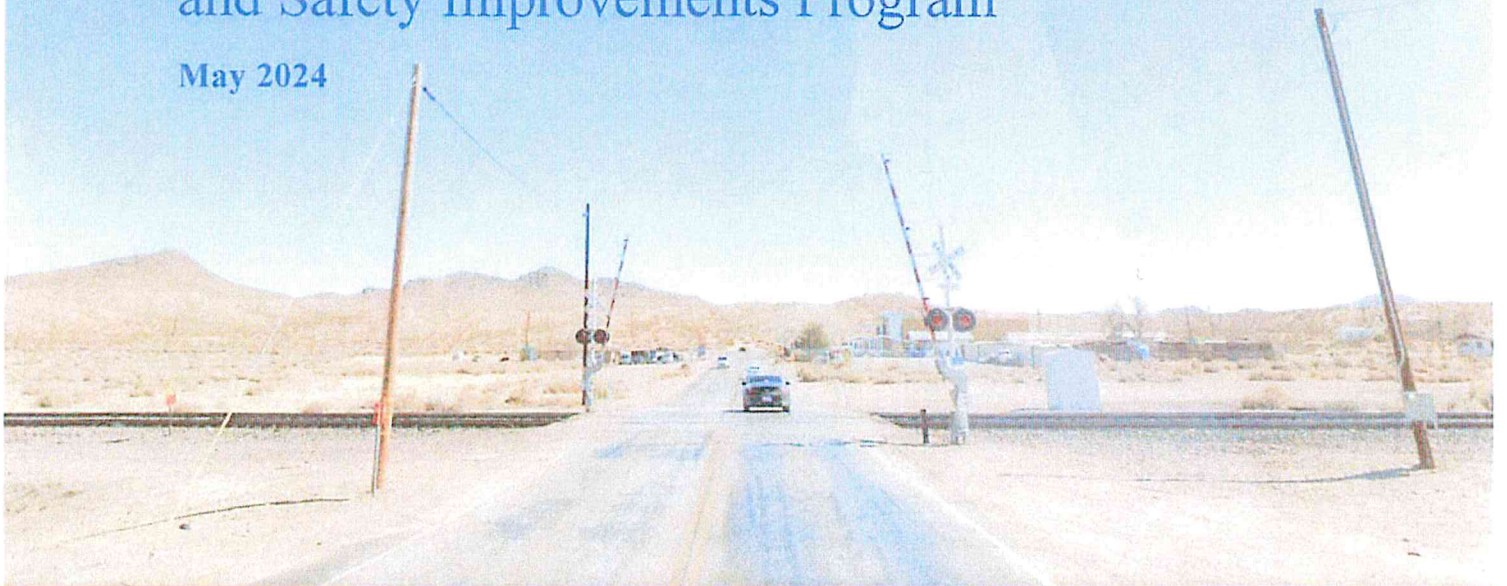


VISTA ROAD

Grade Separation Safety and Mobility Project

Consolidated Rail Infrastructure
and Safety Improvements Program

May 2024



Project Narrative

Grade Separation Safety and Mobility Project

1. COVER PAGE

Project Title	Vista Road Grade Separation Safety and Mobility Project
Applicant Name	San Bernardino County
Amount of CRISI Program Funding Requested Under this NOFO	\$40,000,000
Amount of Proposed Non-Federal Match	\$10,00,000 In-Kind:
Other Sources of Federal funding, if applicable	NA
Source(s) of Proposed Non-Federal Match	Private Sector Funds from Burlington Northern Santa Fe (BNSF)
Total Project Cost	\$50,000,000
Was a Federal Grant Application Previously Submitted for this Project?	No
City(ies), County(ies), State(s) Where the Project is Located	San Bernardino County, California
Is the Project located in a rural area?	Yes
Congressional District(s) Where the Project is Located	CA-23
Application Track(s) proposed to be funded by this NOFO?	Tracks 2 & 3
Lifecycle Stage(s) proposed to be funded by this NOFO	Project Development, Final Design, and Construction
Current Lifecycle Stage and Anticipated completion of current Lifecycle Stage?	Environmental and Preliminary Design, 2025
Is the Project located on real property owned by someone other than the applicant?	No
Host Railroad/Infrastructure Owner(s) of Project Assets;	BNSF
Other impacted Railroad(s)	Union Pacific Railroad (UPRR) and Amtrak
Tenant Railroad(s), if applicable	UPRR and Amtrak
If applicable, is a 49 U.S.C. 22905-compliant Railroad Agreement executed or pending?	N/A

Grade Separation Safety and Mobility Project

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

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Grade Separation Safety and Mobility Project

2. PROJECT SUMMARY

San Bernardino County proposes the Vista Road Grade Separation Safety and Mobility Project (Project) to eliminate the existing highway-grade rail crossing (U.S. Department of Transportation [USDOT] No.026068N) at Vista Road in the unincorporated rural community of Helendale. The existing railroad accommodates freight and passenger rail service, including Union Pacific Railroad (UPRR), Burlington Northern Santa Fe Railway (BNSF), and Amtrak. Vehicle traffic and train activity are increasing, leading to more frequent vehicular delays that impede access for emergency vehicles and increase the potential for crashes as drivers attempt to beat the train. The Project will deliver several benefits, including notable safety and mobility enhancements, by eliminating existing vehicle train conflicts and eliminating train-related travel delays for all rail and vehicle commuters. In addition, the Project will reduce carbon emissions and promote short- and long-term economic opportunities for the local community and greater region.

