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OPPORTUNITY & PACKAGE DETAILS:

| | |
|-------------------------|--|
| Opportunity Number: | FR-RCE-24-001 |
| Opportunity Title: | FY23-24 Railroad Crossing Elimination Grant Program |
| Opportunity Package ID: | PKG00287324 |
| CFDA Number: | 20.327 |
| CFDA Description: | Railroad Crossing Elimination |
| Competition ID: | FR-RCE-24-001-111936 |
| Competition Title: | FY23-24 Railroad Crossing Elimination Grant Program |
| Opening Date: | 07/11/2024 |
| Closing Date: | 09/23/2024 |
| Agency: | DOT - Federal Railroad Administration |
| Contact Information: | Office of Rail Program Development FRA-NOFO-Support@dot.gov Jenny Zeng Transportation Industry Analyst Jenny.Zeng@dot.gov 857-330-2481 Stefani Gaede Transportation Industry Analyst stefani.gaede@dot.gov 202-940-8426 |

APPLICANT & WORKSPACE DETAILS:

| | |
|--------------------------|---|
| Workspace ID: | WS01400182 |
| Application Filing Name: | FY23-24 Railroad Crossing Elimination Grant |
| UEI: | CFXEZ75TPJ84 |
| Organization: | SAN BERNARDINO COUNTY |
| Form Name: | Application for Federal Assistance (SF-424) |
| Form Version: | 4.0 |
| Requirement: | Mandatory |
| Download Date/Time: | Aug 14, 2024 07:31:02 PM EDT |
| Form State: | No Errors |

FORM ACTIONS:

| Application for Federal Assistance SF-424 | | |
|--|--|--|
| * 1. Type of Submission: <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application | * 2. Type of Application: <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision | * If Revision, select appropriate letter(s): <input type="text"/> * Other (Specify): <input type="text"/> |
| * 3. Date Received: <input type="text"/> Completed by Grants.gov upon submission. | 4. Applicant Identifier: <input type="text"/> | |
| 5a. Federal Entity Identifier: <input type="text"/> | 5b. Federal Award Identifier: <input type="text"/> | |
| State Use Only: | | |
| 6. Date Received by State: <input type="text"/> | 7. State Application Identifier: <input type="text"/> | |
| 8. APPLICANT INFORMATION: | | |
| * a. Legal Name: <input type="text"/> San Bernardino County | | |
| * b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text"/> 956002748 | * c. UEI: <input type="text"/> CFXE275TPJ84 | |
| d. Address: | | |
| * Street1: <input type="text"/> 825 E. 3rd Street | <input type="text"/> | |
| Street2: <input type="text"/> Room 143 | <input type="text"/> | |
| * City: <input type="text"/> San Bernardino | <input type="text"/> | |
| County/Parish: <input type="text"/> | <input type="text"/> | |
| * State: <input type="text"/> CA: California | <input type="text"/> | |
| Province: <input type="text"/> | <input type="text"/> | |
| * Country: <input type="text"/> USA: UNITED STATES | <input type="text"/> | |
| * Zip / Postal Code: <input type="text"/> 92415-0835 | <input type="text"/> | |
| e. Organizational Unit: | | |
| Department Name: <input type="text"/> Public Works | Division Name: <input type="text"/> Transportation Planning | |
| f. Name and contact information of person to be contacted on matters involving this application: | | |
| Prefix: <input type="text"/> | * First Name: <input type="text"/> Jeremy | |
| Middle Name: <input type="text"/> | <input type="text"/> | |
| * Last Name: <input type="text"/> Johnson | <input type="text"/> | |
| Suffix: <input type="text"/> | <input type="text"/> | |
| Title: <input type="text"/> Engineering Manager | | |
| Organizational Affiliation: <input type="text"/> Department of Public Works | | |
| * Telephone Number: <input type="text"/> 909-387-8165 | Fax Number: <input type="text"/> 909-387-8072 | |
| * Email: <input type="text"/> jeremy.johnson@dpw.sbcounty.gov | | |

Application for Federal Assistance SF-424

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

B: County Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

DOT - Federal Railroad Administration

11. Catalog of Federal Domestic Assistance Number:

20.327

CFDA Title:

Railroad Crossing Elimination

*** 12. Funding Opportunity Number:**

FR-RCE-24-001

* Title:

FY23-24 Railroad Crossing Elimination Grant Program

13. Competition Identification Number:

FR-RCE-24-001-111936

Title:

FY23-24 Railroad Crossing Elimination Grant Program

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

RCE_06_MAP-Vista Road Location SanBernCnty.

Add Attachment

Delete Attachment

View Attachment

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

Vista Road Grade Separation from BNSF rail line for Safety and Mobility

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant

* b. Program/Project

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

17. Proposed Project:

* a. Start Date:

* b. End Date:

18. Estimated Funding (\$):

| | |
|---------------------|--|
| * a. Federal | <input type="text" value="40,000,000.00"/> |
| * b. Applicant | <input type="text" value="10,000,000.00"/> |
| * c. State | <input type="text" value="0.00"/> |
| * d. Local | <input type="text" value="0.00"/> |
| * e. Other | <input type="text" value="0.00"/> |
| * f. Program Income | <input type="text" value="0.00"/> |
| * g. TOTAL | <input type="text" value="50,000,000.00"/> |

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

- a. This application was made available to the State under the Executive Order 12372 Process for review on
- b. Program is subject to E.O. 12372 but has not been selected by the State for review.
- c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

- Yes No

If "Yes", provide explanation and attach

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

** I AGREE

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

Authorized Representative:

Prefix: * First Name:

Middle Name:

* Last Name:

Suffix:

* Title:

* Telephone Number: Fax Number:

* Email:

* Signature of Authorized Representative: * Date Signed:

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APPLICANT & WORKSPACE DETAILS:

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|--------------------------|--|
| Workspace ID: | WS01400182 |
| Application Filing Name: | FY23-24 Railroad Crossing Elimination Grant |
| UEI: | CFXE275TPJ84 |
| Organization: | SAN BERNARDINO COUNTY |
| Form Name: | Budget Information for Construction Programs (SF-424C) |
| Form Version: | 2.0 |
| Requirement: | Optional |
| Download Date/Time: | Aug 14, 2024 07:36:30 PM EDT |
| Form State: | No Errors |

FORM ACTIONS:

BUDGET INFORMATION - Construction Programs

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

| COST CLASSIFICATION | a. Total Cost | b. Costs Not Allowable for Participation | c. Total Allowable Costs (Columns a-b) |
|--|------------------|--|--|
| 1. Administrative and legal expenses | \$ 500,000.00 | \$ | \$ 500,000.00 |
| 2. Land, structures, rights-of-way, appraisals, etc. | \$ 3,600,000.00 | \$ | \$ 3,600,000.00 |
| 3. Relocation expenses and payments | \$ | \$ | \$ |
| 4. Architectural and engineering fees | \$ 3,900,000.00 | \$ | \$ 3,900,000.00 |
| 5. Other architectural and engineering fees | \$ | \$ | \$ |
| 6. Project inspection fees | \$ | \$ | \$ |
| 7. Site work | \$ | \$ | \$ |
| 8. Demolition and removal | \$ | \$ | \$ |
| 9. Construction | \$ 38,000,000.00 | \$ | \$ 38,000,000.00 |
| 10. Equipment | \$ | \$ | \$ |
| 11. Miscellaneous | \$ | \$ | \$ |
| 12. SUBTOTAL (sum of lines 1-11) | \$ 46,000,000.00 | \$ | \$ 46,000,000.00 |
| 13. Contingencies | \$ 4,000,000.00 | \$ | \$ 4,000,000.00 |
| 14. SUBTOTAL | \$ 50,000,000.00 | \$ | \$ 50,000,000.00 |
| 15. Project (program) income | \$ | \$ | \$ |
| 16. TOTAL PROJECT COSTS (subtract #15 from #14) | \$ 50,000,000.00 | \$ | \$ 50,000,000.00 |

FEDERAL FUNDING

17. Federal assistance requested, calculate as follows:
 (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X %
 Enter the resulting Federal share. \$ 40,000,000.00

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| Application Filing Name: | FY23-24 Railroad Crossing Elimination Grant |
| UEI: | CFXZ75TPJ84 |
| Organization: | SAN BERNARDINO COUNTY |
| Form Name: | Grants.gov Lobbying Form |
| Form Version: | 1.1 |
| Requirement: | Optional |
| Download Date/Time: | Aug 14, 2024 07:38:43 PM EDT |
| Form State: | No Errors |

FORM ACTIONS:

CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Statement for Loan Guarantees and Loan Insurance

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions. Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

| | |
|---|--|
| * APPLICANT'S ORGANIZATION | |
| <input type="text"/> | |
| * PRINTED NAME AND TITLE OF AUTHORIZED REPRESENTATIVE | |
| Prefix: <input type="text"/> | * First Name: <input type="text"/> Middle Name: <input type="text"/> |
| * Last Name: <input type="text"/> | Suffix: <input type="text"/> |
| * Title: <input type="text"/> | |
| * SIGNATURE: <input type="text"/> | * DATE: <input type="text"/> |

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| Workspace ID: | WS01400182 |
| Application Filing Name: | FY23-24 Railroad Crossing Elimination Grant |
| UEI: | CFXE275TPJ84 |
| Organization: | SAN BERNARDINO COUNTY |
| Form Name: | FRA F 30 |
| Form Version: | 1.0 |
| Requirement: | Mandatory |
| Download Date/Time: | Aug 14, 2024 07:34:11 PM EDT |
| Form State: | No Errors |

FORM ACTIONS:

**U.S. Department of Transportation
Federal Railroad Administration**

**Certifications Regarding Debarment, Suspension and Other Responsibility Matters,
Drug-Free Workplace Requirements and Lobbying**

**PART A: Certification Regarding Debarment, Suspension and Other Responsibility Matters – Primary Covered Transactions
(Pursuant to 2 CFR Part 180)**

- (1) The grantee certifies to the best of its knowledge and belief, that it and its principles:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - (b) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - (d) Have not within a three-year period preceding this application had one or more public transactions (Federal, State or local) terminated for cause or default.
- (2) Where the grantee is unable to certify to any of the statements of this certification, he or she shall attach an explanation to this application.

PART B: Certification Regarding Drug-Free Workplace Requirements (Pursuant to 49 CFR Part 32)

- A. The grantee certifies that it will or continue to provide a drug-free workplace by:
- (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
 - (b) Establishing an ongoing drug-free awareness program to inform employees about—
 - (1) The dangers of drug abuse in the workplace;
 - (2) The grantee's policy of maintaining a drug-free workplace;
 - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
 - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
 - (c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

- (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 - (1) Abide by the terms of the statement; and
 - (2) Notify the employer in writing of his or her conviction for a violation of criminal drug statute occurring in the workplace no later than five calendar days after such conviction;
- (e) Notifying the agency in writing, within ten calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer on whose grant activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;
- (f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee is so convicted—
 - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
 - (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- (g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (e) and (f).

B. The grantee may insert in the space below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)

| |
|--|
| Intersection of Vista Road and BNSF rail line, Helendale, San Bernardino County, California, |
| |
| |

Check if there are workplaces on file that are not identified here.

PART C: Certification Regarding Lobbying (Pursuant to 49 CFR Part 20)

CHECK IF APPLICABLE
 CERTIFICATION IS FOR THE AWARD OF A GRANT OR COOPERATIVE AGREEMENT
 EXCEEDING
 \$100,000
 OR
 A FEDERAL LOAN EXCEEDING \$150,000

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award document for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

As the authorized certifying official, I hereby certify that the certifications in Parts A, B, and C (if C is applicable) are true.

Completed on submission to Grants.gov

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL

Noel Castillo, Director, Department of Public Works, San Bernardino County

TYPED NAME AND TITLE

Completed on submission to Grants.gov

DATE

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| UEI: | CFXE275TPJ84 |
| Organization: | SAN BERNARDINO COUNTY |
| Form Name: | Attachments |
| Form Version: | 1.2 |
| Requirement: | Mandatory |
| Download Date/Time: | Aug 14, 2024 07:33:31 PM EDT |
| Form State: | No Errors |

FORM ACTIONS:

ATTACHMENTS FORM

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

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

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

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

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

OPPORTUNITY & PACKAGE DETAILS:

| | |
|-------------------------|--|
| Opportunity Number: | FR-RCE-24-001 |
| Opportunity Title: | FY23-24 Railroad Crossing Elimination Grant Program |
| Opportunity Package ID: | PKG00287324 |
| CFDA Number: | 20.327 |
| CFDA Description: | Railroad Crossing Elimination |
| Competition ID: | FR-RCE-24-001-111936 |
| Competition Title: | FY23-24 Railroad Crossing Elimination Grant Program |
| Opening Date: | 07/11/2024 |
| Closing Date: | 09/23/2024 |
| Agency: | DOT - Federal Railroad Administration |
| Contact Information: | Office of Rail Program Development FRA-NOFO-Support@dot.gov Jenny Zeng Transportation Industry Analyst Jenny.Zeng@dot.gov 857-330-2481 Stefani Gaede Transportation Industry Analyst stefani.gaede@dot.gov 202-940-8426 |

APPLICANT & WORKSPACE DETAILS:

| | |
|--------------------------|--|
| Workspace ID: | WS01400182 |
| Application Filing Name: | FY23-24 Railroad Crossing Elimination Grant |
| UEI: | CFXEZ75TPJ84 |
| Organization: | SAN BERNARDINO COUNTY |
| Form Name: | FRA F 251 Applicant Financial Capability Questionnaire |
| Form Version: | 1.0 |
| Requirement: | Mandatory |
| Download Date/Time: | Aug 14, 2024 07:35:02 PM EDT |
| Form State: | No Errors |

FORM ACTIONS:



Federal Railroad Administration
APPLICANT FINANCIAL CAPABILITY QUESTIONNAIRE

SECTION A: PURPOSE

Federal agencies are required to review and evaluate the potential risks posed by applicants prior to awarding Federal funds (2 C.F.R. § 200.205). The Federal Railroad Administration (FRA) considers a variety of factors and information in completing this risk assessment. FRA's evaluation may include the following: financial capability and/or stability of the applicant organization; quality of the organization's management and financial systems; history of past performance; and results of audits and/or reports.

Completion of this form is intended to assist FRA in evaluating the financial capability of the applicant organization. This form is to be completed by organizations applying for FRA programs that 1) have not previously completed this form or 2) have not had a current/active award with FRA within the last three years.

SECTION B: ORGANIZATION INFORMATION

1. NAME OF ORGANIZATION:

SAN BERNARDINO COUNTY

2. NAME AND TITLE OF AUTHORIZED REPRESENTATIVE (individual who will accept the grant on behalf of your organization):

Prefix: MR.

