

TRADE CORRIDOR IMPROVEMENT FUND PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

- 1.1 This Project Baseline Agreement (Agreement) for the SR-60 Central Ave. Interchange Improvement Project effective on _____, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the San Bernardino County Transportation Authority and City of Chino (Project Sponsor), sometimes collectively referred to as the “Parties”.

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 SR-60 Central Ave. Interchange Improvement Project, 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 Project Study Report/Project Study Report Equivalent attached hereto as Exhibit B, and the Project Benefits Form 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 will 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

PROJECT PROGRAMMING REQUEST

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

General Instructions

Amendment (Existing Project) Y/N					Date:	6/8/20	
District	EA	Project ID		PPNO	MPO ID		
08	0C870	0800000064		3017C	201114		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency			
SBD	60	R2.08	R2.59	San Bernardino County Transportation Authority (SBCTA)			
				MPO	Element		
				SCAG	Capital Outlay		
Project Manager/Contact		Phone		E-mail Address			
Paul Melocoton		(909) 884-8276		pmelocoton@gosbcta.com			
Project Title							
State Route 60 (SR-60) Central Avenue Interchange Project							
Location (Project Limits), Description (Scope of Work)							
In San Bernardino County, at SR-60 and Central Avenue in the City of Chino located between postmiles 2.08 through 2.80 and is approximately 8.1 miles west of Interstate 15. The project would widen the existing SR-60 Central Bridge by approximately 28 feet along each direction to accommodate double back-to-back left turn lanes to the on-ramp, improve both ramp intersections, widen both on-ramps from one lane to add two receiving lanes and a High Occupancy Vehicle (HOV) preferential lane, and add over 1000 feet of transition/acceleration lanes on the mainline. The project includes drainage improvements and would bring existing pedestrian sidewalks and curb ramps to meet American with Disabilities Act (ADA) standards.							
Component		Implementing Agency					
PA&ED		San Bernardino County Transportation Authority (SBCTA)					
PS&E		San Bernardino County Transportation Authority (SBCTA)					
Right of Way		San Bernardino County Transportation Authority (SBCTA)					
Construction		San Bernardino County Transportation Authority (SBCTA)					
Legislative Districts							
Assembly:	52	Senate:	20	Congressional:	35		
Project Benefits							
Project will improve regional freeway access for the Cities of Chino and Montclair by improving operational efficiency along Central Avenue. The project will address forecasted increased travel associated with projected growth and movement of goods in the area. The project will also improve freeway operations by facilitating merging of vehicles entering SR-60 from Central Avenue. 2040 forecasted AADT for both on-ramps are 10,800 with peak hour volumes of 1,080.							
Purpose and Need							
Purpose: Improve traffic operations efficiency at the Interchange. Need: There is current and forecasted delays to local traffic and freeway access as a result from left turn queues exceeding storage. Through traffic congestion exceeds the acceptable Levels of Services according to the San Bernardino County Congestion Management Plan. There are also existing reduced standard roadway geometric features that require correction. SR-60 is a major commuter and goods movement route through large urbanized areas of Los							
Category		Outputs			Unit	Total	
Operational Improvements		Interchange modifications			EA	1	
Operational Improvements		Auxiliary lanes			LF	1000	
NHS Improvements	Yes	Roadway Class	NA	Reversible Lane analysis	No		
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions				Yes
Project Milestone					Existing	Proposed	
Project Study Report Approved					05/22/16		
Begin Environmental (PA&ED) Phase						05/22/16	
Circulate Draft Environmental Document				Document Type	CE	10/17/17	
Draft Project Report						10/17/17	
End Environmental Phase (PA&ED Milestone)						01/26/18	
Begin Design (PS&E) Phase						10/18/17	
End Design Phase (Ready to List for Advertisement Milestone)						06/15/20	
Begin Right of Way Phase						10/18/17	
End Right of Way Phase (Right of Way Certification Milestone)						06/05/20	
Begin Construction Phase (Contract Award Milestone)						09/02/20	
End Construction Phase (Construction Contract Acceptance Milestone)						04/27/23	
Begin Closeout Phase						04/27/23	
End Closeout Phase (Closeout Report)						10/28/23	