3. GRANT FUNDS, SOURCES, USES OF PROJECT FUNDS

The total Project cost is \$50,000,000. The Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant federal grant funding request is \$40,000,000. The funding split is 80% CRISI request and 20% non-federal match. Please see attachment for the funding commitment letter. Table 1 identifies the Project costs by component.

Table 1. Project Budget

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

Grade Separation Safety and Mobility Project

4. APPLICANT ELIGIBILITY CRITERIA

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

5. PROJECT ELIGIBILITY CRITERIA

This project is eligible under the following section in the CRISI Program NOFO:

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

The project track is identified as Tracks 2 and 3, Project Development and Final Design/Construction.

6. DETAILED PROJECT DESCRIPTION

This grant request seeks funding for a grade separation project involving the extension of southward road travel and construction of a bridge over the BNSF railroad to connect to Route 66.

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

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

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

The primary outcome for this Project will be to close the existing at-grade highway rail crossing at Vista Road and redirect the flow of traffic south on Jordan Road to the proposed grade separation crossing approximately 4,800 feet south of Vista Road. The subject at-grade highway crossing has experienced an increase in crashes over the past few years. Most recent crashes occurred in 2019 and 2023, resulting in

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severe injury and one fatality, respectively. This history of accidents at the Vista Road crossing is well-documented and corroborated by data from the Federal Railroad Administration's Highway-Rail Grade Crossing Accident Prediction System (GXAPS). The crossing is 12 times more likely to witness a crash than the average California crossing and ranks third among the 264 highway-rail grade crossings in the County.

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

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

6.1 Challenges the Project Will Address

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

Vehicle crashes involving trains at the at-grade rail crossing (Figure 1) have resulted in severe injury and death as recently as 2023. Vehicle crashes on surrounding roadways have also increased. A segment of the National Trails Highway within the Project area is indicated as an accident hot spot in the San Bernardino County Local Roadway Safety Plan. The Project will ensure fewer conflict points with trains along the segment while constructing infrastructure matching the capacity needs of the area.

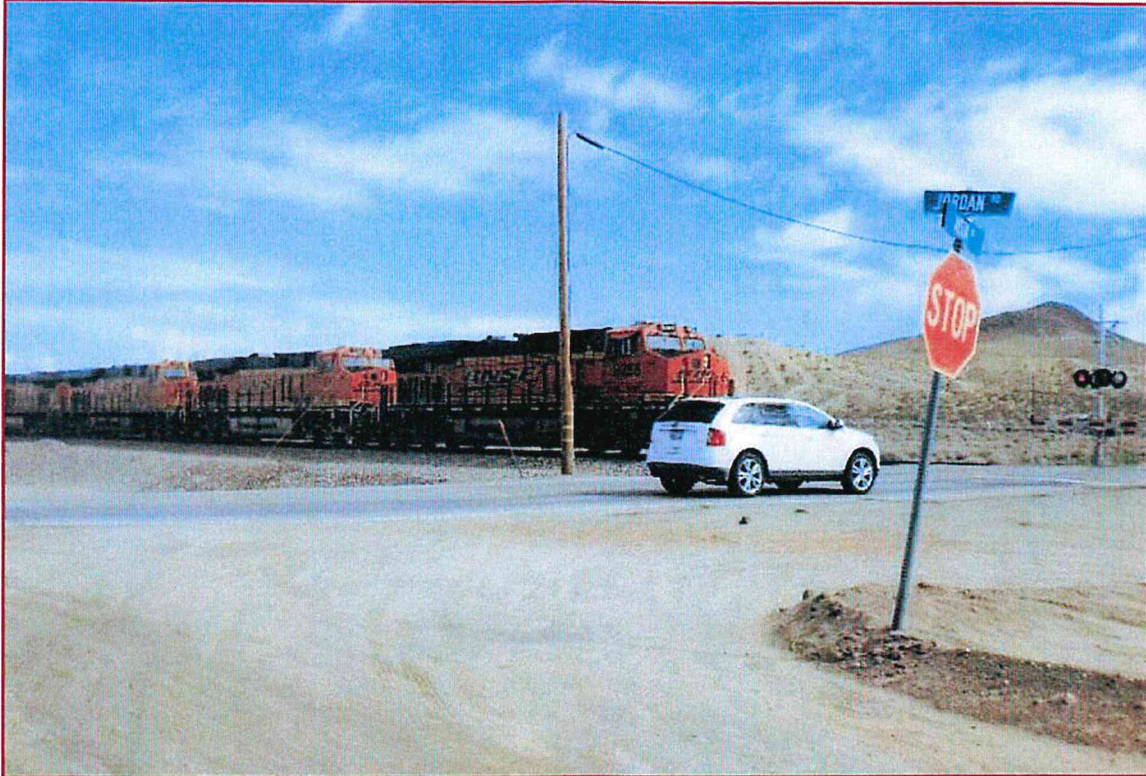
The Project location is situated within a census tract (06071011700) designated by the Climate and Economic Justice Screening Tool (CEJST) as overburdened and disadvantaged. The CEJST identifies overburdened and underserved census tracts using dataset indicators from eight categories that highlight economic, environmental, and socioeconomic disadvantage. The Project provides benefits to this underserved community by improving access and connectivity to community services (refer to Figure 3 for a map of disadvantaged communities in the area as identified by the CEJST).

