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OPPORTUNITY & PACKAGE DETAILS:

Opportunity Number:	FR-CRS-24-001
Opportunity Title:	FY23-24 Consolidated Rail Infrastructure and Safety Improvements Grant Program
Opportunity Package ID:	PKG00285695
CFDA Number:	20.325
CFDA Description:	Consolidated Rail Infrastructure and Safety Improvements
Competition ID:	FR-CRS-24-001-110514
Competition Title:	FY23-24 Consolidated Rail Infrastructure and Safety Improvements Grant Program
Opening Date:	04/02/2024
Closing Date:	05/28/2024
Agency:	DOT - Federal Railroad Administration
Contact Information:	Office of Railroad Development Deborah Kobrin (202) 420-1281 deborah.kobrin@dot.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01330348
Application Filing Name:	Consolidated Rail Infrastructure and Safety Improvements
UEI:	CFXE275TPJ84
Organization:	SAN BERNARDINO COUNTY
Form Name:	Application for Federal Assistance (SF-424)
Form Version:	4.0
Requirement:	Mandatory
Download Date/Time:	May 15, 2024 10:37:43 AM 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): _____ * Other (Specify): _____
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* 3. Date Received: Completed by Grants.gov upon submission.	4. Applicant Identifier: _____
--	--

5a. Federal Entity Identifier: _____	5b. Federal Award Identifier: _____
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State Use Only:

6. Date Received by State: _____	7. State Application Identifier: _____
---	---

8. APPLICANT INFORMATION:

* a. Legal Name: San Bernardino County

* b. Employer/Taxpayer Identification Number (EIN/TIN): 956002748	* c. UEI: CFXE275TPJ84
---	----------------------------------

d. Address:

* Street1: 825 E. 3rd Street
Street2: Room 143
* City: San Bernardino
County/Parish: _____
* State: CA: California
Province: _____
* Country: USA: UNITED STATES
* Zip / Postal Code: 92415-0835

e. Organizational Unit:

Department Name: Public Works	Division Name: Transportation Planning
---	--

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: _____	* First Name: Jeremy
Middle Name: _____	
* Last Name: Johnson	
Suffix: _____	

Title: Engineering Manager

Organizational Affiliation: Department of Public Works
--

* Telephone Number: 909-387-8165	Fax Number: 909-387-8072
---	---------------------------------

* Email: 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:

20.325

CFDA Title:

Consolidated Rail Infrastructure and Safety Improvements

*** 12. Funding Opportunity Number:**

FR-CRS-24-001

* Title:

FY23-24 Consolidated Rail Infrastructure and Safety Improvements Grant Program

13. Competition Identification Number:

FR-CRS-24-001-110514

Title:

FY23-24 Consolidated Rail Infrastructure and Safety Improvements Grant Program

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

MAP-Vista Road Location SanBernCnty.pdf

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: <input type="text" value="33"/>	* b. Program/Project: <input type="text" value="23"/>
Attach an additional list of Program/Project Congressional Districts if needed.	
<input type="text"/>	<input type="button" value="Add Attachment"/> <input type="button" value="Delete Attachment"/> <input type="button" value="View Attachment"/>
17. Proposed Project:	
* a. Start Date: <input type="text" value="10/12/2010"/>	* b. End Date: <input type="text" value="03/31/2031"/>
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?	
<input type="checkbox"/> a. This application was made available to the State under the Executive Order 12372 Process for review on <input type="text"/>	
<input type="checkbox"/> b. Program is subject to E.O. 12372 but has not been selected by the State for review.	
<input checked="" type="checkbox"/> c. Program is not covered by E.O. 12372.	
* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If "Yes", provide explanation and attach	
<input type="text"/>	<input type="button" value="Add Attachment"/> <input type="button" value="Delete Attachment"/> <input type="button" value="View Attachment"/>
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)	
<input checked="" type="checkbox"/> ** I AGREE	
<small>** 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.</small>	
Authorized Representative:	
Prefix: <input type="text"/>	* First Name: <input type="text" value="Stephen"/>
Middle Name: <input type="text"/>	
* Last Name: <input type="text" value="Martinez"/>	
Suffix: <input type="text"/>	
* Title: <input type="text" value="Supervising Transportation Analyst"/>	
* Telephone Number: <input type="text" value="909-387-8169"/>	Fax Number: <input type="text" value="909-387-8072"/>
* Email: <input type="text" value="smartinez@dpw.sbcounty.gov"/>	
* Signature of Authorized Representative: <input type="text" value="Completed by Grants.gov upon submission."/>	* Date Signed: <input type="text" value="Completed by Grants.gov upon submission."/>

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Agency:	DOT - Federal Railroad Administration
Contact Information:	Office of Railroad Development Deborah Kobrin (202) 420-1381 deborah.kobrin@dot.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01339731
Application Filing Name:	Consolidated Rail Infrastructure and Safety Improvements
UEI:	CFXEZ75TPJ84
Organization:	SAN BERNARDINO COUNTY
Form Name:	Budget Information for Construction Programs (SF-424C)
Form Version:	2.0
Requirement:	Optional
Download Date/Time:	May 24, 2024 04:29:04 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 the resulting Federal share.	Enter eligible costs from line 16c	Multiply X 80 %	\$ 40,000,000.00

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Closing Date:	05/28/2024
Agency:	DOT - Federal Railroad Administration
Contact Information:	Office of Railroad Development Deborah Kobrin (202) 420-1281 deborah.kobrin@dot.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01331673
Application Filing Name:	Consolidated Rail Infrastructure and Safety Improvements Grant Program
UEI:	CFXEZ75TPJ84
Organization:	SAN BERNARDINO COUNTY
Form Name:	Assurances for Construction Programs (SF-424D)
Form Version:	1.1
Requirement:	Optional
Download Date/Time:	May 16, 2024 11:22:53 AM EDT
Form State:	No Errors

FORM ACTIONS:

ASSURANCES - CONSTRUCTION PROGRAMS

OMB Number: 4040-0009
Expiration Date: 02/28/2025

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure non-discrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards of merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
20. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL Completed on submission to Grants.gov	TITLE
APPLICANT ORGANIZATION 	DATE SUBMITTED Completed on submission to Grants.gov

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Agency:	DOT - Federal Railroad Administration
Contact Information:	Office of Railroad Development Deborah Kobrin (202) 420-1281 deborah.kobrin@dot.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01330390
Application Filing Name:	Consolidated Rail Infrastructure and Safety Improvements
UEI:	CFXEZ75TPJ84
Organization:	SAN BERNARDINO COUNTY
Form Name:	FRA F 251 Applicant Financial Capability Questionnaire
Form Version:	1.0
Requirement:	Mandatory
Download Date/Time:	May 15, 2024 11:18:05 AM 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:

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

Prefix: First: Middle:

Last: Suffix:

Title:

3. YEAR ORGANIZATION WAS FOUNDED/INCORPORATED:

4. EMPLOYER IDENTIFICATION NUMBER (EIN):

5. UNIQUE ENTITY IDENTIFIER:

6. PRIMARY ADDRESS OF THE ORGANIZATION:

Street1:

Street2:

City:

County/Parish:

State:

Country:

Zip / Postal Code:

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

IF YES, PLEASE PROVIDE A COPY

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:

