

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Castroville Boulevard Interchange

Resolution TCEP-P-2021-072B
(will be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *Castroville Boulevard Interchange*, effective on, June 23, 2021 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Transportation Agency for Monterey County (TAMC) and Caltrans*, and the Implementing Agency, *Caltrans*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its December 2, 2020 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *Castroville Boulevard Interchange*, 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 and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant 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.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Local Partnership Program", dated
 - Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
 - Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
 - Resolution TCEP G-20-77, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated December 2, 2020

- 4.3 All signatories agree to adhere to the Commission's Trade Corridor Enhancement Program, Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 TAMC and Caltrans agree to secure funds for any additional costs of the project.
- 4.6 Caltrans agrees to report on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.
- 4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 Caltrans agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits 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.
- 4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

In the event of a cost overrun the state will cover a share proportionate to the state contribution of the TCEP funding identified in the Project Programming Request (PPR) attached to this baseline agreement. (For example, if the state/regional TCEP funding share was a 40/60 ratio, the state may fund no more than 40% of the cost overrun.)

Attachments:

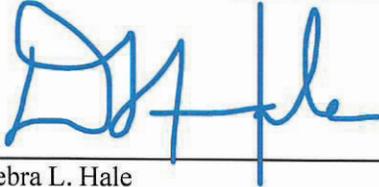
Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Castroville Boulevard Interchange

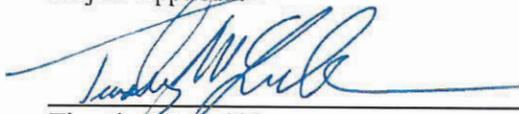
Resolution TCEP-P-2021-07B



02/25/2021

Debra L. Hale
Executive Director, Transportation Agency for Monterey County
Project Applicant

Date



03/22/2021

Timothy M. Gubbins
District Director, California Department of Transportation, District 5
Project Applicant and Implementing Agency

Date



5.13.21

Toks Omishakin
Director, California Department of Transportation

Date



07/16/21

Mitchell Weiss
Executive Director, California Transportation Commission

Date

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	05/06/2021 16:39:45	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
05	31601	0518000120	0057D	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Monterey	156	R 1.600	1.400	Transportation Agency for Monterey County			
				MPO	Element		
				AMBAG	Capital Outlay		
Project Manager/Contact			Phone	Email Address			
Mike Lew			805-549-3798	mike.lew@dot.ca.gov			

Project Title
 Castroville Boulevard Interchange

Location (Project Limits), Description (Scope of Work)
 In Monterey County at Castroville Boulevard from Post Mile R1.6 to 1.4. Build a new interchange at Castroville Boulevard and Highway 156. The State Route 156 Castroville Interchange project is a safety, economic development, and congestion relief project in northern Monterey County, California, that will convert the existing at-grade signalized intersection at Castroville Boulevard into a new grade-separated interchange. The project will enhance safety for residents in the low-income rural community of Castroville, reduce traffic congestion for trucks traveling to and from the region's largest agricultural distribution center, improve access for visitors to the world-famous Monterey Peninsula, and improve the quality of life for all communities along the corridor.

Component	Implementing Agency
PA&ED	Caltrans HQ
PS&E	Caltrans HQ
Right of Way	Caltrans HQ
Construction	Caltrans HQ

Legislative Districts

Assembly:	27,28	Senate:	12,15	Congressional:	17
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/2005
Circulate Draft Environmental Document Document Type EIR/FONSI		06/23/2009
Draft Project Report		06/23/2009
End Environmental Phase (PA&ED Milestone)	01/13/2013	01/13/2013
Begin Design (PS&E) Phase	01/16/2019	01/16/2019
End Design Phase (Ready to List for Advertisement Milestone)	03/07/2022	03/17/2022
Begin Right of Way Phase	01/06/2020	01/06/2020
End Right of Way Phase (Right of Way Certification Milestone)	09/07/2021	03/16/2022
Begin Construction Phase (Contract Award Milestone)	09/26/2022	10/24/2022
End Construction Phase (Construction Contract Acceptance Milestone)	07/01/2024	07/01/2024
Begin Closeout Phase	07/01/2024	07/01/2024
End Closeout Phase (Closeout Report)	01/02/2026	03/03/2026

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Purpose and Need

The Castroville Boulevard intersection is the only at-grade signalized intersection along the 156 corridor that stretches from Castroville to the west and Prunedale to the east. This intersection has a much higher accident concentraton than the statewide average for similar intersections. Construction of the interchange should reduce those accidents. Additionally, the signalized intersection reduces the operational efficiency of the whole corridor by causing queuing and congestion.

