

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Rt 395 Widening from SR 18 to Chamberlaine Way

Resolution _____

(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 *Rt 395 Widening from SR 18 to Chamberlaine Way*, effective on, _____ (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, *San Bernardino County Transportation Authority (SBCTA)*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *Rt 395 Widening from SR 18 to Chamberlaine Way*, 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-P-1718-01, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated May 16, 2018

- 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 San Bernardino County Transportation Authority (SBCTA) agrees to secure funds for any additional costs of the project.
- 4.6 The San Bernardino County Transportation Authority (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.
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- 4.8 The San Bernardino County Transportation Authority (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

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Rt 395 Widening from SR 18 to Chamberlaine Way

Resolution _____

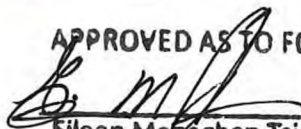


Raymond Wolfe
Date 7/9/18

Executive Director

Project Applicant **SBCTA**

APPROVED AS TO FORM:


Eileen Monaghan Teichert
SBCTA General Counsel
Date: 7/9/18



Raymond Wolfe
Date 7/9/18

Executive Director


Implementing Agency **SBCTA**



for John Bulinski
Date 7/9/18

District Director

California Department of Transportation



Laurie Berman
Date 7-18-18

Director

California Department of Transportation

Susan Bransen
Date _____

Executive Director

California Transportation Commission

Amendment (Existing Project) Y/N					Date:	06/25/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
08	0F631	0813000220	0260J	200451		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SBD	395	11.2	16.6	San Bernardino County Transportation Authority (SBCTA)		
				MPO	Element	
				SCAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Andrea Nieto		(909)884-8276		anieto@gosbcta.com		
Project Title						
Route 395 Widening from SR 18 to Chamberlaine Way						
Location (Project Limits), Description (Scope of Work)						
<p>Location: This project is located on US 395 between SR 18 and Chamberlaine Way in the City of Adelanto.</p> <p>Description: The project will widen this section of US 395 from two to four lanes. Proposed improvements also include operational improvements such as adding turn lanes and signal improvements at intersections. The project will provide two 12-foot lanes with 8-foot outside shoulders in each direction, and a 14-foot median with rumble strips. The existing single span California Aqueduct Bridge No. 54-0829 and the Joshua Wash Bridge No. 54-0524 will be widened to accommodate the proposed roadway improvements. In addition, the following five intersections (all located within the limits of the portion of US-395 being widened) will be improved: Holly Road/Hopland Street, Seneca Road, Air Expressway, Auburn Avenue and El Mirage Road.</p>						
Component	Implementing Agency					
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	San Bernardino County Transportation Authority (SBCTA)					
Construction	San Bernardino County Transportation Authority (SBCTA)					
Legislative Districts						
Assembly:	33	Senate:	21	Congressional:	8	
Project Benefits						
Provide congestion relief and improve safety and operations along this segment of US 395. See page 2 for details						
Purpose and Need						
The purpose of this project is to relieve congestion and enhance the operational efficiency of the corridor by constructing a continuous four-lane highway. The existing US-395 has two and four-lane portions within the project limits. The two-lane portions consist of a twelve-foot travel lane and a shoulder that varies from five to eight feet for both the north and southbound lanes. The two-lane segments also carry a large volume of traffic with a high percentage of trucks, which restricts passing opportunities. See page 2 for additional details.						
Category	Outputs/Outcomes			Unit	Total	
State Highway Road Construction	Mixed flow lane-miles constructed			Miles	10.8	
State Highway Road Construction	Modified/Reconstructed bridges			each	2	
State Highway Road Construction	Turn pockets constructed			each	22	
State Highway Road Construction	Sound wall miles constructed			Miles	0.55	
State Highway Road Construction	Intersections modified			each	5	
ADA Improvements Y	Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals		Y		Reduces Greenhouse Gas Emissions Y		
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase				11/01/2006		
Circulate Draft Environmental Document				Document Type	ND	10/01/2009
Draft Project Report					11/01/2009	
End Environmental Phase (PA&ED Milestone)					12/31/2009	
Begin Design (PS&E) Phase					03/01/2014	
End Design Phase (Ready to List for Advertisement Milestone)					07/15/2018	
Begin Right of Way Phase					10/01/2014	
End Right of Way Phase (Right of Way Certification Milestone)					04/30/2018	
Begin Construction Phase (Contract Award Milestone)					07/27/18	
End Construction Phase (Construction Contract Acceptance Milestone)					01/01/2019	
Begin Closeout Phase					06/30/2021	
End Closeout Phase (Closeout Report)					07/01/2021	
					09/16/21	
					07/01/2022	
					06/16/23	