\$

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

Add Attachment

Delete Attachment

View Attachment

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

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Competition ID:	FR-CRS-24-001-110514
Competition Title:	FY23-24 Consolidated Rail Infrastructure and Safety Improvements Grant Program
Opening Date:	04/02/2024
Closing Date:	05/28/2024
Agency:	DOT - Federal Railroad Administration
Contact Information:	Office of Railroad Development Deborah Kobrin (202) 420-1281 deborah.kobrin@dot.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01330390
Application Filing Name:	Consolidated Rail Infrastructure and Safety Improvements
UEI:	CFXEZ75TPJ84
Organization:	SAN BERNARDINO COUNTY
Form Name:	FRA F 30
Form Version:	1.0
Requirement:	Mandatory
Download Date/Time:	May 15, 2024 11:15:59 AM 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

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-CRS-24-001
Opportunity Title:	FY23-24 Consolidated Rail Infrastructure and Safety Improvements Grant Program
Opportunity Package ID:	PKG00285695
CFDA Number:	20.325
CFDA Description:	Consolidated Rail Infrastructure and Safety Improvements
Competition ID:	FR-CRS-24-001-110514
Competition Title:	FY23-24 Consolidated Rail Infrastructure and Safety Improvements Grant Program
Opening Date:	04/02/2024
Closing Date:	05/28/2024
Agency:	DOT - Federal Railroad Administration
Contact Information:	Office of Railroad Development Deborah Kobrin (202) 420-1281 deborah.kobrin@dot.gov

APPLICANT & WORKSPACE DETAILS:

Workspace ID:	WS01339682
Application Filing Name:	Consolidated Rail Infrastructure and Safety Improvements
UEI:	CFXEZ75TPJ84
Organization:	SAN BERNARDINO COUNTY
Form Name:	Grants.gov Lobbying Form
Form Version:	1.1
Requirement:	Optional
Download Date/Time:	May 24, 2024 03:50:39 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 style="width: 90%;" type="text"/>	
* PRINTED NAME AND TITLE OF AUTHORIZED REPRESENTATIVE	
Prefix: <input style="width: 100px;" type="text"/>	* First Name: <input style="width: 200px;" type="text"/> Middle Name: <input style="width: 150px;" type="text"/>
* Last Name: <input style="width: 350px;" type="text"/>	Suffix: <input style="width: 80px;" type="text"/>
* Title: <input style="width: 250px;" type="text"/>	
* SIGNATURE: <input style="width: 300px;" type="text" value="Completed on submission to Grants.gov"/>	* DATE: <input style="width: 200px;" type="text" value="Completed on submission to Grants.gov"/>

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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	01_San Bernardino County Vis	Add Attachment	Delete Attachment	View Attachment
2) Please attach Attachment 2	02_San Bernardino County Vis	Add Attachment	Delete Attachment	View Attachment
3) Please attach Attachment 3	03 - BCA Narrative_San Bern	Add Attachment	Delete Attachment	View Attachment
4) Please attach Attachment 4	04- BCA Calculations San Bern	Add Attachment	Delete Attachment	View Attachment
5) Please attach Attachment 5	WS01331673-SF424D-V1.1.pdf	Add Attachment	Delete Attachment	View Attachment
6) Please attach Attachment 6	WS01339682-GG_LobbyingForm-V	Add Attachment	Delete Attachment	View Attachment
7) Please attach Attachment 7		Add Attachment	Delete Attachment	View Attachment
8) Please attach Attachment 8		Add Attachment	Delete Attachment	View Attachment
9) Please attach Attachment 9		Add Attachment	Delete Attachment	View Attachment
10) Please attach Attachment 10		Add Attachment	Delete Attachment	View Attachment
11) Please attach Attachment 11		Add Attachment	Delete Attachment	View Attachment
12) Please attach Attachment 12		Add Attachment	Delete Attachment	View Attachment
13) Please attach Attachment 13	Funding Commitments BNSF.pdf	Add Attachment	Delete Attachment	View Attachment
14) Please attach Attachment 14	San Bernardino County Letters	Add Attachment	Delete Attachment	View Attachment
15) Please attach Attachment 15	MAP-Vista Road Location SanB	Add Attachment	Delete Attachment	View Attachment

Benefit-Cost Analysis Technical Memorandum

**Vista Road Grade Separation Safety and Mobility Project
San Bernardino County in coordination with BNSF Railway
Federal Railroad Administration FY 2023-2024 Consolidated Rail
Infrastructure and Safety Improvements (CRISI) Program**

May 2024

Prepared by:

Jacobs

Executive Summary

The **Vista Road Grade Separation Safety and Mobility Project** (“the Project”) proposed by San Bernardino County in coordination with BNSF Railway aims to eliminate the existing highway-grade rail crossing located at Vista Road in the unincorporated rural community of Helendale, CA, and construct a bridge over the railroad line to connect the extension of Vista Road to the National Trails Highway (Route 66). The increasing frequency of both freight and passenger trains, operated by Union Pacific Railroad (UPRR), Burlington Northern Santa Fe Railway (BNSF), and Amtrak, has resulted in a significant rise in vehicle trip delays at the rail crossing. The situation obstructs emergency response vehicles and increases the risk of vehicle accidents as drivers attempt to cross the tracks ahead of the train. The Project is designed to improve road safety and traffic flow in the area by eliminating intersections between vehicles and trains, thereby eliminating train-induced travel delays for all commuters.

A Benefit-Cost Analysis (BCA) was conducted to evaluate the social costs and benefits associated with the Project, supporting its application for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program administered by the Federal Railroad Administration. The analysis adheres to the *Benefit-Cost Analysis Guidance for Discretionary Grant Programs* published by the U.S. Department of Transportation (USDOT) in December 2023. The methodology of the analysis conforms to USDOT and other federal guidelines regarding BCA and is in line with relevant industry standards and best practice.

Executive Summary Matrix

Table ES-1 summarizes the key components of the analysis, describing the baseline status of existing at-grade rail crossing and the expected impacts of the proposed enhancements and improvements of the Project.

Table ES-1. Executive Project Summary Matrix

Project Parameters	Description
Current Status/Baseline and Problem to be Addressed	The communities of Silver Lakes and Helendale are experiencing rapid development and heavily depend on Vista Road to connect to Route 66. However, the existing road infrastructure, especially the at-grade highway rail crossing at Vista Road, is currently inadequate to handle the high volume of vehicle and train traffic. The situation poses challenges for local residents, visitors, and emergency response vehicles, who are faced with deteriorating air quality due to idling emissions, frequent travel delays, and vehicle/train accidents at the crossing. Similarly, freight and passenger train services from UPRR, BNSF, and Amtrak are required to decelerate and sound their horns while navigating through the rail corridor, leading to travel inefficiencies and noise disturbances in the area.
Change to Baseline Conditions/Alternatives	<p>No Build Alternative: The existing at-grade highway rail crossing at Vista Road is becoming increasingly prone to vehicle collisions and traffic congestion. Freight and passenger trains, including services from UPRR, BNSF, and Amtrak, have priority passage over the rail crossing. As a result, approaching vehicles remain idle for modest periods, leading to traffic congestion, trip delays, and degradation of local air quality due to greenhouse gas emissions from idling vehicles. Without any improvements, the projected growth in vehicle traffic and future plans to expand train activity in the rail corridor are expected to exacerbate the problem.</p> <p>Build Alternative: The Project includes the elimination of the existing at-grade highway-rail crossing at Vista Road and the extension of Vista Road to a new bridge over the BNSF railroad line connecting to Route 66. These improvements are expected to eliminate the vehicle congestion at the Vista Road crossing, as well as mitigate collision risks, establish</p>

