authorize the Director of Finance & Management Services to amend the Fiscal Year 2023 – 2027 Capital Improvement Program to add the Safe Streets and Roads for All (SS4A) Grant Program.

Executive Summary

The Safe Streets for All Grant (SS4A) is a comprehensive initiative aimed at enhancing safety and accessibility on public roadways. This grant program prioritizes community engagement, data-driven decision-making, and innovative solutions to address key challenges related to pedestrian and vehicular safety. The City of San Bernardino

plans on using the grant funds to develop tools to strengthen the community's approach to roadway safety and save lives and prevent serious harm.

Background

The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Over \$3 billion is still available for future funding rounds. The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and our goal of zero roadway deaths using a Safe System Approach.

The City has applied for and been awarded grant funding for the preparation of Safe Streets and Roads for All (SS4A) through the U.S. Department of Transportation. Completion of SS4A is required for the city to be eligible for future Highway Safety Improvement Program (HSIP), SS4A grant Implementation, and other federal and state grant funding.

The program supports the development of a comprehensive safety action plan (Action Plan) that identifies the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues. Action Plans are the foundation of the SS4A grant program. SS4A requires an eligible Action Plan to be in place before applying to implement projects and strategies. The SS4A program provides funding for two types of grants:

Planning and Demonstration Grants provide Federal funds to develop, complete, or supplement a comprehensive safety action plan. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, Tribe, or region. Planning and Demonstration Grants also fund supplemental planning and/or demonstration activities that inform the development of a new or existing Action Plan. The Department encourages including demonstration activities in an application.

Implementation Grants provide Federal funds to implement projects and strategies identified in an Action Plan to address a roadway safety problem. Projects and strategies can be infrastructure, behavioral, and/or operational activities. Implementation Grants may also include demonstration activities, supplemental planning, and project-level planning, design, and development. Applicants must have an eligible Action Plan to apply for Implementation Grants. The Department encourages including demonstration activities in an application.

It is anticipated that City Staff will release a Request for Proposal (RFP) to obtain consultant help with this project. The RFP is anticipated to be released in Summer 2024, and the resulting contract will be brought back to the Mayor and City Council for award.

Discussion

On July 10, 2023, the Planning Grant application for Baseline St between Meridian Ave and Tippecanoe Ave was completed and sent to Caltrans. On December 13, 2023, the City was officially notified by Caltrans that the application has been approved and would receive 80% State funding in the amount of \$240,800 with a local match of 20% in the amount \$60,200 for a total project cost of \$301,000.

The city was awarded a Planning Grant which includes the following key components:

- **Leadership commitment and goal setting** that includes a goal timeline for eliminating roadway fatalities and serious injuries.
- **Planning structure** through a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.
- **Safety analysis** of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region.
- **Engagement and collaboration** with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback.
- **Equity considerations** developed through a plan using inclusive and representative processes.
- **Policy and process changes** that assess the current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize transportation safety.
- **Strategy and project selections** that identify a comprehensive set of projects and strategies, shaped by data, the best available evidence and noteworthy practices, as well as stakeholder input and equity considerations, that will address the safety problems described in the Action Plan.
- **Progress and transparency methods** that measure progress over time after an Action Plan is developed or updated, including outcome data.

Baseline St Between Meridian Ave and Tippecanoe Ave is classified in the City of San Bernadino General Plan as major arterial with a posted speed of mostly 40 MPH and total segment length of 5 miles. The curb- to- curb width varies with a majority being a minimum of 60 feet. The segment is generally a 4-lane divided highway with Two-way center left turn lane along the entire segment. Parking is not permitted along the segment between Meridian Ave to the I-215 Freeway. Parking is permitted along the segment from I-215 Fwy to Tippecanoe Ave.