First: NOEL

Middle:

Last: CASTILLO

Suffix:

Title: PUBLIC WORKS DIRECTOR

3. YEAR ORGANIZATION WAS FOUNDED/INCORPORATED:

1853

4. EMPLOYER IDENTIFICATION NUMBER (EIN):

956002748

5. UNIQUE ENTITY IDENTIFIER:

CFXEZ75TPJ84

6. PRIMARY ADDRESS OF THE ORGANIZATION:

Street1: 825 E. 3rd Street, RM 143

Street2:

City: SAN BERNARDINO

County/Parish: SAN BERNARDINO

State: CA

Country: USA: UNITED STATES

Zip / Postal Code: 92415-0835

7. DOES THE ORGANIZATION HAVE A CURRENT ORGANIZATIONAL CHART? Yes No

IF YES, PLEASE PROVIDE A COPY

San-Bernardino-County-Organ

Add Attachment

Delete Attachment

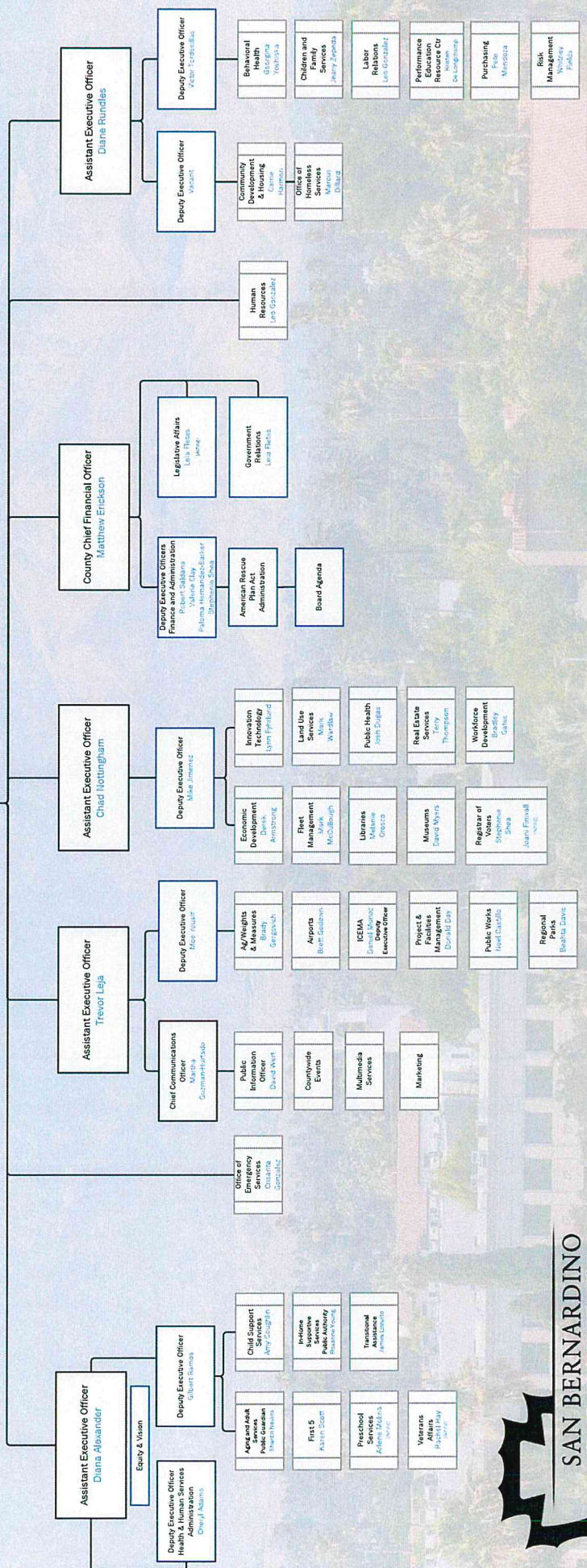
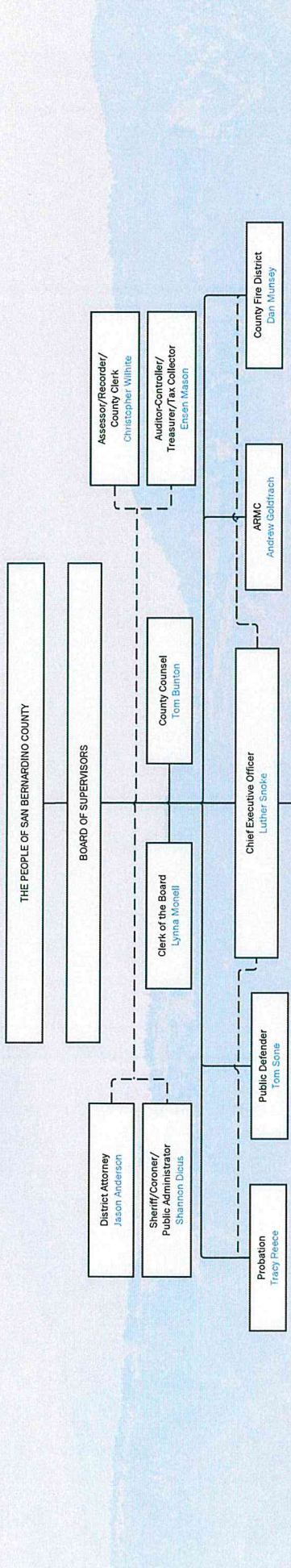
View Attachment

8. HAS YOUR ORGANIZATION RECEIVED FEDERAL ASSISTANCE FUNDS IN THE LAST 2 YEARS?

Yes No

9. TOTAL OPERATING BUDGET IN THE PREVIOUS FISCAL YEAR:

\$ 9,800,000,000.00



Organizational Chart

August 2024

SECTION C: ACCOUNTING SYSTEM

1. HAS ANY GOVERNMENT AGENCY RENDERED AN OFFICIAL WRITTEN OPINION CONCERNING THE ADEQUACY OF THE ACCOUNTING SYSTEM FOR THE COLLECTION, IDENTIFICATION AND ALLOCATION OF COSTS UNDER FEDERAL CONTRACTS/GRANTS? Yes No

1a. IF YES, PROVIDE NAME, AND ADDRESS OF AGENCY PERFORMING REVIEW:

Agency Name:

Street1:
Street2:
City:
County/Parish:
State:
Country:
Zip / Postal Code:

1b. ATTACH A COPY OF THE LATEST REVIEW AND ANY SUBSEQUENT CORRESPONDENCE, CLEARANCE DOCUMENTS, ETC.

2. WHICH OF THE FOLLOWING BEST DESCRIBES THE ORGANIZATION'S ACCOUNTING SYSTEM?

MANUAL AUTOMATED COMBINATION

3. IS THE ORGANIZATION'S FINANCIAL MANAGEMENT PERFORMED IN-HOUSE (BY EMPLOYED STAFF) OR OUTSOURCED WITH CONTRACTED INDIVIDUALS?

IN-HOUSE OUTSOURCED/CONTRACTED COMBINATION

4. DOES THE ORGANIZATION ANTICIPATE ANY SIGNIFICANT CHANGES TO ACCOUNTING SYSTEM IN THE NEXT 12 MONTHS?

Yes No

IF YES, PLEASE EXPLAIN:

5. DOES THE APPLICANT HAVE EFFECTIVE INTERNAL CONTROLS IN PLACE TO ENSURE THAT FEDERAL FUNDS ARE USED SOLELY FOR AUTHORIZED PURPOSES?

Yes No

6. DOES THE ORGANIZATION HAVE WRITTEN GRANTS MANAGEMENT POLICIES AND PROCEDURES FOR THE FOLLOWING:

6a. ACCOUNTING/FINANCIAL? Yes No 6b. PROCUREMENT? Yes No
6c. PROPERTY MANAGEMENT? Yes No 6d. PERSONNEL? Yes No
6e. TRAVEL? Yes No

7. DOES THE ORGANIZATION MAINTAIN TIMESHEETS (OR TIME AND ACTIVITY REPORTS) FOR EMPLOYEES THAT TRACK ACTUAL EFFORT BY PROJECT COST OR OBJECTIVE?

Yes No

8. DOES THE ORGANIZATION HAVE A CURRENT AND APPROVED INDIRECT COST RATE?

Yes No

9. DOES THE ACCOUNTING/FINANCIAL SYSTEM INCLUDE CONTROLS TO PREVENT INCURRING OBLIGATIONS IN EXCESS OF:

9a TOTAL FUNDS AVAILABLE FOR A GRANT? Yes No

9b TOTAL FUNDS AVAILABLE FOR A BUDGET COST CATEGORY (e.g. Personnel, Fringe Benefits, etc.) Yes No

10. ARE THE INDIVIDUALS RESPONSIBLE FOR ADMINISTERING GRANT FUNDS FAMILIAR WITH THE CURRENT REGULATIONS AND GUIDELINES ON ADMINISTRATION, COST PRINCIPLES AND AUDIT REQUIREMENTS FOR FEDERAL GRANTS (INCLUDING 2 C.F.R. 200)?

Yes No

SECTION D: HISTORY OF PERFORMANCE

1. HAS THE ORGANIZATION EVER HAD A FEDERAL AWARD SUSPENDED OR TERMINATED FOR NON-COMPLIANCE?

Yes No

SECTION E: FINANCIAL STATEMENTS

1. DID THE ORGANIZATION HAVE A FINANCIAL STATEMENT AUDIT IN ITS MOST RECENT FISCAL YEAR? Yes No

1a. WHEN IS THE ORGANIZATION'S FISCAL YEAR END?

2. IF THE ORGANIZATION HAD AN AUDIT IN ITS MOST RECENT FISCAL YEAR, IS THE REPORT AVAILABLE PUBLICLY? Yes No

IF YES, PLEASE PROVIDE LOCATION: (e.g. FEDERAL AUDIT CLEARINGHOUSE OR WEBSITE)

IF NO, PLEASE PROVIDE A COPY

3. DID YOUR ORGANIZATION EXPEND \$750,000 OR MORE IN FEDERAL FUNDS IN THE MOST RECENT COMPLETED FISCAL YEAR?

Yes No

SECTION F: ADDITIONAL INFORMATION

1. USE THIS SPACE FOR ANY ADDITIONAL INFORMATION (INDICATE SECTION AND ITEM NUMBERS IF A CONTINUATION).

SECTION G: APPLICANT CERTIFICATION

I CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND CORRECT TO THE BEST OF MY KNOWLEDGE. (THE INDIVIDUAL CERTIFYING THIS FORM SHOULD BE FAMILIAR WITH THE ORGANIZATION'S MANAGEMENT AND FINANCIAL SYSTEMS.)

1. NAME OF THE CERTIFYING OFFICIAL

Prefix: First:

Middle:

Last:

Suffix:

1a. SIGNATURE

1b. DATE

1c. TITLE

VISTA ROAD

Grade Separation Safety and Mobility Project

Railroad Crossing Elimination Grant Program

September 23, 2024



Statement of Work

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4. STATEMENT OF WORK

4.1 General Project Description

The Vista Road Grade Separation Safety and Mobility Project (Project) will fund Project development activities, completion of preliminary engineering, environmental review, 60% design, 90% design, final design, and construction. The Project will eliminate the existing highway-grade rail crossing (U.S. Department of Transportation [USDOT] No.026068N) at Vista Road in the unincorporated rural community of Helendale. San Bernardino County seeks funding for the extension of southward road travel and construction of a bridge over the BNSF railroad to connect to National Trails Highway (Route 66).

The overarching objective of the Vista Road Grade Separation Safety and Mobility Project is to reduce safety risks, improve mobility, and promote economic opportunity in rural unincorporated San Bernardino County (County) experiencing economic and social disadvantages. These objectives will be accomplished by constructing a grade separation and extended route, eliminating conflicts between automobiles and locomotives. The existing railroad accommodates freight and passenger rail service, including Union Pacific Railroad (UPRR), Burlington Northern Santa Fe Railway (BNSF), and Amtrak. Vehicle traffic and train activity are increasing, leading to more frequent vehicular delays that impede access for emergency vehicles and increase the potential for crashes as drivers attempt to beat the train. The Project will deliver several benefits, including notable safety and mobility enhancements, by eliminating existing vehicle train conflicts and eliminating train-related travel delays for all travelers. Railroad crossing elimination will reduce travel delays significantly, promoting faster response times for emergency vehicles, greater access to community services and employment, and reduced safety hazards for the traveling public.

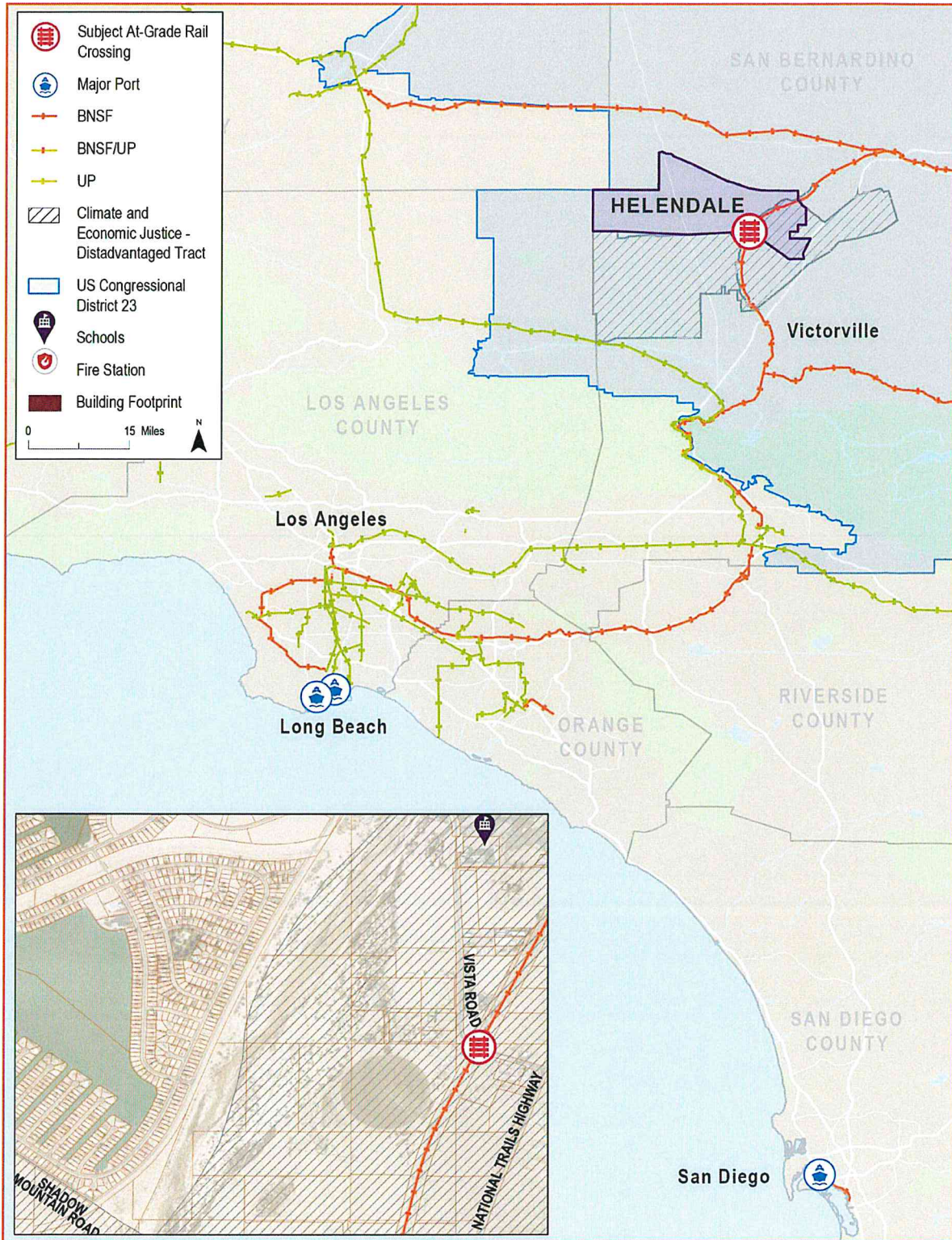
4.2 Project Location

The Project is located in unincorporated San Bernardino County, California in the community of Helendale by the National Trails Highway (Route 66). The location is within a census tract (06071011700) identified as disadvantaged through the Climate and Economic Justice Screening Tool (CEJST). This tract is significantly burdened by high wildfire risk due to climate change. The Vista Road railroad crossing has the coordinates, 34.7329320°N and -117.329264°W adjacent to the Vista Road and Jordan Road intersections. The milepost is 21.970.

