

VISTA ROAD

# Grade Separation Safety and Mobility Project

Consolidated Rail Infrastructure  
and Safety Improvements Program

May 2024



**BNSF**

## Project Narrative

---

DRAFT

# Grade Separation Safety and Mobility Project

## 1. COVER PAGE

<b>Project Title</b>	Vista Road Grade Separation Safety and Mobility Project
<b>Applicant Name</b>	San Bernardino County & BNSF Railway
<b>Amount of CRISI Program Funding Requested Under this NOFO</b>	\$40,000,000
<b>Amount of Proposed Non-Federal Match</b>	\$10,000,000 In-Kind:
<b>Other Sources of Federal funding, if applicable</b>	NA
<b>Source(s) of Proposed Non-Federal Match</b>	Private Sector Funds from Burlington Northern Santa Fe (BNSF)
<b>Total Project Cost</b>	\$50,000,000
<b>Was a Federal Grant Application Previously Submitted for this Project?</b>	No
<b>City(ies), County(ies), State(s) Where the Project is Located</b>	San Bernardino County, California
<b>Is the Project located in a rural area?</b>	Yes
<b>Congressional District(s) Where the Project is Located</b>	CA-23
<b>Application Track(s) proposed to be funded by this NOFO?</b>	Tracks 2 & 3
<b>Lifecycle Stage(s) proposed to be funded by this NOFO</b>	Project Development, Final Design, and Construction
<b>Current Lifecycle Stage and Anticipated completion of current Lifecycle Stage?</b>	Environmental and Preliminary Design, 2025
<b>Is the Project located on real property owned by someone other than the applicant?</b>	No
<b>Host Railroad/Infrastructure Owner(s) of Project Assets;</b>	BNSF
<b>Other impacted Railroad(s)</b>	Union Pacific Railroad (UPRR) and Amtrak
<b>Tenant Railroad(s), if applicable</b>	UPRR and Amtrak
<b>If applicable, is a 49 U.S.C. 22905-compliant Railroad Agreement executed or pending?</b>	N/A

# Grade Separation Safety and Mobility Project

<p><b>Is the project currently programmed in ANY medium or long-range planning document:</b> <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>?</p>	<p>Yes San Bernardino Countywide Plan, Helendale Community Action Guide 2023 Southern California Association of Governments Transportation Improvement Program (Federal Transportation Improvement Program ID 20150009)</p>
<p><b>Is the project located on a potential corridor selected for the Corridor Identification and Development Program?</b></p>	<p>No</p>
<p><b>Is this a project eligible under 49 U.S.C. 22907(c)(2) that supports the development of new intercity passenger rail service routes including alignments for existing routes?</b></p>	<p>No</p>
<p><b>Is this a project eligible under 49 U.S.C. 22907(c) (11) that supports the development and implementation of measures to prevent trespassing and reduce associated injuries and fatalities?</b></p>	<p>Yes</p>
<p><b>If YES to the previous question, is this project located in a county identified in FRA's National Strategy to Prevent Trespassing on Railroad Property?</b></p>	<p>Yes</p>
<p><b>Is the application seeking consideration for funding under the Maglev Grants Program?</b></p>	<p>No</p>

## Contents

<b>1.</b>	<b>Cover Page .....</b>	<b>i</b>
<b>2.</b>	<b>Project Summary.....</b>	<b>1</b>
<b>3.</b>	<b>Grant Funds, Sources, Uses of Project Funds.....</b>	<b>1</b>
<b>4.</b>	<b>Applicant Eligibility Criteria .....</b>	<b>2</b>
<b>5.</b>	<b>Project Eligibility Criteria .....</b>	<b>2</b>
<b>6.</b>	<b>Detailed Project Description.....</b>	<b>2</b>
6.1	Challenges the Project Will Address.....	3
6.2	Current and Proposed Railroad Operations in the Project Area.....	3
6.3	Expected Outcomes .....	4
6.4	Expected Users and Beneficiaries .....	5
6.5	Specific Components and Elements of the Project .....	5
6.6	Proposed Performance Measures.....	6
	Grade Crossing Information.....	6
	Heavily Traveled Rail Corridor Information .....	6
	Positive Train Control (PTC) Information.....	6
	Workforce Development and Training Information.....	7
	Trespassing Injury and Fatality Prevention and Reduction.....	7
	Emissions Reduction Information .....	7
	Community Emergency Plans .....	8
<b>7.</b>	<b>Project Location .....</b>	<b>8</b>
7.1	Geospatial Data.....	8
	Congressional District.....	10
	Community Profile .....	10
<b>8.</b>	<b>Evaluation and Selection Criteria .....</b>	<b>10</b>
8.1	Evaluation Criteria.....	10
	Project Readiness.....	10
	Technical Merit .....	11
	Project Benefits.....	12
8.2	Selection Criteria.....	13
	(A) Other FRA Grant Programs.....	13
	(B) Federal Share.....	14
	(C) Grant Funds Maximized Considering the BCA .....	14
	(D) Trespassing.....	14
8.3	Administration Priorities .....	14
	Safety 14	
	Climate Change and Sustainability.....	15

# Grade Separation Safety and Mobility Project

	Equity and Justice40.....	16
	Workforce Development, Job Quality, and Wealth Creation .....	17
<b>9.</b>	<b>Project Implementation and Management .....</b>	<b>17</b>
9.1	Project Implementation and Management .....	17
9.2	Small Businesses .....	17