Traffic Signals exists per Table A below:

Table A:

Location along Baseline St:	Protected Left
@ Meridian Ave	West
@ University Pkwy	West
@ California St	East
@ Medical Center Dr	East / West

@ Mt Vernon Ave	East / West
@ Massachusetts Ave	None
@ Perris St	None
@ H St	East / West
@ G St	None
@ F St	None
@ E St	East / West (Protected / Permissive)
@ D St	None
@ Arrowhead Ave	East / West (Protected / Permissive)
@ Mt View Ave	None
@ Sierra Way	None
@ Waterman Ave	East / West
@ Crestview Ave	East / West
@ Windsor Dr / Myrtle Dr	None
@ Tippecanoe Ave	West

Currently there are no bicycle facilities along the entire segment of Baseline St from Meridian Ave to Tippecanoe Ave. This segment of Baseline St is listed in the SBCTA Non-Motorized Transportation Plan (NMTP) for the installation of Class II bike lanes. A total of 435 collisions have taken place on this corridor.

In order to address collisions along this segment of Baseline Street between Meridian St and Tippecanoe Ave the following measures will be studied during the planning stages:

- Corner Extensions/ Bulb-out.
- Road diet Measures (Narrow lanes, Rumble Strips)
- Evaluating warrants for Rectangle Rapid Flashing beacons (RRFB's) installation.
- High Visibility Crosswalks.
- Electronic Speed feedback signs.
- Class I, II, and III bike lanes.
- Leading Pedestrian Interval (LPI).
- Raised Crosswalks at midblock Locations.
- Evaluating warrants for Installation of High Intensity Activated Crosswalk Beacon (HAWK)
- Evaluating warrants for Traffic signal installation at locations with High collision as a result of the cross-street traffic.
- Evaluation of edge lines.

The planning grant should encompass the approach methodology, concept design, costs, data collection, and benefits of the proposed improvements to develop the plan.

Also, included in the grant is the Local Roadway Safety Plan (LRSP) amendment and community engagement element The estimated budget is as follows:

Activity	Federal Fund Request	Total Project cost	Federal Fund to underserved community
Baseline Rd Study Analysis and Strategy Design	\$224,800	\$281,000	\$224,800
LRSP (Action plan)	\$16,000	\$20,000	\$16,000
Subtotal Budget	\$240,800	\$301,000	\$240,800

As with all State funded aid projects, the City will be required to pay all project costs as they are incurred and seek reimbursement from Caltrans for eligible costs. After the execution of the Program Agreement, staff will prepare Request for Proposals for consultants to assist the City with preparation of the SS4A planning grant

2021-2025 Strategic Targets and Goals

This project is consistent with Goal No 4. Improve Quality of Life- Evaluate and enhance the quality of public safety services. Preparing an SS4A provides an opportunity to address unique roadway safety needs in San Bernardino while contributing to the success of the United States Department of Transportation safety projects.

Fiscal Impact

There is no General Fund Impact. The SS4A project total cost is \$301,000 of which 80% of this project (\$240,800) is funded through the Safe Street for All (SS4A) Grant Program award provided through the U.S. Department of Transportation, with a local match requirement of 20% (\$60,200) provided through the Local Regional Circulation Fund.

Conclusion

It is recommended that the Mayor and City Council of the City of San Bernardino, California, adopt Resolution No. 2024-137, and

1. Authorize the City Manager, or designee, to execute a grant agreement and any subsequent amendments with the U.S. Department of Transportation in the amount of \$240,800 for the Safe Streets and Roads for All (SS4A) Grant Program; and
2. Authorize the Director of Finance & Management Services to amend and appropriate the \$240,800 Safe Street and Roads for All (SS4A) Grant Program award in both revenues and expenditures to the Fiscal Year 2023 – 2024 Operating Budget; and
3. Authorize the Director of Finance & Management Services to amend and appropriate \$60,200 from the Local Regional Circulation Fund in expenditures to the Fiscal Year 2023-2024 Operating Budget; and
4. Authorize the Director of Finance & Management Services to amend the Fiscal Year 2023 – 2027 Capital Improvement Program to add the Safe Streets and

Roads for All (SS4A) Grant Program to amend the Fiscal Year 2023 – 2027 Capital Improvement Program to add the Safe Streets and Roads for All (SS4A) Grant Program.