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

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Date: 6/8/20

Additional Information

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PROJECT PROGRAMMING REQUEST

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

Date: 6/8/20

District	County	Route	EA	Project ID	PPNO	
08	SBD	60	0C870	0800000064	3017C	
Project Title: State Route 60 (SR-60) Central Avenue Interchange Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									San Bernardino County
PS&E									San Bernardino County
R/W SUP (CT)									San Bernardino County
CON SUP (CT)									San Bernardino County
R/W									San Bernardino County
CON									San Bernardino County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,083							1,083	
PS&E	1,898							1,898	
R/W SUP (CT)									
CON SUP (CT)									
R/W	711							711	
CON	28,975							28,975	
TOTAL	32,667							32,667	

Fund No. 1:	Local Funds - San Bernardino County Measure I								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$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							9,900	

Fund No. 2:	Local Funds - City of Chino DIF								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed 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							14,129	

PROJECT PROGRAMMING REQUEST

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

Complete this page for amendments only

Date: 6/8/20

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

SECTION 1 - All Projects

Project Background

Programming Change Requested

Reason for Proposed Change

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)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for 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

On Central Avenue

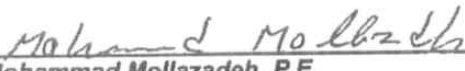
at State Route 60 Interchange in the City of Chino

APPROVAL RECOMMENDED:



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

APPROVAL RECOMMENDED:



Mohammad Mollazadeh, P.E.
Project Manager

APPROVED:



John Bulinski, P.E.
District Director



Date

TRADE CORRIDOR IMPROVEMENT FUND PROGRAM
Performance Measure Outputs

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

TRADE CORRIDOR IMPROVEMENT FUND PROGRAM
Performance Measure Outputs

Project Category	Project Classification	Project Type	Data Required
Rail	Rail	Modified Structures	
		Rail - Rail At-Grade Crossing Eliminated	
		Tunnels	
		Terminals	
		Modified Terminals	
		Signaling Systems	
		Port	Port Channelization & Expansion
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:

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

Velocity: In 2040, the combined intersections for both the Eastbound and Westbound ramps show a total of 69 and 141 seconds saved per vehicle for the AM and PM peak hours.

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

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

Congestion Reduction: Travel time savings are a significant benefit to this project not only for passenger vehicles, but for freight as well. It is 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 Reduction: Emission saved over 20 years
CO2= 39,001 tons

TRADE CORRIDOR IMPROVEMENT FUND PROGRAM
Performance Outcomes

Outcomes	Performance Measure (Suggested Indices)	Possible Options/Comment
Throughput	Change in Intersection volume/Level of Service (LOS)	With the Build Alternative, all study intersections would improve to acceptable operations during both the AM and PM Peak Hours
	Change in rail volume/Level of Service (LOS)	
	Change in port volume	
Velocity	Change in average weekday speed (by mode)	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. The westbound ramp intersection will have reduction of up to 21.4 seconds of delay per vehicle.
Reliability	Reduction in variability in travel time, typical origin/destination pairs	With the Build Alternative, all study intersections would improve to acceptable operations during both the AM and PM Peak Hours
Safety	Reduction in incidents	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.
Congestion Reduction	Reduction in train-involved incidents	
	Reduction in Daily Vehicles Hours of Delay (on primary or parallel facilities)	During the AM Peak Hour, the westbound 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 44.4, and Central Avenue and Philadelphia 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)	
Emission Reduction	Reduction in Volatile Organic Compounds (VOC)	
	Reduction in Nitrogen Oxides (NOx)	
	Reduction in Particulate Matter (PM10, PM2.5)	
	Reduction in Carbon Dioxide (CO2)	Specific emission savings also include nearly 39,000 tons of CO ₂ emissions saved according to the Cal BC model