East/west mobility is an ongoing issue in the County, with most primary routes traveling north and south. This systemwide challenge forces traffic on corridors unnecessarily, leading to increased

Grade Separation Safety and Mobility Project

congestion and travel delays. The completed Project will address this issue by constructing an east/west connection from State Road 395 to National Trails Highway.

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



6.2 Current and Proposed Railroad Operations in the Project Area

The railroad corridor serves a Class 1 railroad, which earns an annual revenue greater than \$250 million transporting goods arriving from the Ports of Los Angeles and Long Beach. This corridor is owned by BNSF and operated by BNSF, UPRR, and Amtrak's Southwest Chief route. The subject crossing is within the BNSF Cajon Subdivision between the San Bernardino and Barstow Intermodal Facilities. The Cajon Subdivision contains double and triple rail lines with the subject grade crossing existing as double track. The average daily train count at the subject grade crossing is 70 total trains as of 2024, including two Amtrak passenger trains. Future rail operations are expected to increase with additional plans for intermodal facilities and the increase in passenger rail travel domestically.

6.3 Expected Outcomes

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

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institutions. Additional outcomes and opportunities are expected as future work is completed, with scope consisting of a bridge connecting Shadow Mountain Road to the proposed grade separation that will connect to National Trails Highway.

Primary Project outcomes will be most felt by frequent users, stakeholders, and nearby community members. The expected safety benefits for these users will impact daily routes, enhancing access to community services, local businesses, and nearby amenities. There are three schools within two miles to the Project (refer to Section 7.1), and these will experience significant safety benefits for students and employees.

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

6.4 Expected Users and Beneficiaries

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

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

6.5 Specific Components and Elements of the Project

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

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

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

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Mountain Road with Vista Road and National Trails Highway, thereby establishing an east-west corridor that is advantageous for the transportation of goods and inter-regional travel.

6.6 Proposed Performance Measures

Grade Crossing Information

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

Table 2. Grade Crossing Information

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

Heavily Traveled Rail Corridor Information

The Project is situated in a bustling rail corridor, witnessing around 70 train crossings each day, encompassing both freight and passenger trains. Passenger rail service carried almost 250,000 passengers in Fiscal Year (FY) 2022, with a 65% growth in ridership from FY 2021. As the Project enhances train mobility, it will also alleviate congestion and further foster an increase in ridership for Amtrak's Intercity Passenger Rail Transportation, thanks to improved train dependability.

Positive Train Control (PTC) Information

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

Workforce Development and Training Information

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

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

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Trespassing Injury and Fatality Prevention and Reduction

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

Emissions Reduction Information

This Project will address particulate matter and GHG emissions from idling vehicles and diesel-powered trains. Currently, roadway traffic blocking delays caused by trains passing through the crossing force

Figure 2. Traffic Delays at Existing Vista Road Crossing



vehicles to idle while waiting for the train to pass (Figure 2). Significant vehicle idling is a cost burden to roadway users, polluting the ambient air and reducing air quality near the source of emissions. Road users burn more fuel while idling and increase maintenance costs. Truck idling in the U.S. is estimated to consume 1 billion gallons of fuel and emit 11 million tons of carbon dioxide (CO₂). Idling for more than 10 seconds will burn more fuel and emit more CO₂ than restarting the engine. In addition, for every two minutes of idling, one mile could have been driven.

The Project will address the issue of idling by reducing idling at the track through elimination of the rail crossing. The

Project is expected to reduce vehicle emissions by an average of 166 metric tons of CO₂-equivalent per year. Benefits will compound when accounting for the heavily utilized nature of the rail line at the Vista Road crossing.