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

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/25/18

Additional Information

Project Need: US-395 is a major interregional highway moving goods and people along a north-south corridor in eastern California. Much of US-395 is a four-lane divided highway with a high percentage of trucks. The portion of US-395 between SR-58 and I-15 is two-lane, and generally higher volume for both passenger vehicles and trucks than segments to the north of SR-58. Average Annual Daily Traffic (AADT) volume on this segment is approximately 18,500 vehicles per day, 17% of which (over 3,000 per day) is trucks (Ref. updated Transportation Concept Report, June 2017 – Adelanto Rd. to Air Expressway segment). US-395 in this area is in need of improvement because of:

- Heavy existing traffic volume for a two-lane highway.
- Heavy truck volume, particularly accommodating truck flows between SR-58 and I-15. US-395 is a critical connector between these facilities.
- Limited passing opportunities, combined with differential speeds between passenger cars and trucks.
- Future growth in the Victor Valley and surrounding areas. Traffic projections for US-395 for this segment show upwards of 47,000 vehicles per day by 2040, with over 5,000 of these being trucks (ref. 2017 Caltrans Transportation Concept Report). This is well beyond the capacity of a two-lane facility with this volume and percentage of trucks.
- The need to better service the industrial development in and around Southern California Logistics Airport (SCLA).

Project Benefits:

- The benefit/cost ratio for the improvement over the 20-year analysis period is 3.1.
- The net present value (NPV) of benefits is \$110.6 million over that period.
- 20% of the benefits are attributable to trucks.
- Accident cost savings represent 9.5% of the total savings.
- Some 90,000 tons of CO₂ emissions will be saved over the 20-year analysis period. This is primarily attributable to the relief of congestion, which will become more severe if this segment is not improved. About 4% of the economic benefits can be attributed to emission cost savings.
- Without improvement, the peak period average speed in this portion of US-395 would gradually deteriorate from about 54 mph in Year 1 to less than 20 mph in Year 20.

3

**INVESTMENT ANALYSIS
SUMMARY RESULTS**

Life-Cycle Costs (mil. \$)	\$52.0
Life-Cycle Benefits (mil. \$)	\$162.6
Net Present Value (mil. \$)	\$110.6
Benefit / Cost Ratio:	3.1
Rate of Return on Investment:	11.4%
Payback Period:	12 years

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$102.6	\$25.3	\$127.9	\$6.4
Veh. Op. Cost Savings	\$10.9	\$1.3	\$12.2	\$0.6
Accident Cost Savings	\$13.7	\$1.7	\$15.4	\$0.8
Emission Cost Savings	\$2.2	\$4.9	\$7.1	\$0.4
TOTAL BENEFITS	\$129.3	\$33.3	\$162.6	\$8.1
Person-Hours of Time Saved			18,384,331	919,217

Should benefit-cost results include:

- 1) Induced Travel? (y/n) ☒ Y
Default = Y
- 2) Vehicle Operating Costs? (y/n) ☒ Y
Default = Y
- 3) Accident Costs? (y/n) ☒ Y
Default = Y
- 4) Vehicle Emissions? (y/n) ☒ Y
Includes value for CO₂e
Default = Y

	Tons		Value (mil. \$)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	193	10	\$0.0	\$0.0
CO ₂ Emissions Saved	90,698	4,535	\$2.3	\$0.1
NO _x Emissions Saved	184	8	\$4.6	\$0.2
PM ₁₀ Emissions Saved	1	0	\$0.1	\$0.0
PM _{2.5} Emissions Saved	1	0	\$0.1	\$0.0
SO _x Emissions Saved	1	0	\$0.0	\$0.0
VOC Emissions Saved	20	1	\$0.0	\$0.0

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/25/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
08	SBD, ,	395, ,	0F631	0813000220	0260J	
Project Title: Route 395 Widening from SR 18 to Chamberlaine Way						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E	6,482							6,482	Caltrans
R/W SUP (CT)	1,620							1,620	San Bernardino County
CON SUP (CT)									San Bernardino County
R/W	10,822							10,822	San Bernardino County
CON		36,397						36,397	San Bernardino County
TOTAL	18,924	36,397						55,321	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E	6,482							6,482	
R/W SUP (CT)	1,620							1,620	
CON SUP (CT)									
R/W	10,822							10,822	
CON		36,597						36,597	
TOTAL	18,924	36,597						55,521	

Fund No. 1:	RSTP - STP Local (STPL)								Program Code	
Existing Funding (\$1,000s)									20.30.010.810	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									San Bernardino Associated Govern	
PS&E	6,482							6,482		
R/W SUP (CT)	1,620							1,620		
CON SUP (CT)										
R/W	4,330							4,330		
CON										
TOTAL	12,432							12,432		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E	6,482							6,482		
R/W SUP (CT)	1,620							1,620		
CON SUP (CT)										
R/W	4,330							4,330		
CON										
TOTAL	12,432							12,432		