Attachments

Attachment 1-Resolution No. 2024-137

Attachment 2-Draft Agreement

Attachment 3- Grant Award Letter

Ward:

1; 2, 6

Synopsis of Previous Council Actions:

None

RESOLUTION NO. 2024-137

RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF SAN BERNARDINO, CALIFORNIA, AUTHORIZING THE CITY MANAGER, OR DESIGNEE, TO EXECUTE A GRANT AGREEMENT AND ANY SUBSEQUENT AMENDMENTS WITH THE U.S. DEPARTMENT OF TRANSPORTATION IN THE AMOUNT OF \$240,800 FOR THE SAFE STREETS AND ROADS FOR ALL (SS4A) GRANT PROGRAM; AND AUTHORIZING THE DIRECTOR OF FINANCE & MANAGEMENT SERVICES TO AMEND AND APPROPRIATE THE \$240,800 SAFE STREETS AND ROADS FOR ALL (SS4A) GRANT PROGRAM AWARD IN BOTH REVENUES AND EXPENDITURES TO THE FISCAL YEAR 2023 – 2024 OPERATING BUDGET; AND AUTHORIZING THE DIRECTOR OF FINANCE & MANAGEMENT SERVICES TO AMEND AND APPROPRIATE \$60,200 FROM THE LOCAL REGIONAL CIRCULATION FUND IN EXPENDITURES TO THE FISCAL YEAR 2023 – 2024 OPERATING BUDGET; AND AUTHORIZING THE DIRECTOR OF FINANCE & MANAGEMENT SERVICES TO AMEND THE FISCAL YEAR 2023 – 2027 CAPITAL IMPROVEMENT PROGRAM TO ADD THE SAFE STREETS AND ROADS FOR ALL (SS4A) GRANT PROGRAM.

WHEREAS, The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026; and

WHEREAS, the City submitted a Safe Streets and Roads for All (SS4A) funding application to United States Department of Transportation and was awarded \$240,800 in reimbursable grant funding for the project; and

WHEREAS, the City must provide a 20% match of local funds to the grant in the amount of \$60,200; and

WHEREAS, the United States Department of Transportation requires that the City Council designate a signatory authority to execute project agreements and certifications for the project.

BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SAN BERNARDINO AS FOLLOWS:

SECTION 1. The Mayor and City Council hereby authorize the City Manager, or designee, to execute a grant agreement and any subsequent amendments with the U.S. Department of Transportation in the amount of \$240,800 for the Safe Streets for All (SS4A) Grant Program.

SECTION 2. The Director of Finance & Management Services is hereby authorized to amend and appropriate the \$240,800 Safe Street for All (SS4A) Grant Program award in both revenues and expenditures to the Fiscal Year 2023 – 2024 operating budget.

SECTION 3. The Director of Finance & Management Service is hereby authorized to amend and appropriate \$60,200 from the Local Regional Circulation Fund in expenditures to the Fiscal Year 2023-2024 operating budget.

SECTION 4. The Director of Finance & Management is hereby authorized to amend the Fiscal Year 2023 – 2027 Capital Improvement Program to add the Safe Streets for All (SS4A) Grant Program.

SECTION 5. The City Council finds this Resolution is not subject to the California Environmental Quality Act (CEQA) in that the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty, as in this case, that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

SECTION 6. Severability. If any provision of this Resolution or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications, and to this end the provisions of this Resolution are declared to be severable.

SECTION 7. Effective Date. This Resolution shall become effective immediately.

APPROVED and **ADOPTED** by the City Council and signed by the Mayor and attested by the Acting City Clerk this ____ day of _____ 2024.

Helen Tran, Mayor
City of San Bernardino

Attest:

Genoveva Rocha, CMC, City Clerk

Approved as to form:

Sonia Carvalho, City Attorney

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF SAN BERNARDINO) ss
CITY OF SAN BERNARDINO)

I, Genoveva Rocha, CMC, City Clerk, hereby certify that the attached is a true copy of Resolution No. 2024-137, adopted at a regular meeting held on the 5th day of June 2024 by the following vote:

<u>Council Members:</u>	<u>AYES</u>	<u>NAYS</u>	<u>ABSTAIN</u>	<u>ABSENT</u>
SANCHEZ	_____	_____	_____	_____
IBARRA	_____	_____	_____	_____
FIGUEROA	_____	_____	_____	_____
SHORETT	_____	_____	_____	_____
REYNOSO	_____	_____	_____	_____
CALVIN	_____	_____	_____	_____
ALEXANDER	_____	_____	_____	_____

WITNESS my hand and official seal of the City of San Bernardino this 6th day of June 2024.

