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|--|--|----------------|--------------|------------------|-----|----------------------|-----|--------------|--------------|--------|--------------|
| <p>1. Award No.
693JJ32340127</p> <p>4. Award To
City of Moreno Valley
14177 Frederick ST
Moreno Valley, California 92553</p> <p>Unique Entity Id.: LJ4AVJ6C8NW5
TIN No.: 33-0076484</p> <p>6. Period of Performance
Effective Date of Award through
January 31, 2023</p> <p>8. Type of Agreement
Grant</p> <p>10. Procurement Request No.
HSSP230238PR</p> <p>12. Submit Payment Requests To
See article 20.</p> <p>14. Accounting and Appropriations Data
15X0173E50.0000.055SR10500.5592000000.41010.61006600</p> <p>15. Description of Project
Addendum to Local Roadway Safety Plan (LRSP) moving it to a full action plan including a module focused on traffic calming measures, burro safety analysis and truck safety analysis.</p> | <p>2. Effective Date
See No. 17 Below</p> <p>3. Assistance Listings No.
20.939</p> <p>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</p> <p>7. Total Amount</p> <table border="0"> <tr> <td>Federal Share:</td> <td style="text-align: right;">\$435,600.00</td> </tr> <tr> <td>Recipient Share:</td> <td style="text-align: right;">\$0</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;">\$108,900.00</td> </tr> <tr> <td>Total:</td> <td style="text-align: right;">\$544,500.00</td> </tr> </table> <p>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”)</p> <p>11. Federal Funds Obligated
\$435,600.00</p> <p>13. Payment Office
See article 20.</p> | Federal Share: | \$435,600.00 | Recipient Share: | \$0 | Other Federal Funds: | \$0 | Other Funds: | \$108,900.00 | Total: | \$544,500.00 |
| Federal Share: | \$435,600.00 | | | | | | | | | | |
| Recipient Share: | \$0 | | | | | | | | | | |
| Other Federal Funds: | \$0 | | | | | | | | | | |
| Other Funds: | \$108,900.00 | | | | | | | | | | |
| Total: | \$544,500.00 | | | | | | | | | | |

RECIPIENT

16. Signature of Person Authorized to Sign

Signature	Date
Name: Melissa Walker	
Title: Public Works Director/City Engineer	

FEDERAL HIGHWAY ADMINISTRATION

17. Signature of Agreement Officer

Signature	Date
Name: Ryan Mavis	
Title: Agreement Officer	

U.S. DEPARTMENT OF TRANSPORTATION

GRANT AGREEMENT UNDER THE FISCAL YEAR 2022 SAFE STREETS AND ROADS FOR ALL GRANT PROGRAM

This agreement is between Federal Highway Administration (the “FHWA”) and the City of Moreno Valley (the “**Recipient**”).

This agreement reflects the selection of the Recipient to receive a Safe Streets and Roads for All (“SS4A”) Grant for the Moreno Valley Roadway Safety Improvements in Three Areas.

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 2022 Safe Streets and Roads for All Grant Program,” dated February 8, 2023, which is available at <https://www.transportation.gov/grants/ss4a/grant-agreements>. Articles 7–30 are in the General Terms and Conditions. The General Terms and Conditions are part of this agreement.
- (b) The Recipient states that it has knowledge of the General Terms and Conditions. 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: Moreno Valley Roadway Safety Improvements in Three Areas

Application Date: 09/14/2022

2.2 Award Amount.

SS4A Grant Amount: \$435,600.00

2.3 Award Dates.

Period of Performance End Date: See Section 6 on page 1

2.4 Budget Period

Budget Period End Date: See Section 6 on page 1

2.5 Action Plan Grant or Implementation Grant Designation.

Designation: Action Plan

2.6 Federal Award Identification Number. The Federal Award Identification Number is listed on page 1, line 1.

**ARTICLE 3
SUMMARY PROJECT INFORMATION**

3.1 Summary of Project's Statement of Work.

Addendum to LRSP moving it to a full action plan including a module focused on traffic calming measures, burro safety analysis and truck safety analysis.