The state of California ranks sixth in total at grade railroad crossings while San Bernardino County has the most incidents in the state. The Ports of Los Angeles and Long Beach are major gateways for goods imported from Asia and elsewhere. Freight transit through this corridor is a lynchpin distribution leverage point with great economic significance for the Southern California region and nation. The Project's location in this region enhances the importance of efficiency and safety of this freight network.

Grade Separation Safety and Mobility Project

Figure 1: Project Location



Grade Separation Safety and Mobility Project

4.3 Project Scope

Task 1: Project Administration and Management

Subtask 1.1: Project Administration

The County will perform all tasks required for the Project through a coordinated process, which will involve affected railroad owners, operators, and funding partners, including:

- Burlington Northern Santa Fe Railway (BNSF), Owner/Operator
- FRA
- Union Pacific Railroad (UPRR)
- Amtrak

The County will coordinate all activities necessary for implementation of the Project. The County will complete the following activities:

- Participate in a project kickoff meeting with FRA following award.
- Complete steps to hire a qualified consultant/contractor to perform required project work.
- Hold regularly scheduled project meetings with FRA.
- Inspect and approve work as it is completed.

Subtask 1.2: Project Management Plan

The County will prepare a project management plan (PMP), outlining how the Project will be implemented and monitored to ensure efficient delivery of the Project on time and within budget. The PMP will detail the activities and steps necessary to complete the tasks outlined in this Statement of Work. The PMP will include a project schedule and budget for the work to be performed.

Subtask 1.3 Project Closeout

The County will submit a final performance report as required, which should describe the cumulative activities of the Project, including a complete description of the County's achievements with respect to the project objectives and milestones.

Task 1 Deliverables:

| Deliverable ID | Subtask | Deliverable Name |
|----------------|---------|--------------------------|
| 1.1 | 1.2 | Project Management Plan |
| 1.2 | 1.3 | Final Performance Report |

Task 2 Design and Environmental Review

Subtask 2.1 Environmental Review

The County completed a Preliminary Environmental Study in 2016 evaluating the grade separation for permit and environmental requirements. The study found the Project is expected to be cleared with a Categorical Exclusion under current regulation 771.117(d)(3) enabling the construction of grade separations to replace existing at-grade railroad crossings.

Grade Separation Safety and Mobility Project

- In coordination with the FRA, the County will prepare necessary NEPA documents, including, but not limited to the following:
- definition of the Project and existing conditions
- identification of the purpose of and need for the Project
- identification and analysis of Project build alternatives and a no-action alternative
- an analysis of existing conditions in comparison to the impacts of the proposed action, including any needed technical reports to perform section 106 clearance on the connection to National Trails Highway

The County will address FRA comments and produce a final document for review and approval.

The Project is expected to render a Categorical Exclusion under current regulation 771.117(d)(3) enabling the construction of grade separations to replace existing at-grade railroad crossings assuming that the section 106 clearance is a not likely to adversely affect.

Subtask 2.2 Final Design

The County will complete Final Design for FRA review and acceptance to support construction. Final Design will consist of the following preparation of all design development and construction project delivery documentation necessary to demonstrate the effectiveness, feasibility, and readiness of future construction related activities:

- Prepare final design plans
- Provide scale maps or scale aerial photography of existing conditions at a scale of one inch/100 to 500 feet, depending on complexity of location.
- Prepare design plan drawings overlaid on maps showing existing ROW and land ownership.
- Provide any staging plans required during construction to identify staging areas to minimize impact on train movement.
- Provide a detailed and itemized project budget.

Task 2 Deliverables:

| Deliverable ID | Task | Deliverable Name |
|----------------|----------------------|----------------------|
| 2.1 | Environmental Review | Permits |
| 2.2 | Final Design | Final Design Package |

Task 3: Acquisition of ROW

The County will prepare all required documentation and seek all necessary approvals to acquire the ROW necessary for the total completion of the Project. A technical memorandum summarizing ROW acquisition activities will be prepared.

Task 3 Deliverables:

| Deliverable ID | Task | Deliverable Name |
|----------------|--------------------|----------------------|
| 3 | Acquisition of ROW | Technical Memorandum |

Grade Separation Safety and Mobility Project

Task 4: Construction

Subtask 4.1: Issue Design-Bid-Build Request for Proposals

San Bernardino County will go through the design bid build process to hire a contractor to complete the construction. This process will be completed by San Bernardino County staff adhering to state and federal requirements. San Bernardino County will coordinate with FRA when necessary to select a contractor meeting all required qualifications.

Subtask 4.2 Finalization of Permits and Agreements

In coordination with the selected contractor, San Bernardino County will finalize all required permitting and agreements with appropriate agencies.

Subtask 4.3 Construction

San Bernardino County will oversee construction of the project including all associated tasks with the project including the relocation of utility poles.

Subtask 4.4: Construction Schedule

Contractor will complete all construction-oriented tasks and coordinate reviews with San Bernardino County.

Task 4 Deliverables:

| Deliverable ID | Task | Deliverable Name |
|----------------|--|----------------------------------|
| 4.1 | Issue Design-Bid-Build Request for Proposals | Request for Proposals Submission |
| 4.2 | Finalization of Permits and Agreements | Permits and Agreements |
| 4.3 | Construction | Technical Memorandum |
| 4.4 | Construction Schedule | Completion of Activities |

4.4 Implement Required Environmental Commitments

The County will implement any environmental commitments identified through the NEPA process conducted under Task 2.

Grade Separation Safety and Mobility Project

5. AWARD DATES AND ESTIMATED PROJECT SCHEDULE

5.1 Award Dates

Budget Period End Date: TBD

Period of Performance End Date: TBD

5.2 Estimated Project Schedule

Milestones associated with this Agreement are identified in Table 1. The County will complete these milestones to FRA's satisfaction by the schedule date, subject to Article 5 of Attachment 1 of this Agreement. The County will notify FRA in writing when they believe they have achieved the milestone.

Table 1: Estimated Project Schedule

| Milestones | Schedule Date |
|---------------------------|---------------|
| 60% Design | December 2025 |
| Environmental Clearance | April 2026 |
| 90% Design | December 2026 |
| ROW Clearance | October 2027 |
| Final Design | June 2027 |
| Construction | December 2029 |
| Testing and Commissioning | December 2029 |

6. AWARD AND PROJECT FINANCIAL INFORMATION

6.1 Award Amount

Agreement Federal Funds: \$40,000,000

6.2 Federal Obligation Information

Federal Obligation Type: Single

6.3 Federal Authorization and Funding Source

Authorizing Statute: Public Law 117-58 (2021); 49 U.S.C. 22909.

Appropriation: Infrastructure Investment and Jobs Act, division J, title II, Public Law 117-58 (2021).

6.4 Funding Availability

Program funding that is obligated under this Agreement remains available until expended.

Grade Separation Safety and Mobility Project

6.5 Approved Project Budget

The estimated total Project cost under this Agreement is \$50,000,000.

The RCE grant funding request is \$40,000,000. The funding split is 80% RCE request and 20% non-federal match. Please see attachment for the funding commitment letter. Table 2 identifies the Project costs by component. Table 3 details the project budget by funding source.

Table 2. Approved Project Budget by Task

| Task # | Task Title | Agreement Federal Funds | Agreement Non-Federal Funds | Total |
|--------------|---------------------------------------|-------------------------|-----------------------------|---|
| 1 | Project Administration and Management | \$400,000 | \$100,000 | \$500,000 |
| 2 | Design and Environmental | \$3,120,000 | \$780,000 | \$3,900,000 |
| 3 | ROW | \$2,880,000 | \$720,000 | \$3,600,000 |
| 4 | Construction | \$33,600,000 | \$8,400,000 | \$42,000,000 |
| Total | | \$39,495,072 | \$10,498,690 | Total Project Cost: \$50,000,000 |

Table 3: Approved Project Budget by Source

| Funding Source | Total Amount | Percentage of Total Project Cost |
|------------------------------------|---------------------|----------------------------------|
| Federal Share | \$40,000,000 | 80% |
| Agreement Federal Funds RCE | \$40,000,000 | 80% |
| Agreement Non-Federal Funds | \$10,000,000 | 20% |
| BNSF Funds | \$10,000,000 | 20% |

6.6 Pre-Award Costs

Incurrence of pre-award costs is to be determined upon grant selection.

6.7 Phased Funding Agreement

Not applicable.

Grade Separation Safety and Mobility Project

7. PERFORMANCE MEASUREMENT INFORMATION

7.1 Performance Measurement

Table 4 identifies the performance measures this Project is expected to achieve. These performance measures will enable FRA to assess the County’s progress in achieving grant program goals and objectives. The County will report on these performance measures in accordance with the frequency and duration specified in Table 4.

Upon Project completion, the County will submit reports comparing the actual Project performance of the new and or improved asset(s) against the pre-Project (baseline) performance and expected post-Project performance as described in Table 4. The County will submit the performance measures report to the Project Manager in accordance with Table 4.

Table 4. Performance Measurement Table

| Goal | Objective | Performance Measure | Description of Measure | Measurement | Reporting |
|-----------------------------------|--|---|--|--|---|
| To create a safe travel corridor. | Safety | Reduction in incidents. | The Project will eliminate potential accidents by eliminating the conflict between trains and roadway traffic. | Pre-Project (Baseline) Performance as of: 2 incidents in the past 5 years | Frequency: Annual |
| | | | | Expected Post-Project Performance: At least 99% reduction in incidents | Duration: For 3 years after the Project Performance Period end date |
| To improve throughput. | Economic Strength and Global Competitiveness | Elimination of gate down time. | The Project will eliminate the need for crossing gates, increasing throughput. | Pre-Project (Baseline) Performance as of: Current gate down time of X hours per day. | Frequency: Annual |
| | | | | Expected Post-Project Performance: Elimination of gate down time. | Duration: For 3 years after the Project Performance Period end date |
| To reduce vehicle congestion. | Climate Change and Sustainability | Elimination of at-grade vehicle queues. | Through the elimination of the at-grade crossing, vehicles | Pre-Project (Baseline) Performance as of: | Frequency: Annual |

Grade Separation Safety and Mobility Project

| Goal | Objective | Performance Measure | Description of Measure | Measurement | Reporting |
|------|-----------|---------------------|--|---|---|
| | | | will no longer be forced to wait for trains and will have improved travel times. | Vehicle queues average 12 cars and idling for 3 minutes. | |
| | | | | Expected Post-Project Performance: Elimination of long vehicle queues and reduced idling. | Duration: For 3 years after the Project Performance Period end date |

The County will prepare a Project Outcomes Report pursuant to Section 8.3 of Attachment 1 of this Agreement.

VISTA ROAD

Grade Separation Safety and Mobility Project

Railroad Crossing Elimination Grant Program

September 23, 2024



BNSF

Project Narrative

Grade Separation Safety and Mobility Project

1. COVER PAGE

| | |
|--|---|
| Project Title | Vista Road Grade Separation Safety and Mobility Project |
| Applicant Name | San Bernardino County |
| FUNDING | |
| Amount of RCE Program Funding Requested under this NOFO | \$40M |
| Amount of Proposed Non-Federal Match | \$10M |
| Does some or all of the proposed Non-Federal Match for the total project cost consist of Preliminary Engineering costs incurred before project selection (but after November 15, 2021)? | No |
| Other Sources of Federal funding, if applicable | N/A |
| Source(s) of Proposed Non-Federal Match | Private Sector Funds from Burlington Northern Santa Fe Railway (BNSF) |
| If applicable, are set-aside funds requested? Is the Project eligible for a funding set-aside in Section B.1? | Yes – Rural |
| If “Yes,” amount of set-aside funds requested: | \$40M |
| Total Project Cost | \$50M |
| PREVIOUS FEDERAL GRANTS | |
| Was a Federal Grant Application Previously Submitted for this Project? | Yes – CRISI FY24 |
| LOCATION | |
| City(ies), County(ies), State(s) Where the Project is Located | San Bernardino County, California |
| Is the Project Located in a Rural Area or on Tribal Lands? | Yes |
| If the Project is located in a Rural Area or Tribal Land, is the Project Located in a county with 20 or fewer residents per square mile, according to the most recent decennial census? | No |
| Congressional District(s) Where the Project is Located | CA-23 |

Grade Separation Safety and Mobility Project

| APPLICATION TRACKS/PROJECT LIFECYCLE STAGES | |
|--|--|
| Application Track(s) proposed to be funded by this NOFO? | Tracks 2 & 3 |
| Lifecycle Stage(s) proposed to be funded by this NOFO | Project Development, Final Design, and Construction |
| Current Lifecycle Stage and Anticipated completion of current Lifecycle Stage? | Environmental and Preliminary Design, 2025 |
| RAIL LINE INFORMATION | |
| Is the Project located on real property owned by someone other than the applicant? | No |
| Host Railroad/Infrastructure Owner(s) of Project Assets; | BNSF |
| Other impacted Railroad(s) | Union Pacific Railroad (UPRR) and Amtrak |
| Tenant Railroad(s), if applicable | UPRR and Amtrak |
| If applicable, is a 49 U.S.C. 22905-compliant Railroad Agreement executed or pending? | N/A |
| PLANNING CONSIDERATIONS | |
| Is the Project currently programmed in ANY medium or long-range planning document: <i>For example, State rail plan, or interregional intercity passenger rail systems planning study, State Freight Plan, TIP, STIP, MPO Long Range Transportation Plan, State Long Range Transportation.?</i> | Yes San Bernardino Countywide Plan, Helendale Community Action Guide 2023 Southern California Association of Governments Transportation Improvement Program (Federal Transportation Improvement Program ID 20150009) |
| Is the Project located on a potential corridor selected for the Corridor Identification and Development Program? | No |

Grade Separation Safety and Mobility Project

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Grade Separation Safety and Mobility Project

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Grade Separation Safety and Mobility Project

2. PROJECT SUMMARY

San Bernardino County is proposing the Vista Road Grade Separation Safety and Mobility Project (Project) in the unincorporated rural community of Helendale. This Project aims to eliminate the current at-grade rail crossing at Vista Road (DOT No. 026068N) by extending nearby Shadow Mountain Road and building a bridge above the rail line about half a mile south of the Vista Road crossing.

The existing railroad accommodates freight and passenger rail service, including Union Pacific Railroad (UPRR), Burlington Northern Santa Fe Railway (BNSF), and Amtrak. Vehicle traffic and train activity are increasing, leading to more frequent vehicular delays that impede access for emergency vehicles and increase the potential for crashes as drivers attempt to beat the train. The Project will deliver several benefits, including notable safety and mobility enhancements, by eliminating existing vehicle-train conflicts and eliminating train-related travel delays for all rail and vehicle commuters. In addition, the Project will reduce carbon emissions and promote short- and long-term economic opportunities for the local community and greater region.