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									San Bernardino Associated Govern \$5550 RW voted 03/26/15
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	5,550							5,550	
CON		9,333						9,333	
TOTAL	5,550	9,333						14,883	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	5,550							5,550	
CON		9,333						9,333	
TOTAL	5,550	9,333						14,883	

Fund No. 3:	Local Funds - SBD Co Measure I (XSBD)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									San Bernardino Associated Govern
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	582							582	
CON									
TOTAL	582							582	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	582							582	
CON									
TOTAL	582							582	

Fund No. 4:	Demo - Demonstration-State TEA21 (DEMOS21)								Program Code
Existing Funding (\$1,000s)									20.30.010.680
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	360							360	
CON									
TOTAL	360							360	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	360							360	
CON									
TOTAL	360							360	

Fund No. 5:		Other State - National Hwy System (NH)							Program Code	
Existing Funding (\$1,000s)									SHOPP	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		214						214		
TOTAL		214						214		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									SHOPP	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		214						214		
TOTAL		214						214		

Fund No. 6:		Federal Disc. - Exploratory Advanced Research (EAR) (EAR)							Program Code	
Existing Funding (\$1,000s)									20.XX.400.300	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		2,558						2,558		
TOTAL		2,558						2,558		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									2016 Repurpose Earmark	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		2,558						2,558		
TOTAL		2,558						2,558		

Fund No. 7:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA)								Program Code
Existing Funding (\$1,000s)									20.XX.723.200
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		23,292						23,292	
TOTAL		23,292						23,292	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Regional
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		23,292						23,292	
TOTAL		23,292						23,292	

Fund No. 8:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA)								Program Code
Existing Funding (\$1,000s)									20.XX.723.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,000						1,000	
TOTAL		1,000						1,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									State
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,000						1,000	
TOTAL		1,000						1,000	

Fund No. 9:	Local Measure I								Program Code	
Existing Funding (\$1,000s)										
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON		200						200		
TOTAL		200						200		

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Etiwanda Avenue Grade Separation

Resolution _____

(will be completed by CTC)

1. FUNDING PROGRAM

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☐ Local Partnership Program (Competitive)
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2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *Etiwanda Avenue Grade Separation*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *City of Rancho Cucamonga, Caltrans*, and the Implementing Agency, *City of Rancho Cucamonga, Caltrans*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *Etiwanda Avenue Grade Separation*, 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.
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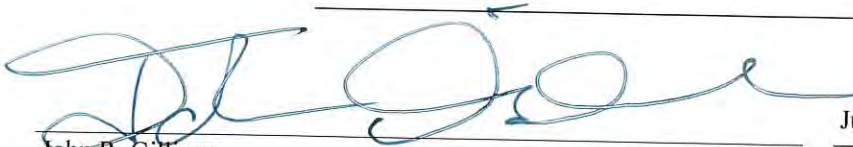
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SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Etiwanda Avenue Grade Separation Project