3.2 Project's Estimated Schedule.

ACTION PLAN SCHEDULE

Milestone	Schedule Date
Planned Draft Action Plan Completion Date:	05/2024
Planned Action Plan Completion Date:	05/2024
Planned Action Plan Adoption Date:	08/2024
Planned SS4A Final Report Date:	10/2024

3.3 Project’s Estimated Costs.

(a) Eligible Project Costs

Eligible Project Costs	
SS4A Grant Amount:	\$435,600.00
Other Federal Funds::	\$0.00
State Funds:	\$0.00
Local Funds:	\$108,900.00
In-Kind Match:	\$0.00
Other Funds:	\$0.00
Total Eligible Project Cost:	\$544,500.00

(b) Supplemental Estimated Budget

Cost Element	Federal Share	Non-Federal Share	Total Budget Amount
Direct Labor	\$0.00	\$54,450.00	\$54,450.00
Fringe Benefits	\$0.00	\$0.00	\$0.00
Travel	\$0.00	\$0.00	\$0.00
Equipment	\$0.00	\$0.00	\$0.00
Supplies	\$0.00	\$0.00	\$0.00
Contractual/Consultant	\$435,600.00	\$54,450.00	\$490,050.00
Other	\$0.00	\$0.00	\$0.00
Indirect Costs	\$0.00	\$0.00	\$0.00
Total Budget	\$435,600.00	\$108,900.00	\$544,500.00

ARTICLE 4

RECIPIENT INFORMATION

4.1 Recipient’s Unique Entity Identifier.

LJ4AVJ6C8NW5

4.2 Recipient Contact(s).

Wei Sun
 City Traffic Engineer
 City of Moreno Valley
 14177 Frederick Street, Moreno Valley, CA 92553
 (951) 413-3100
 weis@moval.org

4.3 Recipient Key Personnel.

Name	Title or Position
Wei Sun	City Traffic Engineer
Guadalupe Cortes	Associate Engineer
Natalia Lopez	Senior Management Analyst

4.4 USDOT Project Contact(s).

Darren Thacker
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) 366-6409
darren.thacker@dot.gov

and

Ashley Cucchiarelli
Agreement Officer (AO)
Federal Highway Administration
Office of Acquisition and Grants Management
HCFA-33
12300 W Dakota Ave
Lakewood, CO 80228
(720) 963-3589
ashley.cucchiarelli@dot.gov

and

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

and

Mike Shami
California Division Office Point of Contact
Operations and Safety Engineer
650 Capitol Mall, Suite 4-100, Sacramento, CA 95814
(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 AO are exempt from the requirements of this clause. See 2 CFR 200.317 through 200.327.

Note: This clause is only applicable to Action Plan Grants.

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 of each subaward or contract is contingent upon the Recipient's submittal of a written fair and reasonable price determination, and approval by the AO for each proposed contractor/sub-recipient. Consent to enter into subawards or contracts 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.

(Fill in at award or by amendment)

5.2 Reimbursement Requests

- (a) The Recipient may request reimbursement of costs incurred in the performance of this agreement if those costs do not exceed the funds available under section 2.2 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 eInvoicing 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 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 AO may withhold processing that request until the Recipient provides sufficient detail.
- (d) The USDOT shall not reimburse costs unless the Agreement Officer's Representative (the "AOR") reviews and approves the costs to ensure that progress on this agreement is sufficient to substantiate payment.
- (e) The USDOT may waive the requirement that the Recipient use the DELPHI eInvoicing System. The Recipient may obtain waiver request forms on the DELPHI eInvoicing website (<http://www.dot.gov/cfo/delphi-einvoicing-system.html>) or by contacting the AO. A Recipient who seeks a waiver shall explain why they are unable to use or access the Internet to register and enter payment requests and send a waiver request to

Director of the Office of Financial Management
US Department of Transportation,
Office of Financial Management B-30, Room W93-431
1200 New Jersey Avenue SE
Washington DC 20590-0001

or

DOTElectronicInvoicing@dot.gov.

If the USDOT grants the Recipient a waiver, the Recipient shall submit SF 271s directly to:

DOT/FAA
P.O. Box 268865
Oklahoma City, OK 73125-8865
Attn: Agreement Specialist

- (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 wherever the date it is in this agreement.
- 6.2** The Recipient acknowledges that the Action Plan will be made publicly available, and the Recipient agrees that it will publish the final Action Plan on a publicly available website.
- 6.3** 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.
- 6.4** There are no other special grant requirements for this award.

**ATTACHMENT A
PERFORMANCE MEASUREMENT INFORMATION**

Study Area: [Citywide]

Baseline Measurement Date: [10/01/2023]

Baseline Report Date: [12/01/2023]

Table 1: Performance Measure Table

Measure	Category and Description	Measurement Frequency
Equity	Percent of Funds to Underserved Communities: Funding amount (of total project amount) benefitting underserved communities, as defined by USDOT	End of period of performance
Costs	Project Costs: Quantification of the cost of each eligible project carried out using the grant	End of period of performance
Lessons Learned and Recommendations	Lessons Learned and Recommendations: Description of lessons learned and any recommendations relating to future projects of strategies to prevent death and serious injury on roads and streets.	End of period of performance

**ATTACHMENT B
CHANGES FROM APPLICATION**

INSTRUCTIONS FOR COMPLETING ATTACHMENT B: 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 this attachment B is to document the differences clearly and accurately in scope, schedule, and budget to establish the parties' knowledge and acceptance of those differences. See section 10.1.