Genoveva Rocha, CMC, City Clerk

- | | | | | | | | | | | | | |
|------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------|-----------|------------------|----------|----------------------|-----|--------------|-----|--------|-----------|--|
| 1. Federal Award No. | 2. Effective Date
See No. 17 Below | 3. Assistance Listings No.
20.939 | | | | | | | | | | |
| 4. Award To
City of San Bernardino
290 North D St, San Bernardino, CA 92401 | 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 | | | | | | | | | | | |
|
Unique Entity Id.: EJLMR1CMKM7
TIN No.: 95-6000772 | | | | | | | | | | | | |
| 6. Period of Performance
Effective Date of Award – 18 months | 7. Total Amount <table border="0" style="width: 100%;"><tr><td>Federal Share:</td><td style="text-align: right;">\$240,800</td></tr><tr><td>Recipient Share:</td><td style="text-align: right;">\$60,200</td></tr><tr><td>Other Federal Funds:</td><td style="text-align: right;">\$0</td></tr><tr><td>Other Funds:</td><td style="text-align: right;">\$0</td></tr><tr><td>Total:</td><td style="text-align: right;">\$301,000</td></tr></table> | Federal Share: | \$240,800 | Recipient Share: | \$60,200 | Other Federal Funds: | \$0 | Other Funds: | \$0 | Total: | \$301,000 | |
| Federal Share: | \$240,800 | | | | | | | | | | | |
| Recipient Share: | \$60,200 | | | | | | | | | | | |
| Other Federal Funds: | \$0 | | | | | | | | | | | |
| Other Funds: | \$0 | | | | | | | | | | | |
| Total: | \$301,000 | | | | | | | | | | | |
| 8. Type of Agreement
Grant | 9. Authority
Section 24112 of the Infrastructure Investment and Jobs Act (Pub. L. 117–58, November 15, 2021; also referred to as the “Bipartisan Infrastructure Law” or “BIL”) | | | | | | | | | | | |
| 10. Procurement Request No. | 11. Federal Funds Obligated
\$240,800 | | | | | | | | | | | |
| 12. Submit Payment Requests To
See Article 5. | 13. Accounting and Appropriations Data
[insert Data] | | | | | | | | | | | |
| 14. Description of the Project | | | | | | | | | | | | |

In order to address collisions along this segment of Baseline St between Meridian St and Tippecanoe Ave. Certain measures will be studied during the planning stages; such as corner extension, high visibility crosswalks, HAWK signals, and others. Local Roadway Safety Plan (LRSP) will be amended for community engagement.

RECIPIENT

15. Signature of Person Authorized to Sign

Signature

Date

Name: Rochelle Clayton

Title: Acting 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 2023 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 San Bernardino, a California municipal corporation (the "**Recipient**").

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All ("**SS4A**") Grant for the Plan to Action: Revitalizing Roadway Safety in to San Bernardino.

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 2023 Safe Streets and Roads for All ("**SS4A**") Grant Program," which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements> under "Fiscal Year 2023." Articles 7–30 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 (BIL, div. G §§ 70901-27).
- (c) The Recipient acknowledges that the General Terms and Conditions impose obligations on the Recipient and that the Recipient's non-compliance with the General Terms and Conditions may result in remedial action, termination of the SS4A Grant, disallowing costs incurred for the Project, requiring the Recipient to refund to the FHWA the SS4A Grant, and reporting the non-compliance in the Federal-government-wide integrity and performance system.