Resolution



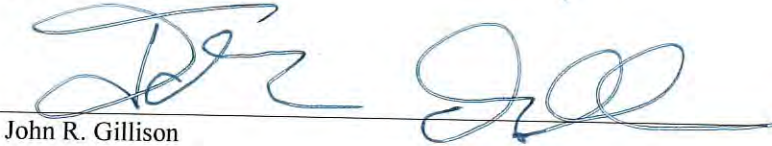
John R. Gillison

June 7, 2018

Date

City of Rancho Cucamonga, City Manager

Project Applicant



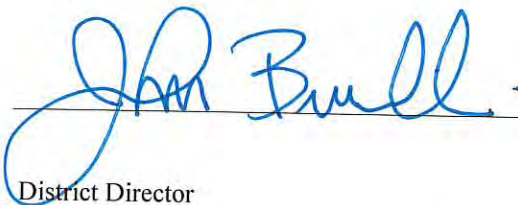
John R. Gillison

June 7, 2018

Date

City of Rancho Cucamonga, City Manager

Implementing Agency

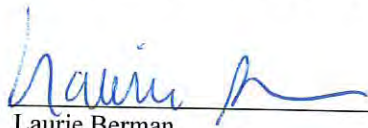


District Director

6/14/18

Date

California Department of Transportation



Laurie Berman

7-18-18

Date

Director

California Department of Transportation

Susan Bransen

Date

Executive Director

California Transportation Commission

Exhibit A

Project Programming Request Form

Etiwanda Avenue Grade Separation Project

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) No					Date:	7/13/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
75	TC0011	0018000305	T0011		TCEP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SBD	San Gabriel Rail Line	44.1	44.1	Caltrans		
				MPO	Element	
				SCAG	Rail	
Project Manager/Contact		Phone		E-mail Address		
Curt Billings		(909) 774-4069		Curt.Billings@CityofRC.us		
Project Title						
Etiwanda Avenue Grade Separation at SCRRA and BNSF San Gabriel Subdivision, between Whittram Avenue and Napa Street						
Location (Project Limits), Description (Scope of Work)						
The proposed Etiwanda Avenue Grade Separation at SCRRA and BNSF San Gabriel Rail Line, between Whittram Avenue and Napa Street, is located in the south east portion of the City of Rancho Cucamonga, borderd by the cities of Fontana to the east and Ontario is nearby to the south.						
The project will construct an overhead concrete girder bridge with a raised roadway profile and road widening, along Etiwanda Avenue and over the SCRRA San Gabriel Subdivision at mile post 44.1 (CPUC Corssing No. 18.3-36-101SG-44.1 Etiwanda; DOT Crossing No. 026151P SCRRA). An existing at grade crossing will be eliminated and access to local businesses will be maintained below the bridge superstructure.						
Component	Implementing Agency					
PA&ED	City of Rancho Cucamonga					
PS&E	City of Rancho Cucamonga					
Right of Way	City of Rancho Cucamonga					
Construction	City of Rancho Cucamonga					
Legislative Districts						
Assembly:	40	Senate:	23	Congressional:	31	
Project Benefits						
Eliminates an At-Grade Crossing, improves vehicle and rail safety, mobility and surface transportation. (cont. pg 2)						
Purpose and Need						
To establish a grade separation at the Etiwanda Avenue/SCRRA grade crossing. A grade separation will reduce vehicular delays and queing along Etiwanda Avenue leading to improved mobility and LOS in compliance with CMP policy. The grade separation will provide for the safe operation of vehicles, trucks and trains whose volume is projected to increase within the project limits. It will also provide for improved emergency vehicle response times for the area. The existing Etiwanda Avenue grade crossing has experienced 7 train/vehicular accidents resulting in 2 fatalities and injuries. A new grade separation is needed to address the increase in forecasted regional traffic demand, to eliminate vehicle/train accidents and maintain satisfactory CMP designated LOS thresholds.						
Category	Outputs/Outcomes			Unit	Total	
Local streets and roads	At-grade crossings eliminated			each	1	
Local streets and roads	Local road operational improvements			Feet	6800	
Local streets and roads	New local road bridge structures			each	1	
Local streets and roads	Bicycle lane-feet			Feet	3400	
ADA Improvements Yes	Bike/Ped Improvements Yes			Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions Yes		
Project Milestone				Existing	Proposed	
Project Study Report Approved				06/06/18		
Begin Environmental (PA&ED) Phase					01/16/18	
Circulate Draft Environmental Document				Document Type	CE	
Draft Project Report					06/04/18	
End Environmental Phase (PA&ED Milestone)					N/A See Notes	
Begin Design (PS&E) Phase					06/06/18	
End Design Phase (Ready to List for Advertisement Milestone)					09/05/18	
Begin Right of Way Phase					01/31/20	
End Right of Way Phase (Right of Way Certification Milestone)					09/05/18	
Begin Construction Phase (Contract Award Milestone)					01/31/20	
End Construction Phase (Construction Contract Acceptance Milestone)					06/01/20	
Begin Closeout Phase					12/30/21	
End Closeout Phase (Closeout Report)					01/02/22	
					12/30/22	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 7/17/18

Additional Information

Project Benefits (Continued from pg 1):

A new grade separation at the Etiwanda Avenue grade crossing is needed to address mobility related to the increase in forecasted regional traffic demand, eliminate vehicle/train accidents and maintain satisfactory CMP designated LOS thresholds. Safety and community access for all modes of transportation will be improved with the elimination of an at grade railroad crossing. In addition, the quality of life for residents will be improved since the railroad will no longer be required to routinely sound the train horn per Federal Rail Administration rules. Eliminate approximately 12,180 minutes of vehicle delays per day based on 2020 estimated ADT. Fiber interconnect conduit will be installed to expand the City's existing intelligent transportation system from Whittram Avenue to the City limits bordering the City of Fontana at Napa Street. Traffic congestion will be reduced with the construction of an overhead highway bridge. Currently Etiwanda Avenue has a level of service (F) and an ADT of 21,000 vehicles. The 3,400 total linear feet of sidewalks and 5 feet wide bike lanes on Etiwanda Avenue. Reduce the annual vehicle emission by nearly 1,166 tons of CO, CO₂, & NO_x combined.

The Etiwanda Avenue Grade Separation project between Napa Street and Whittram Avenue Project will construct a four-lane roadway overcrossing for 6,800 total linear feet of road at the Metrolink San Gabriel subdivision rail line (MP 44.1) which runs from Pasadena to San Bernardino.