## Appendices

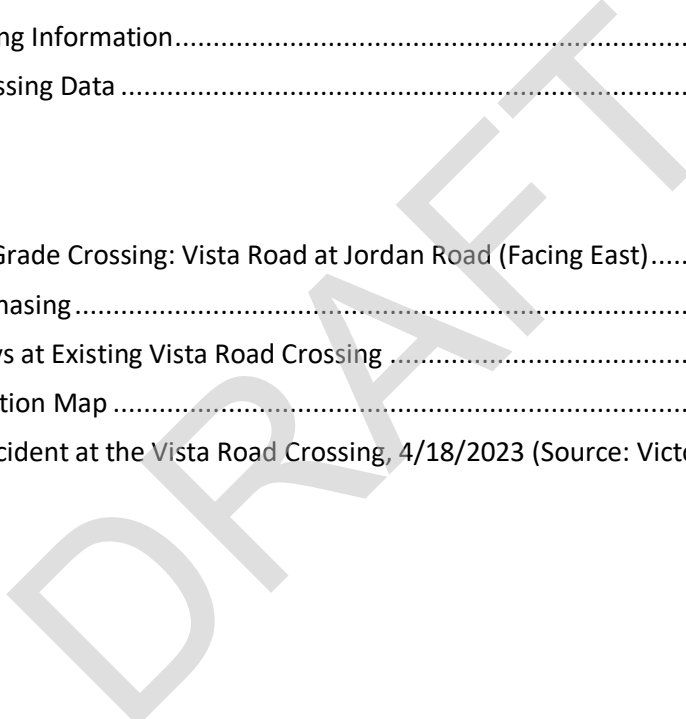
**No table of contents entries found.**

## Tables

Table 1.	Project Budget .....	1
Table 2.	Grade Crossing Information.....	6
Table 3.	Affected Crossing Data .....	10

## Figures

Figure 1.	Current At-Grade Crossing: Vista Road at Jordan Road (Facing East).....	4
Figure 2	Vista Road Phasing.....	6
Figure 3.	Traffic Delays at Existing Vista Road Crossing .....	7
Figure 4.	Project Location Map .....	9
Figure 5.	Fatal Car Accident at the Vista Road Crossing, 4/18/2023 (Source: Victor Valley News) .....	15



# Grade Separation Safety and Mobility Project

## 2. PROJECT SUMMARY

San Bernardino County proposes the Vista Road Grade Separation Safety and Mobility Project (Project) to 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. 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 and have led 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. 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 \$53,443,250. The Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant federal grant funding request is \$43,443,250. The funding split is 79% CRISI and 21% non-federal. Please see attachment for the funding commitment letter. Table 1 identifies the Project costs by component.

*Table 1. Project Budget*

Task No.	Task Name/ Project Component	Cost	Percentage of Total Cost	
1	Design and Environmental	\$1,326,000		
2	ROW	\$3,633,831		
3	Construction	\$45,225,966		
<b>Total Project Cost</b>		<b>\$52,865,797</b>		
Federal Funding Request under this Notice of Funding Opportunity (NOFO)		\$42,292,638	80%	
Non-Federal Funding/Match		\$10,573,159	20%	
Portion of Non-Federal Funding from the Private Sector		100%	\$10,573,159	100%
Amounts per Source		BNSF	\$10,573,159	
Portion of Total Project Costs Spent in a Rural Area or on Tribal Lands		100%	<b>\$52,865,797</b>	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 Consolidated Rail Infrastructure and Safety Improvements (CRISI) 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 Tracks 2 and 3, Project Development and Final Design/Construction.

## 6. DETAILED PROJECT DESCRIPTION

---

This grant request seeks funding for Phase 1 of a two-phase project. Phase 1 involves extending southward road travel and building a bridge over the BNSF railroad to connect to Route 66. Phase 2, not included in this funding request, plans to extend Shadow Mountain Road to Route 66, including a bridge over the Mojave River.

San Bernardino County, located in Southern California, is a bustling global commerce center with a robust transportation infrastructure and a large, skilled workforce. The county, 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. However, it ranks first in California for total at-grade crossing incidents, making it the sixth most incident-prone in the nation.

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

Silver Lakes, often referred to as the oasis of Victor Valley, is nestled in the rural high desert of Victor Valley and boasts amenities such as 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.

The primary outcome for this Project will be to close the existing at-grade highway rail crossing at Vista Road and direct the flow of traffic south on Jordan Road to the proposed grade separation crossing approximately 4,800 feet south of Vista Road. The subject at-grade highway crossing has experienced an

# Grade Separation Safety and Mobility Project

increase in crashes. Most recently, crashes occurred in 2019 and 2023, resulting in severe injury and one fatality, respectively. 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. The rail users are prioritized when passing through the corridor, incurring travel delays and presenting safety hazards to 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 Barstow and Victorville.

The Project will provide several public benefits, primarily through public safety and the elimination of travel delays at the existing crossing. 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 reduced travel times for freight trains and freight trucks throughout the network, improving the capacity of the network while promoting safety in the Helendale community.

## 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 National Trails Highway (Route 66) and Shadow Mountain Road without conflicting with the rail corridor. This opportunity directly improves the lives of residents and visitors of the Silver Lakes and Helendale community as residents and visitors to Silver Lakes 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.

The Project location is 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 addresses this underserved community and will promote access and connection to community services (refer to Figure 1 for a map of disadvantaged communities in the area as identified by the CEJST).

East/west mobility is an ongoing issue in San Bernardino 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 Phase 1 of an east/west connection from State Road 395 to National Trails Highway via Shadow Mountain Road.

Vehicle crashes involving trains at the at-grade rail crossing have resulted in severe injury and death as recently as 2023. 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 matching the capacity needs of the area.