3. GRANT FUNDS, SOURCES, USES OF PROJECT FUNDS

The total Project cost is \$50,000,000. The Railroad Crossing Elimination (RCE) grant funding request is \$40,000,000. The funding split is 80% RCE request and 20% non-federal match. Please refer to Attachment 1 for the funding commitment letter. Table 3-1 identifies the Project costs by component.

Table 3-1. Project Budget by Component

| Task No. | Task Name/ Project Component | Cost | Percentage of Total Cost | |
|---|---------------------------------------|---------------------|-----------------------------|------|
| 1 – Tracks 2 and 3 | Project Administration and Management | \$500,000 | | |
| 2 – Track 2 | Design and Environmental | \$3,900,000 | | |
| 3 – Track 3 | Right of Way | \$3,600,000 | | |
| 4 – Track 3 | Construction | \$42,000,000 | | |
| Total Project Cost | | \$50,000,000 | | |
| Federal Funding Request under this Notice of Funding Opportunity (NOFO) | | \$40,000,000 | 80% | |
| Non-Federal Funding/Match | | \$10,000,000 | 20% | |
| Portion of Non-Federal Funding from the Private Sector | | 100% | \$10,000,000 | 100% |
| Amounts per Source | | BNSF | \$10,000,000 | |
| Portion of Total Project Costs Spent in a Rural Area or on Tribal Lands | | 100% | \$50,000,000 | 100% |

Grade Separation Safety and Mobility Project

4. APPLICANT ELIGIBILITY CRITERIA

San Bernardino County, a political subdivision of a State, is the Project sponsor and is an eligible recipient under 49 U.S. Code (U.S.C.) § 22909(c).

5. PROJECT ELIGIBILITY CRITERIA

This Project is eligible under the following section in the RCE Program NOFO:

C(3)(a)(v). A highway-rail grade crossing improvement Project, including installation, repair, or improvement of grade separations, railroad crossing signals, gates, and related technologies, highway traffic signalization, highway lighting and crossing approach signage, roadway improvements such as medians or other barriers, railroad crossing panels and surfaces, and safety engineering improvements to reduce risk in quiet zones or potential quiet zones.

The Project track is identified as Track 2 - Project Development and Track 3 - Final Design/Construction.

6. DETAILED PROJECT DESCRIPTION

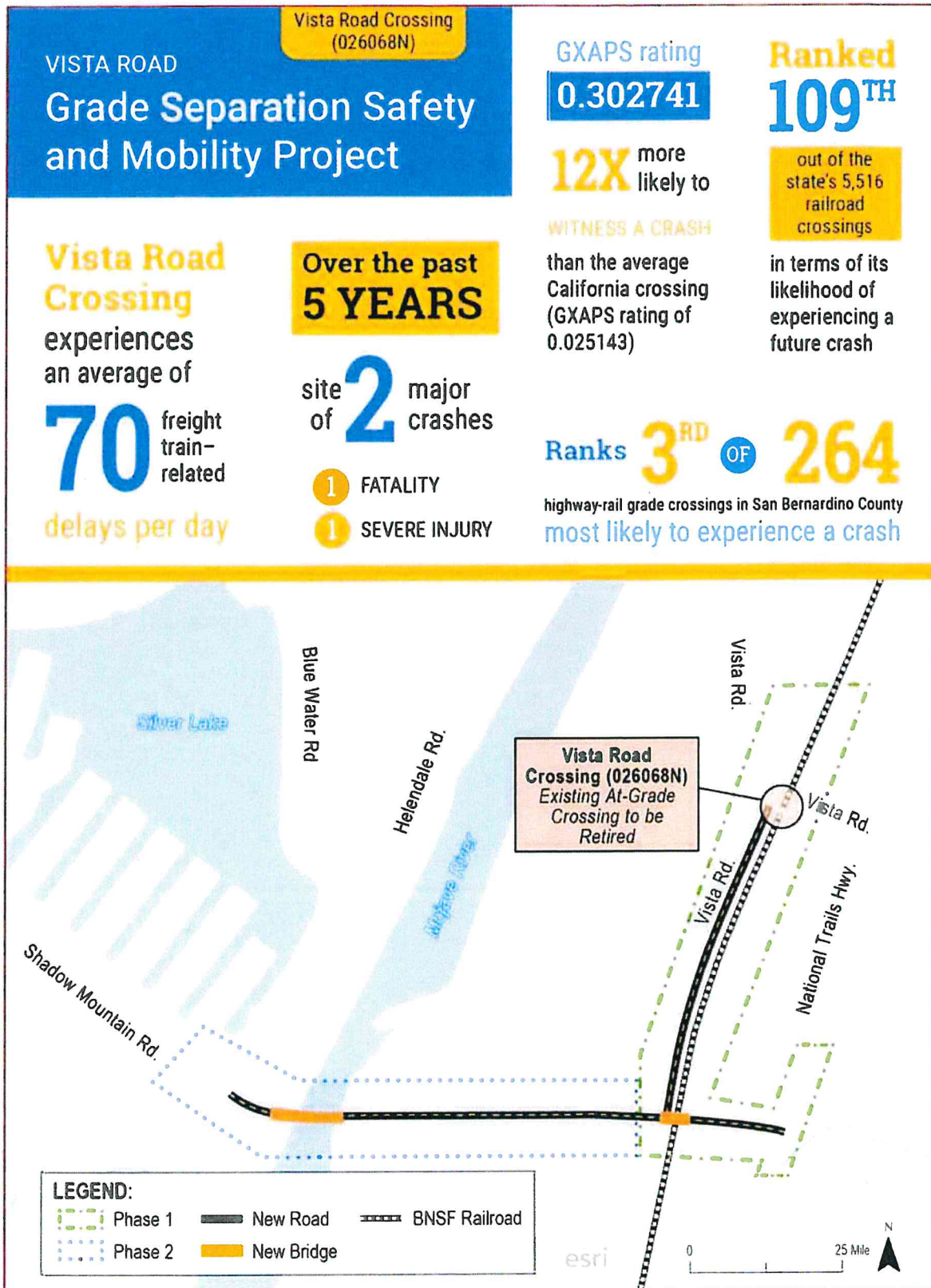
This RCE grant program request seeks funding for a grade separation Project involving the extension of Shadow Mountain Road and construction of a bridge over the BNSF rail line to connect to National Trails Highway (Route 66) and the elimination of the Vista Road railroad crossing located to the north (refer to Figure 6-1). The primary outcome for this Project will be to close the existing at-grade highway rail crossing at Vista Road and redirect the flow of traffic south on Jordan Road to the proposed grade separation crossing approximately half a mile south of Vista Road. The subject at-grade highway crossing has experienced an increase in crashes over the past few years (refer to Figure 6-2).

The Project will have a direct impact on the unincorporated areas of Helendale and Silver Lakes in the Victor Valley subregion of the Inland Empire (the Inland Empire consists of Riverside and San Bernardino Counties). As warehouse space becomes increasingly scarce in the cities of the Inland Empire, Victor Valley, with its ample capacity, is set to emerge as California's new distribution hub. This transition is expected to boost rail distribution demand in Victor Valley, leading to a proportional rise in rail trips.

Silver Lakes, nicknamed the oasis of Victor Valley, is nestled in the rural high desert of Victor Valley and boasts amenities like golf courses and two lakes. The area also serves as an economic catalyst for neighboring underprivileged communities like Helendale, offering employment opportunities and contributing to the tourism economy. However, these communities face challenges due to their limited access to regional transportation networks and frequent travel delays caused by bottlenecks and train conflicts.

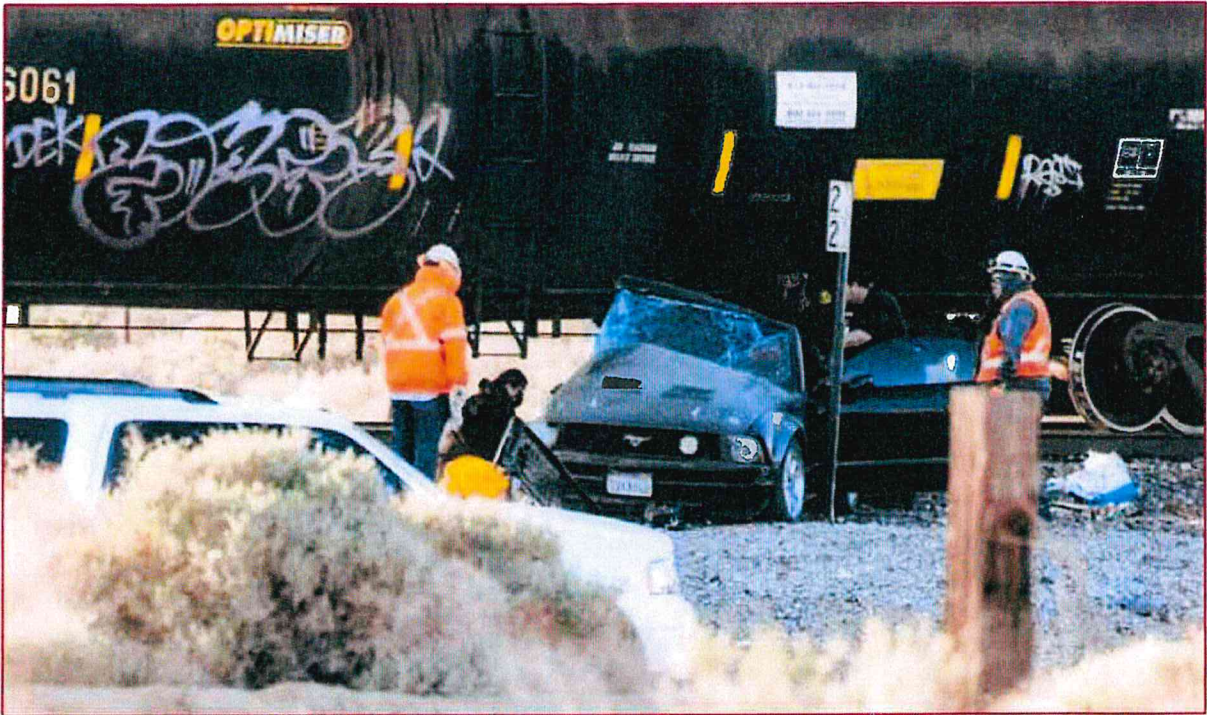
Grade Separation Safety and Mobility Project

Figure 6-1. Project Overview



Grade Separation Safety and Mobility Project

Figure 6-2. Fatal Car Accident at the Vista Road Crossing, 4/18/2023



Source: Victor Valley News; used by permission

Challenges prompted by the at-grade rail crossing are numerous but are traced to the singular issue of opposing transportation modes conflicting at a single point. Rail traffic is prioritized when passing through the corridor, leading to vehicular travel delays, and presenting safety hazards to other users of the roadway system at the crossing. The subject crossing is especially problematic due to incongruent development patterns and disconnected transportation networks in proximity. These factors often lead to bottlenecks impacting roadway users disproportionately while also causing delays for emergency response vehicles originating in the cities of Barstow and Victorville.

The Project will provide several public benefits, primarily through public safety and the elimination of travel delays at the existing, occupied crossing (refer to Table 6-1). The safety benefits of the Project extend beyond the immediate elimination of collision crashes on the crossing. These extended safety benefits include reduced travel delays for emergency response services, modernized infrastructure accommodating bike lanes, and a reduction in greenhouse gas (GHG) emissions caused by idling vehicles. The Project will provide benefits to the regional transportation infrastructure and facilitate goods movement. These benefits include improved regional fluidity and resiliency for freight trains as well as reduced travel times for freight trucks throughout the network, improving the capacity of the network while promoting safety in the unincorporated areas of Helendale and Silver Lakes.

Grade Separation Safety and Mobility Project

Table 6-1. Summary of Infrastructure Improvements and Associated Benefits

| Type of Impact | Population Affected by Impacts |
|--|--|
| Travel time savings: The construction of the bridge over the railroad line eliminates delays related to train crossings, reducing travel delay for vehicle users. The extension of Shadow Mountain Road and Vista Road allows vehicles to travel at a higher average speed through the Project area. The Project also eliminates the potential for service interruptions for Amtrak passengers. | General society |
| Safety benefits: The closure of the Vista Road railroad crossing eliminates the conflict point between roadway vehicles and trains, avoiding future injuries and fatalities from crashes. The Project also reduces the risk of accidents by eliminating the exposure between vehicular traffic and railroad workers during maintenance and inspections. | Personal vehicle users and truck operators |
| Auto and truck vehicle operating cost savings: The extension of Vista Road and Shadow Mountain Road reduces the average driving distance for vehicles traveling through the area, resulting in lower fuel and maintenance costs. | Personal vehicle users and truck operators |
| Vehicle emissions and roadway externalities: The extension of Vista Road and Shadow Mountain Road reduces the average driving distance for vehicles traveling through the area, resulting in reduced externalities of roadway travel. The bridge over the railroad line eliminates the idling of vehicles during train crossings, reducing vehicle emissions. | General society |
| Residual value: The improved asset is expected to have a useful life of at least 30 years, representing a long-term investment in San Bernardino County. | San Bernardino County |

6.1 Challenges the Project Will Address

The Project addresses safety and mobility challenges affecting the well-being of users of nearby roadways and residents of area communities. The Project creates opportunities for roadway users to access major thoroughfares such as National Trails Highway (Route 66) and Shadow Mountain Road while removing conflicts with the rail corridor. This opportunity directly improves mobility for residents and visitors of the Silver Lakes and Helendale communities as residents and visitors can only access National Trails Road through the at-grade crossing currently. In addition, the Project will provide unimpeded access for fire and emergency response vehicles to all incident locations in the vicinity of the crossing.

Vehicle crashes involving trains at the at-grade rail crossing have resulted in severe injury and death as recently as 2023 (refer to Figure 6-2). Vehicle crashes on surrounding roadways have also increased. A segment of the National Trails Highway within the Project area is indicated as an accident hot spot in the San Bernardino County Local Roadway Safety Plan. The Project will ensure fewer conflict points with trains along the segment while constructing infrastructure that meets the current and future capacity needs of the area.

