

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
I-10 Truck Climbing Lane

Resolution TCEP-P-2021-07B
(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 *I-10 Truck Climbing Lane*, 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, *San Bernardino County Transportation Authority (SBCTA)*, and the Implementing Agency, *SBCTA*, 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 *I-10 Truck Climbing Lane*, 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 December 2, 2020
 - Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
 - Resolution 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 The SBCTA agrees to secure funds for any additional costs of the project.
- 4.6 The SBCTA agrees to report to Caltrans 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 The SBCTA 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

Notwithstanding any other term in this agreement, 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) submitted as a part of the baseline agreement.

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

I-10 Truck Climbing Lane

Resolution TCEP-P-2021-07B

APPROVED AS TO FORM:

Juliana K. Tillquist
Juliana K. Tillquist
SBCTA General Counsel
Date: 4/8/2021

Frank Navarro

4/8/2021

Frank Navarro

Date

President, SBCTA Board of Directors

Project Applicant

Frank Navarro

4/8/2021

Frank Navarro

Date

President, SBCTA Board of Directors

Implementing Agency

Michael D. Beauchamp

04/15/2021

Michael D. Beauchamp

Date

District Director

California Department of Transportation

Toks Omishakin

5.13.21

Toks Omishakin

Date

Director

California Department of Transportation

Mitchell Weiss

07/16/21

Mitchell Weiss

Date

Executive Director

California Transportation Commission

| | | | | | |
|--|-------|------------|--------------|--|---------------------|
| Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | | | | Date | 04/08/2021 11:47:44 |
| Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input checked="" type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other | | | | | |
| District | EA | Project ID | PPNO | Nominating Agency | |
| 08 | 1F760 | 0815000050 | 3009Q | San Bernardino County Transportation Authority (SBCTA) | |
| County | Route | PM Back | PM Ahead | Co-Nominating Agency | |
| San Bernardino | 10 | R 36.400 | R 39.200 | Caltrans HQ | |
| Riverside | 10 | R 0.000 | R 0.200 | MPO | Element |
| | | | | SCAG | Capital Outlay |
| Project Manager/Contact | | | Phone | Email Address | |
| Paul Melocoton | | | 909-884-8276 | pmelocoton@gosbcta.com | |
| Project Title | | | | | |

I-10 Eastbound Truck Climbing Lane in Yucaipa

Location (Project Limits), Description (Scope of Work)
 In San Bernardino County, from the 16th Street Overcrossing in Yucaipa to 0.2 miles east of the County Line Road Overcrossing in Calimesa (Riverside). Construct a truck climbing lane in the eastbound direction.

| 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: | 42 | Senate: | 23 | Congressional: | 36,8 |
|-----------|----|---------|----|----------------|------|

| Project Milestone | Existing | Proposed |
|---|--|------------|
| Project Study Report Approved | | |
| Begin Environmental (PA&ED) Phase | (Actual) 08/11/2017 | 08/11/2017 |
| Circulate Draft Environmental Document | Document Type (ND/MND)/FONSI (Actual) 07/03/2020 | 07/03/2020 |
| Draft Project Report | (Actual) 07/03/2020 | 07/03/2020 |
| End Environmental Phase (PA&ED Milestone) | (Actual) 09/18/2020 | 11/16/2020 |
| Begin Design (PS&E) Phase | (Actual) 11/04/2020 | 03/03/2021 |
| End Design Phase (Ready to List for Advertisement Milestone) | (Target) 01/28/2022 | 05/06/2022 |
| Begin Right of Way Phase | (Actual) 09/21/2020 | 03/03/2021 |
| End Right of Way Phase (Right of Way Certification Milestone) | (Target) 12/29/2021 | 05/06/2022 |
| Begin Construction Phase (Contract Award Milestone) | (Target) 06/17/2022 | 06/30/2022 |
| End Construction Phase (Construction Contract Acceptance Milestone) | (Target) 12/29/2023 | 04/22/2024 |
| Begin Closeout Phase | (Target) 01/01/2024 | 04/22/2024 |
| End Closeout Phase (Closeout Report) | (Target) 01/01/2025 | 02/20/2025 |

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Purpose and Need

The purpose of the Project is to improve operational characteristics by separating trucks and other slow-moving vehicles from faster moving passenger vehicles on an additional portion of EB I-10 that includes steep uphill grades (sustained 3.5%). By providing a truck climbing lane, the conflicts between slow- and fast-moving vehicles will be reduced, which will result in improvements to safety and operations.