## 6.2 Current and Proposed Railroad Operations in the Project Area

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

# Grade Separation Safety and Mobility Project

BNSF and operated by BNSF, UPRR, and Amtrak's Southwest Chief route. The subject crossing is within the BNSF Cajon Subdivision between the San Bernardino and Barstow Intermodal Facilities. 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. Future rail operations are expected to increase with additional plans for intermodal facilities and the increase in passenger rail travel domestically.

*Figure 1. Current At-Grade Crossing: Vista Road at Jordan Road (Facing East)*



## 6.3 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 safely cross the BNSF rail corridor and access National Trails Highway and other commercial and residential properties in Helendale. Access to National Trails Highway is especially critical for this rural community as this roadway leads to job centers as well as 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 phases of the Project are completed, including 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, stakeholders, and nearby community members. The expected safety benefits for these users will impact daily routes, enhancing access to community services, local businesses, and nearby amenities. There are three schools within close

proximity to the Project (refer to Section 7.1), 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 the 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 Helendale and Silver Lakes area.

## 6.5 Specific Components and Elements of the Project

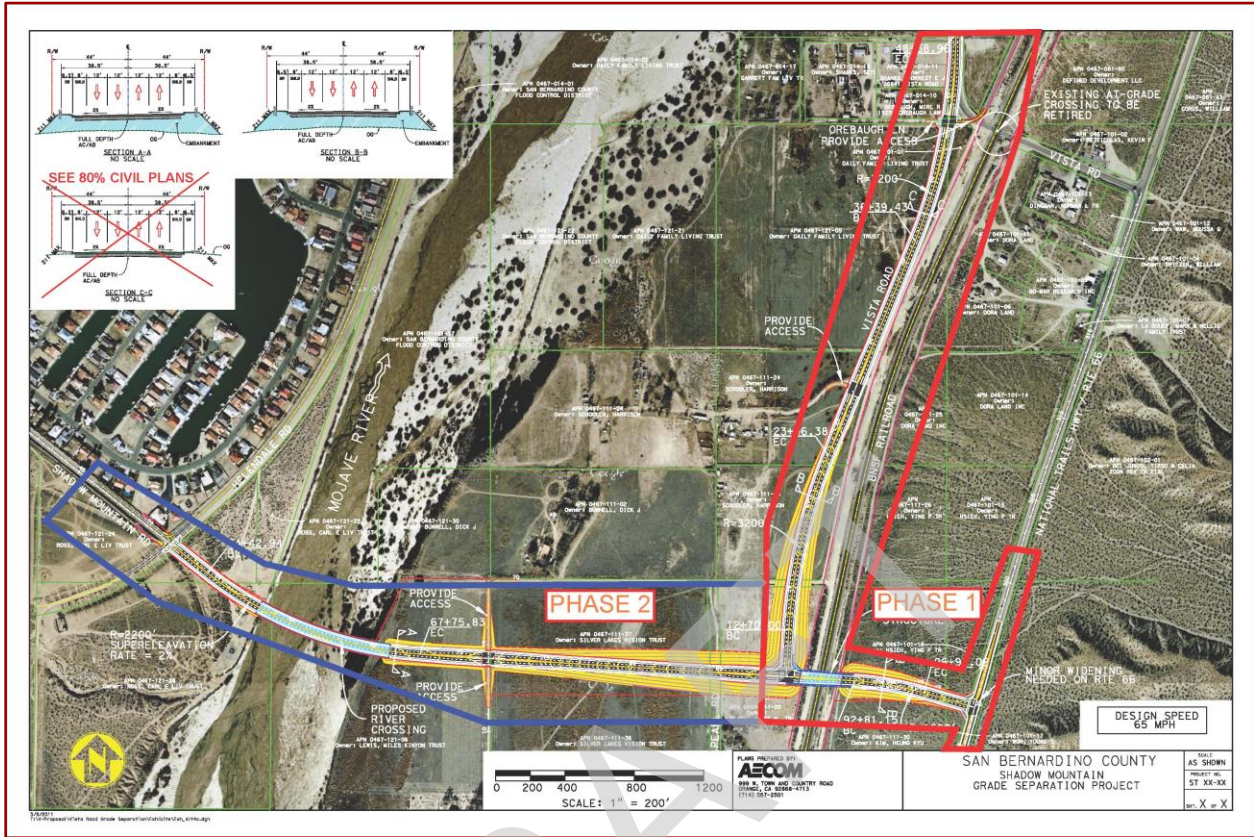
Under Phase 1, Vista Road will be extended about half a mile southward, rising to form a “T” intersection with the planned extension of Shadow Mountain Road. This extension will proceed to National Trails Highway, creating a second new intersection at Shadow Mountain Road and National Trails Highway. 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 house a bike lane.

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 National Trails Highway. The completion of Phase 1 will lead to the closure of the at-grade crossing at Vista Road, thereby achieving the intended safety benefits and eliminating travel delays and restricted access due to train movement. Looking ahead, Phase 2 of this project will see the extension of Shadow Mountain Road and the construction of a bridge over the Mojave River, connecting to the existing Shadow Mountain Road.

Upon completion, the Project will resolve challenges associated with east-west commuting in the western region of San Bernardino County. Shadow Mountain Road, a key east-west arterial route in the area, enables travel to State Road 395 and Interstate 15. The construction of both phases 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.

# Grade Separation Safety and Mobility Project

Figure 2 Vista Road Phasing



## 6.6 Proposed Performance Measures

### Grade Crossing Information

The at-grade crossing information for this Project is provided in Table 2.