Benefit-Cost Analysis Technical Memorandum

Project Parameters	Description
	uninterrupted and expedited travel times for emergency response services and road users, modernize infrastructure to accommodate bike lanes, and decrease greenhouse gas emissions from stationary vehicles.
Types of Impacts	<p>Travel Time Savings: The construction of a bridge over the existing BNSF railroad line eliminates delays associated with the Vista Road at-grade crossing, thereby reducing travel time for vehicle users. The extension of Vista Road enables vehicles to maintain higher average speeds throughout the project area, enhancing the overall efficiency of the transportation system.</p> <p>Safety Benefits: The elimination of the Vista Road railroad crossing removes a significant hazard where roadway vehicles and trains previously intersected. The measure substantially reduces the risk of accidents, thereby safeguarding against potential injuries and fatalities.</p> <p>Auto and Truck Vehicle Operating Cost Savings: The extension of Vista Road leads to a decrease in the average travel distance for both personal and commercial vehicles. The reduced travel distance contributes to savings in fuel consumption and vehicle maintenance expenses, thereby enhancing the cost-efficiency of transportation within the area.</p> <p>Vehicle Emission and Roadway Externalities: The extension of Vista Road reduces vehicle travel distances, while the construction of a new bridge over BNSF railroad corridor eliminates vehicle idling at train crossings. These infrastructure improvements lead to a reduction in vehicle emissions and other highway externalities related to roadway vehicle travel.</p> <p>Residual Value: The upgraded infrastructure is projected to have a minimum useful lifespan of 30 years, representing a substantial long-term investment within San Bernardino County. The economic analysis assigns a monetary value to the residual capital investment, ensuring that its benefits extend well beyond the initial 20-year evaluation period.</p> <p>Emergency Services Impacts: The replacement of the at-grade crossing at Vista Road with a grade-separated crossing eliminates the travel delay and congestion during train crossings. Emergency services will be able to cross the BNSF railroad line during service calls without delay, resulting in better outcomes for the residents of Helendale and the surrounding areas.</p>

Summary of Benefit-Cost Analysis Results

The analysis evaluates the social and user benefits and costs of the Project over a 9-year design and construction period followed by a 20-year operational period. The design and construction period of the Project is expected to last from 2023 to 2031 and includes environmental review, design, right-of-way acquisition and construction. Following the completion of construction, the operations period of the Project is expected to be from 2032 to 2051 and includes the impacts of the proposed improvements. The benefits and costs evaluated in the analysis are calculated in 2022 constant dollars, and their present value is calculated using a 3.1 percent discount rate, per USDOT BCA guidance published in December 2023; the value of CO₂ emissions is discounted at a rate of 2.0 percent.

Costs

The capital cost for the Project is expected to be \$50.0 million in year-of-expenditure dollars. The capital costs for the Project represent the estimated costs for environmental review, design, right-of-way acquisition and construction of the proposed project improvements based on the known concept parameters and schedule. The capital costs include previously incurred and planned future costs. When deflating from year-of-expenditure dollars assuming an annual escalation rate of 3.0 percent from 2024 to 2029, the capital costs are calculated to be \$41.9 million in undiscounted 2022 dollars. At a 3.1 percent

Benefit-Cost Analysis Technical Memorandum

real discount rate, these costs are \$34.8 million in 2022 dollars. Table ES-2 shows the breakdown of capital expenditures by cost category and year in year-of-expenditure dollars and constant 2022 dollars.

Table ES-2. Project Costs by Year (millions of dollars)

Cost Category	2024	2025	2026	2027	2028	2029	Total
Year-of-Expenditure Dollars							
Environmental/Design	\$1.1	\$1.1	\$1.1	\$0.6	-	-	\$3.9
ROW Acquisition	-	-	-	\$3.6	-	-	\$3.6
Construction	-	-	-	-	\$21.3	\$21.3	\$42.5
Total	\$1.1	\$1.1	\$1.1	\$3.9	\$21.3	\$21.3	\$50.0
Adjusted Constant 2022 dollars							
Environmental/Design	\$1.1	\$1.0	\$1.0	\$0.5	-	-	\$3.6
ROW Acquisition	-	-	-	\$3.1	-	-	\$3.1
Construction	-	-	-	-	\$17.9	\$17.3	\$35.2
Total	\$1.1	\$1.0	\$1.0	\$3.6	\$17.9	\$17.3	\$41.9

Note: The values may not add up to the totals due to rounding.

The projected annual maintenance expenses for all enhancements related to the Project are estimated at \$0.4 million in 2022 dollars. As a life-cycle cost analysis has not been completed for the Project elements, the annual maintenance costs are assumed to be represented by the value of one percent of the total construction costs. Over the course of a 20-year analysis period, the cumulative maintenance expenses for the project enhancements are projected to be an \$7.0 million amount in 2022 dollars. When discounted at a rate of 3.1 percent, these costs amount to \$4.2 million. Table ES-3 summarizes the annual operations and maintenance costs.

Table ES-3. Annual Operations and Maintenance Costs (in undiscounted 2022 dollars)

	No Build Scenario	Build Scenario
Operations and Maintenance Costs	-	\$352,000

Benefits

Upon completion of the Project, the elimination of the Vista Road at-grade crossing and the construction of the bridge over the BNSF railroad line to connect the southward extension of Vista Road to Route 66 improves the connectivity of the transportation network. These improvements reduce traffic congestion, fuel consumption and maintenance costs, vehicle emissions and other externalities related to roadway vehicle use. Over the 20-year analysis period, the monetized impacts include the following:

Travel Time Savings for Autos and Trucks

The construction of the bridge over the BNSF railroad line eliminates the intermittent travel delays associated with frequent train crossings, thereby reducing travel time for vehicle users. The extension of Vista Road enables vehicles to maintain higher average speeds throughout the project area, enhancing the overall efficiency of the transportation system. As a result of the Project, vehicle users will save over 1,222,000 person-hours of delay over the 20-year analysis period.

Avoided Vehicle Collisions with Trains

The elimination of the Vista Road at-grade crossing mitigates future conflicts between roadway vehicles and trains in the project area. As a result, avoided future collisions between roadway vehicles and trains result in avoided injuries and fatalities. As a result of the Project, four fatalities and eight injuries are expected to be avoided over the 20-year analysis period.

Benefit-Cost Analysis Technical Memorandum

Vehicle Operating Cost Savings

The extension of Vista Road leads to a decrease in the average travel distance for both personal and commercial vehicles. The reduction in vehicle travel results in fuel consumption and vehicle maintenance cost savings, thereby enhancing the cost-efficiency of transportation within the area. As a result of the Project, vehicle users will save over \$8.7 million in vehicle operating costs over the 20-year analysis period.

Avoided Vehicle Emissions

The extension of Vista Road leads to a decrease in the average travel distance for both personal and commercial vehicles. The decrease in vehicle-miles traveled results in a reduction in vehicle emissions, including nitrogen oxides (NO_x), particulate matter (PM_{2.5}), sulfur oxides (SO_x), and carbon dioxide (CO₂). As a result of the Project, vehicle users will avoid the release of greenhouse gas emissions with a social cost of \$0.9 million over the 20-year analysis period.

Avoided Highway Use Externalities

The extension of Vista Road leads to a decrease in the average travel distance for both personal and commercial vehicles. The decrease in vehicle-miles traveled results in a reduction of highway externalities, including roadway congestion, road noise, safety risk, and pavement damage. As a result of the Project, vehicle users will avoid highway externalities valued at \$2.1 million over the 20-year analysis period.

Asset Useful Life and Residual Value

The analysis assumes a useful life of 30 years for the proposed improvements included in the Project. The residual value measures the remaining value of the capital investment following the first 20 years of straight-line depreciation. By the end of the 20-year analysis period, \$13.5 million of the initial capital investment will be retained as residual value.