Need: A large volume of commercial trucks travel through the Project limits. According to the environmental documentation and traffic studies prepared for the Project, truck percentages in this area are in the range of 13-16 percent (over 19,000 trucks per day in both directions), with over 50% of these being 5-axle semi-trailer truck types. Truck accident frequency can be correlated to an increase in the differential speed between trucks and faster moving vehicles; therefore, climbing lanes are advantageous when excessive speed differentials exist.

Interstate 10 is a nationally significant freight corridor and critical for regional freight flows as well as inter-state commerce. It is on the federally designated Primary Freight Network (PFN), and the I-10 EB segment in Yucaipa is a significant bottleneck on this facility, turning a 6-minute trip time from Redlands to the county line into a 24-minute stop-and-go experience for both trucks and cars in the PM peak period.

| | | |
|---|---|--|
| NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | Roadway Class 1 | Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |
| Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | |

Project Outputs

| Category | Outputs | Unit | Total |
|-------------------------|--------------------|-------|-------|
| Operational Improvement | Slow vehicle lanes | Miles | 3 |

Date 04/08/2021 11:47:44

Additional Information

Performance Indicators and Measures: Note that in cases where Cal-B/C 7.2 was used to derive the change between Build and No Build scenarios, only the change is reported as output. In these cases the change has been included as the "Build Total" value so that the correct "Change" is reported.

Project Milestones: Actual anticipated Construction Contract Award Date is 10/05/2022. Listed milestone is 06/30/2022 to allow for programming funding in FY 21/22.

Any ROW costs shown in the cooperative agreement are there only so ROW provisions can be included in the cooperative agreement.

| 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 | 10,572 | 14,851 | -4,279 |
| | TCEP | Daily Truck Trips | # of Trips | 11,271 | 10,452 | 819 |
| | TCEP | Daily Truck Miles Traveled | Miles | 56,355 | 52,260 | 4,095 |
| Throughput | TCEP | Change in Truck Volume That Can Be Accommodated | # of Trucks | 4,110,000 | 3,810,000 | 300,000 |
| | 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 | 2.03 | -1.03 |
| | TCEP | Daily Vehicle Hours of Travel Time Reduction | Hours | 10,572 | 14,851 | -4,279 |
| Velocity | TCEP | Travel Time or Total Cargo Transport Time | Hours | 0.109 | 0.23 | -0.121 |
| Air Quality & GHG | LPPF, LPPC, SCCP, TCEP | Particulate Matter | PM 2.5 Tons | 4 | 0 | 4 |
| | | | PM 10 Tons | 4 | 0 | 4 |
| | LPPF, LPPC, SCCP, TCEP | Carbon Dioxide (CO2) | Tons | 73,508 | 0 | 73,508 |
| | LPPF, LPPC, SCCP, TCEP | Volatile Organic Compounds (VOC) | Tons | 7 | 0 | 7 |
| | LPPF, LPPC, SCCP, TCEP | Sulphur Dioxides (SOx) | Tons | 1 | 0 | 1 |
| | LPPF, LPPC, SCCP, TCEP | Carbon Monoxide (CO) | Tons | -181 | 0 | -181 |
| | LPPF, LPPC, SCCP, TCEP | Nitrogen Oxides (NOx) | Tons | -14 | 0 | -14 |
| 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 | 3 | 3 | 0 |
| | LPPF, LPPC, SCCP, TCEP | Fatalities per 100 Million VMT | Number | 0.5 | 0.6 | -0.1 |
| | LPPF, LPPC, SCCP, TCEP | Number of Serious Injuries | Number | 94 | 158 | -64 |
| | LPPF, LPPC, SCCP, TCEP | Number of Serious Injuries per 100 Million VMT | Number | 16.7 | 29 | -12.3 |
| Economic Development | LPPF, LPPC, SCCP, TCEP | Jobs Created (Direct and Indirect) | Number | 434 | 0 | 434 |
| Cost Effectiveness | LPPF, LPPC, SCCP, TCEP | Cost Benefit Ratio | Ratio | 9.2 | 0 | 9.2 |