Table 2. Grade Crossing Information

USDOT Grade Crossing Inventory #	Proposed Improvement	Rail Operators	Property Owner	Infrastructure Owner	Coordinates
026068N	Separated (grade separation and retired at grade crossing)	BNSF, UPRR, Amtrak	San Bernardino County	BNSF	Lat: 34.73293 Long: -117.32926

### Heavily Traveled Rail Corridor Information

The Project is situated in a bustling rail corridor, witnessing around 70 train crossings each day, encompassing both freight and passenger trains. 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 (PTC) Information*

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

## *Workforce Development and Training Information*

San Bernardino 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. 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 local 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 takes into account 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 situated in a county notorious for its high rate of pedestrian trespassing incidents. From November 2013 to October 2017, San Bernardino 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 also address particulate matter and GHG emissions from idling vehicles and diesel-powered trains. Currently, blocking delays caused by trains passing through the crossing force vehicles

*Figure 3. Traffic Delays at Existing Vista Road Crossing*



to idle while waiting for the train to pass (refer to Figure 2). Significant vehicle idling is a cost burden to roadway users and pollutes the ambient air, reducing air quality near the source. Road users burn more fuel while idling and increase maintenance costs. Truck idling in the United States is estimated to [consume 1 billion gallons of fuel](#) and emit 11 million tons of carbon dioxide (CO<sub>2</sub>). Idling for more than 10 seconds will burn more fuel and [emit more CO<sub>2</sub> than restarting the engine](#). In addition, for every 2 minutes of idling, 1 mile could have been driven. The Project will address this in reducing idling at the track through eliminating the rail

# Grade Separation Safety and Mobility Project

crossing. The Project is expected to reduce vehicle emissions by an average of 166 metric tons of CO<sub>2</sub>-equivalent per year. Benefits will compound when accounting for the heavily utilized nature of the rail line at the Vista Road crossing.

Freight trains traversing the Vista Road crossing are required to decelerate from roughly 75 miles per hour to a range of 35 to 45 miles per hour. Moreover, trains are obligated to utilize their horns while navigating through the corridor. The Project aims to rectify these inefficiencies and noise disturbances upon the completion of the grade separation. Consequently, trains will no longer need to reduce their speed or blare their horns, thereby alleviating the distress caused to neighboring communities.