Benefit-Cost Analysis Results

The total benefits of the Project are calculated to be \$53.5 million, expressed in discounted dollars of 2022. The aggregate capital expenditure, including environmental review, design, engineering and construction, is projected to be \$34.8 million in discounted dollars of 2022. The difference in the costs and benefits equals a net present value of \$18.7 million in discounted 2022 dollars, resulting in a benefit-cost ratio of 1.54. Table ES-4 below presents the results of the analysis for the Project by benefit category.

Table ES-4. Summary Results of Benefit-Cost Analysis (in 2022 dollars)

Benefit	Monetized Value (Undiscounted)	Monetized Value (Discounted)
Total Benefits	\$93,108,000	\$53,469,000
Auto and Truck Travel Time Savings	\$25,009,000	\$14,737,000
Auto Operating Costs Savings	\$8,741,000	\$5,151,000
Avoided Highway Use Externalities	\$2,091,000	\$1,232,000
Avoided Vehicle Emissions	\$834,000	\$597,000
Avoided Fatalities, Injuries and Property Damage	\$51,741,000	\$30,797,000
Residual Value	\$11,732,000	\$5,145,000
Change in Operations & Maintenance Costs	(\$7,039,000)	(\$4,190,000)
Total Capital Costs	\$41,879,000	\$34,777,000
Net Present Value	\$51,229,000	\$18,692,000
Benefit-Cost Ratio	2.22	1.54

Benefit-Cost Analysis Technical Memorandum

Benefit	Monetized Value (Undiscounted)	Monetized Value (Discounted)
<i>Note: The values may not add up to the totals due to rounding.</i>		

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1. Introduction

The benefit-cost analysis (BCA) evaluates the *Vista Road Grade Separation Safety and Mobility Project* ("the Project") proposed by the San Bernardino County and the Burlington Northern Santa Fe (BNSF) Railway. The BCA details the methodology and assumptions used to calculate benefits and costs, summarizes Project benefits, and provides Project costs. The BCA is a requirement of the FY 2023-2024 Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant program administered by the Federal Railroad Administration (FRA).

1.1 BCA Framework

A BCA is an evaluation framework to assess the economic advantages (benefits) and disadvantages (costs) of an investment alternative. Benefits and costs are broadly defined and quantified in monetary terms to the extent possible. The overall goal of a BCA is to assess whether the expected benefits of a project justify the costs from a national perspective. A BCA framework attempts to capture the net welfare change created by a project. It includes cost savings and increases in welfare (benefits), disbenefits where costs can be identified (that is, project capital costs), and welfare reductions where some groups are expected to be made worse off because of the proposed project.

The BCA framework involves defining a Base, or "No Build Scenario", which is compared to the Build Scenario, where the grant request is awarded, and the project is built as proposed. The BCA assesses the incremental difference between the No Build Scenario and the Build Scenario, which represents the net change in welfare. BCAs are forward-looking exercises that seek to assess the incremental change in welfare over a project life cycle. The importance of future welfare changes is determined through discounting, which is meant to reflect both the opportunity cost of capital and the societal preference for the present.

The analysis was conducted in accordance with the benefit-cost methodology as recommended by the U.S. Department of Transportation (USDOT) in the *Benefit-Cost Analysis Guidance for Discretionary Grant Programs* published in December 2023. This methodology includes the following analytical assumptions:

- Defining existing and future conditions under a No Build Scenario and Build Scenario;
- Estimating benefits and costs during project construction and operation, including 20 years of operations beyond the project completion when benefits accrue;
- Using USDOT recommended monetized values for travel time savings, vehicle operating cost savings, and emissions, while relying on best practices for monetization of other benefits;
- Presenting dollar values in real 2022 dollars. In instances where cost estimates and benefits valuations are expressed in historical or future dollar years, using an appropriate inflation rate to adjust the values; and,
- Discounting future benefits and costs with a real discount rate of 3.1 percent; the value of CO₂ emissions are discounted at a rate of 2.0 percent.

1.2 Report Contents

The Report illustrates the methodology, assumptions, and inputs used in the BCA and an evaluation of its results. Section 2 explains the BCA methodology and describes the Project. Section 3 explains the Project costs. Section 4 summarizes the methodology for projecting traffic volumes and impacts for the No Build and Build scenarios. Section 5 provides an outline of the calculation of the benefits by category. Section 6 outlines the summary results of the BCA.

2. Project Context

The rural area of Helendale, situated in the Victor Valley of the Mojave Desert, is notably affected by an at-grade crossing on Vista Road. Traffic on the roadway experiences frequent delays due to train

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crossings on the BNSF railroad line, which serves as a corridor for both freight rail services, Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railway (BNSF), and the Amtrak Southwest Chief long-distance passenger rail service. Recent years have seen significant growth in the vehicular and train traffic at the railroad crossing at Vista Road. The prioritization of rail traffic, coupled with instances of motorists attempting to rush across the crossing, has led to accidents resulting in injuries and fatalities. The challenges to the community of Helendale also include restricted access to the regional roadway network and recurrent vehicle delays at the crossing, which obstruct emergency services and contribute to greenhouse gas emissions from idling cars.

To address these issues, San Bernardino County has introduced the *Vista Road Grade Separation Safety and Mobility Project*. The initiative begins with removing the existing at-grade highway crossing at Vista Road, extending Vista Road southward and constructing a bridge over the BNSF railroad line to connect to Route 66. The Project aims to eliminate the current at-grade crossing at Vista Road and extend Vista Road to redirecting traffic over the new grade-separated crossing. The anticipated benefits are numerous: enhanced safety and mobility by preventing vehicle-train conflicts, reduced travel delays, improved efficiency and reliability of emergency response services, upgraded infrastructure with provisions for bike lanes, and a decrease in greenhouse gas emissions from idling vehicles.

2.1 General Assumptions

The BCA requires several general assumptions that guide the overall analysis, presented below in Table 1.

Table 1: General Assumptions

Assumption	Value
Base Year Dollars	2022 (in accordance with USDOT BCA Guidance)
Capital Cost Adjustment	2023 dollars converted to 2022 dollars using an inflation adjustment factor of 0.9674 (USDOT BCA Guidance)
Real Discount Rate	3.1 percent, excluding 2 percent for CO ₂ emissions (consistent with USDOT BCA Guidance and OMB Circular A-94)
Environmental/Design Start Date	2024
Environmental/Design End Date	2027
Right-of-Way Acquisition Start Date	2027
Right-of-Way Acquisition End Date	2027
Construction Start Date	2028
Construction End Date	2029
Project Opening	2030
End of Analysis Period	2049
Operations Period	20 years (post-construction)

2.2 Build and No Build Scenario Comparison

The BCA assesses whether a proposed infrastructure investment is economically viable by comparing the quantified benefits to the expected costs of both the Build and No Build/Base Scenario. Benefits/disbenefits are estimated through changes in user costs and impacts on the wider community. Net Project impacts are measured by comparing benefits to (1) capital costs and (2) ongoing operational expenditures for both the Build and No Build Scenarios.

Under the No Build Scenario, the at-grade highway-rail crossing on Vista Road will continue to exist to convey vehicle traffic over the BNSF railroad line. Traffic volumes on Vista Road are projected to continue growing at the historical rate. Without any improvements to the at-grade crossing, the

intersection will continue to experience historical levels of vehicle collisions and traffic delays from congestion. Greenhouse gas emissions released by idling vehicles are expected to increase with the growth in traffic volumes.