NHS Improvements YES NO Roadway Class 2 Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Interchange modifications	EA	1
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.12

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Additional Information

The environmental document has completed the standard environmental revalidation process. Additional impacts were not identified in the revalidation process.

As a jointly submitted application for competitive TCEP funds, Caltrans and TAMC are submitting a total grant request of \$20 million, drawing from both the statewide and regional targets. The regional target for the Central Coast is \$16,704,000, and TAMC and the other Central Coast Regional Transportation Planning Agencies have agreed to apportion a third of that amount, or \$5,568,000, to TAMC. Considering that this is a funding target and not a set amount, TAMC and Caltrans are requesting that funding be provided from the regional target up to \$5,568,000 with the balance coming from the Statewide target for a total of \$20 million.

Increased ROW Capital costs are being funded with DEMO funds.

Funding plan updated to program STIP share of federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	509	3,905	-3,396
	TCEP	Daily Truck Trips	# of Trips	3,483	3,483	0
	TCEP	Daily Truck Miles Traveled	Miles	3,065	3,065	0
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	3,600	3,000	600
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	0	0	0
			# of Containers	0	0	0
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	0	0	0
# of Containers			0	0	0	
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	1	9	-8
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	509	3,905	-3,396
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	0.02	0.18	-0.16
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0	1	-1
			PM 10 Tons	0	1.1	-1.1
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	0	69,821	-69,821
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	0	21	-21
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0	0.7	-0.7
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	0	157	-157
LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	0	91.4	-91.4	
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	17	94	-77
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	2.86	8.71	-5.85
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	312	0	312
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	5.2	0	5.2

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Project Title
 Castroville Boulevard Interchange

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)									Caltrans HQ
PS&E									Caltrans HQ
R/W SUP (CT)									Caltrans HQ
CON SUP (CT)									Caltrans HQ
R/W									Caltrans HQ
CON									Caltrans HQ
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey
PS&E									\$18100 RW voted 06/24/20
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON								1,975	
TOTAL	25,700	1,975						27,675	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	6,200							6,200	
R/W SUP (CT)	1,400							1,400	
CON SUP (CT)									
R/W	18,100							18,100	
CON		1,975						1,975	
TOTAL	25,700	1,975						27,675	

Fund #2:	Local Funds - Transportation Safety & Investment Plan -Measure X (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey Measure X
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Regional Development Impact Fees
PS&E									
R/W SUP (CT)									
CON		389							
TOTAL									
Fund #3:	Local Funds - Developer Fees (Committed)								
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Regional Development Impact Fees
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON								5,000	
TOTAL		5,000						5,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Regional Development Impact Fees
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,000						5,000	
TOTAL		5,000						5,000	

Fund #4:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.723.200
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Transportation Agency for Monterey TCEP Statewide Share
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									TCEP Regional Share
PS&E									
R/W SUP (CT)									
		1,531							
CON		4,037							
TOTAL									
Fund #5:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.723.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON								10,463	
TOTAL		14,432						14,432	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									TCEP Statewide Share
PS&E									
R/W SUP (CT)									
CON SUP (CT)		3,969						3,969	
R/W									
CON		10,463						10,463	
TOTAL		14,432						14,432	

Fund #6:	Demo - High Priority Projects Program (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 5
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021
PS&E									
R/W SUP (CT)									
	312								
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,136						2,136	
TOTAL		2,136						2,136	
Fund #7:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
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)									Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,136						2,136	
TOTAL		2,136						2,136	

Complete this page for amendments only

Date 05/06/2021 16:39:45

District	County	Route	EA	Project ID	PPNO
05	Monterey	156	31601	0518000120	0057D

SECTION 1 - All Projects

Project Background

Update for programming STIP share of federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021.

Programming Change Requested

Update for programming STIP share of federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021.

Reason for Proposed Change

Update for programming STIP share of federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Update for programming STIP share of federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021.

Other Significant Information

Update for programming STIP share of federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021.

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Update for programming STIP share of federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021.