The Project location is situated within a census tract (06071011700) designated by the Climate and Economic Justice Screening Tool (CEJST) as overburdened and disadvantaged. The CEJST identifies overburdened and underserved census tracts using dataset indicators from eight categories that highlight economic, environmental, and socioeconomic disadvantage. The Project provides benefits to this underserved community by improving access and connectivity to jobs and community services

Grade Separation Safety and Mobility Project

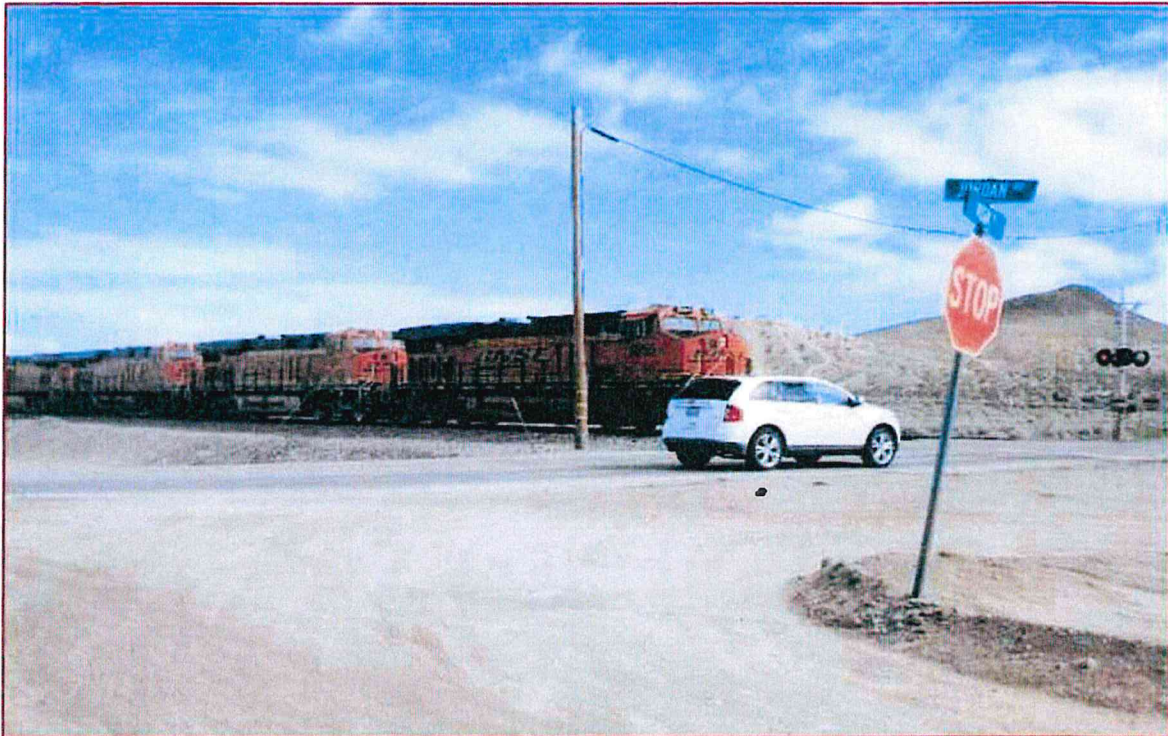
(refer to Section 7 for more information on disadvantaged communities in the area as identified by the CEJST).

East/west mobility is an ongoing issue in the County, with most primary routes traveling north and south. This systemwide challenge forces traffic on corridors unnecessarily, leading to increased congestion and travel delays. The completed Project will address this issue by constructing an east/west connection from State Road 395 to the National Trails Highway (Route 66).

6.2 Current and Proposed Railroad Operations in the Project Area

The Vista Road crossing is within the BNSF Cajon Subdivision between San Bernardino and Barstow. At just over 81 miles in length, the BNSF Cajon Subdivision is a powerful artery that plays an integral role in moving trains to and from Southern California. The railroad corridor serves a Class 1 railroad, which earns an annual revenue greater than \$250 million transporting goods arriving from the Ports of Los Angeles and Long Beach. This corridor is owned by BNSF and operated by BNSF, UPRR, and Amtrak's Southwest Chief route. The Cajon Subdivision contains double and triple rail lines with the subject grade crossing existing as double track. The average daily train count at the subject grade crossing is 70 total trains as of 2024, including two Amtrak passenger trains (refer to Figure 6-3).

Figure 6-3: Current At-Grade Crossing: Intersection of Vista Road and Jordan Road (Facing East)



Anticipated growth in rail operations and domestic passenger travel will expand intermodal facilities. San Bernardino County's proximity to the Los Angeles and Long Beach ports makes it a key logistics hub. [About 40% of the nation's imports](#) arrive at these ports and are then transported across the country via trucks and trains.

Grade Separation Safety and Mobility Project

6.3 Primary Expected Outcomes

The expected outcomes and opportunities of the Project are derived from the proposed grade separation and subsequent at-grade crossing retirement. With the new grade separation, vehicles and pedestrians will be able to cross the BNSF rail corridor and access National Trails Highway and other commercial and residential properties safely and unobtrusively. Access to National Trails Highway is critical for this rural community as this roadway leads to job centers and recreational and educational opportunities in Barstow to the north and Victorville to the south. These are both major cities for the region that include major purchase amenities, medical care, and higher education institutions. Additional outcomes and opportunities are expected as future work is completed, with scope consisting of a bridge connecting Shadow Mountain Road to the proposed grade separation that will connect to National Trails Highway.

Primary Project outcomes will be most felt by frequent users and nearby community members. The expected safety benefits for these users will impact daily routes, enhancing access to community services, jobs, local businesses, and nearby amenities. There are three schools within 2 miles of the Project, and these will experience significant safety benefits for students and employees.

Finally, travel delays for all users will be reduced significantly. On average, the existing crossing experiences 70 freight train–related delays per day. In 2013, observations of the crossing indicated 19 delays in a 6-hour period, amounting to 43 minutes of observed delay. Travel delays impact all users of the system, including emergency responders, school buses, and the train traveling the corridor.

6.4 Expected Users and Beneficiaries

Expected beneficiaries and users include BNSF, which operates freight service on this track with over 70 trains per day through this crossing. BNSF connects the Ports of Los Angeles and Long Beach with inland destinations. BNSF freight usage of the track is significant and is expected to increase over time. The area surrounding the BNSF Cajon Subdivision segment is projected to see a [23% increase in employment from 2016 to 2045](#), with an anticipated total of 81,000 jobs within a half-mile radius of the railroad. This rate of population and employment growth is approximately 10% greater than that of the rest of the region. The removal of the at-grade crossing will result in less on-track occupancy by Signal and Maintenance-of-Way employees for inspection and maintenance work, resulting in enhanced regional train fluidity and reduced delays for train and vehicular traffic.

Amtrak also uses the track for its Southwest Chief passenger rail service and will benefit from reduced delays for passenger rail once the grade separation is complete. Additional beneficiaries include students in the Helendale Unified School District, County Fire Station No. 4, AMR ambulance company, and commuters and residents throughout the unincorporated areas of Helendale and Silver Lakes who frequently use the crossing.

6.5 Specific Components and Elements of the Project

Vista Road will be extended about half a mile southward, rising to form a “T” intersection with the planned extension of Shadow Mountain Road. This extension will proceed to National Trails Highway, creating a second new intersection at Shadow Mountain Road and National Trails Highway. This new intersection at National Trails Highway will act as a gateway entrance to the Silver Lakes community, complete with a new traffic signal and an 8-foot-wide shoulder that could potentially incorporate a dedicated bicycle lane.

Grade Separation Safety and Mobility Project

The southern extension of Vista Road will provide neighboring landowners with new paved access driveways, facilitating easy access to their properties. A bridge will be built over the BNSF rail line, providing a connection to the National Trails Highway. Completing the Project will lead to the closure of the at-grade crossing at Vista Road, achieving the intended safety benefits and eliminating travel delays and restricted access due to train movement.

Upon completion, the Project will resolve challenges associated with east-west commuting in the western region of the County. Shadow Mountain Road, a key east/west arterial route in the area, enables travel to State Road 395 and Interstate 15. The construction will bridge a gap by linking Shadow Mountain Road with Vista Road and National Trails Highway, thereby establishing an east-west corridor that is advantageous for the transportation of goods and inter-regional travel.

6.6 Proposed Performance Measures

Table 6-2 outlines the administration goals and performance measures for the Project. Each performance measure is described in detail, along with the reporting frequency and duration for monitoring the Project’s impact over a specified period.

Table 6-2. Proposed Performance Measures

| Administration Goal | Performance Measure | Description of Measure | Reporting |
|--|---|---|--|
| Safety | Reduction in incidents. | The Project will eliminate potential accidents by eliminating the conflict between trains and roadway traffic. | Frequency: Annual |
| | | | Duration: For 3 years after the Project Performance Period end date |
| Economic Strength and Global Competitiveness | Elimination of gate down time. | The Project will eliminate the need for crossing gates, increasing traffic throughput. | Frequency: Annual |
| | | | Duration: For 3 years after the Project Performance Period end date |
| Economic Strength and Global Competitiveness | Elimination of at-grade vehicle queues. | Through the elimination of the at-grade crossing, vehicles will no longer be forced to wait for trains and will have improved travel times. | Frequency: Annual |
| | | | Duration: For 3 years after the Project Performance Period end date |

Heavily Traveled Rail Corridor Information

The Project is in a bustling rail corridor, with around 70 train crossings each day, encompassing freight and passenger trains. The passenger rail service carried 223,654 passengers in Fiscal Year (FY) 2023, a 13.5% increase from FY 2022. As the Project enhances train mobility, it will also alleviate congestion and foster an increase in ridership for Amtrak’s Intercity Passenger Rail Transportation, thanks to improved train dependability.

Positive Train Control Information

Not applicable. Positive Train Control (PTC) information is not included in the Project as it is not included as part of Project implementation.

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Workforce Development and Training Information

The County is making significant investments in its local workforce by offering training programs in Warehousing and Logistics. These programs, which include an Associate of Science Degree and two certificate programs, are provided by Barstow Community College (a public community college). Additionally, the County sponsors a paid internship program for engineering students to gain practical experience. Supported by the Department of Education, these training initiatives equip residents with the necessary skills for freight jobs, a sector expected to expand with the improved mobility on the Project rail corridor.

The County is deeply committed to fostering a diverse workforce through local hiring. It enforces Disadvantaged Business Enterprises (DBE) requirements, which set a participation goal for contractors to ensure fair competition opportunities for small businesses owned and controlled by socially and economically disadvantaged individuals. The DBE participation rate, determined by a specific formula that considers the type of work, materials used, and other factors, averages around 10%. Contractors are required to engage with DBEs through the California Unified Certification Program (CUCP) DBE directory via a web-based procurement system. This system identifies certified organizations as Minority, Diversity, and Small Business Enterprises and informs DBEs of Project bid opportunities. Moreover, the County adheres to Equal Employment Opportunity policies and actively promotes diversity in its workforce through strategic recruitment and retention efforts.

Trespassing Injury and Fatality Prevention and Reduction

The Project is in a county notorious for its high rate of pedestrian trespassing. From November 2013 to October 2017, the County earned the dubious distinction of being the third-ranked U.S. County in terms of railroad trespasser casualties, excluding suicides.

Emissions Reduction Information

This Project will address particulate matter and GHG emissions from idling vehicles and diesel-powered trains. Currently, roadway traffic blocking delays caused by trains passing through the crossing force vehicles to idle while waiting for the train to pass (Figure 6-4). Significant vehicle idling is a cost burden to roadway users, polluting the ambient air and reducing air quality near the source of emissions. Road users burn more fuel while idling and increase maintenance costs. Truck idling in the U.S. is estimated to consume 1 billion gallons of fuel and emit 11 million tons of carbon dioxide (CO₂). Idling for more than 10 seconds will burn more fuel and emit more CO₂ than restarting the engine. In addition, for every 2 minutes of idling, 1 mile could have been driven.

The Project will address this issue by reducing idling at the track through eliminating the rail crossing. The Project is expected to reduce vehicle emissions by an average of 166 metric tons of CO₂-equivalent per year. Benefits will compound when accounting for the heavily used rail line at the Vista Road crossing.

Grade Separation Safety and Mobility Project

Figure 6-4. Traffic Delays at the Existing Vista Road Crossing



During crossings, trains are obligated to utilize their horns while approaching and traversing at-grade crossings, as required by the Federal Railroad Administration, through the corridor. The Project aims to rectify these noise disturbances with the grade separation. Consequently, trains will no longer need to use their horns, thereby alleviating the nuisance caused to neighboring communities.

Community Emergency Plans

Not applicable. The Project does not involve preparing emergency plans for communities through which hazardous materials are transported by railroad.

7. HIGHWAY-RAIL GRADE CROSSING SAFETY INFORMATION AND EDUCATION PROGRAMS

Not applicable for this project.

8. PROJECT LOCATION

8.1 Geospatial Data

The Project is located in unincorporated San Bernardino County near the community of Helendale (Figure 8-1).

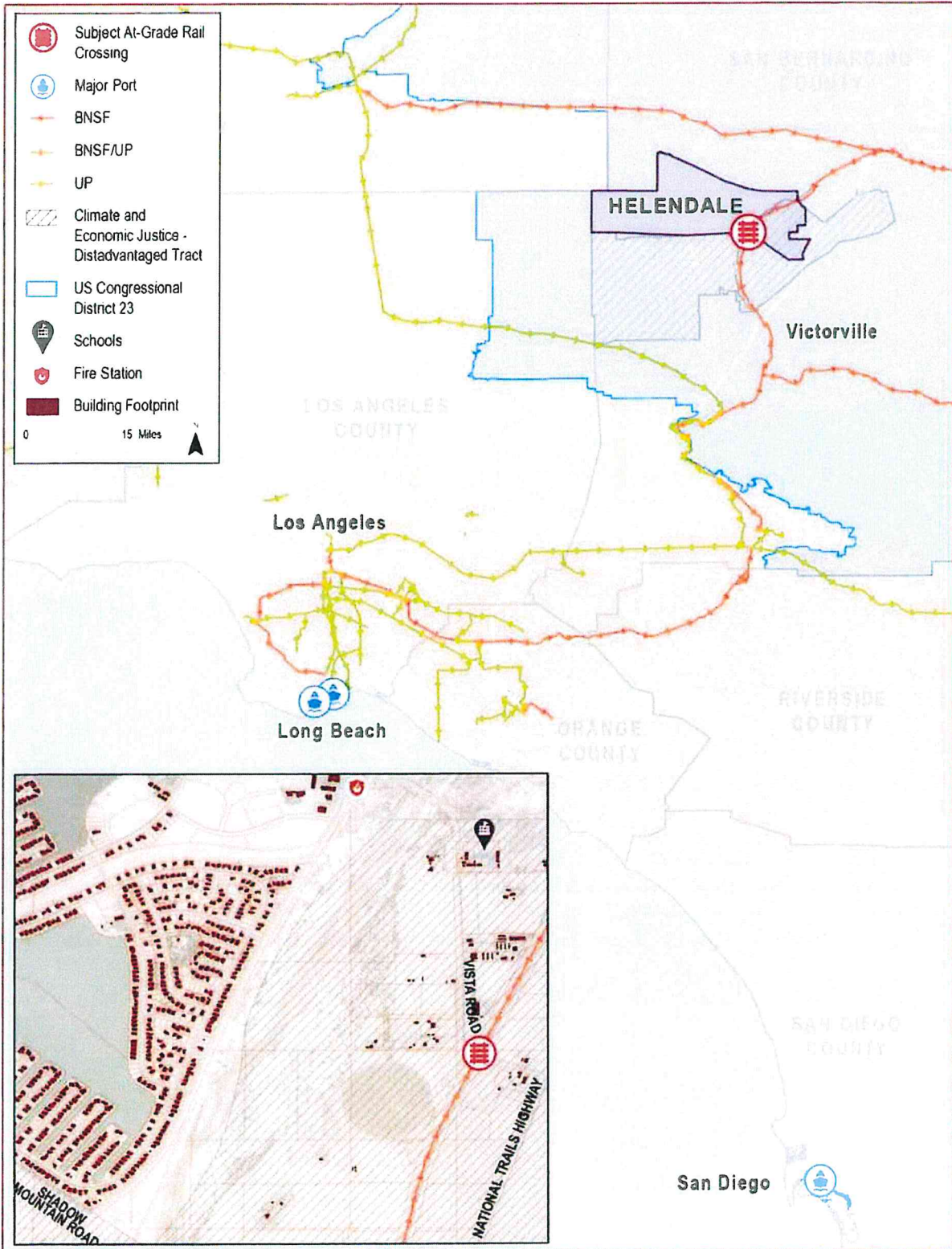
The Vista Road crossing (DOT No. 026068N) is at railroad milepost 21.999 with a latitude of 34.7329320 and a longitude of -117.329264 (refer to Table 8-1).

