### TRADE CORRIDOR IMPROVEMENT FUND PROJECT BASELINE AGREEMENT

### 1. PARTIES AND DATE

### 2. RECITAL

2.1 Whereas at its June 24, 2020 Meeting the California Transportation Commission amended the Trade Corridor Improvement Fund and included in this program of projects the <u>SR-60 Central Ave. Interchange Improvement Project</u>, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the <u>Project Study Report/Project Study Report Equivalent</u> attached hereto as Exhibit B, and the <u>Project Benefits Form</u> as attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

### 3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

- 3.1 To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and to Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2 To adhere to the provisions of the California Transportation Commission Resolution TCIF-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.
- 3.3 To adhere to the California Transportation Commission's Trade Corridor Improvement Fund Guidelines.
- 3.4 To adhere to the California Transportation Commission's Accountability Implementation Plan and policies, and program and baseline amendment processes.
- 3.5 The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outlined in this agreement requires an amendment.

- 3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost, and schedule.
- 3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.
- 3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits with be conducted in accordance with Generally Accepted Government Auditing Standards.

### 4. SPECIFIC PROVISIONS AND CONDITIONS

### 4.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

### 4.2 Project Scope

See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

### 4.3 Project Benefits

See Project Benefits Form, attached as Exhibit C.

### 4.4 Other Project Specific Provisions and Conditions

### SIGNATURE PAGE TO TRADE CORRIDOR IMPROVEMENT FUND PROJECT BASELINE AGREEMENT

Mitch Weiss

**Executive Director** 

California Transportation Commission

huy Work	9/8/20
Dr. Raymond Wolfe Executive Director San Bernardino County To	Date ransportation Authority
Matthew C. Ballantyne City Manager City of Chino	6.5.20 Date
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Date

DTP-0001 (Revised 19 Feb 2020 v8.01j)

General Instructions

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Assembly: Project Benefits Project will impro Avenue. The pro project will also in AADT for both or Purpose and Ne Purpose: Improv freeway access a Servics accordin geometric feature  Operational Impro Operational Impro NHS Improvem Inc. Sustainable Co Project Milestor Project Study Re Begin Environmen Circulate Draft E Draft Project Re End Environmen Begin Design (P End Design Pha Begin Right of Wa End Right of Wa	pricts  ove regional pricts  ove regional pricts  over regional pr	I freeway Idress fore eway open e 10,800 verations e from left to in Bernard uire correct ry  Strategy Good ED) Phase tal Docum	access for the ecasted increations by factions by factions by factions by factions at the ecasted increase of the ecasted incr	ne Cities of Che eased travel as cilitating mergi ur volumes of the Interchange exceeding stor Congestion Mais a major controller modificial lanes  Roadway C Yes  I I I I I I I I I I I I I I I I I I I	nino and M ssociated v ing of vehi 1,080. e.Need: Th rage. Throu anagment mutter an C iffications	with procles en nere is ugh trai Plan. T d good Outputs	r by improvi ojected grov atering SR-6 current and ffic congest here are all is movements	ing opera wth and m 60 from C forecastr ion excee so existin nt route th	ed dela eds the g reductionagh	ys to loca acceptab ced standalarge urba LF  LF  LE Lane ar Emission	along Central ds in the area. The 040 forecasted  I traffic and le Levels of ard roadway inized areas of Los  Total 1 1000  allysis No s Yes  Proposed  05/22/16 10/17/17 10/17/17 01/26/18 10/18/17 06/15/20 10/18/17 06/05/20
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Assembly: Project Benefits Project will impro Avenue. The pro project will also in AADT for both or Purpose and Ne Purpose: Improv freeway access a Servics accordin geometric feature  Operational Impro Operational Impro NHS Improvem Inc. Sustainable Co Project Milestor Project Study Re Begin Environmen Circulate Draft E Draft Project Re End Environmen Begin Design (P End Design Pha Begin Right of Wa End Right of Wa	pricts  ove regional pricts  ove regional pricts  over regional pr	I freeway Idress fore eway open e 10,800 verations e from left to an Bernard uire correct ry  Strategy Gozetal Docum (PA&ED Note to List for W) (Contract	access for the casted increations by factions by factions by factions by factions are selected in a country (action. SR-60). Interest and als are selected are casted as a country (action. SR-60). Advertisement and Certifications are casted as a country (action. SR-60). Advertisement ar	ne Cities of Che eased travel as cilitating mergi ur volumes of the Interchange exceeding stor Congestion Mais a major controller and the Interchange modificial and the Interchange modificial and Interchange modification and Interchange modifi	nino and M ssociated v ing of vehi 1,080. e.Need: Th rage. Throu anagment mutter an C iffications	with procles en nere is ugh trai Plan. T d good Outputs	r by improvi ojected grov atering SR-6 current and ffic congest here are all is movements	ing opera wth and m 60 from C forecastr ion excee so existin nt route th	ed dela eds the g reductionagh	ys to loca acceptab ced standalarge urba LF  LF  LE Lane ar Emission	along Central ds in the area. The 040 forecasted  I traffic and le Levels of ard roadway inized areas of Los  Total 1 1000  allysis No s Yes  Proposed  05/22/16 10/17/17 10/17/17 01/26/18 10/18/17 06/15/20 10/18/17 06/05/20

### PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j) Date: 6/8/20 Additional Information

### PROJECT PROGRAMMING REQUEST

District	County	Route	EA	Project ID	PPNO	
08	SBD	60	0C870	0800000064	3017C	

		Exis	ting Total F	Project Cos	t (\$1,000s)				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Implementing Agency
E&P (PA&ED)		SHOP BY			F ST NO.	TO FEEL MAN		37.38	San Bernardino County
PS&E			P. S. F.				8 92-10		San Bernardino County
R/W SUP (CT)	TO THE	BE ON B			Marie W				San Bernardino County
CON SUP (CT)			INSE I			B 187			San Bernardino County
RW	EBYON!			POSTER NO.	NAME OF STREET				San Bernardino County
CON			REAL PROPERTY.	8 5 B	SAT SAN	No. of	1 1 L		San Bernardino County
TOTAL	EUN E	A ARG	SILE RU		and The	W. Ball			
		Prop	osed Total	Project Co	st (\$1,000s)				Notes
E&P (PA&ED)	1,083	THE WAY	LUER	MINING THE				1,083	
PS&E	1,898							1,898	
R/W SUP (CT)	REAL PROPERTY.								
CON SUP (CT)					STO HOLL				
R/W	711						Burk state	711	
CON	28,975					TEAL ET	an irei	28,975	
TOTAL	32,667	SPERIOR ST				2 15 H		32,667	

Fund No. 1:	Local Funds	s - San Be	rnardino Co	ounty Meas	ure I				Program Code
			Existing F	unding (\$1,	000s)				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)		in villa	m_15591 s						
PS&E					1			Martin V.	
R/W SUP (CT)								VIII A	
CON SUP (CT)									
R/W			Maria			417			
CON			0.00		3 1 1 1		MINE S		
TOTAL	ASTE TO								
			Proposed	Funding (\$1	1,000s)				Notes
E&P (PA&ED)	446							446	
PS&E	782							782	
R/W SUP (CT)									
CON SUP (CT)									
R/W	293							293	
CON	8,379							8,379	
TOTAL	9,900					279 8	No.	9,900	

Fund No. 2:	Local Funds	- City of	Chino DIF						Program Code
			Existing F	unding (\$1,	000s)				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)					MAN PARK	Martin Chi			
PS&E	Branty !								
R/W SUP (CT)						8/46			
CON SUP (CT)									
RW						AF STATE			
CON							A-E-LY		
TOTAL				right		THE REAL PROPERTY.		7 11 11	
			Proposed I	Funding (\$1	,000s)				Notes
E&P (PA&ED)	637							637	
PS&E	1,116							1,116	
R/W SUP (CT)									
CON SUP (CT)									
R/W	418							418	
CON	11,958							11,958	*
TOTAL	14,129			DET TO	S. F. P.W.	EAUTO L	is edition	14,129	