The Build Scenario includes the elimination of the at-grade crossing at Vista Road and the extension of Vista Road to connect to Route 66 over a grade-separated crossing over the BNSF railroad line. These improvements are expected to eliminate the travel delays related to the at-grade crossing, reduce the average length per vehicle-trip and increase the average travel speed for vehicle users. Traffic volumes on Vista Road are expected to continue growing at the historical rate. The result of the proposed improvements include travel time savings, improved safety, and reduced vehicle emissions and other externalities related to roadway vehicle travel.

3. Project Costs

The expected costs associated with the Project include the capital expenditures for the environmental review, design, right-of-way acquisition and construction of the project improvements and the change in annual operations and maintenance costs for maintaining the operability of the proposed improvements.

3.1 Project Capital Costs

The capital cost for the Project is expected to be \$50.0 million in year-of-expenditure dollars. The capital costs for the Project represent the estimated costs for environmental review, design, right-of-way acquisition and construction of the proposed project improvements based on the known concept parameters and schedule. The capital costs include previously incurred and planned future costs. When deflating from year-of-expenditure dollars assuming an annual escalation rate of 3.0 percent from 2023 to 2031, the capital costs are calculated to be \$41.9 million in undiscounted 2022 dollars. At a 3.1 percent real discount rate, these costs are \$34.8 million in 2022 dollars. Table 2 shows the breakdown of capital expenditures by cost category and year in year-of-expenditure dollars and constant 2022 dollars.

Table 2: Capital Expenditures by Category and Year (in millions of dollars)

Cost Category	2024	2025	2026	2027	2028	2029	Total
Year-of-Expenditure Dollars							
Environmental/Design	\$1.1	\$1.1	\$1.1	\$0.6	-	-	\$3.9
ROW Acquisition	-	-	-	\$3.6	-	-	\$3.6
Construction	-	-	-	-	\$21.3	\$21.3	\$42.5
Total	\$1.1	\$1.1	\$1.1	\$3.9	\$21.3	\$21.3	\$50.0
Adjusted Constant 2022 dollars							
Environmental/Design	\$1.1	\$1.0	\$1.0	\$0.5	-	-	\$3.6
ROW Acquisition	-	-	-	\$3.1	-	-	\$3.1
Construction	-	-	-	-	\$17.9	\$17.3	\$35.2
Total	\$1.1	\$1.0	\$1.0	\$3.6	\$17.9	\$17.3	\$41.9

3.2 Project Operations and Maintenance Costs

The projected annual maintenance expenses for all enhancements related to the Project are estimated at \$0.4 million in 2022 dollars. As a life-cycle cost analysis has not been completed for the Project elements, the annual maintenance costs are assumed to be represented by the value of one percent of the total construction costs. Over the course of a 20-year analysis period, the cumulative maintenance expenses for the project enhancements are projected to be an \$7.0 million amount in 2022 dollars. When

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discounted at a rate of 3.1 percent, these costs amount to \$4.2 million. Table 3 summarizes the annual operations and maintenance costs.

Table 3: Annual Operations and Maintenance Costs (in undiscounted 2022 dollars)

	No Build Scenario	Build Scenario
Operations and Maintenance Costs	-	\$352,000

4. Traffic Projections

The section presents the overarching methodology and assumptions used to calculate the traffic projections to quantify the benefits relating to the delivery of the Project. It includes the projected traffic volumes under the No Build and Build conditions at the Vista Road at-grade crossing and along the extension of Vista Road.

With the proposed enhancements of the roadway geometry, auto and truck traffic on Vista Road is expected to experience improved traffic conditions throughout the day, as compared to the No Build conditions. The daily traffic volumes for Vista Road under the existing conditions are based on the traffic information provided by the Federal Railroad Administration's Annual GXAPS 2024 Highway-Rail Grade Crossing Accident Prediction System for crossing # 026068N. The future traffic volumes were calculated by applying an annual growth rate of 1.0 percent through the year 2040; traffic volumes are assumed to be the same under the No Build and Build conditions. The detailed summary and calculations of the projected traffic conditions on Vista Road are provided in the "IntersectionTraffic Data Inputs" tabs of the BCA spreadsheet file.

Using the traffic count data for Vista Road and the planned changes in roadway geometry for Vista Road, a Level of Service (LOS) analysis based on the methodology from the *Highway Capacity Manual* was completed to calculate the average travel speed for vehicles under the No Build and Build conditions; the LOS analysis predicts the average travel speed for the No Build and Build conditions using the facility's roadway characteristics, volume-to-capacity ratios and the average travel speed by LOS rating. As the extension of Vista Road is expected to shorten the average travel distance per vehicle-trip, the Project is expected to reduce the total vehicle-miles traveled and vehicle travel time relative to the No Build conditions. The detailed summary and calculations of the traffic count data and the LOS analysis are provided in the "Traffic Analysis_Segments" and "SegmentTraffic Data Inputs" tab of the BCA spreadsheet file. Using the projected average travel speed, the daily vehicle-trips and the average trip length for the No Build and Build conditions, the analysis calculates the annual travel time savings and reduced driving distance for vehicle users with the proposed improvements. The average vehicle occupancy of 1.67 persons per vehicle was used for autos, in accordance with the U.S. DOT BCA guidance documents.

Table 4: Travel Data for Vehicles on Vista Road, No Build and Build

	2030	2040	2049
No Build Scenario			
Annual Vehicle-Trips	2,295,000	2,535,000	2,773,000
Annual Vehicle Delay (VHTs)	16,700	18,500	20,200
Annual Vehicle Travel Time (VHTs)	50,100	55,300	60,500
Annual Vehicle-Miles Traveled	2,754,000	3,042,000	3,327,000
Average Vehicle Travel Speed (MPH)	55	55	55
Build Scenario			
Annual Vehicle-Trips	2,295,000	2,535,000	2,773,000
Annual Vehicle Delay (VHTs)	-	-	-
Annual Vehicle Travel Time (VHTs)	32,200	35,600	38,900

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	2030	2040	2049
Annual Vehicle-Miles Traveled	2,093,000	2,312,000	2,528,000
Average Vehicle Travel Speed (MPH)	65	65	65

Note: The values may not add up to the totals due to rounding.

5. Project Impacts

The Project is anticipated to yield the following effects on the BNSF freight rail operation, the areas of Helendale and Silver Lakes in Victor Valley, their residents and visitors, all road users including queue response vehicles, and other stakeholders in these communities.

- Travel Time Savings for Autos and Trucks
- Avoided Vehicle Collisions with Trains
- Vehicle Operating Cost Savings
- Avoided Vehicle Emissions
- Avoided Highway Use Externalities
- Asset Useful Life and Residual Value

The quantifying of these benefits is based on a projection of existing and future users of Vista Road and Route 66 in accordance with the U.S. DOT *Benefit-Cost Analysis Guidance for Discretionary Grant Programs* published in December 2023.

5.1 Travel Time Savings for Autos and Trucks

With the proposed improvements in the roadway geometry, auto and truck traffic in the project area are expected to experience improved traffic conditions throughout the day, as compared to the No Build conditions. These considerations specifically affect the volume/capacity ratio of the roadway under No Build and Build conditions, resulting in differences in the average travel speed for roadway vehicles. Based on these assumptions, the analysis calculates the vehicle-hours traveled for auto and truck traffic under the No Build and Build conditions. In the BCA model spreadsheet file, a detailed summary of the traffic data is provided in the "Traffic Data Summary" tab and the calculations of the traffic impacts are provided in the "Traffic Data Inputs" tab. A summary of the vehicle-hours traveled by auto and truck under the No Build and Build scenarios is presented in Table 5.