Following the Metrolink San Gabriel subdivision rail line East of the I-15 freeway towards Etiwanda Avenue, there are two main tracks from CP Nolan (MP 44.5) to CP Beech (MP 47.6), track 1 on the north side and track 2 to its south. There is another spur to the sidetrack along the north side of the track at Etiwanda Avenue, site of the existing at grade road crossing. East of Etiwanda Avenue, where a Kaiser steel mill used to be, the California Auto Club Speedway now occupies the south side of the tracks. Calabash Avenue crosses the tracks (at a non-public grade crossing) at this location. There is an occasional-use Metrolink station here (CP Speedway, MP 45.3), an island platform in between the two main tracks, along with some storage tracks. Immediately east of this location is the BNSF Kaiser yard (CP Kaiser, MP 45.4), nominal destination of two daily switching turns out of San Bernardino, through which there is a third track, the "South Kaiser". East of Speedway the line and yard passes under the Cherry Avenue bridge in Fontana.

Separating surface transportation from the commuter and freight rail traffic railroad line will improve safety and operational efficiency to the mainline and several industry rail spurs nearby. It will reduce congestion and mitigate future growth impacts. Etiwanda Avenue provides surface transportation connections from local industries to several nearby freeways. It connects to the I-10 freeway 1.7 miles to the south and the I-60 freeway 3.5 miles further south. Also, 1.2 miles to the north it connects to the I-15 freeway via Foothill Blvd (Old Route 66).

The project links these existing corridors, which serve statewide needs, with an alternate capacity-enhancing local through route and thereby improving transportation resilience.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 7/13/18

Additional Information

Purpose and Need (Continued from pg 1):

Etiwanda Avenue is experiencing excessive delays and vehicular queues due to more than 52 daily train movements on the Metrolink San Bernardino Line. These delays and queuing are expected to worsen with continued growth and development adjacent to the project site. The most recent data shows that the existing Etiwanda Avenue at grade crossing has experienced 7 train/vehicular accidents resulting in 2 fatalities and injuries. The current roadway speed limit is 55 mph combined with increasing train trips are a concern with ongoing future growth in one of the fastest growing regions in the country.

Project Milestone (Continued from pg 1) Draft Project Report is not required for Statutory Exempt Projects.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 7/13/18

Additional Information

①

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$36.23	ITEMIZED BENEFITS (mil. \$)		Total Over 20 Years	Average Annual
Life-Cycle Benefits (mil. \$)	\$40.2	Travel Time Savings		\$33.8	\$1.7
Net Present Value (mil. \$)	\$3.99	Veh. Op. Cost Savings		\$3.3	\$0.2
Benefit / Cost Ratio:	1.11	Accident Cost Savings		\$0.5	\$0.0
Rate of Return on Investment:	4.5%	Emission Cost Savings		\$2.8	\$0.1
Payback Period:	17 years	TOTAL BENEFITS		\$40.2	\$2.0
		Person-Hours of Time Saved		3,819,389	190,983

Should benefit-cost results include:		Tons				Value (mil. \$)			
		Total Over 20 Years		Average Annual		Total Over 20 Years		Average Annual	
1) Induced Travel? (y/n)	N	EMISSIONS REDUCTION							
	Default = Y	CO Emissions Saved		45		2		\$0.0	
2) Vehicle Operating Costs? (y/n)	Y	CO ₂ Emissions Saved		23,227		1,161		\$0.7	
	Default = Y	NO _x Emissions Saved		54		3		\$1.8	
3) Accident Costs? (y/n)	Y	PM ₁₀ Emissions Saved		0		0		\$0.1	
	Default = Y	PM _{2.5} Emissions Saved		0		0		\$0.0	
4) Vehicle Emissions? (y/n)	Y	SO _x Emissions Saved		0		0		\$0.0	
	Default = Y	VOC Emissions Saved		7		0		\$0.0	
		includes value for CO ₂ e							

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
FYFFE AVENUE GRADE SEPARATION

Resolution _____

(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 *FYFFE AVENUE GRADE SEPARATION*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Port of Stockton*, and the Implementing Agency, *Port of Stockton*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *FYFFE AVENUE GRADE SEPARATION*, 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-P-1718-01, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated May 16, 2018

- 4.3 All signatories agree to adhere to the Commission's 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 Port of Stockton agrees to secure funds for any additional costs of the project.
- 4.6 The Port of Stockton 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 Port of Stockton 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

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT
FYFFE AVENUE GRADE SEPARATION