ARTICLE 2
APPLICATION, PROJECT, AND AWARD

2.1 Application.

Application Title:

Plan to Action: Revitalizing Roadway Safety in San Bernardino

Application Date: 07/10/2023

2.2 Award Amount.

SS4A Grant Amount: \$240,800

2.3 Federal Obligation Information.

Federal Obligation Type: Single

Obligation Condition Table		
Phase the Project	Allocation of the SS4A Grant	Obligation Condition
Planning	\$240,800	<p>The Recipient shall not expend any funds (Federal or non-Federal) for, seek reimbursement of eligible costs, or otherwise begin any part of the construction or final design and construction of an Implementation Project unless and until:</p> <p>(1) The requirements of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (“NEPA”), Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) (“NHPA”), and any other applicable environmental laws and regulations have been met; and</p> <p>(2) FHWA, or a State with applicable NEPA Assignment authority, has approved the NEPA document for the Project and provided the Recipient with a written notice that the environmental review process is complete; and</p> <p>(3) FHWA has obligated additional funds for this phase and notified the Recipient in writing that the Recipient may proceed to the next activity after NEPA approval, and the Recipient has acknowledged receipt in writing of FHWA’s notification. Recipient shall not proceed with any such activities until (2) and (3) as described in this section are met. Costs that are incurred before (2) and (3) as described in this section are met are not allowable costs under this agreement.</p> <p>Extent of activities that are permissible before NEPA is complete are those activities constituting “preliminary design” as specified in FHWA Order 6640.1A.</p>

2.4 Budget Period.

Budget Period: 18 months

2.5 Grant Designation.

Designation: Planning and Demonstration

ARTICLE 3
SUMMARY PROJECT INFORMATION

3.1 Summary of Project's Statement of Work.

In order to address collisions along this segment of Baseline St between Meridian St and Tippecanoe Ave. Certain measures will be studied during the planning stages; such as corner extension, high visibility crosswalks, HAWK signals, and others. The Local Roadway Safety Plan (LRSP) will be amended for community engagement. The project will be completed in one/ phase as follows:

Base Phase: Supplemental planning for significant reduction or elimination of roadway fatalities and serious injuries: Baseline St from Meridian Ave to Tippecanoe Ave will be studied to identify measurable impact strategies and added as an amendment to the LRSP to prioritize reducing or eliminating roadway fatalities and serious injuries. This Supplemental Planning element will encompass the approach methodology, concept design, costs, data collection, and benefits of the proposed improvements. As well as conduct community engagement to be reflected to the LRSP.

3.2 Project's Estimated Schedule.

Action Plan Schedule

Milestone	Schedule Date
Planned NEPA Completion Date:	September 1, 2025
Planned Draft Plan Completion Date:	June 1, 2025
Planned Final Plan Completion Date:	January 2, 2026
Planned Final Plan Adoption Date:	May 13, 2026
Planned SS4A Final Report Date:	August 1, 2026

Supplemental Planning Schedule

Milestone	Schedule Date
Planned NEPA Completion Date:	September 1, 2025
Planned Draft Plan Completion Date:	June 1, 2025
Planned Final Plan Completion Date:	January 2, 2026
Planned Final Plan Adoption Date:	May 13, 2026
Planned SS4A Final Report Date:	August 1, 2026

3.3 Project's Estimated Costs.

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$240,800

Other Federal Funds:	\$0
State Funds:	\$0
Local Funds:	\$60,200
In-Kind Match:	\$0
Other Funds:	\$0
Total Eligible Project Cost:	\$240,800

(b) Cost Classification Table – Planning and Demonstration Grants with demonstration activities and Implementation Grants Only

(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

RECIPIENT INFORMATION

4.1 Recipient Contact(s).

Azzam Jabsheh, PE
City Engineer
City of San Bernardino
209 N D St, San Bernardino, CA 92401
909-384-7251
jabsheh_az@sbcity.org

4.2 Recipient Key Personnel.

Name	Title or Position
Azzam Jabsheh, PE	City Engineer
Khari Kinermon	Traffic Engineering Associate
Ryan Castillo	Traffic Engineering Associate

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-33, Mail Stop E62-310
1200 New Jersey Avenue, S.E.
Washington, DC 20590
202-493-2402
HCFASS4A@dot.gov

and

Elissa Konove – California
Agreement Officer's Representative (AOR)
California Division
Federal Highway Administration
650 Capitol Mall, Suite 4-100
Sacramento, California
Phone: (916) 498-5001
ExecSecretariat.FHWA@dot.gov

and

Daniel Hawk
Local Programs Manager
FHWA California Division Office
650 Capitol Mall, Ste. 4-100
Sacramento, CA 95814
Phone: 916-498-5849
Email: daniel.hawk@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. Note: This clause is only applicable to grants that do not include construction.