Table 5: Annual Vehicle Travel Time on Vista Road, No Build and Build

	2030	2040	2049
No Build Scenario			
Annual Vehicle Travel Time (VHTs)	66,800	73,800	80,700
Annual Vehicle Travel Time (VHTs, Autos)	61,300	66,400	74,100
Annual Vehicle Travel Time (VHTs, Trucks)	6,800	7,400	8,200
Build Scenario			
Annual Vehicle Travel Time (VHTs)	32,200	35,600	38,900
Annual Vehicle Travel Time (VHTs, Autos)	29,000	32,000	35,000
Annual Vehicle Travel Time (VHTs, Trucks)	3,200	3,600	3,900
Reduction in Travel Time			
Annual Vehicle Travel Time (VHTs)	34,600	38,200	41,800
Annual Vehicle Travel Time (VHTs, Autos)	31,200	34,400	37,600
Annual Vehicle Travel Time (VHTs, Trucks)	3,500	3,800	4,200

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	2030	2040	2049
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Note: The values may not add up to the totals due to rounding.

During the 20-year analysis period, the total value of travel time savings is calculated to be \$25.0 million in undiscounted 2022 dollars. Assuming a base year of 2022 and real discount rate of 3.1 percent, the net present value of travel time savings is calculated to be \$14.7 million in discounted 2022 dollars. Table 6 summarizes the monetized value of travel time savings for auto and truck users.

Table 6: Travel Time Savings Benefit (in 2022 dollars)

Benefits	Monetized Value (Undiscounted)	Monetized Value (Discounted)
Travel Time Savings (Auto)	\$22,455,000	\$13,232,000
Travel Time Savings (Truck)	\$2,554,000	\$1,505,000
Total Travel Time Savings	\$25,009,000	\$14,737,000

5.2 Avoided Vehicle Collisions with Trains

The analysis evaluates the reduction in collisions between roadway vehicles and trains with the elimination of the Vista Road at-grade crossing. According to the collision history extracted from the FRA's Annual GAXPS 2024 crossing inventory for crossing # 026068N, from 2019 to 2023, crashes resulting in two injuries and one fatality occurred between a roadway vehicle and a train. With the replacement of the at-grade crossing with a grade-separated crossing as part of the Project, future collisions between roadway vehicles and trains are expected to be eliminated. The projected avoided collisions under the Build conditions demonstrates the value of the proposed improvements. The analysis monetizes the value of these impacts using the KABCO scale for collision severity and standardized factors published by the USDOT.

During the 20-year analysis period, the total value of avoided injuries and fatalities is calculated to be \$51.7 million in undiscounted 2022 dollars. Assuming a base year of 2022 and real discount rate of 3.1 percent, the net present value of avoided injuries and fatalities is calculated to be \$30.8 million in discounted 2022 dollars. Table 7 summarizes the monetized value of avoided injuries and fatalities by replacing the at-grade crossing on Vista Road with a grade-separated crossing.

Table 7. Avoided Injuries and Fatalities Benefits (in 2022 dollars)

	Monetized Value (Undiscounted)	Monetized Value (Discounted)
Auto & Truck Safety – Fatality	\$50,000,000	\$29,761,000
Auto & Truck Safety - Injured Severity Unknown	\$1,741,000	\$1,036,000
Total Avoided Injuries and Fatalities Benefits	\$51,741,000	\$30,797,000

5.3 Vehicle Operating Cost Savings

The analysis measures the reduction in vehicle-miles traveled by vehicles using the existing route of the at-grade crossing on Vista Road to reach Route 66. The extension of Vista Road results in vehicle users taking a shorter route between Helendale Road and Route 66, resulting in reductions in fuel consumption and maintenance expenses. The economic implications of these impacts are evaluated using the reduction in vehicle-miles traveled and the standardized factors provided by the USDOT. A summary of the vehicle-miles traveled by auto and truck under the No Build and Build scenarios is presented in Table 8.

Table 8: Annual Vehicle-Miles Traveled on Vista Road, No Build and Build

	2030	2040	2049
No Build Scenario			
Annual Vehicle-Miles Traveled	2,754,000	3,042,000	3,327,000

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	2030	2040	2049
Annual Vehicle-Miles Traveled (Autos)	2,479,000	2,738,000	2,996,000
Annual Vehicle-Miles Traveled (Trucks)	275,000	304,000	333,000
Build Scenario			
Annual Vehicle-Miles Traveled	2,093,000	2,312,000	2,578,000
Annual Vehicle-Miles Traveled (Autos)	1,883,000	2,080,000	2,275,000
Annual Vehicle-Miles Traveled (Trucks)	209,000	231,000	253,000
Reduction in Travel Time			
Annual Vehicle-Miles Traveled	661,000	730,000	749,000
Annual Vehicle-Miles Traveled (Autos)	596,000	658,000	721,000
Annual Vehicle-Miles Traveled (Trucks)	66,000	73,000	80,000

Note: The values may not add up to the totals due to rounding.

During the 20-year analysis period, the total value of vehicle operating cost savings is calculated to be \$8.7 million in undiscounted 2022 dollars. Assuming a base year of 2022 and real discount rate of 3.1 percent, the net present value of vehicle operating cost savings is calculated to be \$5.2 million in discounted 2022 dollars. Table 9 summarizes the monetized value of vehicle operating cost savings for avoiding vehicle-miles traveled by autos and trucks.

Table 9: Vehicle Operating Cost Savings Benefit (in 2022 dollars)

Benefits	Monetized Value (Undiscounted)	Monetized Value (Discounted)
Vehicle Operating Cost Savings (Auto)	\$6,818,000	\$4,017,000
Vehicle Operating Cost Savings (Truck)	\$1,923,000	\$1,133,000
Total Vehicle Operating Cost Savings	\$8,741,000	\$5,151,000

5.4 Avoided Highway Use Externalities

The analysis measures the reduction in vehicle-miles traveled by vehicles using the existing route of the at-grade crossing on Vista Road to reach Route 66. The extension of Vista Road results in vehicle users taking a shorter route between Helendale Road and Route 66, resulting in less highway externalities related to vehicle use. The highway externalities include roadway safety, congestion, roadway noise, and pavement damage. The analysis monetizes the value of these impacts using the standardized factors published by the USDOT.

During the 20-year analysis period, the total value of avoided highway use externalities is calculated to be \$2.1 million in undiscounted 2022 dollars. Assuming a base year of 2022 and real discount rate of 3.1 percent, the net present value of avoided highway use externalities is calculated to be \$1.2 in discounted 2022 dollars. Table 10 summarizes the monetized value of avoided highway use externalities for avoiding vehicle-miles traveled by auto and truck vehicles.

Table 10. Impacts of Avoided Vehicle-Miles Traveled (in 2022 dollars)

Benefits	Monetized Value (Undiscounted)	Monetized Value (Discounted)
Roadway Safety Benefits	\$1,298,000	\$765,000
Roadway Congestion Cost Savings	\$489,000	\$288,000
Avoided Roadway Noise	\$233,000	\$137,000
Avoided Pavement Damage	\$71,000	\$42,000

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Benefits	Monetized Value (Undiscounted)	Monetized Value (Discounted)
Total Avoided Highway Use Externalities	\$2,091,000	\$1,232,000

5.1 Vehicle Emissions Reductions

The analysis measures the reduction in vehicle-miles traveled by vehicles using the existing route of the at-grade crossing on Vista Road to reach Route 66. The extension of Vista Road results in vehicle users taking a shorter route between Helendale Road and Route 66, resulting in fewer vehicle emissions. The analysis monetizes the value of these impacts using the standardized factors published by the USDOT. The calculation of these impacts is based on the additional vehicle-miles traveled, factors published by the U.S. Environmental Protection Agency for evaluating vehicle emissions and by the EIA for forecast fuel efficiency of vehicles. A summary of the change in greenhouse gas emissions by auto and truck vehicles with the Project is presented in Table 11.