Resolution _____



Richard Aschieris

June 12, 2018

Date

Port Director, Port of Stockton

Project Applicant



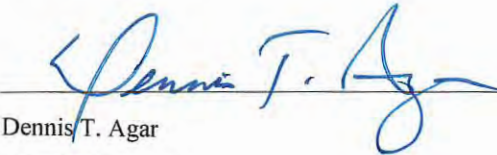
Richard Aschieris

June 12, 2018

Date

Port Director, Port of Stockton

Implementing Agency



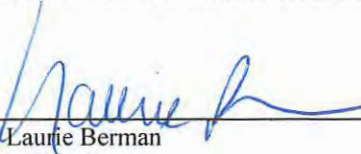
Dennis T. Agar

6/29/18

Date

District Director

California Department of Transportation



Laurie Berman

7-18-18

Date

Director

California Department of Transportation

Susan Bransen

Date

Executive Director

California Transportation Commission

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

General Instructions

Amendment (Existing Project) No					Date:	8/7/18
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.
75		0018000293		T0002		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SJ	San Joaquin			Port of Stockton		
				MPO	Element	
					Rail	
Project Manager/Contact		Phone		E-mail Address		
Juan G. Villanueva		209 946-0246		jvillanueva@stocktonport.com		
Project Title						
Fyffe Avenue Grade Separation						
Location (Project Limits), Description (Scope of Work)						
<p>The Fyffe Avenue Grade Separation Project is located in the City of Stockton, California, in San Joaquin County from the northern limits of the Navy Drive Bridge at the San Joaquin River to the Port of Stockton West Complex entrance. The Project will replace an existing at-grade rail crossing entrance to the Port's West Complex with a new grade-separated crossing approximately 900-1000 ft east of the current grade crossing location. A four lane overcrossing will be constructed just north of Navy Drive Bridge and over the Fyffe Avenue rail line, realigning McCloy Avenue south of its current location to form a stop-controlled intersection.</p>						
Component		Implementing Agency				
PA&ED		Port of Stockton				
PS&E		Port of Stockton				
Right of Way		Port of Stockton				
Construction		Port of Stockton				
Legislative Districts						
Assembly:	District 13	Senate:	District 5	Congressional:	Districts 9 & 10	
Project Benefits						
<p>This Project increases safety for the public, reduces hours of delay, solves a transportation bottleneck, promotes multimodal strategies at the Port, and improves interregional corridors that serve Statewide trade corridor needs. Project will reduce Particulate Matter (PM) 10, and PM 2.5, and greenhouse gasses by eliminating traffic idling delays caused by six train units a day entering the port. Project will promote efficient goods movements by increasing volume of freight traffic, speed of freight traffic, (Continued on page 2)</p>						
Purpose and Need						
<p>The primary purpose of the Project is to improve local, regional and interregional access to the Ports West Complex. The Project is one of a series of improvements to facilitate the flow of goods and services to and from the Port via the State Route 4 Crosstown Freeway and interregional road and rail network. Port of Stockton is an inland port facility whose strategic location adjacent to water, rail and highway access supports agricultural, industrial, construction and bulk materials activities. (Continued on page 2)</p>						
Category		Outputs/Outcomes			Unit	Total
Intercity Rail/Mass Trans		Grade separations/ rail crossing improvements			each	1
Local streets and roads		At-grade crossings eliminated			each	1
Local streets and roads		Local road operational improvements			each	1
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals No				Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed
Project Study Report Approved					09/27/13	
Begin Environmental (PA&ED) Phase						07/01/18
Circulate Draft Environmental Document				Document Type	CE	10/01/18
Draft Project Report						N/A
End Environmental Phase (PA&ED Milestone)						10/30/18
Begin Design (PS&E) Phase						01/01/19
End Design Phase (Ready to List for Advertisement Milestone)						09/01/19
Begin Right of Way Phase						12/01/18
End Right of Way Phase (Right of Way Certification Milestone)						02/01/19
Begin Construction Phase (Contract Award Milestone)						03/01/19
End Construction Phase (Construction Contract Acceptance Milestone)						09/01/20
Begin Closeout Phase						09/30/20
End Closeout Phase (Closeout Report)						03/01/21

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 8/7/18

Additional Information

Continued from page 1 Benefits - reliability and travel time is increased due to elimination of rail delays. The Project will enhance inter-Port circulation to support Short Sea Shipping efforts. Removing the at-grade intersection will provide vehicle and rail safety improvements and enable critical emergency evacuation route for employees, tenants, visitors, and emergency responders. The Project will strengthen the region's transportation systems and provide last mile link to the highway and trade corridors.

Continued from page 1 Purpose and Need - Port's transportation connections and available work force have made it a popular location for warehousing, distribution and logistics with the West Complex hosting a high number of heavy trucks as a goods movement terminal. Recent Crosstown Freeway Extension complements this project by facilitating efficient goods movement.

Changes to Project Milestone Dates - Application Delivery Plan vs. PPR:

The circulation of draft environmental document was not applicable as the project has a Notice of Exemption and circulation was not required.

'Begin Environmental Phase' was originally submitted as 07/2018; Port initiated environmental 01/2018 and filed the Notice of Exemption 05/18/2018.

Port was able to move forward with design sooner than anticipated due to reduced environmental phase so PS&E (originally submitted as 09/2019) can begin earlier. Port requested design funds to be advanced to FY 17/18 - PPR reflects date of CTC action on 6/27/2018.

'End ROW Phase' originally submitted as 02/2019; changed to 6/27/19 to reflect allocation.