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

Community Emergency Plans

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

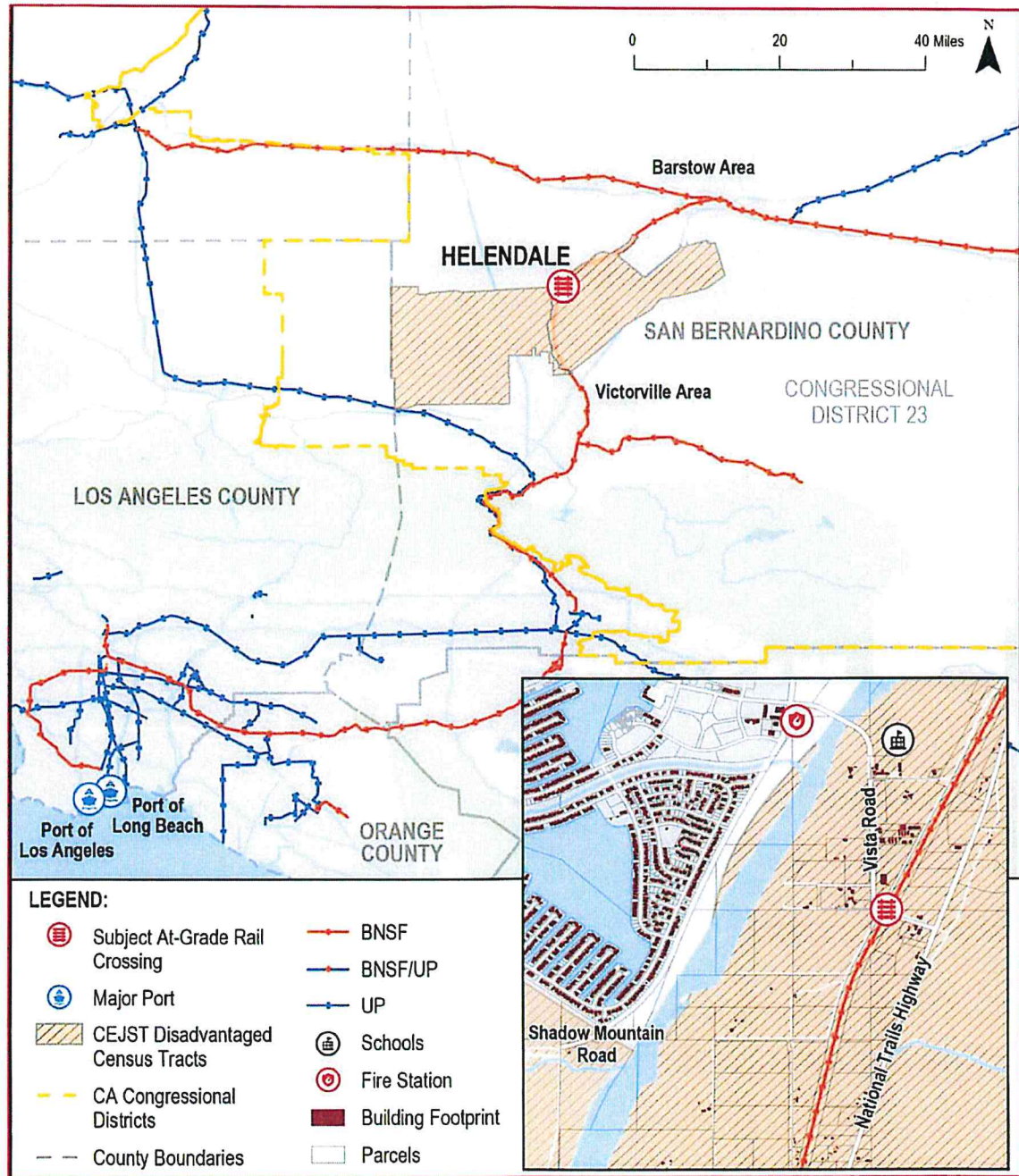
7. PROJECT LOCATION

7.1 Geospatial Data

The Project is located in unincorporated San Bernardino County near the community of Helendale (Figure 3).

Grade Separation Safety and Mobility Project

Figure 3. Project Location Map



Grade Separation Safety and Mobility Project

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

Table 3. Affected Crossing Data

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

Congressional District

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

Community Profile

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

8. EVALUATION AND SELECTION CRITERIA

8.1 Evaluation Criteria

Project Readiness

National Environmental Policy Act

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

Status and Timeline of Agreements

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

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

Lifecycle Stage

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

Grade Separation Safety and Mobility Project

Partner Coordination and Commitments

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

Technical Merit

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

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

The County estimates that the Project period of performance will be complete in March 2031. The breakdown of Project tasks is as follows:

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

Technical Qualifications and Experience of Key Personnel

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

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

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

Private Sector Business Plan

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

Legal, Financial, and Technical Capacity

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

Grade Separation Safety and Mobility Project

Deployment of Innovative Technology

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

Consistency with Planning Guidance

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

Project Benefits

Benefit-Cost Analysis

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

Table 4. BCA Summary

BCA Metric	Project Lifecycle	
	Undiscounted	Discounted
Total Benefits	\$93,108,000	\$53,469,000
Total Costs	\$41,879,000	\$34,777,000
Net Present Value (NPV)	\$51,229,000	\$18,692,000
Benefit-Cost Ratio	2.22	1.54

Table 5. Summary of Infrastructure Improvements and Associated Benefits

Changes to Baseline (Alternative Scenario)	Type of Economic Impact	Population Affected by Impacts	Summary of Results (2022\$, Discounted)
The Project includes the closure of the Vista Road railroad crossing and the construction of a bridge over the railroad line.	Travel time savings: The construction of the bridge over the railroad line eliminates delays related to train crossings, reducing travel delay for vehicle users. The extension of Shadow Mountain Road and Vista Road	Personal vehicle users and truck operators	\$14.7 M