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

SECTION 3 - All Projects

Attachments

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

Memorandum

*Making Conservation
a California Way of Life*

Project: Castroville Blvd Interchange
05-31601, 0518000120
MON-156 PM R1.4-R2.1/1.0-1.6

Date: January 27, 2021

Subject: Summary of the Supplemental Project Report

Original Project Report Work

The original Project Report for the State Route 156 West Corridor Project (05-31600) was approved January 31, 2013. The preferred programmed alternative was Alternative 11. Alternative 11 proposed to reconstruct State Route 156 West and reconstruct the interchange at State Route 156 West and U.S. 101. The project limits were from postmile R1.6 to postmile T5.2 on State Route 156 West and from postmile 94.6 to postmile 96.8 on U.S. 101. Due to funding constraints, Alternative 11 was divided into two phases. Phase 1 included construction of the new four-lane freeway section of State Route 156 from PM R1.6 on the west end of the project to the existing Route 156/101 Separation on the east end of the project. The phase would provide two lanes of traffic for both east and west directions and a compact diamond shape interchange at Castroville Boulevard and would remove all the at-grade intersection and private driveways by converting the existing State Route 156 lanes into a new frontage road. Phase 2 included continuing the new four-lane freeway section of State Route 156 that was not completed in Phase 1, constructing the modified freeway to freeway connection for both the southbound to westbound and eastbound to northbound directions and a new interchange at State Route 156 and U.S. 101 as well as improvement to US 101, the overcrossing at Messick Road, realignment of San Miguel Road and local roads.

Castroville Boulevard Project:

The Supplemental Project Report proposes that the Castroville Boulevard Interchange Project (05-31601) will construct a portion of the State Route 156 West Corridor Project (05-31600) that was proposed for construction in the original Project Report. The State Route 156 West Corridor Project will now be completed in 3 segments. The current proposed project scope for Phase 1 will be limited to construction of a new interchange to replace the existing Castroville Boulevard and State Route 156 West Intersection. After the interchange, temporary transition lanes will be built to connect to the existing route 156 before the Moro Cojo Slough bridge. The limits of the Castroville Boulevard Interchange Project are entirely within the original project limits of the State Route 156 West Corridor Project Phase 1 footprint. The limits of the

Castroville Boulevard Interchange Project are restricted to only what is necessary to accommodate the new interchange design. Caltrans and the Transportation Agency for Monterey County are responsible for funding the Castroville Boulevard Interchange Project.

The Castroville Boulevard Interchange Project will replace the existing at-grade signalized intersection on State Route 156 West at Castroville Boulevard with a new grade-separated interchange. The alignment of State Route 156 West will be shifted southward to accommodate the new design of the grade-separated interchange. The new interchange will place Castroville Boulevard on a bridge over State Route 156 West. Interchange ramps will be constructed to provide access between State Route 156 West and Castroville Boulevard. Roundabouts will be installed at on-ramp and off-ramp intersections. Mainline west and east bound lanes will be built just past the interchange. After the interchange, temporary lanes will be built to connect to State Route 156 just before the existing Moro Cojo Slough bridge. Castroville Boulevard will remain two-lanes. New frontage roads will connect existing property access to Castroville Boulevard. Roundabouts will be constructed at intersections of Castroville Boulevard and frontage roads. Bike lanes will be installed on Castroville Boulevard and frontage roads. Additional right of way will be required. The Castroville Boulevard Interchange Project will not include the following work that was originally part of Phase 1 of the State Route 156 West Corridor Project:

- Converting the current State Route 156 West into a frontage road.
- Construction of the Moro Cojo Slough Bridge (postmile 1.48).
- Install sound walls for noise abatement.

The Castroville Boulevard Interchange considers only one alternative. Five Design Exceptions and three roundabouts will require approval. The total project cost, including right of way, is \$55,200,000 and is funded in 2021/2022 fiscal year. All other design issues remain the same as the original PR.

The Supplemental Project Report is currently in preparation and expected to be completed in March 2021. The Environmental Revalidation was completed in Fall 2020.

Project Report (05-31600) and EIR/EA

The original Project Report and EIR/EA for the 156 West Corridor Project can be found here:

<https://documentcloud.adobe.com/link/review?uri=urn:acaid:scds:US:4fee1f24-5d3b-47e9-bb63-9933afe33133>