'Begin / End Construction' dates changed to reflect allocation and follows 'timely use of funds' rule.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 8/7/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	SJ	San Joaquin, ,		0018000293	T0002	
Project Title: Fyffe Avenue Grade Separation						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Port of Stockton
PS&E									Port of Stockton
R/W SUP (CT)									Port of Stockton
CON SUP (CT)									Port of Stockton
R/W									Port of Stockton
CON									Port of Stockton
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	200							200	
PS&E		1,400						1,400	
R/W SUP (CT)									
CON SUP (CT)									
R/W		400						400	
CON			11,000					11,000	
TOTAL	200	1,800	11,000					13,000	

Fund No. 1:	SB 1 TRADE CORRIDOR ENHANCEMENT PROGRAM								Program Code
Existing Funding (\$1,000s)									30.10.723.100
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									CALTRANS-Regional Share
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									PS&E funding was advanced, allocated FY 17/18
PS&E		1,000						1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			8,000					8,000	
TOTAL		1,000	8,000					9,000	

Fund No. 2:	PORT FUNDS (local funds)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									PORT OF STOCKTON (local funds)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	200							200	PA&ED was completed in FY 17/18 with Port funds
PS&E		400						400	
R/W SUP (CT)									
CON SUP (CT)									
R/W		400						400	
CON			3,000					3,000	
TOTAL	200	800	3,000					4,000	

Fund No. 3:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

PROJECT BASELINE AGREEMENT

US 101/SR 25 Interchange Improvements - Phase 1

Resolution _____

(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 *US 101/SR 25 Interchange Improvements - Phase 1*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Santa Clara Valley Transportation Authority (VTA)*, and the Implementing Agency, *Santa Clara Valley Transportation Authority (VTA)*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *US 101/SR 25 Interchange Improvements - Phase 1*, 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-P-1718-01, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated May 16, 2018

- 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 Santa Clara Valley Transportation Authority (VTA) agrees to secure funds for any additional costs of the project.
- 4.6 The Santa Clara Valley Transportation Authority (VTA) 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 Santa Clara Valley Transportation Authority (VTA) 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

This application focused on Phase 1 of the reconstruction of the US 101/SR 25 interchange within the overall project defined in the approved Project Report.

Link to electronic copy of (Exhibit B) Project Report - https://www.dropbox.com/s/p3p5p2z9l837vh4/Project_Report_US101_Widening.pdf?dl=0

Attachments:


Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

US 101/SR 25 Interchange Improvements - Phase I

Resolution _____



Nuria I. Fernandez Date 6-13-18

General Manager, Santa Clara Valley Transportation Authority

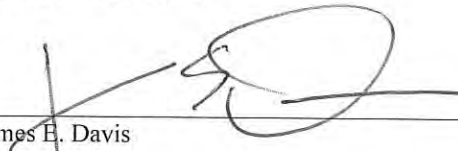
Project Applicant



Nuria I. Fernandez Date 6-13-18

General Manager, Santa Clara Valley Transportation Authority

Implementing Agency



James E. Davis Date 6/27/18

District Director

California Department of Transportation



Laurie Berman Date 7-18-18

Director

California Department of Transportation

Susan Bransen Date _____

Executive Director

California Transportation Commission

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	8/7/18
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID
04						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SCL	101	2.8	3.7	VTA		
				MPO	Element	
				MTC	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Gene Gonzalo		408-952-4236		gene.gonzalo@vta.org		
Project Title						
US 101/SR 25 Interchange - Phase 1						
Location (Project Limits), Description (Scope of Work)						
In southern Santa Clara County and Northern San Benito County, at the interchange of US 101 and SR 25, reconstruct the interchange at a location just north of the existing interchange. The improvements would include a new, widened bridge to convey SR 25 over US 101. It would also improve ramps for all traffic movements between US 101 and SR 25. The proposed phase 1 work at the reconstructed US 101/SR 25 interchange would include a minor realignment of SR 25 to a location just north of the existing SR 25, connecting to the current alignment of SR 25 at and east of the Union Pacific Railroad (UPRR) crossing, which is the limit of work on SR 25. New traffic signals would be installed at the northbound and southbound ramp termini with SR 25.						
Component	Implementing Agency					
PA&ED	VTA					
PS&E	VTA					
Right of Way	VTA					
Construction	VTA					
Legislative Districts						
Assembly:	30	Senate:	12	Congressional:	20	
Project Benefits						
Improvements in operational safety along the US 101 Corridor through eliminating merge conflicts at uncontrolled access points, eliminating traffic delay and backup, resolving partially controlled intersections with fully controlled and synchronized intersections, and improving future peak hour commute. The project will also accommodate bicycles across the interchange as part of the ultimate interchange configuration and connection to Santa Teresa Boulevard to the west.						
Purpose and Need						
The design of the existing US 101/SR 25 interchange is inadequate to accommodate existing demand resulting in backup of traffic onto the mainlines of US 101 and SR 25. The purpose of the project is to improve mobility, enhance safety, increase capacity, and facilitate future freeway to freeway direct connectors. The result will be improved movement of vehicular traffic, including trucks moving agricultural products through the region.						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		Operational Improvements			each	1
State Highway Road Construction		Modified / Improved Interchanges			each	1
State Highway Road Construction		Bicycle lane/ sidewalk miles			Miles	0.34
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Includes Sustainable Communities Strategy Goals No				Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed
Project Study Report Approved					04/05/01	
Begin Environmental (PA&ED) Phase						10/01/06
Circulate Draft Environmental Document					Document Type	EIR
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						09/30/13
Begin Design (PS&E) Phase						01/01/19
End Design Phase (Ready to List for Advertisement Milestone)						12/30/20
Begin Right of Way Phase						07/01/19
End Right of Way Phase (Right of Way Certification Milestone)						12/30/20
Begin Construction Phase (Contract Award Milestone)						04/01/21
End Construction Phase (Construction Contract Acceptance Milestone)						10/31/22
Begin Closeout Phase						11/01/22
End Closeout Phase (Closeout Report)						04/30/23