### *Community Emergency Plans*

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

## 7. PROJECT LOCATION

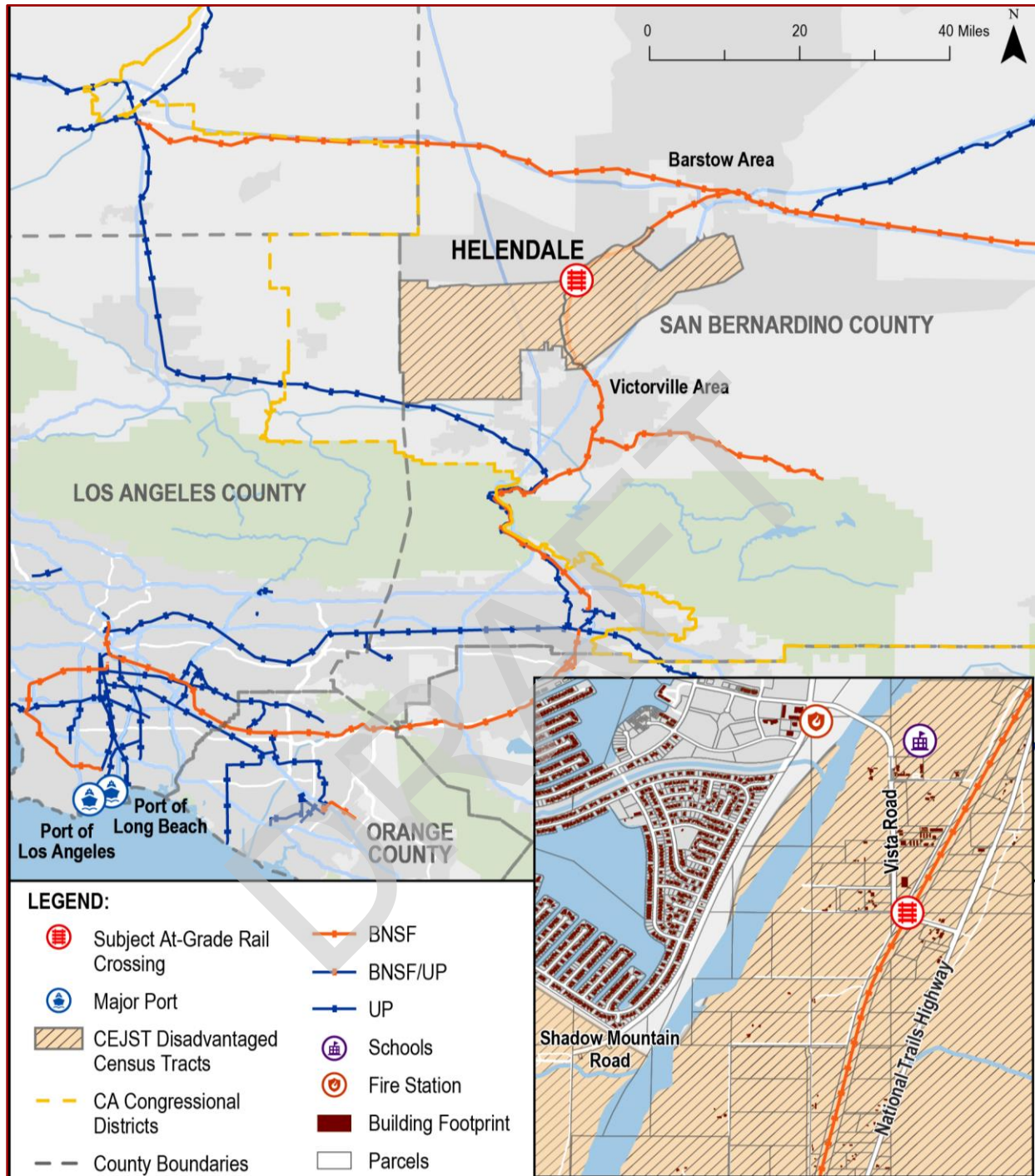
---

### 7.1 Geospatial Data

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

# Grade Separation Safety and Mobility Project

Figure 4. Project Location Map



# Grade Separation Safety and Mobility Project

The Vista Road crossing (026068N) is located at railroad milepost 21.999 with a latitude of 34.7329320 and a longitude of -117.329264 (refer to Table 3).

*Table 3. Affected Crossing Data*

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

## *Congressional District*

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

## *Community Profile*

Located along the historic National Trails Highway (Route 66), Helendale is a secluded rural community in the Victor Valley of the Mojave Desert. The community of Helendale is characterized by its rural location in the Mojave Desert and primarily consists of surrounding ranches, stables, and farmland, and includes the Silver Lakes community. The Silver Lakes community centers around two manmade lakes and one golf course. Silver Lakes covers approximately 277 acres and includes a clubhouse, equestrian center, an inn, and three schools. The major roadways in the area are National Trails Highway, Vista Road, and Shadow Mountain Road.

## 8. EVALUATION AND SELECTION CRITERIA

### 8.1 Evaluation Criteria

#### *Project Readiness*

##### **National Environmental Policy Act**

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

##### **Status and Timeline of Agreements**

Following grant awards, the County expects to finalize grant obligation six months later by June 2025. Following CEQA/NEPA clearance, ROW clearance is expected to be obtained by June 2028. Final design will be complete six months later in December 2028. Construction will begin in March 2029 and finish two years later in March 2031.

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

##### **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 30% 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 commitment is attached to this application. Additional letters attached 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 delivery projects of similar scope and size. The County has extensive experience, both in-house and through consultants, administering federal aid projects including bridge projects funded through U.S. DOT's Highway Bridge Program and railroad crossing projects including: 1) Glen Helen Bridge Project in San Bernardino (\$52,000,000 – in progress), 2) Garnet Bridge Reconstruction in Mentone (\$6,400,000 – completed in 2022), and 3) 10 Bridges Project (bridges larger than 20 feet) on National Trails Highway (\$30,000,000 total – in progress), 4) Glen Helen Parkway Grade Separation over the BNSF and UPRR 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.

### Private Sector Business Plan

The County plans to publish a request for proposals to hire design-bid-build contractors to perform the Project SOW.

### Legal, Financial, and Technical Capacity

The County will ensure grant compliance with all legal and federal requirements. The Project is similar to other work the County has performed and managed in the past. The County has in-house staff with legal, engineering, and financial expertise that will provide their skillsets to the Project as appropriate throughout the Project scope. The County and BNSF have sufficient financial resources to fund any cost overruns. The County will ensure compliance with the administrative requirements of grant agreements, manage the expense reimbursement process, and work with external auditors and Internal Controls staff to conduct and publish annual Single Audits of grant-funded activities.

### Deployment of Innovative Technology

The project will incorporate two innovative construction methods that are new to the area. Firstly, rubberized asphalt will be employed for the deck of the grade separation. Secondly, concrete containing

# Grade Separation Safety and Mobility Project

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 necessitates less water and is prone to resist shrinkage. Rubberized asphalt, on the other hand, generates 34% fewer CO<sub>2</sub> emissions, extends the lifespan of roads by twofold, and reduces the life cycle cost of the road by 43%.

## Consistency with Planning Guidance

The proposed Project is consistent with planning guidance and documents set forth by DOT, including those required by law or State rail plans developed under title 49, United State Code, chapter 227. The proposed Project is consistent with the California State Rail Plan.

## Project Benefits

### Benefit-Cost Analysis

A Benefit-Cost Analysis (BCA) of the Project was conducted in conformance with federal guidance regarding evaluation methods and monetization values recommended by USDOT in its *Benefit-Cost Analysis Guidance for Discretionary Grant Programs* published in December 2023. Table 4 summarizes the results of the BCA. Table 5 presents the changes and associated benefits expected from the *Project*. Additional benefits of the project are outlined in the following subsections.

*Table 4. BCA Summary*

BCA Metric	Project Lifecycle	
	Undiscounted	Discounted
Total Benefits	\$81,487,790	\$43,887,568
Total Costs	\$41,831,580	\$35,006,257
Net Present Value (NPV)	\$39,656,210	\$8,881,311
Benefit-Cost Ratio	1.95	1.25

*Table 5. Summary of Infrastructure Improvements and Associated Benefits*

Changes to Baseline (Alternative Scenario)	Type of Economic Impact	Population Affected by Impacts	Summary of Results (2022\$, Discounted)
The Project includes the closure of the Vista Road railroad crossing and the construction of a bridge over the railroad line. Vista Road and Shadow Mountain Road are	<b>Travel time savings:</b> 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.	Personal vehicle users and truck operators	\$7.3 M

# Grade Separation Safety and Mobility Project

extended to connect to National Trails Highway over the bridge.	<p><b>Safety benefits:</b> The closure of the Vista Road railroad crossing eliminates the conflict point between roadway vehicles and trains, avoiding future injuries and fatalities from crashes.</p>	Personal vehicle users and truck operators	\$29.0 M
	<p><b>Auto and truck vehicle operating cost savings:</b> 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.</p>	Personal vehicle users and truck operators	\$4.9 M
	<p><b>Vehicle emissions and roadway externalities:</b> 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.</p>	General society	\$1.8 M
	<p><b>Residual value:</b> The improved asset is expected to have a useful life of at least 30 years, representing a long-term investment in San Bernardino County. The analysis monetizes the useful life of the capital investment remaining at the end of the 20-year analysis period.</p>	San Bernardino County	\$4.8 M

### Effects of System and Service Performance

Summary of System and Service Performance will be added here.