| Fund #2: | Local Funds - Local Measure (Committed) | | | | | | | | Program Code |
|-----------------------------|--|--------|-------|-------|-------|-------|--------|--------|--|
| | Existing Funding (\$1,000s) | | | | | | | | 20.10.400.140 |
| Component | Prior | 21-22 | 22-23 | 23-24 | 24-25 | 25-26 | 26-27+ | Total | Funding Agency |
| E&P (PA&ED) | 1,979 | | | | | | | 1,979 | |
| PS&E | 960 | | | | | | | 960 | \$960 for Program Management costs is shown in PS&E phase. Actual PS&E is funded with STIP-RIP. |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | 6,190 | | | | | | 6,190 | CON is \$5.196M |
| TOTAL | 2,939 | 6,190 | | | | | | 9,129 | CM is \$0.994M |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| E&P (PA&ED) | 1,979 | | | | | | | 1,979 | Following submittal of the application, the Project Report was finalized, indicating \$0 costs in ROW. \$394,000 in ROW costs have been removed. |
| PS&E | 960 | | | | | | | 960 | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | 6,190 | | | | | | 6,190 | |
| TOTAL | 2,939 | 6,190 | | | | | | 9,129 | |
| Fund #3: | 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) | | | | | | | | | |
| PS&E | | | | | | | | | CON is \$8.084M CM is \$1.546M |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | 14,444 | | | | | | 14,444 | |
| TOTAL | | 14,444 | | | | | | 14,444 | |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| E&P (PA&ED) | | | | | | | | | CON is \$12.125M CM is \$2.319M Regional share. |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | 14,444 | | | | | | 14,444 | |
| TOTAL | | 14,444 | | | | | | 14,444 | |

| Fund #4: | 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) | | | | | | | | | |
| PS&E | | | | | | | | | CON is \$12.125M CM is \$2.319M |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | 9,630 | | | | | | 9,630 | |
| TOTAL | | 9,630 | | | | | | 9,630 | |
| Proposed Funding (\$1,000s) | | | | | | | | | Notes |
| E&P (PA&ED) | | | | | | | | | CON is \$8.084M CM is \$1.546M State share. |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | 9,630 | | | | | | 9,630 | |
| TOTAL | | 9,630 | | | | | | 9,630 | |

Complete this page for amendments only

Date 04/08/2021 11:47:44

| District | County | Route | EA | Project ID | PPNO |
|----------|--------------------------------|--------|-------|------------|-------|
| 08 | San Bernardino, San Bernardino | 10, 10 | 1F760 | 0815000050 | 3009Q |

SECTION 1 - All Projects

Project Background

Print for Baseline Agreement.

Programming Change Requested

Print for Baseline Agreement.

Reason for Proposed Change

Added comments identifying TCEP shares. Added comments clarifying minor changes in local and RIP funds.

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

Print for Baseline Agreement.

Other Significant Information

Print for Baseline Agreement.

SECTION 2 - For SB1 Project Only

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

Print for Baseline Agreement.