Table 11: Total Change in Greenhouse Gas Emissions with Project

Greenhouse Gas Emissions Type	Quantity (in Metric Tons)
Nitrogen Oxides (NO _x)	(1.302)
Particulate Matter (PM _{2.5})	(0.040)
Sulfur Oxides (SO _x)	0.024
Carbon Dioxide (CO ₂)	3,021

During the 20-year analysis period, the total value of avoided vehicle emissions is calculated to be \$0.9 million in undiscounted 2022 dollars. Assuming a base year of 2022 and real discount rate of 3.1 percent, the net present value of avoided vehicle emissions is calculated to be \$0.6 million in discounted 2022 dollars. Table 12 summarizes the monetized value of avoided vehicle emissions for avoiding vehicle-miles traveled by auto and truck vehicles.

Table 12. Avoided Vehicle Emissions Benefit (in 2022 dollars)

Benefits	Monetized Value (Undiscounted)	Monetized Value (Discounted)
Emissions - NOX	(\$26,000)	(\$14,000)
Emissions - PM2.5	(\$41,000)	(\$24,000)
Emissions - SOX	\$1,500	\$900
Emissions - CO2	\$899,000	\$634,000
Total Avoided Vehicle Emissions	\$834,000	\$597,000

5.1 Residual Value

The residual capital value is calculated by determining the percentage of useful life remaining beyond the analysis period and multiplying that percentage by the construction cost for that component. The design life of the Project improvements is estimated at 30 years following construction. Given a 20-year analysis period and a 30-year design life, the residual value is 33 percent of the initial cost using the straight-line depreciation method. The remaining capital value is viewed as cost offset or "negative cost" and is applied to the last year of the analysis period as a negative value.

At the end of the 20-year analysis period, the total value of the residual value is calculated to be \$11.7 million in undiscounted 2022 dollars. Assuming a base year of 2022 and real discount rate of 3.1 percent, the net present value of the residual value is calculated to be \$5.1 million in discounted 2022 dollars. Table 13 provides the summarized results of the value of the residual value.

Table 13: Residual Value Benefits Summary (in 2022 dollars)

	Monetized Value (Undiscounted)	Monetized Value (Discounted)
Residual Value	\$11,732,000	\$5,145,000

6. Benefit-Cost Analysis Summary Results

6.1 Evaluation Measures

The BCA converts potential gains (benefits) and losses (costs) with the Project into monetary units and compares them. The following common benefit-cost evaluation measures are included in this BCA:

- **Net Present Value (NPV):** NPV compares the net benefits (benefits minus costs) after being discounted to present values using the real discount rate assumption. The NPV provides a perspective on the overall dollar magnitude of cash flows over time in today's dollar terms.
- **Benefit-Cost Ratio (BCR):** The evaluation also estimates the benefit-cost ratio; the present value of incremental benefits is divided by the present value of incremental costs to yield the benefit-cost ratio. The BCR expresses the relation of discounted benefits to discounted costs as a measure of the extent to which a Project's benefits either exceed or fall short of the costs.
- **Internal Rate of Return (IRR):** The IRR is the discount rate that makes the NPV from the Project equal to zero. In other words, it is the discount rate at which the Project breaks even. Generally, the greater the IRR, the more desirable the Project.

6.2 Benefit-Cost Analysis Results

The summary of the BCA results is outlined below in Table 14. The results are in constant 2022 dollars discounted according to the USDOT BCA guidance documents. All benefits and costs are calculated in constant 2022 dollars over an evaluation period extending 20 years after the end of construction. The total benefits from the project improvements within the analysis period are calculated to be \$53.5 million in discounted 2022 dollars. The total capital costs, including environmental review, design, right-of-way acquisition and construction, are calculated to be \$34.8 million in discounted 2022 dollars. The difference of the discounted benefits and costs equal a net present value of \$18.7 million in discounted 2022 dollars, resulting in a BCR of 1.54. The IRR for the Project is 7.3 percent.

Table 14: Summary of BCA Results (in 2022 dollars)

Benefit	Monetized Value (Undiscounted)	Monetized Value (Discounted)
Total Benefits	\$93,108,000	\$53,469,000
Auto and Truck Travel Time Savings	\$25,009,000	\$14,737,000
Auto Operating Costs Savings	\$8,741,000	\$5,151,000
Avoided Highway Use Externalities	\$2,091,000	\$1,232,000
Avoided Vehicle Emissions	\$834,000	\$597,000
Avoided Fatalities, Injuries and Property Damage	\$51,741,000	\$30,797,000
Residual Value	\$11,732,000	\$5,145,000
Change in Operations & Maintenance Costs	(\$7,039,000)	(\$4,190,000)
Total Capital Costs	\$41,879,000	\$34,777,000
Net Present Value	\$51,229,000	\$18,692,000

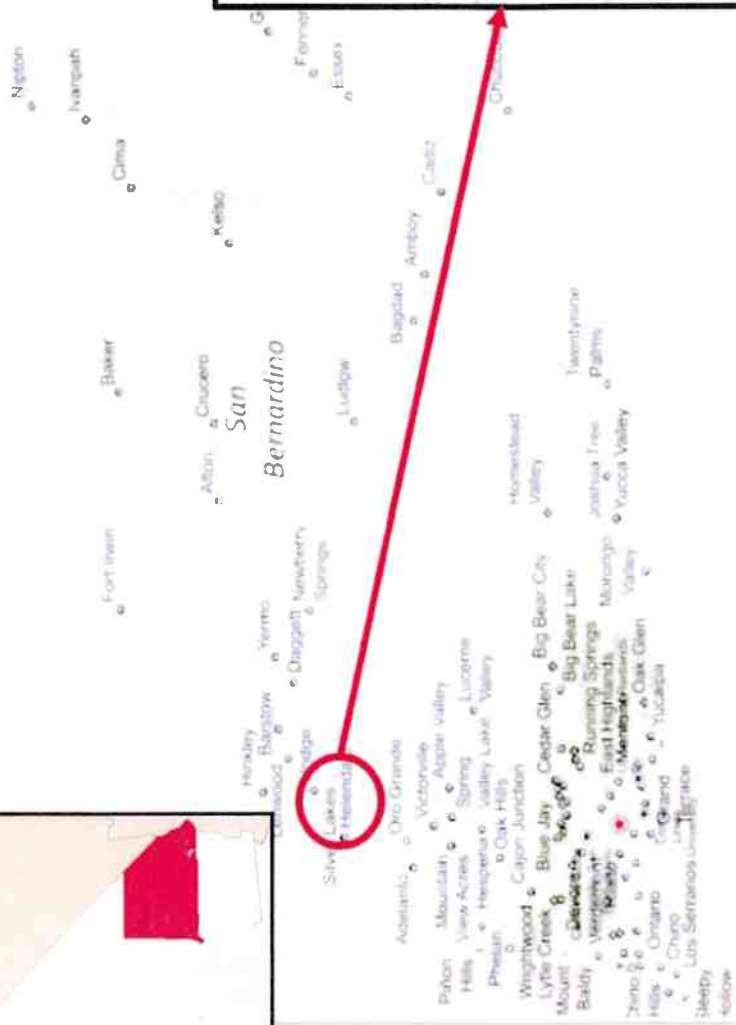
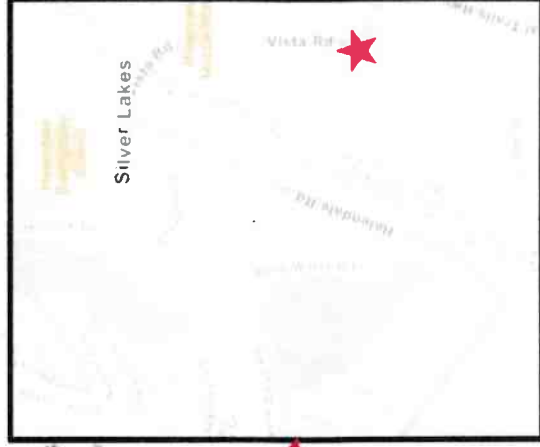
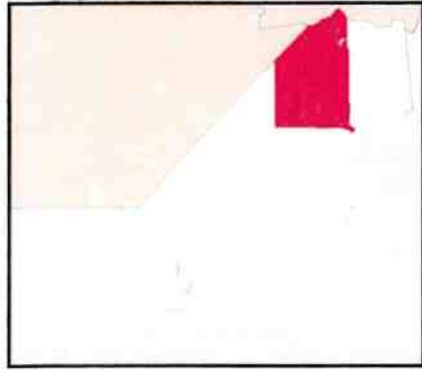
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Benefit	Monetized Value (Undiscounted)	Monetized Value (Discounted)
Benefit-Cost Ratio	2.22	1.54
Internal Rate of Return	7.3%	
<i>Note: The values may not add up to the totals due to rounding.</i>		