### Effects on Safety, Competitiveness, Reliability, Trip or Transit Time, and Resilience

Summary information to include BCA data will be added here.

### Efficiencies from Improved Integration with Other Modes

Summary information to include BCA data will be added here.

### Ability to Meet Existing or Anticipated Demand

Summary information to include BCA data will be added here.

## 8.2 Selection Criteria

### (A) Other FRA Grant Programs

The Project cannot be addressed by other FRA grant programs.

## *(B) Federal Share*

The federal share for the Project is 80% with 20% local funding provided by BNSF and documented in the attached letter of funding commitment.

## *(C) Grant Funds Maximized Considering the BCA*

The Project's benefit-cost ratio stands at 1.25, indicating that it is a beneficial allocation of public funds. It offers benefits for both freight railroads and Amtrak. Furthermore, the Project enhances the quality of life for the inhabitants of San Bernardino County by improving transportation accessibility and minimizing delays, thanks to the newly separated railroad crossing.

## *(D) Trespassing*

The Project is eligible under 49 U.S.C. 22907(c)(11) for the development and implementation of measures to prevent trespassing and reduce associated injuries and fatalities that are located in the top 25 counties with the most pedestrian casualties. The Project is located in a County with high pedestrian trespasses casualties, as San Bernardino County was ranked third for U.S. counties with the most railroad trespasser casualties, not including suicides, from November 2013 to October 2017.

## 8.3 Administration Priorities

### *Safety*

The Vista Road crossing (026068N) has long been a source of safety concerns for local residents, leading to a 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. Within San Bernardino 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 (Route 66).

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. Among California counties, San Bernardino County tops the list with 1,513 incidents, more than double the 675 incidents reported in San Diego County, which ranks second. 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.

Figure 5. Fatal Car Accident at the Vista Road Crossing, 4/18/2023 (Source: Victor Valley News)



In the past five 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 accident 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 (see Figure 5). 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 Grade Crossing Accident Prediction System (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 San Bernardino County. Recognizing the safety concerns at the Vista Road crossing, county officials have been working with Helendale residents for nearly a decade to identify a solution.

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. 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 San Bernardino County Sheriff's Department – Victor Valley Sheriff's Station, which is the nearest police station to the Silver

# Grade Separation Safety and Mobility Project

Lakes community, is approximately 21 miles south. Its response time to emergencies can 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, thus decreasing dependence on motor vehicles. At-grade crossings like the Vista Road crossing frequently contribute to traffic congestion and vehicle idling, particularly when they are heavily used (see Figure 4). The removal of these crossings enhances traffic flow, leading to a decrease in vehicle emissions. The roadway network within Helendale profoundly affects the daily mobility of the Silver Lakes community's residents. Owing to significant railroad traffic, residents of Silver Lakes experience isolation when BNSF freight trains or Amtrak passenger trains cross the Vista Road. The alternative route requires an additional 4-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 blocked 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 CO<sub>2</sub>-equivalent per year.

## *Equity and Justice<sup>40</sup>*

The Project is located in Census Tract 06071011700, which is 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

# Grade Separation Safety and Mobility Project

improve mobility as road traffic will no longer need to lose time waiting for trains to pass by. According to the FRA's Justice40 Rail 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.

## *Workforce Development, Job Quality, and Wealth Creation*

San Bernardino 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 as well as two certificate programs. The demand for Warehousing and Logistics expertise will double when Barstow International Gateway comes online to receive containers. 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. Also, the County has restarted a dormant paid internship program for student engineers to get 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. An average of recent DBE goals is 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. Further, the County follows Equal Employment Opportunity policies and promotes through recruitment and retention diversity in its workforce.

## 9. PROJECT IMPLEMENTATION AND MANAGEMENT

---

### 9.1 Project Implementation and Management

San Bernardino County intends to use a design-bid-build arrangement to complete final design and construction. Design-build contract arrangements result in numerous benefits, including a reduced project delivery timeline, improved construction quality, and budget savings. As only one Request for Proposals needs to be procured, a contractor and any potential subcontractors will work as a team during the entire project delivery timeline to ensure a smooth process. Under this contract arrangement, there is no bidding phase. As a result, design and construction happen simultaneously.

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. The agency will ensure all reporting requirements are fulfilled on-time. The agency has a fiscal team as well as grants personnel with considerable experience administering federal grant funds who will help ensure project delivery within budget. San Bernardino County will be responsible for risk management and has budgeted a contingency for unexpected costs and budget overruns.

### 9.2 Small Businesses

San Bernardino County has a robust DBE program and local hiring policy.