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

Project Report For Project Approval

On Route Interstate 10
Between 16th Street
And County Line Road

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current and accurate:



REBECCA GUIRADO
Deputy District Director, Right of Way

APPROVAL RECOMMENDED:

AS 

FERRY R. FARD
Project Manager (Acting)

CONCURRED BY:



DAVID BRICKER
Deputy District Director, Environmental Planning

Hcy 

CATALINO A. PINING III
Deputy District Director, Traffic Operations

MA 

JAMAL M. ELSALEH
Deputy District Director, Design

PROJECT APPROVED:

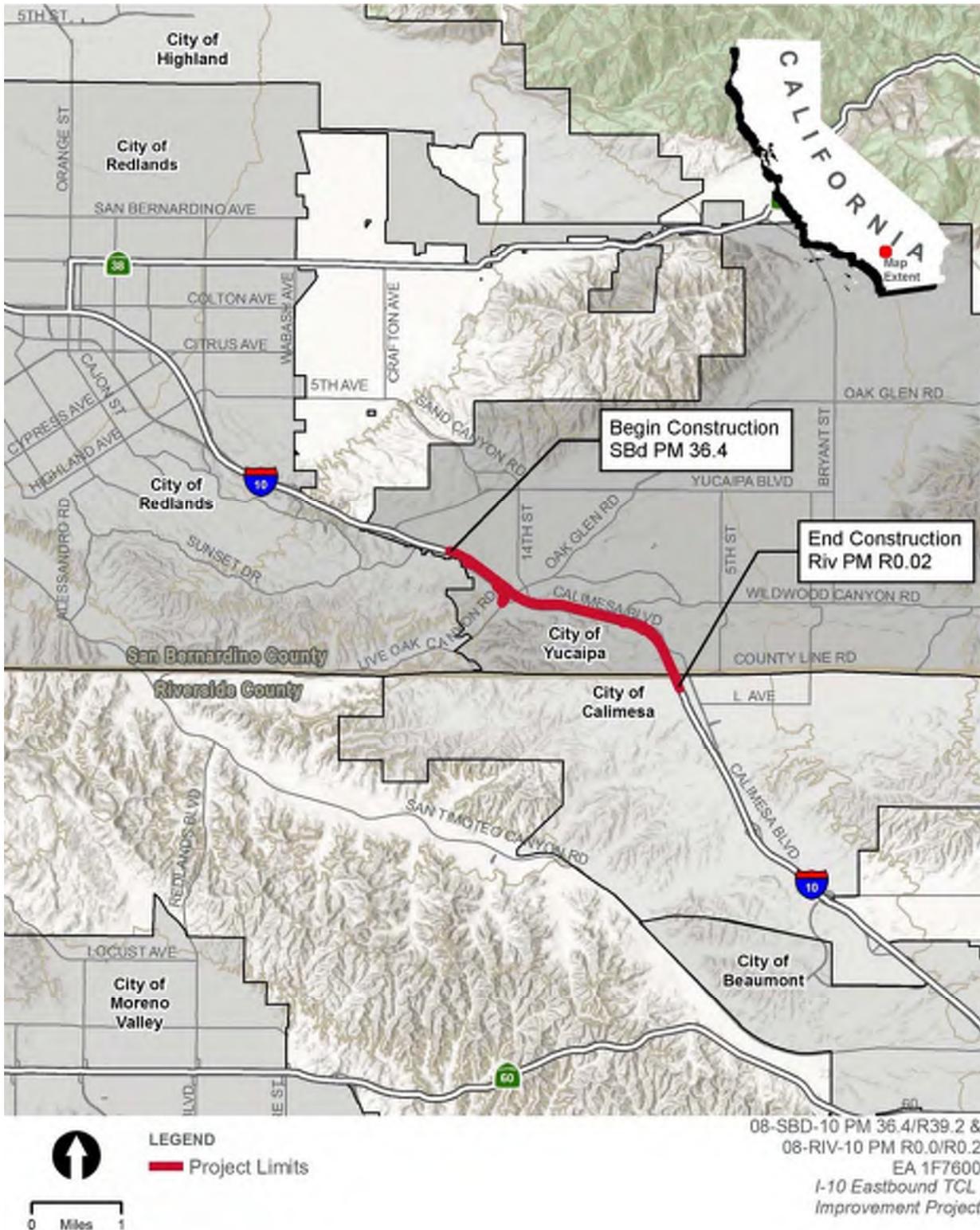


for, MICHAEL D. BEAUCHAMP
District Director

November 12, 2020

Date

Regional Vicinity and Project Location Map



I-10 EB Truck Climbing Lane in the City of Yucaipa, between 16th Street and County Line Road

This Project Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

10/28/2020

JULIAN HERNANDEZ, P.E.
Project Engineer
HDR Engineering, Inc.