In accordance with 2 CFR 200.308(c)(6), unless described in the application and funded in the approved award, the Recipient must obtain prior written approval from the AO for the subaward, transfer, or contracting out of any work under this award above the Simplified Acquisition Threshold. This provision does not apply to the acquisition of supplies, material, equipment, or general support services. Approval 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 Supplemental Action Plan will be made publicly available and agrees that it will publish the final Supplemental Action Plan on a publicly available website.
- 6.5** There are no other special grant requirements.

ATTACHMENT A
PERFORMANCE MEASUREMENT INFORMATION

Study Area: Baseline St from Meridian Ave to Tippecanoe Ave

Baseline Measurement Date:

Baseline Report Date:

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency and Reporting Deadline
Safety Performance [for Implementation Grants and Planning and Demonstration Grants with demonstration activities]	Fatalities: Total annual fatalities in the project location(s)	Annually and within 120 days after the end of the period of performance
Safety Performance [for Implementation Grants and Planning and Demonstration Grants with demonstration activities]	Serious Injuries: Total annual serious injuries in the project location(s) [if available]	Annually and within 120 days after the end of the period of performance
Equity [for all Grants]	Percent of Funds to Underserved Communities: Funding amount (of total project amount) benefitting underserved communities, as defined by USDOT	Within 120 days after the end of the period of performance
Costs [for all Grants]	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
Outcomes and Benefits [for Implementation Grants and Planning and Demonstration Grants with demonstration activities]	Qualitative Project Benefits: Qualitative description of evidence-based projects or strategies implemented (e.g., narrative descriptions, testimonials, high-quality before and after photos, etc.)	Within 120 days after the end of the period of performance
Outcomes and Benefits [for Implementation Grants and Planning and	Project Location(s): GIS/geo coordinate information identifying specific project location(s)	Within 120 days after the end of the

Measure	Category and Description	Measurement Frequency and Reporting Deadline
Demonstration Grants with demonstration activities]		period of performance
Lessons Learned and Recommendations [for all Grants]	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" in Section 3.3 of the table.

Scope: The implementation and construction part of the application were not funded so the scope was reduced to be only for supplemental action plan and planning activities.

Schedule: Reduced due to implementation not being funded.

Budget: Reduced to \$240,800 due to implementation not being funded.

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

Fund Source	Application		Section 3.3	
	\$	%	\$	%
Previously Incurred Costs (Non-Eligible Project Costs)				
Federal Funds				
Non-Federal Funds				
Total Previously Incurred Costs				
Future Eligible Project Costs				
SS4AFunds	\$4,832,168.20		\$240,800	
Other Federal Funds				
Non-Federal Funds	\$1,208,040.8		\$60,200	
Total Future Eligible Project Costs				
Total Project Costs	\$6,040,209		\$301,000	

ATTACHMENT C RACIAL EQUITY AND BARRIERS TO OPPORTUNITY

1. Efforts to Improve Racial Equity and Reduce Barriers to Opportunity.

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

	A racial equity impact analysis has been completed for the Project. <i>(Identify a report on that analysis or, if no report was produced, describe the analysis and its results in the supporting narrative below.)</i>
X	The Recipient or a project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project. <i>(Identify the relevant programs, plans, or policies in the supporting narrative below.)</i>
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or that proactively create new connections and opportunities for underserved communities that are underserved by transportation. <i>(Identify the relevant investments in the supporting narrative below.)</i>
X	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. <i>(Identify the new or improved access in the supporting narrative below.)</i>
	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity, as described in the supporting narrative below.
X	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but intends to take relevant actions described in the supporting narrative below.
	The Recipient has not taken actions related to the Project to improve racial equity and reduce barriers to opportunity and will not take those actions under this award.

2. Supporting Narrative.

The City recognizes that the LRSP must conduct additional community engagement at the neighborhood level to solicit input from residents affected by these projects. The project will include a supplemental planning and demonstration activities component to ensure the equitable inclusion of input from underserved communities in the final project selection.