SUMMARY OUTPUT TABLES AND CHARTS

Benefit-Cost Analysis - Summary of BCA Outputs Vista Road Grade Separation Safety and Mobility Project San Bernardino County & BNSF Railroad

Variable	Value		Unit
BENEFITS			
Operations Period			20 years
	<u>Undiscounted</u>	<u>Discounted</u>	
Auto and Truck Travel Time	\$25,008,810	\$14,736,865	2022\$ in 2022
Auto and Truck Operating Costs	\$8,740,690	\$5,150,600	2022\$ in 2022
Highway Roadway Congestion	\$489,479	\$288,434	2022\$ in 2022
Highway Roadway Safety	\$1,297,992	\$764,864	2022\$ in 2022
Highway Roadway Noise	\$233,085	\$137,349	2022\$ in 2022
Vehicle Emissions	\$834,061	\$596,809	2022\$ in 2022
Injuries and Fatalities - Autos and Trucks	\$51,740,800	\$30,797,472	2022\$ in 2022
Pavement Damage	\$70,557	\$41,577	2022\$ in 2022
Residual Value	\$11,731,889	\$5,144,984	2022\$ in 2022
Change in O&M / R&R Costs	-\$7,039,134	-\$4,189,876	2022\$ in 2022
TOTAL BENEFITS	\$93,108,230	\$53,469,078	2022\$ in 2022
Average Yearly Benefits	\$4,655,412	\$2,673,454	2022\$ in 2022
COSTS			
Design/Construction Period			6 years
Capital Costs	\$41,879,215	\$34,777,323	2022\$ in 2022
TOTAL COSTS	\$41,879,215	\$34,777,323	2022\$ in 2022
Average Yearly Costs	\$6,979,869	\$5,796,221	2022\$ in 2022
NPV			
Net Present Value Base	\$51,229,015	\$18,691,755	2022\$ in 2022
B/C Ratios			
B/C Ratio Base	2.22	1.54	ratio
Internal Rate of Return			
Internal Rate of Return	7.3%		



HELENDALE AREA

SAN BERNARDINO COUNTY
DEPARTMENT OF PUBLIC WORKS

VISTA ROAD GRADE SEPARATION
2024 CRISI GRANT

LOCATION MAP
County Road No. 852550





Dennis J. Nowman
Executive Vice President, Strategy and Planning

May 20, 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 Consolidated Rail Infrastructure and Safety Improvements 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 (Track 2 - Project Development: Track 3 – Final Design & Construction) submitted under the Federal Railroad Administration's (FRA) FY23/FY24 Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant program for the *San Vista Road Grade Separation Safety and Mobility Project* (Project) located in Helendale, San Bernardino County, California.

The Project will eliminate safety concerns posed by the existing at-grade rail crossing. This crossing presents a growing challenge 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 to Amtrak's Long Distance *Southwest Chief* and to freight movement, 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 community.

The Project will make a dramatic difference in the safety and mobility of residents and visitors while contributing to the success of the regional and national network.

May 20, 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 long horizontal flourish extending to the right.

Dennis J. Newman
Executive Vice President, Strategy and Planning

cc: Stephen Martinez, Supervising Transportation Analyst, Department of Public Works, SB
County smartinez@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)



May 20, 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 jurisdiction 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 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,



L. C. BERNS, Captain
Commander



Helendale Community Services District

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

April 16, 2024

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

Dear Administrator Bose,

The Helendale Community Services District 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 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, in April 2023, resulted in a fatality and injury. The crossing is a significant barrier to mobility as delays due to train traffic 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.

Kind Regards,

A handwritten signature in blue ink, appearing to read "Kimberly Cox", is written over a light blue horizontal line.

Dr. Kimberly Cox
General Manager



Helendale School District

15350 Riverview Road • P.O. Box 249 • Helendale, CA 92342

Phone (760) 952-1180 • Fax (760) 952-1178

May 14, 2024

HELENDALE ELEMENTARY

27274 Peach Tree Lane
(760)952-1204
(760) 952-1762 Fax

PRINCIPAL

Cindy Espinoza
cespinoza@helendalesd.com

SCHOOL ADMINISTRATIVE
MANAGER

Vacant

ACADEMY OF CAREERS AND EXPLORATION & RIVerview

MIDDLE SCHOOL

13943 Rivers Edge Road
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SCHOOL ADMINISTRATIVE
MANAGER

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zjennings@helendalesd.com

DIRECTOR OF EDUCATIONAL SERVICE / ICA PRINCIPAL

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DIRECTOR

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DISTRICT OFFICE

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SUPERINTENDENT

Josh Behnke
jbehnke@helendalesd.com

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

Dear Administrator Bose,

Helendale School District 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 Helendale School District serves the community and its students by providing educational opportunities and programs that challenge and uplift children for a better tomorrow. The proposed Vista Road Grade Separation will directly impact our community, students, and employees by limiting access for transportation from buses for students, access for employees to the community, and access for safety and emergency services.

The project will also eliminate safety concerns posed by the existing at-grade rail crossing. This crossing presents a growing challenge to the Silver Lakes 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,

Josh Behnke
Superintendent

BOARD OF TRUSTEES

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JAY OBERNOLTE
TWENTY THIRD DISTRICT, CALIFORNIA

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INVESTIGATIONS AND OVERSIGHT, CHAIRMAN



Congress of the United States

House of Representatives

Washington, DC

April 19, 2024

WASHINGTON, D.C. OFFICE:
1029 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
TELEPHONE: (202) 225-5861

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 for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant opportunity. This crucial grade separation project strongly aligns with the 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 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 to 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 community.

This project 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. For these reasons, I respectfully request that, consistent with all rules and regulations, you give the San Bernardino County Department of Public Works CRISI 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

April 16, 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 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.

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 fluid and cursive, with a long horizontal stroke extending to the right.

Susan A. Bellani
General Manager



County of San Bernardino
Board of Supervisors
First District

May 3, 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 for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant opportunity. This crucial grade separation project strongly aligns with the 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 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