Scope: N/A There have been no changes to the Scope as described in the application

Schedule: N/A There have been no changes to the Schedule as described in the application

Budget: N/A There have been no changes to the Budget as described in the application

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				
Other Federal Funds				
Non-Federal Funds				
Total Future Eligible Project Costs				
Total Project Costs				

**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 are accurate:

	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>
	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>
X	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.
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the project, will 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 of Moreno Valley follows the California Law for all types of work it engages in. When it comes to equity focused policies, related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall project delivery and implementation of the Project, California Law is followed. The following are specific codes in the California Law that the city follows: Title 2, Chapter 5 Miscellaneous [8000-8318]. These

sections state that racial discrimination is not permitted. Furthermore, "As subrecipients of United States Department of Transportation (USDOT) funding, Local Public Agencies (LPAs) are required to comply with and enforce certain nondiscrimination requirements in the award and administration of USDOT assisted contracts and procurements. Additionally, when the city advertises the project on PlanetBids or other bidding websites, for other grant entities, DBE (Disadvantaged Business Enterprise) consideration is required on all federal-aid contracts including non-A&E for consultant selection. There are a series of protocols that are followed to ensure DBEs are considered. Specific Exhibits must be filled out by the City of Moreno Valley and DBE goals met. These exhibits must be filled out and filed away in the project folder in the event of an audit. Both the auditing agency and the City of Moreno Valley take these audits very seriously, so the city makes sure that all steps for consultant and contractor selection are properly followed. Lastly, for projects that are federally funded, DBEs are encouraged to participate in consideration with 49 CFR 26, "Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs"). The Consultant must ensure that DBEs and other small businesses can participate in the performance of the work that is the subject of this solicitation and should take all necessary and reasonable steps for this assurance. The city must not discriminate on the basis of race, color, national origin, or sex in the award and performance of subcontracts. Forms must be filled out and attached to the agreement to ensure specific protocols were met. Lastly, when it comes to project scope selection, the city always takes first into consideration city disadvantaged community areas (DACs) and areas within the city that need safety improvements due to high collision rates. The reason that the city first selects these areas is because the city knows that oftentimes community members in these areas do not always have access to motorized vehicular travel and the infrastructure is not always the safest nor the most complete due to the lack of funding. The city looks at various DAC tools such as CalEnvironmental4.0, SB535 Disadvantaged Communities, and Healthy Places Index (HPI), amongst others to ensure that the targeted project locations and projects scopes of work will especially benefit the more disadvantaged community tracts within the community.

Additionally, this project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities. This is true because the second module in this project, involves a traffic safety analysis which will investigate truck traffic incidences and will provide potential remediation solutions. This is extremely important especially because the city knows that there will be future warehouse developments within the city. The increase in warehouse developments mean that there will be consequently an increase in the number of semi-trucks and trailers traveling through the streets of the City of Moreno Valley. More warehouses and semi-trucks means that there are more job opportunities for the residents. At the same time, there is a potential for an increase in the number of semi-truck collisions. However, the City of Moreno Valley hopes that by conducting a safety analysis, major causes of truck accidents will be investigated. By properly addressing remediation solutions, or better yet by providing preventive measures, collisions involving semi-trucks can be greatly reduced. Statistics depict that in 2021, 5,700 large trucks were involved in a fatal crashes. Fewer semi-truck collisions bring nothing but positive results to an environment which include: less deaths, less backed up traffic, more happy drivers, etc. Freight access will be improved because of this proposed project. Warehouses will be significantly developed especially in the Northeastern part of the city where the proposed World Logistics Center (WLC) will be developed. In accordance to the SB 535 Map, the location where the WLC will be falls under the SB 535 Disadvantaged Areas. With increased

warehouse developments, it means that more freight will also be going to these disadvantaged community areas. By improving the safety of the truck transportation network, new and safe jobs for trucking companies and owner operators will be created as well as for the individuals that will work in the warehouses. Both the truck drivers and the future warehouse employees that live in the surrounding Disadvantaged Community Areas (DACs) will benefit as a result from this module in the grant application. Lastly, there will be an increase of access to goods and services for those in underserved communities; this is true because most of the City of Moreno Valley falls under one category of DAC. If the safety of truck travel is increased via this proposed project module, community members will largely benefit with increased access to both goods and jobs.