Grade Separation Safety and Mobility Project

Vista Road and Shadow Mountain Road are extended to connect to National Trails Highway over the bridge.	allows vehicles to travel at a higher average speed through the project area.		
	Safety benefits: The closure of the Vista Road railroad crossing eliminates the conflict point between roadway vehicles and trains, avoiding future injuries and fatalities from crashes.	Personal vehicle users and truck operators	\$30.8 M
	Auto and truck vehicle operating cost savings: The extension of Vista Road and Shadow Mountain Road reduces the average driving distance for vehicles traveling through the area, resulting in lower fuel and maintenance costs.	Personal vehicle users and truck operators	\$5.2 M
	Vehicle emissions and roadway externalities: The extension of Vista Road and Shadow Mountain Road reduces the average driving distance for vehicles traveling through the area, resulting in reduced externalities of roadway travel. The bridge over the railroad line eliminates the idling of vehicles during train crossings, reducing vehicle emissions.	General society	\$1.8 M
	Residual value: The improved asset is expected to have a useful life of at least 30 years, representing a long-term investment in San Bernardino County. The analysis monetizes the useful life of the capital investment remaining at the end of the 20-year analysis period.	San Bernardino County	\$5.1 M

Effects of System and Service Performance

Summary of System and Service Performance will be added here.

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

Summary information to include BCA data will be added here.

Efficiencies from Improved Integration with Other Modes

Summary information to include BCA data will be added here.

Ability to Meet Existing or Anticipated Demand

Summary information to include BCA data will be added here.

8.2 Selection Criteria

(A) Other FRA Grant Programs

The Project cannot be addressed by other FRA grant programs.

Grade Separation Safety and Mobility Project

(B) Federal Share

The federal share for the Project is 79% with 21% local funding provided by BNSF and documented in the attached letter of funding commitment.

(C) Grant Funds Maximized Considering the BCA

The Project's benefit-cost ratio stands at 1.54, indicating that it is a beneficial allocation of public funds. It offers benefits for both freight railroads and Amtrak passenger rail service. Furthermore, the Project enhances the quality of life for the inhabitants of the County by improving transportation accessibility and minimizing delays, thanks to the newly separated railroad crossing.

(D) Trespassing

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

8.3 Administration Priorities

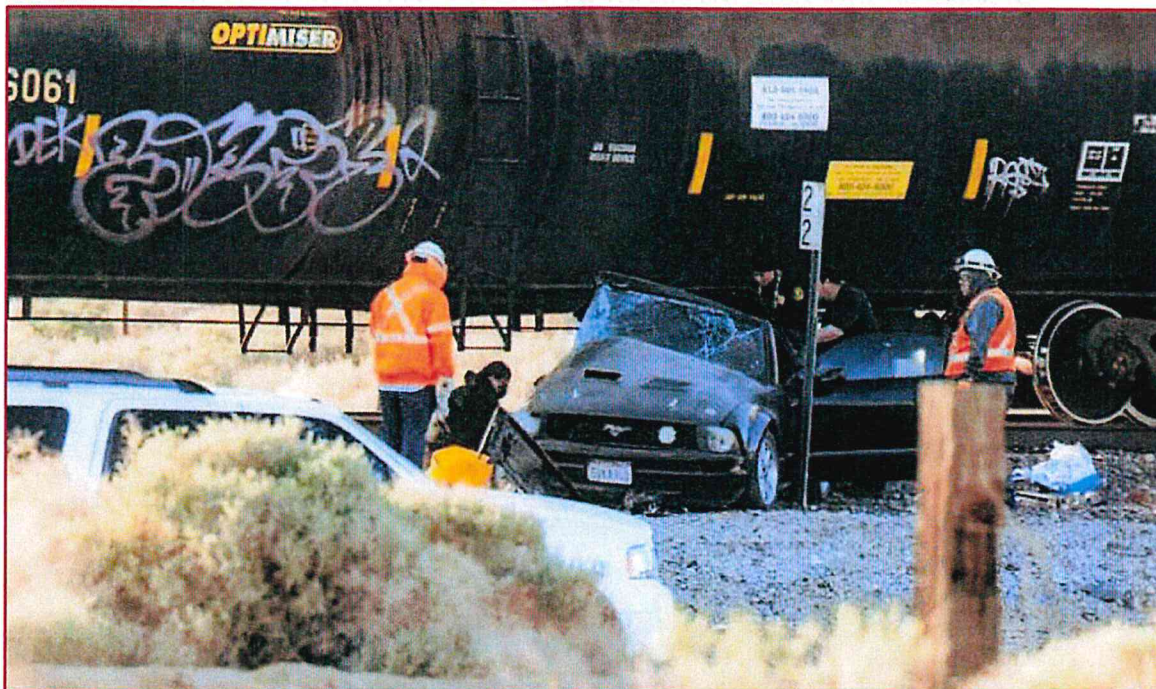
Safety

The Vista Road crossing (026068N) has long been a source of safety concerns for local residents, leading to the unified effort to improve community safety. San Bernardino County, when compared to all other counties in California, has the highest number of at-grade crossing incidents, with a total of 1,513, more than twice the number reported in San Diego County (675 incidents). Within the County, the Vista Road crossing ranks fifth in terms of total incidents among all at-grade crossings. The communities of Silver Lakes and Helendale are undergoing rapid development, but the existing road infrastructure is inadequate to safely handle the current traffic volume, let alone future increases. Vista Road is a vital access route to the National Trails Highway.