ATTACHMENT D CLIMATE CHANGE AND ENVIRONMENTAL JUSTICE IMPACTS

1. Consideration of Climate Change and Environmental Justice Impacts.

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

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

	The Recipient has taken other actions to consider climate change and environmental justice impacts of the Project, as described in the supporting narrative below.
X	The Recipient has not yet taken actions to consider climate change and environmental justice impacts of the Project but will take relevant actions described in the supporting narrative below.
	The Recipient has not taken actions to consider climate change and environmental justice impacts of the Project and will not take those actions under this award.

2. **Supporting Narrative.**

The prioritized project sites are located in census tracts where 82% of the population is in an underserved community, according to data from the Climate and Economic Justice Screening Tool (CEJST). By providing safe alternative transportation options, such as bike lanes and pedestrian infrastructure, the projects ensure that people can access critical community services, including education, healthcare, job centers, and shopping destinations.

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:

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

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

2. Supporting Narrative.

Since this project is not a construction project the above table is not applicable.

State of California
California Office of Traffic Safety
2208 Kausen Drive, Suite 300 Elk Grove, CA 95758
Office (916) 509-3030 • www.ots.ca.gov



Gavin Newsom, Governor
Barbara L. Rooney, Director



January 18, 2024

Lynn Merrill, Interim Director of Public Works
Public Works Department
290 North D Street
San Bernardino, CA 92401

Congratulations on receiving the U.S. Department of Transportation's Safe Streets and Roads for ALL (SS4A) Grant!

Dear Lynn Merrill,

I am writing to extend our congratulations on behalf of the California Office of Traffic Safety (OTS) for being selected as a recipient of the U.S. Department of Transportation's Safe Streets and Roads for ALL (SS4A) Grant. This achievement reflects City of San Bernardino's commitment to prevent roadway deaths and serious injuries, to reach our goal of zero roadway deaths, and to making a positive impact in our communities. Your dedication to this important cause is truly commendable.

We recognize that effective traffic safety initiatives require collaboration and support, and we are here to assist you. As the California Office of Traffic Safety, it is our mission to enhance public safety on our roadways and reduce the number of traffic-related incidents across the state. We have a range of resources and expertise available to support your efforts such as additional grant funding for behavioral safety countermeasures and programs that can accompany your project.

Whether you need guidance in developing and implementing educational campaigns, access to relevant data and research, training opportunities for your team members, or assistance in evaluating the impact of your programs, our dedicated team is ready to provide assistance. We can also help you connect with other organizations and agencies that share similar goals, fostering a collaborative network that can maximize the effectiveness of our collective efforts.



To Whom It May Concern from City of San Bernardino,

The City of San Bernardino Planning and Demonstration Activities, for the Notice of Funding Opportunity (NOFO) Fiscal Year (FY) 2023 Safe Streets and Roads for All grant program, was selected for an award of \$ 240,800.00 in Federal funding. Congratulations! This includes funding to conduct supplemental planning and/or carry out demonstration activities. The award is a Planning and Demonstration Grant, less than the full amount requested, and does not contain funding for implementing the application's proposed projects and strategies.

This email is not authorization to begin work, and it does not guarantee Federal funding. The United States Department of Transportation (USDOT) and City of San Bernardino UEI #EJLMHR1CMKM7 must establish and execute a signed, mutually agreed upon grant agreement prior to the obligation of award funds.

Immediate Next Steps: USDOT made the public announcements related to the awards on December 13th, 2023. See the [press release](#) and the award recipient list here: [FY 2023 SS4A Awards](#). We published a short summary of the proposal from your application on our Safe Streets and Roads for All website as part of the public announcement, pursuant to Section H Part 2 of the Notice of Funding Opportunity (NOFO). If you need to correct what is provided on our website once you see it, please let me know by emailing SS4A@dot.gov. The website link is <https://www.transportation.gov/grants/SS4A>.