Fund No. 3:	Prop 1B Tra	ade Corride	or Improver	nent Fund	- TCIF				Program Code
			Existing F	unding (\$1,	(2000s)				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	S. S. L. 182					SHIME	PARTY I	Le l'Este	
PS&E					1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		E E B VIV	Supplied to	
R/W SUP (CT)				GENT D	7.5			9,38	
CON SUP (CT)			Little 1						
R/W	110 111	1374	STEELING.						
CON			WHILE I		Bearing.			B Walley	
TOTAL					TO THE STATE OF			DELET I	
			Proposed I	Funding (\$1	(a000s)				Notes
E&P (PA&ED)									
PS&E								4-7-20-00	
R/W SUP (CT)									
CON SUP (CT)									
R/W								11 10 -10	
CON	8,638							8,638	
TOTAL	8,638	No Carlo		ibar Is	1 2 2 3			8,638	

Fund No. 4:									Program Code
			Existing F	unding (\$1,	000s)				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	AS IN IN	Sold Sulf		1900 190	N. C. S.		- week		
PS&E		100000	THE P						
R/W SUP (CT)			WHAT I			AND THE	PERSONAL PROPERTY.	1 30/2	
CON SUP (CT)						FERRI	8		
R/W							SWIE I		
CON					- alke	98		S SEE	
TOTAL		0.00						19 BN 11	
			Proposed I	Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	122	I distribute			B 14. 13.4	Tel Color	5 3 B		

Fund No. 5:									Program Code
			Existing F	unding (\$1,	000s)				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	NP LIE	10 mg 1/2	TURAL IS	100					
PS&E			May and				THE I		
R/W SUP (CT)		13.0							
CON SUP (CT)	2917							No.	
R/W						PART I	3113111	THE DAY	
CON					17 18			TO RELEASE	
TOTAL	1-69		The state of		MANUEL TO THE		THE STATE OF		
			Proposed I	Funding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)								1887015	
R/W									
CON								Carlo Harry	
TOTAL						1000	TO SEE		

Fund No. 6:									Program Code
			Existing F	unding (\$1,	000s)				
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)			PER BUIL	Trans.	RABS	0.288	Direct Line		
PS&E						THE REAL PROPERTY.	State !		
R/W SUP (CT)			TE TE		N. W.				
CON SUP (CT)		DATE OF					The second		
R/W	817-11-1								
CON		Marie Land	Till Black				AL REIN		
TOTAL	her en			P 0 12		TO THE REAL PROPERTY.		State	
			Proposed F	unding (\$1	,000s)				Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON								THE SAME	
TOTAL	To all leads	y siberit	Selection.			L. Tratti			

### PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 19 Feb 2020 v8.01j)

Complete this page	for amendments only
Complete this page	tor amendments only

Complet	e this page for am	endments only			Date:	6/8/20
District	County	Route	EA	Project ID	PPNO	
08	SBD	60	0C870	0800000064	3017C	

SECTION 1 - All Projects
Project Background
December Change Bounested
Programming Change Requested
Reason for Proposed Change
Notice of the product
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related
to the delay, and 3) how cost increase will be funded
·
Other Significant Information
SECTION 2 - For SB1 Projects Only
Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Approvals			
hereby certify that the above informati	on is complete and accurate and all app	provals have been obtained t	or the processing
of this amendment request.*			
Name (Print or Type)	Signature	Title	Date

### Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

### **Project Study Report-Project Development** Support (PSR-PDS)

### To

### Request Approval of a Locally Funded Project to Proceed to PA&ED Phase

Central Avenue On

State Route 60 Interchange in the City of Chino at

APPROVAL RECOMMENDED:

SANBAG Director of Project Garry Cohoe, P.E., Delivery, Accepts Risks Identified in this PSR-PDS and

Attached Risk Register

APPROVAL RECOMMENDED:

Project Manager

APPROVED:

# TRADE CORRIDOR IMPROVEMENT FUND PROGRAM Performance Measure Outputs

			-
Project Category	Project Classification	Project Type	Data Required
		Mixed Flow Lanes	
		Auxiliary Lanes	1,100LF
		Truck Climbing Lanes	
	Road Construction	Roadway Modification	
		New Truck Inspection Stations	
Highway		Modified Truck Inspection Stations	
		New Interchanges	
	Interchanges	Modified or Improved Interchanges	-
		New Bridges	
	Bridges	Modified Bridges	-
		Ramp/Connectors	2
Grade Sep	Grade Separations	Rail - Highway At-Grade Crossing Eliminated	
ot .		Additional Track Laid	
		Tracks Realigned	
		New Structures	

# TRADE CORRIDOR IMPROVEMENT FUND PROGRAM Performance Measure Outputs

Project Category	Project Classification	Project Type	Data Required
		Modified Structures	
Rail	Rail	Rail - Rail At-Grade Crossing Eliminated	
		Tunnels	
		Terminals	
		Modified Terminals	
		Signaling Systems	
t	Port Channelization & Expansion	Channel Work	
101	Port Infrastructure	Port Improvements	

### Trade Corridor Improvement Fund **Project Benefits Form**

Project Title:

SR 60 Central Ave Interchange Improvement

**Project Category:** 

Capital Outlay/Interchange Improvement

Project Type:

Interchange Improvement

Outputs:

Modified/ Improve 1 interchange

1100 LF of Aux Lanes 1 Modified Bridge

2 Modified Ramp Connectors

Outcomes:

The project will improve traffic operations which are anticipated to help mitigate some of the causes of collision types Safety:

and factors within the Project limits

In 2040, the combined intersections for both the Eastbound and Westbound ramps show a total of 69 and 141 seconds Velocity:

saved per vehicle for the AM and PM peak hours.

With the Build Alternative, all study intersections would improve to acceptable operations during both the AM and PM Throughput:

Peak Hours

Relief of the congestion at each of these bottlenecks will reduce delay and improve reliability for the flow of commerce alc Reliability:

Travel time savings are a significant benefit to this project not only for passenger vehicles, but for freight as well. It is Congestion Reduction:

anticipated there will be \$32.8M in passenger savings and an additional \$13.1M in freight benefits. This is realized

through the time savings of 4.9M passenger hours saved over the life cycle of the project.

Emission saved over 20 years **Emission Reduction:** 

CO2= 39,001 tons

### 5/22/08, OGM

### TRADE CORRIDOR IMPROVEMENT FUND PROGRAM Performance Outcomes

Performance Measure (Suggested Indices) Possible Options/Comment	Change in Intersection volume/Level of Service (LOS) PM Peak Hours.	Change in rail volume/Level of Service (LOS)	Change in port volume	Field delay studies (based on counts of queue length) were conducted and analyses were conducted to estimate opening year delay savings. In 2040, the ramp intersection for the eastbound ramps show reduction of up to 27.6 seconds of delay per vehicle.	Reduction in variability in travel time, typical With the Build Alternative, all study intersections would improve to acceptable operations during both origin/destination pairs	Improvements to the merge and diverge on the mainline, widening of the ramps, and improvements to both ramp intersections will address conditions that cause the collisions such as sideswipes and broadside collisions.	Reduction in train-involved incidents	Reduction in Daily Vehicles Hours of Delay (on of 57.1, eastbound ramp intersection would operate at LOS E with Average Vehicle Delay of 57.1, eastbound ramp intersection at LOS D with Average Vehicle Delay of 68.0.	Reduction in Daily Train Hours of Delay	Reduction in Annual Truck Trips (due to mode shift)	Reduction in Annual Truck VMT (due to mode shift)	Reduction in Volatile Organic Compounds (VOC)	Reduction in Nitrogen Oxides (NOx)	Reduction in Particulate Matter (PM10, PM2.5)	
Performance Measur	Change in Intersection vo	Change in rail volume/Le	Change in port volume	Change in average week	Reduction in variability in origin/destination pairs	Reduction in incidents	Reduction in train-involve	Reduction in Daily Vehicl primary or parallel facilitis	Reduction in Daily Train	Reduction in Annual True	Reduction in Annual Truc	Reduction in Volatile Org	Reduction in Nitrogen Ox	Reduction in Particulate	
Outcomes	Throughput			Velocity	Reliability	Safety		Congestion Reduction				Emission Reduction			