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

In the past five years, the Vista Road crossing has been the site of two significant crashes. The first incident took place on November 8, 2019, when a vehicle that had circumvented the crossing gates was hit by a BNSF train, resulting in an injury. The [most recent accident occurred on April 18, 2023](#), when a BNSF train collided with a vehicle at 3:27 a.m., causing one fatality and another severe injury (see Figure 4). As the volume of vehicle traffic and train activity continues to rise, delays at the existing at-grade crossing are increasing, leading to obstructed access for emergency vehicles and a heightened risk of crashes.

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



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

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

Climate Change and Sustainability

The Project is designed to boost sustainability by establishing a more integrated roadway network for the residents of Helendale. At-grade crossings such as the Vista Road crossing frequently contribute to traffic congestion and vehicle idling, particularly when they are heavily used (Figure 2). The removal of at-grade crossings enhances traffic flow, leading to a decrease in vehicle emissions. The roadway network within Helendale profoundly affects the daily mobility of the Silver Lakes community's residents. Owing to significant railroad traffic, residents of Silver Lakes experience isolation when BNSF

Grade Separation Safety and Mobility Project

freight trains or Amtrak passenger trains cross Vista Road. The alternative route requires an additional 4-mile drive via Heritage Way/Bryman Road to the south. This Project significantly reduces transportation-related air pollution and GHG emissions by decreasing vehicle miles traveled, commute time, and idle emissions at railroad crossings in Helendale due to congestion. The improved accessibility for motorists will save energy, as shorter routes will replace the current 14-mile detour around occupied railroad crossings. As a result, this benefit of accessibility will decrease fuel consumption and improve air quality for both Helendale and San Bernardino County.

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

Equity and Justice40

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

The Project will also improve safety as discussed in the [Safety Section](#), removing vehicular train conflicts to help San Bernardino County and BNSF reach Vision Zero (zero roadway fatalities). This investment will improve mobility as road traffic will no longer need to lose time waiting for trains to pass by. According to the FRA's Justice40 Rail Explorer Tool, the Project community is transportation disadvantaged due to historic underinvestment in transportation. Improved mobility for all traffic will therefore be an equitable investment that will help mitigate past inequities.

Workforce Development, Job Quality, and Wealth Creation

The County is growing the local workforce through skills investments in Warehousing and Logistics, generating one in four new jobs in the region. Barstow Community College offers an Associate of Science Degree in Warehousing and Logistics as well as two certificate programs. The demand for Warehousing and Logistics expertise will double when Barstow International Gateway comes online to receive containers. National Trails Highway will become even more integral to the region's economic

Grade Separation Safety and Mobility Project

success as a shipping hub, and the region is pre-positioning to be ready for the opportunity. Additionally, the County has restarted a dormant paid internship program for student engineers to obtain hands-on experience. The County has completed the first year of the revived program.

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

9. PROJECT IMPLEMENTATION AND MANAGEMENT

9.1 Project Contracting Arrangements and Contract Oversight

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

9.2 Change-Order Management

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

9.3 Risk Oversight

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

9.4 Conformance to Federal Requirements for Reporting

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

9.5 Small Businesses

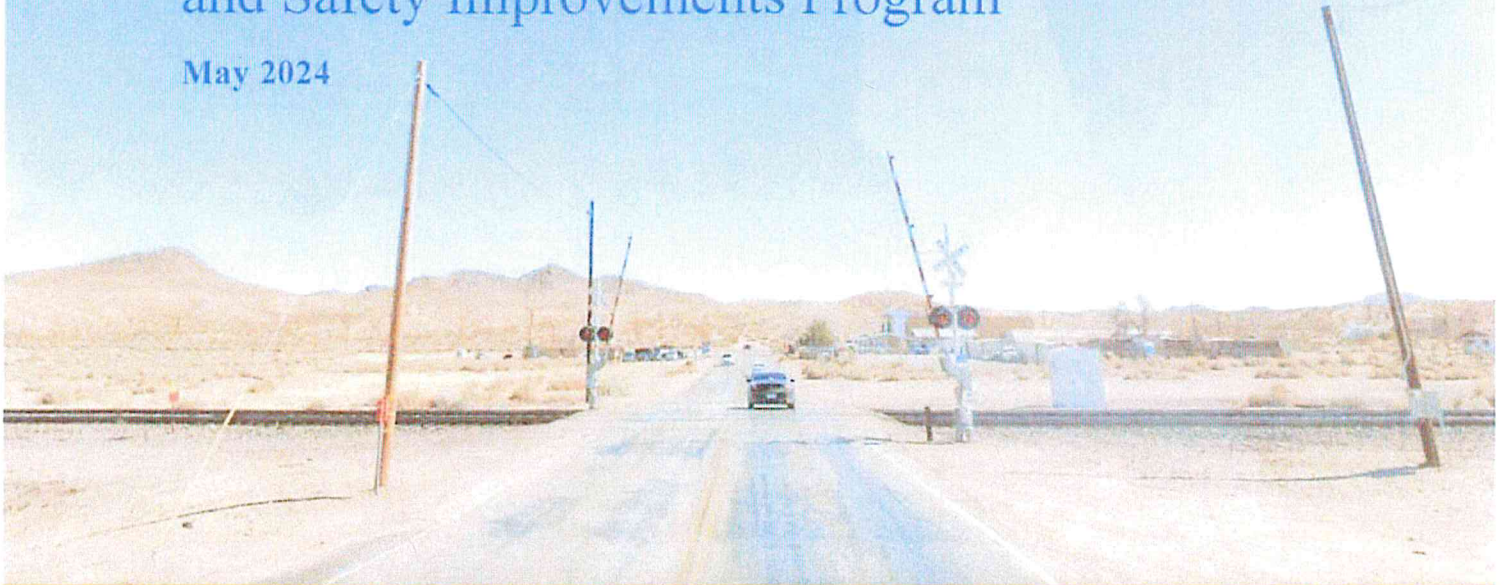
The County has a robust DBE program and local hiring policy as discussed in the Workforce Development, Job Creation, and Wealth Creation section.