What to Expect in the Next Few Weeks: My colleagues at the Federal Highway Administration (FHWA) are responsible for establishing and executing a SS4A grant agreement with City of San Bernardino. You can expect to hear from a FHWA representative with your State's FHWA Division Office in the near future. In the weeks ahead you will receive more information about next steps, including an invitation to a FHWA-sponsored webinar for grant recipients to describe the process leading to an executed grant agreement. The webinar will be recorded for those who are unable to attend and posted to the SS4A website. A member of the SS4A post-award administration team will also be reaching out to update your Standard Forms to reflect the partial award. In the meantime, **if you have questions about next steps, please direct them to FHWA using the email SS4A.FHWA@dot.gov.**

You may request a debrief up to 30 days after the public announcement to hear more about why a partial award was made rather than an Implementation Grant award. January 12, 2024 is the last day to request a debrief for the FY 2023 Notice of Funding Opportunity. If you would like to schedule an application debrief via video conference or telephone call, please fill out the following form: [SS4A FY23 Debrief Request Form](#).

Finally, we ask for your patience as we work diligently toward executing grant agreements so your important safety work may begin. FHWA staff will be working with hundreds of new grant recipients to expeditiously process new grant agreements, and this will take time.

It's exciting to see so many communities on the path to improving roadway safety, and the whole SS4A Program team is passionate about helping you succeed. Thank you for your commitment to roadway safety.

Paul

A handwritten signature in dark ink, appearing to read 'Paul D. Teicher', with a stylized, cursive script.

Paul D. Teicher
Grantor, Safe Streets and Roads for All
Office of Policy Development and Coordination
Office of the Secretary of Transportation

Summary of Award Information:

Project Name: City of San Bernardino Planning and Demonstration Activities

Applicant: City of San Bernardino

Unique Entity Identifier: EJLMHR1CMKM7

Grant Type: Planning and Demonstration

SS4A Grant Funding Amount: \$ 240,800.00

Estimated Total Project Costs: **\$ 301,000.00**

Project Description: This award will be used by the City of San Bernardino to conduct a comprehensive assessment of safety issues on Baseline Road, develop targeted strategies and projects to address these issues effectively and add them to the City's adopted Local Road Safety Plan. The City will also conduct MUTCD engineering studies to further safety applications of edge lines, RRFBs, and HAWK signals.

Preparing to Establish a Grant Agreement

The terms of the grant agreement will be in accordance with the FY 2023 SS4A NOFO and applicable Federal requirements. Below highlights key information to start becoming familiar with as the grant agreement development process begins.

Scope of Activities: Your award is to conduct supplemental planning and/or carry out demonstration activities.

Supplemental Planning: Funds awarded to conduct supplemental planning must result in a final written product that connects to, supports, and enhances an Action Plan. If your award does not include supplemental planning, please disregard.

Demonstration Activities: The funding awarded to carry out demonstration activities must inform an Action Plan's list of selected projects and strategies and their future implementation, and/or inform another part of the Action Plan.

Demonstration activities are temporary in nature, and materials to be used must also be temporary and/or easily reversible. Additionally, demonstration activities must also measure potential benefits through data collection and evaluation as part of the grant agreement. Demonstration activities are subject to additional reviews and oversight to ensure compliance with Federal requirements, including but not limited to the National Environmental Policy Act. If your award does not include demonstration activities, please disregard.

2 CFR part 200: All SS4A awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in [2 CFR part 200](#) (NOFO p. 36). We encourage awardees to take the [free FHWA training](#) on these requirements (https://www.nhi.fhwa.dot.gov/course-search?tab=1&key=231034&sf=0&course_no=231034).

Pre-Agreement Costs: No costs incurred before USDOT signs and executes the grant agreement will be reimbursed or counted toward the 20% match or cost-share requirement.

Allowable Costs: To be considered allowable, costs incurred must be reasonable, necessary, and allocable, as described in [2 CFR Part 200 Subpart E – Cost Principles](#).

Match and Cost-Sharing: Grant recipients are required to contribute no less than a 20% non-Federal match. Please review: <https://www.transportation.gov/grants/ss4a/match-and-cost-share-examples>.

Maintenance Activities: Maintenance activities for an existing roadway primarily to maintain a state of good repair are not an eligible activity.