Table 8-1. Affected Grade Crossing Data

| USDOT Grade Crossing Inventory Number | Railroad Milepost | Street Name | Crossing Position | Latitude | Longitude |
|---------------------------------------|-------------------|-------------|-------------------|------------|-------------|
| 026068N | 21.999 | Vista Road | At-Grade | 34.7329320 | -117.329264 |

Grade Separation Safety and Mobility Project

Figure 8-1. Project Location Map



Grade Separation Safety and Mobility Project

Congressional District

The Project is in the 23rd Congressional District of California.

Community Profile

Situated in the western part of San Bernardino County, between Victorville and Barstow, Helendale is mainly made up of the Silver Lakes community and is a peaceful rural retreat in the Victor Valley of the Mojave Desert. With a population of 6,163 according to the 2020 U.S. Census, Helendale is defined by its remote desert location.

Helendale's history is closely linked to the 1926 opening of Route 66. The area is predominantly made up of the Silver Lakes community but also encompasses ranches and agricultural lands. Since the early 1970s, the Silver Lakes community centers around two manmade lakes, covering approximately 277 acres, and includes a clubhouse, equestrian center, an inn, and three schools. The major roadways in the area are National Trails Highway (Route 66), Vista Road, and Shadow Mountain Road.

San Bernardino County is a bustling global commerce center with robust transportation infrastructure and a large, skilled workforce. The County is larger than nine U.S. states in area, spanning over 20,160 square miles, houses over 645,000 households with a median income of \$86,000 and a labor force of 950,000. It has three major airports, three major interstate highways, and significant railways. Unfortunately, the County ranks first in the state of California for total at-grade crossing incidents, making it the sixth most incident-prone county in the nation.

9. GRADE CROSSING INFORMATION

The at-grade crossing information for this Project is provided in Table 9-1.

Table 9-1. Grade Crossing Information

| USDOT Grade Crossing Inventory Number | Proposed Improvement | Primary Rail Operator | Property Owner | Infrastructure Owner | Roadway at Crossing | Coordinates |
|---------------------------------------|--|-----------------------|-----------------------|----------------------|---------------------|--|
| 026068N | Separated (grade separation and retired at-grade crossing) | BNSF | San Bernardino County | BNSF | Vista Road | Latitude: 34.7329320 Longitude: -117.329264 |

10. SAFETY BENEFIT DATA

The Vista Road crossing (DOT No. 026068N) in San Bernardino County, which has the highest number of at-grade crossing incidents in California (1,513 incidents), has been identified as a significant safety concern. This crossing, which is traversed by over 70 daily trains from BNSF, UPRR, and Amtrak, ranks fifth in the county in terms of total incidents and contributes to significant delays. Given that California is the sixth-ranked state for total at-grade crossing incidents involving BNSF since 2019, the Project's primary objective is to enhance safety by decommissioning the Vista Road crossing, thereby significantly

Grade Separation Safety and Mobility Project

reducing the risk of vehicular and train collisions and addressing the pressing need for safety improvements.

The Federal Railroad Administration's Highway-Rail GXAPS corroborates the history of accidents at the Vista Road crossing. With a GXAPS rating of 0.302741, the Vista Road crossing is 12 times more likely to witness a crash than the average California crossing (GXAPS rating of 0.025143). Currently, Vista Road is ranked 109th out of the state's 5,516 railroad crossings in terms of its likelihood of experiencing a future crash. It also ranks third among the 264 highway-rail grade crossings in the County.

Over the past 5 years, the Vista Road crossing has been the site of two major crashes. The first incident occurred on November 8, 2019, when a vehicle bypassed the crossing gates and was hit by a BNSF train, resulting in an injury. The most recent accident took place on April 18, 2023, when a BNSF train collided with a vehicle at 3:27 a.m., causing one fatality and another severe injury. As vehicle traffic and train activity continue to increase, so do delays at the existing at-grade crossing, leading to obstructed access for emergency vehicles and an increased risk of crashes.

In addition to preventing accidents at the intersection, the Project will yield additional safety benefits, such as reducing travel delays for emergency services. Currently, the closest hospital to Silver Lakes is approximately 16 miles south in Victorville, and the community is isolated by the rail corridor. The response time of emergency services is contingent on train traffic. Similarly, the County Sheriff's Department (Victor Valley Sheriff's Station), the nearest police station to the Silver Lakes community, is approximately 21 miles south. Its response time to emergencies can also be hindered due to train traffic at Vista Road. Therefore, the Project is crucial for improving safety and emergency response times in the community.

11. EVALUATION AND SELECTION CRITERIA

11.1 Evaluation Criteria

Project Readiness

National Environmental Policy Act

A preliminary environmental study was conducted in 2016. Full National Environmental Policy Act (NEPA) clearance, as well as California Environmental Quality Act (CEQA) clearance, is expected by June 2026 and is currently underway.

Status and Timeline of Agreements

The County expects to finalize grant obligation by June 2025, which is expected to be approximately six months after the grant award announcement. Following CEQA/NEPA clearance, right-of-way clearance is expected to be obtained by June 2028. Final design will be complete 6 months later in December 2028. Construction will begin in March 2029 and finish 2 years later in March 2031.

Lifecycle Stage

The grant request is for a Track 2 and Track 3 grant. The Project is currently at 30% design and is ready to proceed to the design and environmental lifecycle stage. Track 2 will consist of Project development activities, completion of preliminary engineering, environmental review, and 60% design. Track 3 will consist of final design completion and construction.

Grade Separation Safety and Mobility Project

Partner Coordination and Commitments

San Bernardino County has partnered with BNSF, which is providing a financial commitment to the Project. A letter of funding commitment is attached to this application. Additional letters of support are attached and indicate strong community, business, and coordinating agency support for the Project.

Technical Merit

Tasks and Subtasks Outlined in the SOW Are Appropriate to Achieve the Expected Outcomes

Please refer to Attachment 2 for the Statement of Work (SOW) detailing the Project components.

The County estimates that the Project period of performance will be complete in March 2031.

The breakdown of Project tasks is as follows:

- Task 1: Project Administration and Management
- Task 2: CEQA/NEPA Clearance (June 2026 completion)
- Task 3: Right-of-Way Clearance (June 2028 completion)
- Task 4: Final Design (December 2028 completion)
- Task 5: Construction (March 2031 completion)

Technical Qualifications and Experience of Key Personnel

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

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

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

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

- Andy Silao, B.S., P.E. will serve as project manager.
 - Andy brings over 20 years of engineering experience in both the private sector and with the County. He currently serves as the Division Chief for the Contracts Division, which is responsible for the advertisement, award, and administration of federal, state, and locally funded County Public Works and Flood Control District construction projects.
- Thomas Bustamonte, P.E.
 - Thomas brings a decade of engineering experience both as a consultant and within the public sector, bringing a key understanding of the dynamics of working with both parties.

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Plan Identification

The proposed Project is consistent with planning guidance and documents set forth by USDOT, including those required by law or State rail plans developed under Title 49, U.S.C., Chapter 227. The proposed Project is consistent with the California State Rail Plan.

Deployment of Innovative Technology

The Project will incorporate two innovative construction methods that are new to the area to reduce GHG emissions. Firstly, rubberized asphalt will be employed for the deck of the grade separation. Secondly, concrete containing up to 15% fly ash will be used. The inclusion of fly ash in concrete diminishes cracking, permeability, and bleeding, resulting in a dense, high-durability concrete that is impervious to sulphates and alkali-aggregate reactions. This type of concrete mix requires less water and is prone to resist shrinkage. Rubberized asphalt generates 34% fewer CO2 emissions, extends the lifespan of roads by twofold, and reduces the life cycle cost of the road by 43%. These innovative methods foster sustainable construction.

Financial Support from Impacted Rail Carrier

The County has partnered with BNSF to obtain a financial commitment to the Project. A letter of funding commitment is attached to this application.

Improved Mobility

The Project, situated within BNSF's Cajon Subdivision, lies along a bustling freight corridor extending from the Port of Los Angeles inland. The track at the Project's location comprises double and triple rail lines, with the grade crossing existing as a double track. This existing rail line effectively segregates the Silver Lakes community, causing accessibility issues due to the frequent train traffic, averaging 70 trains daily, including two Amtrak passenger trains. With future plans for intermodal facilities and an increase in domestic passenger rail travel, rail operations are expected to rise. However, the Project will significantly reduce travel delays for all users. Currently, the Vista Road crossing experiences an average of 70 freight train-related delays per day. These delays affect all system users, including emergency responders, school buses, and the train traversing the corridor.

The Project aims to enhance the mobility of various transportation modes, impacting daily routes and improving access to community services, local businesses, and amenities. The southern extension of Vista Road will offer neighboring landowners new paved access driveways, simplifying property access. A bridge over the BNSF rail line will establish a connection to the National Trails Highway. Upon completion, the Project will address east-west commuting challenges in the County's western region. Shadow Mountain Road, a crucial east-west arterial route, provides access to State Road 395 and Interstate 15. Construction will bridge a gap, linking Shadow Mountain Road with Vista Road and National Trails Highway, creating an east-west corridor beneficial for freight transportation and inter-regional travel.

The Project aims to enhance mobility and accessibility in the Silver Lakes community, which is currently isolated by a rail corridor. Through the prevention of accidents and the reduction of travel delays for emergency services, the Project will improve access to vital services. The nearest emergency services are located quite far from the community. The nearest hospital is located in Victorville, 16 miles to the south, and the County Sheriff's Department (Victor Valley Sheriff's Station) is located approximately 21 miles south. Ingress and egress from both locations is currently hampered by train traffic. The Project is vital for increasing community mobility and accessibility, particularly for emergency services through the decrease in travel delays.

Grade Separation Safety and Mobility Project

The Project will also enable pedestrians to cross the BNSF rail corridor safely and unobtrusively, providing access to the National Trails Highway and other commercial and residential properties. This access is vital for the rural community as the highway leads to job centers, as well as recreational and educational opportunities in Barstow to the north and Victorville to the south, both major regional cities offering amenities, medical care, and higher education institutions.

Project Benefits

Improved Safety

The Project will improve safety at the existing at-grade crossing by decommissioning the Vista Road crossing, significantly reducing the risk of vehicular and train collisions and addressing the pressing need for safety improvements. Through the prevention of accidents at the intersection, the Project will yield additional safety benefits, such as the reduction of travel delays for emergency services. As the nearest hospital to Silver Lakes is located approximately 16 miles south in Victorville and the community is isolated by the rail corridor, the response time of emergency services is contingent on train traffic. Similarly, the County Sheriff's Department (Victor Valley Sheriff's Station), the nearest police station to the Silver Lakes community, is located approximately 21 miles south. Police response times to emergencies can likewise be hindered due to train traffic at Vista Road. Therefore, the Project is crucial for improving safety and emergency response times in the community.

Grade Crossing Elimination

The Project will close the at-grade crossing at Vista Road.

Improved Mobility

The Project will improve the mobility of people and goods. As the Project crossing lies along a bustling freight corridor, the reduction of freight train-related delays will improve the mobility of goods to and from the Ports of Los Angeles and Long Beach. Currently, the Vista Road crossing experiences an average of 70 freight train-related delays per day. These delays affect all system users but will no longer be an issue after Project implementation.

The Project aims to enhance the mobility of various transportation modes, impacting daily routes and improving access to community services, local businesses, and amenities. The southern extension of Vista Road will offer neighboring landowners new paved access drive ways, simplifying property access. The bridge over the BNSF rail line will establish a connection to the National Trails Highway. The Project will also enable pedestrians to cross the BNSF rail corridor safely and unobtrusively, providing access to the National Trails Highway and other commercial and residential properties.

Reduces Emissions

The Project will reduce GHG emissions through enhanced traffic flow, leading to a decrease in vehicular emissions. The Project significantly reduces transportation-related air pollution and GHG emissions by decreasing vehicle miles traveled, commute time, and idle emissions at railroad crossings in Helendale due to congestion. The improved accessibility for motorists will save energy, as shorter routes will replace the current 14-mile detour around occupied railroad crossings. As a result, this will decrease fuel consumption, improve air quality for both Helendale and San Bernardino County, and protect the environment through a reduction in pollution.

Beyond the sustainability benefits for motorists, the Project also contributes to a safer, more efficient, and environmentally friendly transportation system. Efficient rail transportation reduces reliance on trucks for freight movement, further benefiting the environment by shifting from road to rail transport. The Project is expected to reduce vehicle emissions by an average of 166 metric tons of CO₂-equivalent

Grade Separation Safety and Mobility Project

per year. Improved air quality will reduce air-pollutant related diseases in the community, providing a community benefit that allows the local population to live longer and healthier lives.

Improves Access to Emergency Services

The Project will improve access to emergency services through the reduction in vehicle miles traveled by emergency services to Helendale. Through the prevention of accidents and the reduction of travel delays for emergency services, the Project will improve access to vital services. The nearest emergency services are located quite far from the community. The nearest hospital is located in Victorville, 16 miles to the south, and the County Sheriff's Department (Victor Valley Sheriff's Station) is located approximately 21 miles south. Ingress and egress from both locations is currently hampered by train traffic. The Project is vital for improving accessibility for emergency services through the decrease in travel delays.

Improves Access to Communities

The Project will increase access throughout Helendale. Ingress and egress is currently hampered by train traffic. The Project will enable pedestrians and bicyclists to cross the BNSF rail corridor safely, providing access to the National Trails Highway and other commercial and residential properties. This access is vital for the rural community as the highway leads to job centers, as well as recreational and educational opportunities in Barstow to the north and Victorville to the south, both major regional cities offering amenities, medical care, and higher education institutions. The Project will likewise improve mobility of community residents who choose to drive, as there will be a reduction in travel time delays as vehicles will no longer have to stop and wait for train traffic to pass.

Provides Economic Benefit

The Project provides an economic benefit as there will be travel-time savings for all transportation network users. Due to fuel savings, the cost of goods can be adjusted to save consumers money. Furthermore, community members will save money on the cost of fuel, cost savings that can be reinvested back into the community. Decreased healthcare costs due to improved air quality will likewise provide an economic benefit for the healthcare system and the government.

Contracting Incentives

The County has a required DBE participation goal for contractors to provide fair opportunities for small, local businesses owned and controlled by socially and economically disadvantaged individuals to compete. DBE participation is calculated by formula, which depends on the type of work, materials used, and other factors. The average of recent DBE goals has been approximately 10%. The County requires contractors to reach out to DBEs via the CUCP DBE directory through a web-based procurement system that identifies certified organizations as Minority, Diversity, and Small Business Enterprises, and will notify DBEs of the Project bid opportunity. Through a required DBE participation goal, the County ensures local labor is employed for a percentage of all work or more, to the extent permissible under federal law.