Date



P.M.
11/2/2020

**Paula
Beauchamp**

Digitally signed by Paula
Beauchamp
Date: 2020.11.03
10:23:51 -08'00'

Submitted By:

PAULA BEAUCHAMP
Director of Project Delivery and Toll Operations
SBCTA

Date

Concurred By:

A.habib

AYSHA HABIB
Branch Chief, Caltrans District 8
Design Oversight

11/03/2020

Date

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1. INTRODUCTION

The San Bernardino County Transportation Authority (SBCTA), in cooperation with the California Department of Transportation (Caltrans), proposes to extend the eastbound (EB) truck climbing lane (TCL) on Interstate 10 (I-10) from the 16th Street bridge in the City of Yucaipa to just east of the existing EB County Line Road Off-Ramp at the San Bernardino County/Riverside County line (Project)(see Attachment A). The extension of the existing TCL within the Project limits for an additional three miles from its current location will improve operations by separating slow moving vehicles from faster moving passenger cars on a freeway segment with sustained grades of up to 3.75 percent (%).

The Project includes paving the existing I-10 dirt median and adding a concrete barrier to divide the EB and westbound (WB) roadbeds. The final striping will shift the existing three EB general purpose (GP) lanes to the inside so that lane number one will be located along the improved median, and the existing outside lane will provide a continuation to the TCL that currently ends at the EB Live Oak Canyon Road Off-Ramp. The Project Limits include striping transitions beyond the pavement construction limits to join the existing lane configurations on I-10.

The only structural work required as part of this Project is the widening of the Oak Glen Creek Bridge (No. 54-0648) in order to close the gap in the median between the EB and WB roadbeds. This Project has been classified as a Category 4B because the improvements do not require substantial new right-of-way (R/W) and do not substantially increase traffic capacity. According to the Project Study Report/Project Development Support (PSR/PDS) dated June 2017, the Project category assignment was done in accordance with Chapter 8, Section 5 of the Caltrans Project Development Procedures Manual (PDPM), and approved by the Deputy District Director for Design in November 2017. See Attachment I – Project Category Approval. The following table provides a summary of the Project.

Table 1-1 Project Summary

| | | |
|--|---|---------------------------------|
| Project Limits | 08-SBd-10 PM 36.4/R39.2 & RIV-10-PM R0.0/R0.2 | |
| Number of Alternatives | 2 (No-Build Alternative & Build Alternative) | |
| | Current Cost Estimate: | Escalated Cost Estimate: |
| Capital Outlay Support | \$6.70 M | \$7.61 M |
| Capital Outlay Construction | \$20.33 M | \$24.74 M |
| Capital Outlay Right-of-Way | \$0 | \$0 |
| Funding Source | Local, State & Federal | |
| Funding Year | 2021/2022 | |
| Type of Facility | 6 to 8 Lane Freeway | |
| Number of Structures | 1, Oak Glen/Wilson Creek (Br. No. 54 0648 L/R) | |
| Environmental Determination or Document | CEQA: Initial Study (IS) NEPA: Environmental Assessment (EA) | |
| Legal Description | In San Bernardino County in Yucaipa from the 16 th Street Overcrossing to Riverside County Line & in Calimesa from San Bernardino County Line to 0.2 mile east of County Line Road Undercrossing | |
| Project Development Category | 4B | |

2. RECOMMENDATION

It is recommended that this Project Report be approved for the Build Alternative and that the Project proceeds to the Plans, Specifications and Estimate (PS&E) phase. This Project Report adopts the Environmental Document (ED) Initial Study with Mitigated Negative Declaration/Environmental Assessment with Finding of No Significant Impact (IS-MND/EA-FONSI) (Attachment L).