VISTA ROAD

# Grade Separation Safety and Mobility Project

Consolidated Rail Infrastructure  
and Safety Improvements Program

May 2024



**BNSF**

## Statement of Work

---

DRAFT

## CONTENTS

---

- 4. Statement of Work ..... 1**
  - 4.1 General Project Description ..... 1
  - 4.2 Project Location ..... 1
  - 4.3 Project Scope ..... 3
  - 4.4 Implementation required environmental commitments. .... 5
- 5. Project Schedule ..... 6**
  - 5.1 Award Dates..... 6
  - 5.2 Estimated Project Schedule ..... 6
- 6. Award and Project Financial Information ..... 6**
  - 6.1 Award Amount..... 6
  - 6.2 Federal Obligation Information ..... 6
  - 6.3 Federal authorization and Funding Source..... 6
  - 6.4 Funding Availability..... 7
  - 6.5 Approved Project Budget..... 7
- 7. Performance Measurement Information ..... 9**
  - 7.1 Performance Measurements ..... 9

DRAFT

## 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 Phase 1 of a two-phase project. Phase 1 involves the extension of southward road travel and construction of a bridge over the BNSF railroad to connect to Route 66. Phase 2, not included in this funding request, plans to extend Shadow Mountain Road to Route 66, including through a bridge over the Mojave River.

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.

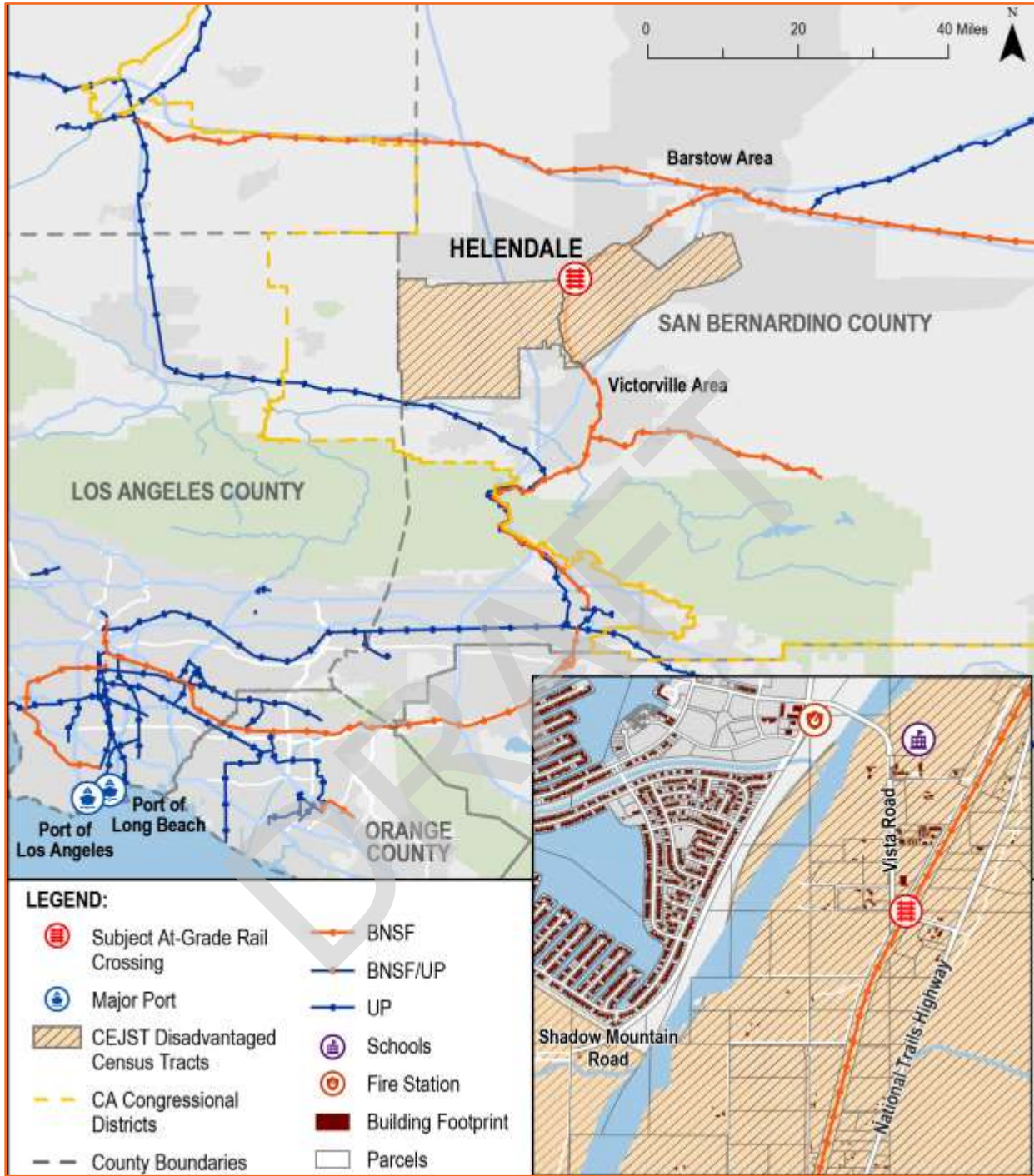
### 4.2 Project Location

The Project is located in unincorporated San Bernardino County, California in the community of Helendale adjacent to the Silver Lakes community and 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 Port 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 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



## 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 Project for permit and environmental requirements. The study found the Project will require routine Environmental Assessment.

In coordination with the FRA, the County will prepare an EA including, but not limited to the following:

- definition of the Project and existing conditions

# Grade Separation Safety and Mobility Project

- 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

The County will address FRA comments and produce a Final EA 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.

## 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 track closure and duration.
- 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

### 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 requirements. San Bernardino County will coordinate with FRA when necessary to select a contractor meeting all required qualifications.

# Grade Separation Safety and Mobility Project

## 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 Implementation required environmental commitments.

As described in task 2 outlined above, environmental review will be completed as part of the FRA grant award.