11.2 Selection Criteria

The Project will create a grade separation crossing through the extension of Shadow Mountain Road and construction of a bridge over the BNSF rail line to connect to Route 66 and will eliminate the Vista Road railroad crossing located to the north. The Project will close the existing at-grade highway rail crossing at Vista Road and redirect the flow of traffic south on Jordan Road to the proposed grade separation crossing approximately half a mile south of Vista Road.

Grade Separation Safety and Mobility Project

Administration Priorities

Safety

The Project's primary objective is to bolster safety by decommissioning the Vista Road crossing, thereby significantly mitigating the risk of vehicular and train collisions. The Vista Road crossing (DOT No. 026068N) has long been a source of safety concerns for residents, leading to the unified effort to improve community safety. San Bernardino County, when compared to all other counties in California, has the highest number of at-grade crossing incidents, with a total of 1,513, more than twice the number reported in San Diego County (675 incidents). Within the County, the Vista Road crossing ranks fifth in terms of total incidents among all at-grade crossings. The communities of Silver Lakes and Helendale are undergoing rapid development, but the existing road infrastructure is inadequate to safely handle the current traffic volume, let alone future increases. Vista Road is a vital access route to the National Trails Highway.

The rail corridor, which sees over 70 daily trains from BNSF, UPRR, and Amtrak, causes significant delays at the Vista Road crossing. California ranks sixth among all states in terms of total at-grade crossing incidents involving BNSF, from 2019 to the present. Furthermore, within San Bernardino County, Vista Road is fifth in terms of total incidents, following two private crossings and two public crossings. To address these issues, the community is prioritizing safety and efficient transportation and is seeking solutions to reduce these delays and improve connectivity between Silver Lakes and the National Trails Highway.

In the past 5 years, the Vista Road crossing has been the site of two significant crashes. The first incident took place on November 8, 2019, when a vehicle that had circumvented the crossing gates was hit by a BNSF train, resulting in an injury. The [most recent collision occurred on April 18, 2023](#), when a BNSF train collided with a vehicle at 3:27 a.m., causing one fatality and another severe injury (refer to Figure). As the volume of vehicle traffic and train activity continues to rise, delays at the existing at-grade crossing are increasing, leading to obstructed access for emergency vehicles and a heightened risk of crashes.

This history of accidents at the Vista Road crossing is well documented and corroborated by data from the Federal Railroad Administration's Highway-Rail GXAPS. The Vista Road crossing, with a GXAPS rating of 0.302741, is 12 times more likely to witness a crash than the average California crossing, which has a GXAPS rating of 0.025143. Currently, out of the state's 5,516 railroad crossings, Vista Road is ranked 109th in terms of its likelihood of experiencing a future crash. It also ranks third among the 264 highway-rail grade crossings in the County. Recognizing the safety concerns at the Vista Road crossing, County officials have been working with Helendale residents for nearly a decade to identify and implement a solution.

Beyond the immediate advantage of preventing accidents at the intersection, the Project will yield additional safety benefits, such as reducing travel delays for emergency services. At present, the closest hospital to Silver Lakes is roughly 16 miles south in Victorville. However, the community is isolated by the rail corridor, and the response time of emergency services is contingent on train traffic. Furthermore, the County Sheriff's Department (Victor Valley Sheriff's Station), which is the nearest police station to the Silver Lakes community, is approximately 21 miles south. Its response time to emergencies can also be hindered due to train traffic at Vista Road.

Climate Change and Sustainability

The Project is designed to boost sustainability by establishing a more integrated roadway network for the residents of Helendale. At-grade crossings such as the Vista Road crossing frequently contribute to

Grade Separation Safety and Mobility Project

traffic congestion and vehicle idling, particularly when they are heavily used (Figure). The removal of at-grade crossings enhances traffic flow, leading to a decrease in vehicle emissions. The roadway network within Helendale profoundly affects the daily mobility of the community's residents. Owing to significant railroad traffic, residents of Silver Lakes experience isolation when BNSF freight trains or Amtrak passenger trains cross Vista Road. The alternative route requires an additional 14-mile drive via Heritage Way/Bryman Road to the south. This Project significantly reduces transportation-related air pollution and GHG emissions by decreasing vehicle miles traveled, commute time, and idle emissions at railroad crossings in Helendale due to congestion. The improved accessibility for motorists will save energy, as shorter routes will replace the current 14-mile detour around occupied railroad crossings. As a result, this benefit of accessibility will decrease fuel consumption and improve air quality for both Helendale and San Bernardino County.

Beyond the sustainability benefits for motorists, the Project also contributes to a safer, more efficient, and environmentally friendly transportation system. The heavily utilized railroad track witnesses approximately 70 different trains daily, including both freight and passenger rail. Located near one of the country's largest metropolitan areas—Los Angeles—the Project will improve energy efficiency. Trains inherently consume less energy than road vehicles. By streamlining rail operations and minimizing delays caused by crossings, energy consumption can be optimized. Furthermore, efficient rail transport reduces reliance on trucks for freight movement, further benefiting the environment by shifting from road to rail transport. The Project is expected to reduce vehicle emissions by an average of 166 metric tons of CO₂-equivalent per year.

Equity and Justice⁴⁰

The Project is in Census Tract 06071011700, a CEJST-designated disadvantaged census tract for four burden thresholds (climate change, housing, transportation, and water and wastewater). Community residents have an unusually high projected wildfire risk due to climate change, and need sustainable community investments that will help reduce the impacts of climate change. As transportation is one of the greatest contributors to GHG emissions, investments into rail infrastructure that are projected to reduce GHG emissions is a sustainable decision. The Project is expected to reduce GHG emissions through reduced train idling and improved train mobility that will reduce fossil fuel consumption. The Project will also reduce vehicular emissions, as discussed in the [Climate Change and Sustainability Section](#), all benefits that will create positive outcomes for a community that currently experiences disadvantages. Resident health will likewise improve, as [air pollution from vehicles is one of the leading contributors to diseases](#) such as asthma, stroke, heart disease, chronic obstructive pulmonary disease, lung cancer, pneumonia, and cataracts. [According to the National Institutes of Health](#), income is correlated with life expectancy. As diseases increase healthcare costs, low-income individuals face the health burden of air pollution far more strongly and inequitably than high-income socioeconomic groups. A reduction in GHG emissions and local air pollution will equitably improve the life expectancy of the low-income Project community.

The Project will also improve safety as discussed in the [Safety Section](#), removing vehicular train conflicts to help San Bernardino County and BNSF reach Vision Zero (zero roadway fatalities). This investment will improve mobility as road traffic will no longer need to waste time waiting for trains to pass by. According to the Federal Railroad Administration's Justice⁴⁰Rail Explorer Tool, the Project community is transportation disadvantaged due to historic underinvestment in transportation. Improved mobility for all traffic will therefore be an equitable investment that will help mitigate past inequities.

Grade Separation Safety and Mobility Project

Workforce Development, Job Quality, and Wealth Creation

The County is growing the local workforce through skills investments in Warehousing and Logistics, generating one in four new jobs in the region. Barstow Community College offers an Associate of Science Degree in Warehousing and Logistics and two certificate programs. National Trails Highway will become even more integral to the region's economic success as a shipping hub, and the region is pre-positioning to be ready for the opportunity. Additionally, the County has restarted a dormant paid internship program for student engineers to obtain hands-on experience. The County has completed the first year of the revived program.

Committed to removing barriers to DBE participation, County public works contracts have a required DBE participation goal for contractors to provide fair opportunities for small businesses owned and controlled by socially and economically disadvantaged individuals to compete. DBE participation is calculated by formula, which depends on the type of work, materials used, and other factors. The average of recent DBE goals has been approximately 10%. The County requires contractors to reach out to DBEs via the CUCP DBE directory through a web-based procurement system that identifies certified organizations as Minority, Diversity, and Small Business Enterprises, and will notify DBEs of the Project bid opportunity. Furthermore, the County follows Equal Employment Opportunity policies and promotes diversity in its workforce through recruitment and retention.

12. PROJECT IMPLEMENTATION AND MANAGEMENT

12.1 Project Contracting Arrangements and Contract Oversight

San Bernardino County intends to use a design-bid-build arrangement to complete final design and construction. San Bernardino County, the Project applicant, will be responsible for contract oversight, control, and conformance to Federal requirements for Project progress reporting for work completed within the respective right-of-way.

12.2 Change-Order Management

A change order occurs when construction contract changes are needed, requiring an adjustment in the Project's price and schedule. The County has a structured approach for addressing change orders through change analysis reviews. These reviews analyze the size of the change and the level of coordination and changes required to implement it, all of which require pre-approval from the project manager. The project manager will document all change-order requests and communicate the change implementation across the board to all necessary team members. Lessons learned will likewise be documented.

12.3 Risk Oversight

San Bernardino County will be responsible for risk management and has budgeted a contingency for unexpected costs and budget overruns.

12.4 Conformance to Federal Requirements for Reporting

San Bernardino County will ensure all reporting requirements are fulfilled on time. The County has a fiscal team as well as grants personnel with considerable experience administering federal grant funds who will help ensure Project delivery within budget. The Project Management Plan will include procedures for reporting and grant close-out milestones.

Grade Separation Safety and Mobility Project

12.5 Small Businesses

San Bernardino County has a robust DBE program and local hiring policy as discussed in the Workforce Development, Job Quality, and Wealth Creation, Section.



Helendale Community Services District

26540 Vista Road, Ste.B - P.O. Box 359
Helendale, California 92342-0359
(760) 951-0006 Fax (760) 951-0046

August 14, 2024

US Department of Transportation
Federal Railroad Administration

RE: Railroad Crossing Elimination Program

Dear FRA:

The Helendale Community Services District offers its full support towards the Railroad Crossing Elimination (RCE) Grant Program to help fund the *Vista Road Grade Separation Safety and Mobility Project*. This crucial grade separation project strongly aligns with selection criteria for the RCE Grant Program to improve the public safety and mobility of people and goods. The project would benefit a rural community in San Bernardino County.

The Helendale Community Services District serves a population of over 6,500 residents who are cut off from the highway by the railroad crossing. Many times a day community members wait for trains to pass as the tracks are rated for a train every four minutes. Medical personnel and emergency responders lose critical time paused at the tracks waiting for the ability to rush to their emergency destination. The proposed Vista Road Grade Separation will directly benefit our community by removing the continual impediment created by the at-grade railroad crossing.

The project will effectively eliminate safety concerns posed by the existing at-grade rail crossing which presents a growing challenge to the Silver Lakes community with the increase in freight traffic and history of collisions at this location. The most recent collision resulted in a fatality and serious injury to the surviving occupant. The crossing is a significant barrier to mobility as delays due to train traffic can exceed 30 minutes, with the number of trains approaching 70 per day and increasing. The delays reduce our community's mobility and access to essential services, such as schools and the local fire station.

The project will have a meaningful impact on freight movement in permitting smoother corridor operation while increasing efficiency of the greater freight network. In addition, the grade separation will address essential service needs, community safety concerns, accommodate accessibility to outside resources, and improve the overall quality of life of the community.

I urge you to fund this critical project, which will make a dramatic difference in the safety and mobility of residents and visitors while contributing to the success of the regional and national freight network.

Kind Regards,

Dr. Kimberly Cox
General Manager



French Thompson
General Director
Public Infrastructure & Investments

BNSF Railway Company
P. O. Box 961502
Fort Worth, TX 76161-0052

2600 Lou Menk Drive
Fort Worth, Texas 76131-2830
(817) 352-1549

French.Thompson@BNSF.com

September 23, 2024

Amit Bose, Administrator
Federal Railroad Administration
1200 New Jersey Ave, SE
Washington, DC 20590

Subject: Letter of Support – Vista Road Grade Separation Safety and Mobility Project

Dear Administrator Bose,

BNSF Railway supports efforts by San Bernardino County, California to secure federal discretionary planning funding under the 2023/2024 Railroad Crossing Elimination (RCE) grant for the Vista Road Grade Separation Safety and Mobility Project. If awarded, the project will provide funding for a new grade separated crossing. BNSF would be willing to contribute \$10,000,000.00 in private matching funds towards the \$50,000,000.00 total project cost, if the request of \$40,000,000.00 is granted in Railroad Crossing Elimination funds.

This grade separation project will help to improve access for emergency response services, community residents, and help improve the overall quality of life of the surrounding community. This important grade separation project strongly aligns with the goals of the Railroad Crossing Elimination program by promoting safety and efficiency of the national rail network by providing safety and mobility enhancements along BNSF's Transcon route, which is a critical link in the supply chain regionally and nationally.

BNSF values our working relationship with San Bernardino County and is prepared to work with all involved public agencies on further development of this project, subject to satisfactory review of funding requirements, final engineering, and entering into definitive agreements as may be required by BNSF or other project stakeholders.

BNSF appreciates your thorough review of this application and looks forward to continuing its relationship with San Bernardino County through this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "French Thompson", with a stylized flourish at the end.

French Thompson
General Director – Public Infrastructure & Investments



County of San Bernardino
Board of Supervisors
First District

July 24, 2024

The Honorable Amit Bose
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Administrator Bose,

As First District Supervisor for San Bernardino County, I offer my full support for the Vista Road Grade Separation Safety and Mobility Project's application for the Railroad Crossing Elimination (RCE) Grant Program funding opportunity. This crucial grade separation project strongly aligns with the selection criteria for the RCE Grant Program.

The Vista Road Grade Separation Project will eliminate safety concerns posed by the existing at-grade rail crossing. This crossing presents a growing challenge to the nearby community with the increase in freight traffic and history of collisions at this location; of which, the most recent collision, in April 2023, resulted in a fatality and injury. The crossing is also a barrier to mobility as delays due to the train can exceed 43 minutes with the number of trains approaching 70 per day and increasing.

The Project will have a meaningful impact on freight movement in permitting smoother corridor operation while also increasing the efficiency of the greater freight network. In addition, the grade separation will improve access for emergency response services, community residents and improve the overall quality of life of the surrounding community.

I urge you to fund this critical project, which will make a dramatic difference in the safety and mobility of residents and visitors while contributing to the success of the regional and national freight network. Should you have any questions, please contact my office at (909) 387-4830.

Sincerely,

Col. Paul Cook (Ret.)
First District Supervisor, San Bernardino County

JAY OBERNOLTE
TWENTY THIRD DISTRICT, CALIFORNIA

**COMMITTEE ON ENERGY
AND COMMERCE**
COMMUNICATIONS AND TECHNOLOGY
ENVIRONMENT, MANUFACTURING,
AND CRITICAL MINERALS
HEALTH

**COMMITTEE ON SCIENCE, SPACE
AND TECHNOLOGY**
INVESTIGATIONS AND OVERSIGHT, CHAIRMAN



Congress of the United States

House of Representatives

Washington, DC

July 29, 2024

WASHINGTON, D.C. OFFICE:
1029 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
TELEPHONE: (202) 225-6881

DISTRICT OFFICE:
9700 SEVENTH AVE., SUITE 201
HESPERIA, CA 92345
TELEPHONE: (760) 247-1815

E-MAIL VIA WEBSITE:
<http://obernolte.house.gov>

The Honorable Amit Bose
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Administrator Bose,

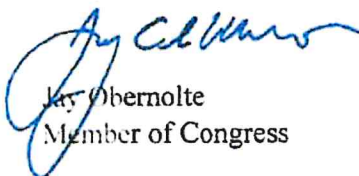
Making our roads safer for vehicle operators and pedestrians alike is an important goal. For that reason, I support the San Bernardino County Department of Public Works proposal for the Vista Road Grade Separation Safety and Mobility Project and their application to the Railroad Crossing Elimination (RCE) Grant Program. This crucial grade separation project strongly aligns with the selection criteria for the RCE program to improve the safety, efficiency, and reliability of intercity passenger and freight rail to historically underserved communities in rural San Bernardino County.