VISTA ROAD

Grade Separation Safety and Mobility Project

Consolidated Rail Infrastructure
and Safety Improvements Program

May 2024



Statement of Work

Grade Separation Safety and Mobility Project

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4. STATEMENT OF WORK

4.1 General Project Description

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

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

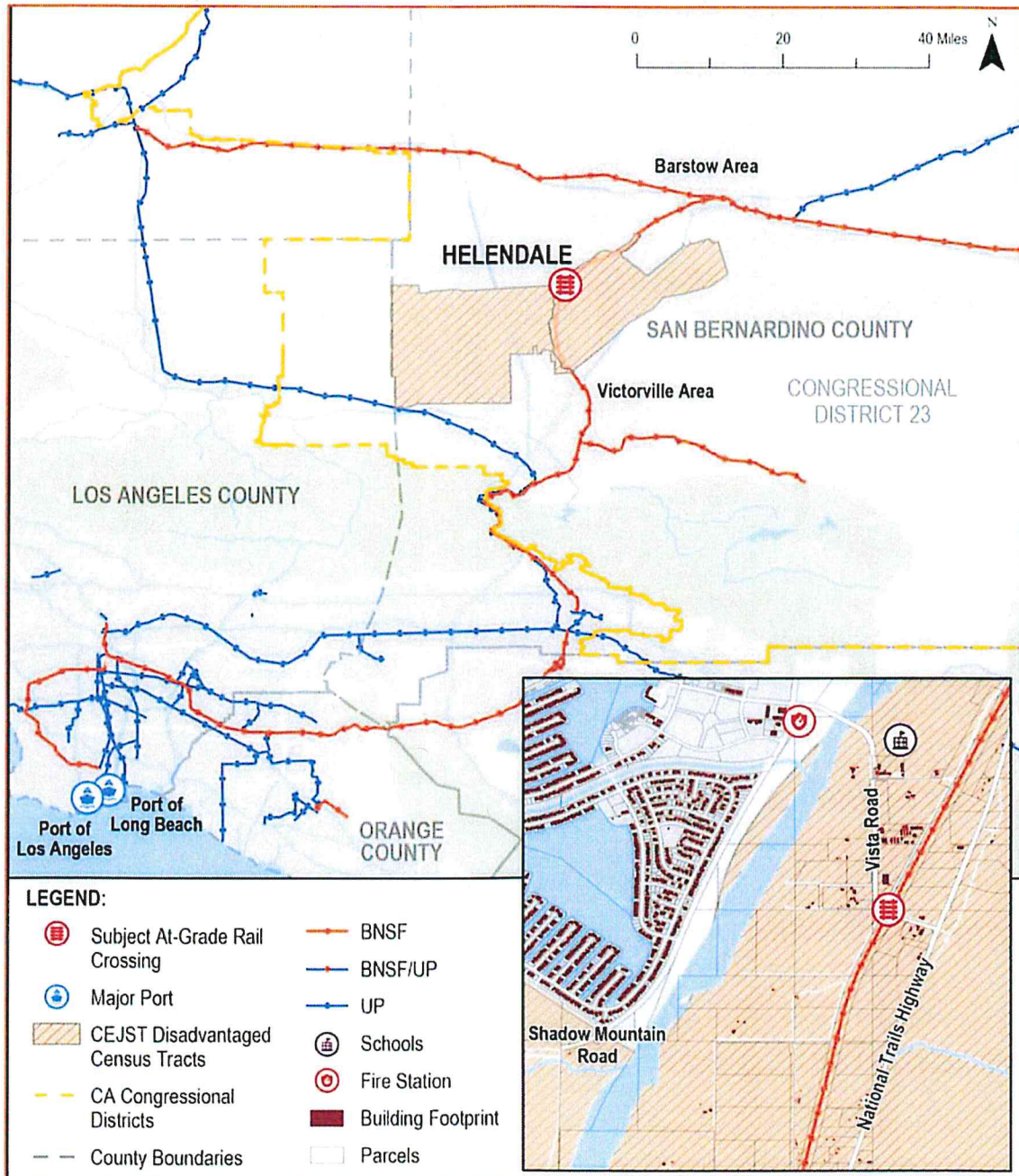
4.2 Project Location

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

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

Grade Separation Safety and Mobility Project

Figure 1: Project Location



Grade Separation Safety and Mobility Project

4.3 Project Scope

Task 1: Project Administration and Management

Subtask 1.1: Project Administration

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

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

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

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

Subtask 1.2: Project Management Plan

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

Subtask 1.3 Project Closeout

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

Task 1 Deliverables:

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

Task 2 Design and Environmental Review

Subtask 2.1 Environmental Review

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

Grade Separation Safety and Mobility Project

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

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

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

Subtask 2.2 Final Design

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

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

Task 2 Deliverables:

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

Task 3: Acquisition of ROW

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

Task 3 Deliverables:

Deliverable ID	Task	Deliverable Name
3	Acquisition of ROW	Technical Memorandum

Grade Separation Safety and Mobility Project

Task 4: Construction

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

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

Subtask 4.2 Finalization of Permits and Agreements

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

Subtask 4.3 Construction

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

Subtask 4.4: Construction Schedule

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

Task 4 Deliverables

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

4.4 Implementation required environmental commitments.

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

Grade Separation Safety and Mobility Project

5. PROJECT SCHEDULE

5.1 Award Dates

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

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

5.2 Estimated Project Schedule

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

Table 1: Estimated Project Schedule

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

6. AWARD AND PROJECT FINANCIAL INFORMATION

6.1 Award Amount

Agreement Federal Funds: \$40,000,000

6.2 Federal Obligation Information

Federal Obligation Type: Single

6.3 Federal authorization and Funding Source

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

Grade Separation Safety and Mobility Project

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

6.4 Funding Availability

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

6.5 Approved Project Budget

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

The Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant federal grant funding request is \$40,000,000. The funding split is 80% CRISI request and 20% non-federal match. Please see attachment for the funding commitment letter. Table 1 identifies the Project costs by component.

Table 2. Approved Project Budget by Task

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

Table 3: Approved Project Budget by Source

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

6.6 Pre-Award Costs

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

Grade Separation Safety and Mobility Project

6.7 Phased Funding Agreement

Not applicable.

Grade Separation Safety and Mobility Project

7. PERFORMANCE MEASUREMENT INFORMATION

7.1 Performance measurement

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

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

Table 4: Performance Measurement Table

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

Grade Separation Safety and Mobility Project

Goal	Objective	Performance Measure	Description of Measure	Measurement	Reporting
				Expected Post-Project Performance: Elimination of gate down time.	Duration: For 3 years after the Project Performance Period end date
4	To improve railroad travel time reliability.	Elimination of emergency vehicle delays.	Through the elimination of the at-grade crossing, train travel times will be more reliable.	Pre-Project (Baseline) Performance as of: Emergency vehicle delays.	Frequency: Annual
				Expected Post-Project Performance: 100% elimination of emergency vehicle delays.	Duration: For 3 years after the Project Performance Period end date
5	To reduce vehicle congestion.	Elimination of at-grade vehicle queues.	Through the elimination of the at-grade crossing, vehicles will no longer be forced to wait for trains and will have improved travel times.	Pre-Project (Baseline) Performance as of: Vehicle queues average 12 cars and idling for 3 minutes.	Frequency: Annual
				Expected Post-Project Performance: Elimination of long vehicle queues and reduced idling.	Duration: For 3 years after the Project Performance Period end date
				Expected Post-Project Performance: 100% elimination of emergency vehicle delays.	Duration: For 3 years after the Project Performance Period end date

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



County of San Bernardino DELEGATED AUTHORITY – DOCUMENT REVIEW FORM

SAN BERNARDINO COUNTY
 CLERK OF THE BOARD OF SUPERVISORS
 2024 AUG 12 PM 12:14

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

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

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

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

Department/Agency/Entity: Public Works

Contact Name: Jeremy Johnson Telephone: 909-387-8165

Agreement No.: _____ Amendment No.: _____ Date of Board Item 5/21/24 Board Item No.: 77

Name of Contract Entity/Project Name: Consolidated Railroad Infrastructure and Safety Improvement Grant Program

Explanation of request/Special Instructions:

At its 5/21 meeting (Item No. 77), the Board authorized submission of a grant application to the Federal Railroad Administration for project funding under the Consolidated Railroad Infrastructure and Safety Improvements (CRISI) program. The Board item also delegated authority to the CEO or the Director of Public Works to sign the application. The application does not require a wet signature or insertion of a signature facsimile. Instead, where the grant application requires a signature, the application inserts a digital signature automatically upon submission. Included in the recommendation was a requirement to provide copies of the grant application package to the Clerk of the Board. We are required to include a signed delegated authority form with the application package. *Request for Director to sign.*

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

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

Department Routed to County Counsel	County Counsel Name: Suzanne Bryant	Date Sent: 5/29/2024
Reviewing County Counsel Use Only	Review Date <u>5/29/2024</u> <u>Suzanne Bryant</u> Signature	Determination: <input checked="" type="checkbox"/> Within Scope of Delegated Authority <input type="checkbox"/> Outside Scope of Delegated Authority
CAO-Special Projects Use Only	Review Date <u>6/28/24</u> <u>[Signature] Meza</u> Signature	Disposition: <input checked="" type="checkbox"/> Route for signature to: <input type="checkbox"/> Chair <input type="checkbox"/> CEO <input checked="" type="checkbox"/> Department <input type="checkbox"/> Return to Department for preparation of agenda item