# Grade Separation Safety and Mobility Project

## 5. PROJECT SCHEDULE

### 5.1 Award Dates

Budget Period End Date: [This is the same as the date in Section 5 on the Agreement cover sheet]

Period of Performance End Date: [This is the same as the end date in Section 4 of the Agreement cover sheet]

### 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	Date 20XX
90% Design	December 2025
Environmental Clearance	June 2026
ROW Clearance	June 2028
Final Design	December 2028
Construction	March 2031
Testing and Commissioning	March 2031

## 6. AWARD AND PROJECT FINANCIAL INFORMATION

### 6.1 Award Amount

Agreement Federal Funds: \$39,495,072

### 6.2 Federal Obligation Information

Federal Obligation Type: Single

### 6.3 Federal authorization and Funding Source

Authorizing Statute: This program was authorized in Section 11301 of the Fixing America's Surface Transportation (FAST) Act, Pub. L. 114-94 (2015); 49 U.S.C. § 22907. Funding under this program was made available by the Consolidated Appropriations Act, 2023, Div. L Tit. I, Pub. L. 117-328 (2023 Appropriation, December 29, 2022), Consolidated Appropriations Act, 2024, Div. F. Tit. I, Pub. L. 118-42 (2024 Appropriation, March 9, 2023), FY 2023 and FY 2024 advance appropriations provided by and

# Grade Separation Safety and Mobility Project

Division J of the Infrastructure Investment and Jobs Act (IIJA), Pub. L. No. 117-58 (November 15, 2021), \$7,724,132 in carryover FY 2022 appropriations, and \$2,000,000 in carryover from FY 2021 appropriations.

## 6.4 Funding Availability

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

## 6.5 Approved Project Budget

The estimated total Project cost under this Agreement is \$49,993,762.

The Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant federal grant funding request is \$39,495,072. The funding split is 79% CRISI request and 21% non-federal match. Please see attachment for the funding commitment letter. Table 1 identifies the Project costs by component.

**Table 2. Approved Project Budget by Task**

Task #	Task Title	Agreement Federal Funds	Agreement Non-Federal Funds	Total
1	Project Administration and Management	\$	\$	\$
2	Design and Environmental	\$3,091,152	\$821,699	\$3,912,850
3	ROW	\$2,815,786	\$748,500	\$3,564,286
4	Construction	\$33,588,135	\$8,298,492	\$42,516,626
<b>Total</b>		<b>\$39,495,072</b>	<b>\$10,498,690</b>	<b>Total Project Cost: \$49,993,762</b>

**Table 3: Approved Project Budget by Source**

Funding Source	Total Amount	Percentage of Total Project Cost
<b>Federal Share</b>	<b>\$39,495,072</b>	<b>79%</b>
Agreement Federal Funds CRISI	\$39,495,072	79%
<b>Agreement Non-Federal Funds</b>	<b>\$10,498,690</b>	<b>21%</b>
BNSF Funds	\$10,498,690	21%

## 6.6 Pre-Award Costs

None. Consistent with 2 *Code of Federal Regulations* 200, costs incurred before the date of this Agreement are not allowable costs under this award.

## 6.7 Phased Funding Agreement

Not applicable.

DRAFT

# Grade Separation Safety and Mobility Project

## 7. PERFORMANCE MEASUREMENT INFORMATION

### 7.1 Performance measurement

Table 4: Performance Measurement Table 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
1	To create a safe travel corridor.	Reduction in incidents.	The Project will eliminate potential accidents by eliminating the conflict between trains and roadway traffic.	<b>Pre-Project (Baseline) Performance as of:</b> 2 accidents in the past 5 years	<b>Frequency:</b> Annual
				<b>Expected Post-Project Performance:</b> 100% reduction in likelihood	<b>Duration:</b> For 3 years after the Project Performance Period end date
2	To improve railroad velocity.	Elimination in daily slowdowns.	Through the elimination of the at-grade crossing, trains will no longer have to slow down, improving travel times.	<b>Pre-Project (Baseline) Performance as of:</b> Train speeds of 35 to 45 miles per hour (mph)	<b>Frequency:</b> Annual
				<b>Expected Post-Project Performance:</b> Train speeds	<b>Duration:</b> For 3 years after the Project Performance Period end date
3	To improve railroad throughput.	Elimination of gate down time.	The Project will eliminate the need for crossing gates, increasing train throughput.	<b>Pre-Project (Baseline) Performance as of:</b> Current gate down time of X hours per day.	<b>Frequency:</b> Annual

# Grade Separation Safety and Mobility Project

Goal	Objective	Performance Measure	Description of Measure	Measurement	Reporting
				<b>Expected Post-Project Performance:</b> Elimination of gate down time.	<b>Duration:</b> For 3 years after the Project Performance Period end date
4	To improve railroad travel time reliability.	Elimination of emergency vehicle delays.	Through the elimination of the at-grade crossing, train travel times will be more reliable.	<b>Pre-Project (Baseline) Performance as of:</b> Emergency vehicle delays of X minutes.	<b>Frequency:</b> Annual
				<b>Expected Post-Project Performance:</b> 100% elimination of emergency vehicle delays.	<b>Duration:</b> For 3 years after the Project Performance Period end date
5	To reduce vehicle congestion.	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.	<b>Pre-Project (Baseline) Performance as of:</b> Vehicle queues average XX cars and idling for X minutes.	<b>Frequency:</b> Annual
				<b>Expected Post-Project Performance:</b> Elimination of long vehicle queues and reduced idling.	<b>Duration:</b> For 3 years after the Project Performance Period end date
				<b>Expected Post-Project Performance:</b> 100% elimination of emergency vehicle delays.	<b>Duration:</b> 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.