The Vista Road Grade Separation Project will eliminate safety concerns posed by the existing at-grade rail crossing. This crossing presents a growing challenge to the nearby community with the increase in freight traffic and history of collisions at this location – the most recent collision in April of 2023 resulted in a fatality. The crossing is also a barrier to mobility as delays due to the train can exceed 43 minutes with the number of trains approaching 70 per day. That number is only expected to increase.

The project will have a meaningful impact on freight movement in permitting smoother corridor operation while increasing the efficiency of the greater freight network. In addition, the grade separation will improve access for emergency response services, community residents, and help improve the overall quality of life of the surrounding region.

This project will make a dramatic difference in the safety and mobility of residents and visitors while contributing to the success of the local and national freight network. For these reasons, I respectfully request that, consistent with all rules and regulations, you give the San Bernardino County Department of Public Works RCE grant application your full and fair consideration.

Sincerely,



Jay Obernolte
Member of Congress



Silver Lakes Association

P.O. Box 179, Helendale, CA 92342 (760) 245-1606

August 14, 2024

The Honorable Amit Bose
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Bose,

Silver Lakes Association offers its full support toward the *Vista Road Grade Separation Safety and Mobility Project* for the Railroad Crossing Elimination (RCE) grant opportunity. This crucial grade separation project strongly aligns with selection criteria for the RCE program to improve the safety, efficiency, and reliability of intercity passenger and freight rail to historically underserved communities in rural San Bernardino County.

Silver Lakes Association is home to approximately 10,000 people and contains an elementary school, middle/high school, multiple businesses, and churches. The proposed Vista Road Grade Separation will directly impact our community, members, students, and employees by elevating the following safety concerns:

1. **Emergency Response Delays:** In the event of an emergency such as a fire, medical emergency, or a natural disaster, having only one crossing to National Trails Hwy can lead to significant delays in the response time of emergency services. Lives could be at risk due to these delays, and property damage could escalate.
2. **Traffic Congestion:** During peak hours, especially during the morning and evening rush, traffic congestion at the railroad crossing becomes a significant issue. This congestion can result in frustration, increased pollution, and the potential for accidents.
3. **Railroad Crossing Accidents:** There have been several incidents where vehicles have stalled or been involved in accidents while crossing the railroad tracks, posing a grave danger to our residents.
4. **Evacuation Challenges:** In the unfortunate event of a large-scale disaster or evacuation order, having only one exit point that leads to National Trails creates a bottleneck situation that could prevent residents from evacuating safely and efficiently.

The project will also eliminate safety concerns posed by the existing at-grade rail crossing. This crossing presents a growing challenge to the Silver Lake community with the increase in freight traffic and history of collisions at this location; of which, the most recent collision, in April 2023, resulted in a fatality and injury. The crossing is also a barrier to mobility as delays due to the train can exceed 43 minutes, with the number of trains approaching 70 per day and increasing. The delays reduce our community's mobility and access to essential services, such as schools and the local fire station.

The project will have a meaningful impact on freight movement in permitting smoother corridor operation while increasing efficiency of the greater freight network. In addition, the grade separation will address essential service needs, community safety concerns, accommodate accessibility to outside resources, and improve the overall quality of life of the community.

I urge you to fund this critical project, which will make a dramatic difference in the safety and mobility of residents and visitors while contributing to the success of the regional and national freight network.

Sincerely,

Sincerely,

A handwritten signature in black ink, reading "Susan A. Bellani". The signature is written in a cursive style with a horizontal line at the end.

Susan A. Bellani
General Manager



Dennis J. Newman
Executive Vice President, Strategy and Planning

August 12, 2024

The Honorable Amit Bose
Administrator
Federal Railroad Administration
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: FY23/FY24 FRA's Railroad Crossing Elimination (RCE) Program (CA)

Dear Administrator Bose,

On behalf of the National Railroad Passenger Corporation (Amtrak), I am writing to express our support for the San Bernardino County Department of Public Works' (County) application submitted under the Federal Railroad Administration's (FRA) FY23/FY24 Railroad Crossing Elimination (RCE) grant program for the *Vista Road Grade Separation Safety and Mobility Project* (Project) located in San Bernardino County, California.

The Project will be implemented in two phases. Phase 1 (the subject of the grant application) will focus on extending Vista Road south and constructing a bridge to connect over the BNSF Railway - Cajon Subdivision to the National Trails Highway. Phase 2 (not part of the grant application) will focus on extending Shadow Mountain Road to form a 'T' intersection meeting the Vista Road extension from Phase 1, and connecting to National Trails Highway. Currently, Shadow Mountain Road ends at Helendale Road. Phase 2 will also include the construction of the bridge over the Mojave River to connect Shadow Mountain Road with the extended Vista Road.

Every year, surface transportation is involved in thousands of train collisions at highway grade crossings in United States. The elimination of the existing Vista Road (DOT No. 026068N) highway grade crossing is an extensive public-rail interface hazard mitigation that will benefit the surrounding communities of Helendale and Silver Lakes. Unfortunately, the overall number of tragic grade crossing incidents at highway at-grade crossings involving Amtrak trains demonstrates a realized safety exposure and need to continuously eliminate grade crossings.

In addition, this highway grade crossing separation will improve access for emergency response services, community residents and help improve the overall quality of life of the surrounding community, while permitting smoother corridor operation for Amtrak's Long Distance *Southwest Chief* service and the greater freight network.

August 12, 2024
The Honorable Amit Bose
Page 2

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "D.J.N.", with a stylized flourish at the end.

Dennis J. Newman
Executive Vice President, Strategy and Planning

cc: Stephen Martinez, Supervising Transportation Analyst, San Bernardino County-Department of Public Works, smartinez@dpw.sbcounty.gov
Steven Sablan, MPA, Transportation Analyst II, San Bernardino County-Department of Public Works, Steven.Sablan@dpw.sbcounty.gov

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

San Bernardino Area
2211 Western Avenue
San Bernardino, CA 92411
(909) 383-4247
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



August 7, 2024

File No.: 860.15244

The Honorable Amit Bose
Administrator
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Administrator Bose,

The California Highway Patrol, San Bernardino Area, offers its full support toward the *Vista Road Grade Separation Safety and Mobility Project* for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant opportunity. This crucial grade separation project strongly aligns with selection criteria for the CRISI program to improve the safety, efficiency, and reliability of intercity passenger and freight rail to historically underserved communities in rural San Bernardino County.

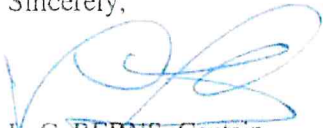
The California Highway Patrol, San Bernardino Area, has primary responsibility for all traffic enforcement and traffic collision investigations which occur on freeways, state highways and unincorporated areas within its jurisdictional boundaries, which is located within the Cities of San Bernardino, Rialto, Colton, Fontana, Grand Terrace, Loma Linda, Redlands, and Yucaipa. The proposed Vista Road Grade Separation will directly impact our community and improve the safety, efficiency, and reliability of intercity passenger and freight rail traffic within San Bernardino County.

The project will allow for grade separation through the improvement or installation of protective devices, signals, signs, or other measures with the goal of improving the safety and mobility of people and goods. The project will also have a meaningful impact on freight movement in permitting smoother corridor operation while increasing efficiency of the greater freight network. In addition, the grade separation will address essential service needs, community safety concerns, accommodate accessibility to outside resources, and improve the overall quality of life of the Helendale community.

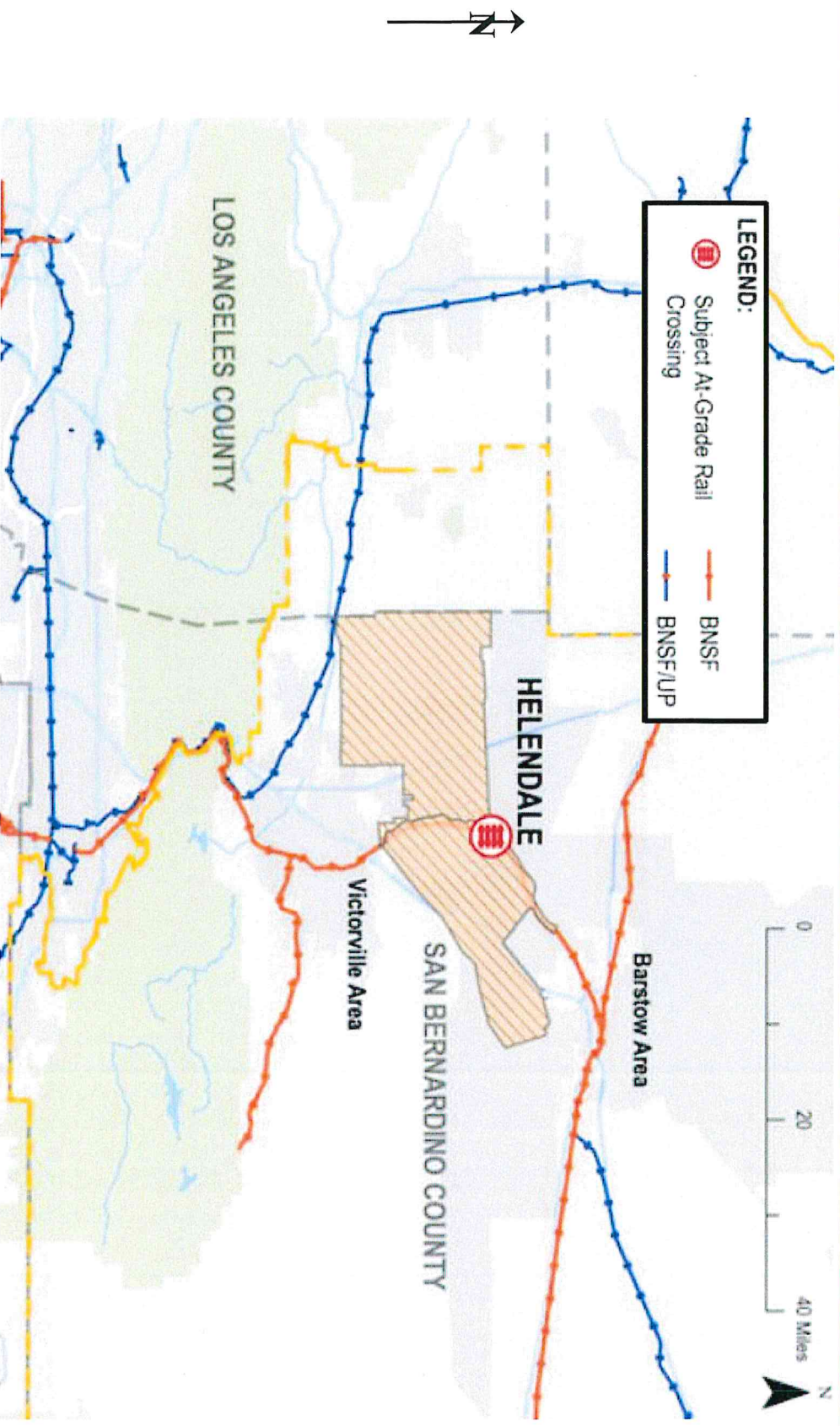


I urge you to fund this critical project, which will make a dramatic difference in the safety and mobility of residents and visitors while contributing to the success of the regional and national freight network.

Sincerely,

A handwritten signature in blue ink, appearing to read 'L. C. Berns', with a large, stylized flourish extending from the end of the signature.

L. C. BERNES, Captain
Commander



RCE GRANT PROJECT LOCATION

LOCATION MAP
 County Road No. 852550030
 Work Order No. TBD



SAN BERNARDINO COUNTY
 DEPARTMENT OF PUBLIC WORKS
 2024 RCE GRANT APPLICATION
 SUBMISSION



County of San Bernardino DELEGATED AUTHORITY – DOCUMENT REVIEW FORM

This form is for use by any department or other entity that has been authorized by Board of Supervisors/Directors action to execute grant applications, awards, amendments or other agreements on their behalf. All documents to be executed under such delegated authority must be routed for County Counsel and County Administrative Office review prior to signature by designee.

Note: This process should NOT be used to execute documents under a master agreement or template, or for construction contract change orders. Contact your County Counsel for instructions related to review of these documents.

Complete and submit this form, along with required documents proposed for signature, via email to the department's County Counsel representative and Finance Analyst. If the documents proposed for signature are within the delegated authority, the department will submit the requisite hard copies for signature to the County Counsel representative. Once County Counsel has signed, the department will submit the signed documents in hard copy, as well as by email, to CAO Special Projects Team for review. If approved, the department will be provided routing instructions as well as direction to submit one set of the executed documents to the Clerk of the Board within 30 days.

For detailed instructions on submission requirements, reference Section 7.3 of the Board Agenda Item Guidelines as the Delegation of Authority does not eliminate the document submission requirements.

Department/Agency/Entity: Public Works

Contact Name: Stephen Martinez Telephone: 909-387-8169

Agreement No.: _____ Amendment No.: _____ Date of Board Item 9/10/24 Board Item No.: 59 TBD

Name of Contract Entity/Project Name: Federal Railroad Administration/Vista Rd Grade Separation

Explanation of request/Special Instructions:

DPW is seeking authorization at the Sep 10 board meeting to submit a grant application to the Federal Railroad Administration (FRA) for the Railroad Crossing Elimination (RCE) Program to fund a grade separation project on Vista Rd to separate train and vehicular traffic movements. **The Board item will delegate authority to the Director of Public Works to sign the application.** The application does not require a wet signature or insertion of a signature facsimile. Instead, where the grant application requires a signature, the application inserts a digital signature automatically upon submission. The Director will sign certifying that the grant app is correct, that the County will comply with federal laws, and no federal funds have been used to lobby for the grant application.

Insert check mark that the following required documents are attached to this request:

- Documents proposed for signature (Note: For contracts, include a signed non-standard contract coversheet for contracts not submitted on a standard contract form).
- Board Agenda item that delegated the authority

| | | |
|--|--|--|
| Department Routed to County Counsel | County Counsel Name: Aaron Gest | Date Sent: 8/29/24 |
| Reviewing County Counsel Use Only | Review Date <u>9/9/24</u> <u>Aaron Gest</u> Signature | Determination: <input checked="" type="checkbox"/> Within Scope of Delegated Authority <input type="checkbox"/> Outside Scope of Delegated Authority |
| CAO-Special Projects Use Only | Review Date <u>9/19/24</u> <u>K' Maria Meza</u> Signature <i>K.M.</i> | Disposition: <input checked="" type="checkbox"/> Route for signature to: <input type="checkbox"/> Chair <input type="checkbox"/> CEO <input checked="" type="checkbox"/> Department <input type="checkbox"/> Return to Department for preparation of agenda item |