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 8/7/18

Additional Information

The purpose of US 101/SR 25 interchange project is to improve traffic operations at the US 101/SR 25 interchange; enhance safety; and improve bicycle and pedestrian access. The Project would improve the movement of agricultural goods, freight mobility and person throughput at the interchange. As defined, the project would: ☐ Improve system connectivity of US 101 to SR 25. ☐ Enhance safety along the project segment of US 101, including the reduction of conflicts with agricultural traffic. ☐ Improve traffic operations on the project segment of US 101, including those associated with connections between US 101 and SR 25, local roadways, adjacent land uses, and added ramp storage from southbound US 101 to SR 25. This would be accomplished in part by reducing or eliminating local roadway intersections with US 101 in the vicinity of the Project. ☐ Enhance the movement of goods along the US 101 transportation corridor. ☐ Maintain and enhance bicycle access along and across the project segment of the US 101 corridor. ☐ Compliment the future US 101/SR 25 Interchange Improvements Project and the SR 152 Trade Corridor that is under development.

The Project would provide the following benefits:

☐ Improvement of operational safety along the US 101 corridor by eliminating potential merge conflicts at uncontrolled access points ☐ Improvement of operational safety along the US 101 corridor by eliminating backup of southbound off ramp traffic onto the southbound 101 mainline ☐ Improvement of operational safety by eliminating partially controlled intersections and replacing with increased capacity, signalized, synchronized intersections. ☐ Improvement of future peak period commute times by providing operational improvements to better accommodate higher person throughput through the interchange to better meet the projected higher future traffic demand between US 101 and points east of the interchange

The benefits would be improved safety and efficiency for the growing southern Santa Clara and northern San Benito counties as it relates to truck/ freight goods movement, traffic operations, provision of services and safety at a key confluence of facilities in the region.

Table 2: Cal B/C Summary Results

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$60.8
Life-Cycle Benefits (mil. \$)	\$580.7
Net Present Value (mil. \$)	\$520.0
Benefit / Cost Ratio:	9.6
Rate of Return on Investment:	43.5%
Payback Period:	2 years

ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	\$10.3	\$1.9	\$12.2	\$0.6
Veh. Op. Cost Savings	\$0.5	-\$0.0	\$0.5	\$0.0
Accident Cost Savings	\$516.8	\$51.1	\$567.9	\$28.4
Emission Cost Savings	\$0.1	\$0.1	\$0.2	\$0.0
TOTAL BENEFITS	\$527.7	\$53.1	\$580.7	\$29.0
Person-Hours of Time Saved			1,632,698	81,635

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y Default = Y
2) Vehicle Operating Costs? (y/n)	Y Default = Y
3) Accident Costs? (y/n)	Y Default = Y
4) Vehicle Emissions? (y/n)	Y Default = Y
Includes value for CO ₂	

	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
EMISSIONS REDUCTION				
CO Emissions Saved	19	1	\$0.0	\$0.0
CO ₂ Emissions Saved	4,529	226	\$0.1	\$0.0
NO _x Emissions Saved	6	0	\$0.1	\$0.0
PM ₁₀ Emissions Saved	0	0	\$0.0	\$0.0
PM _{2.5} Emissions Saved	0	0		
SO ₂ Emissions Saved	0	0	\$0.0	\$0.0
VOC Emissions Saved	1	0	\$0.0	\$0.0

Source: Cal B/C

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 8/7/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
04	SCL	101				
Project Title: US 101/SR 25 Interchange - Phase 1						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									VTA
PS&E									VTA
R/W SUP (CT)									VTA
CON SUP (CT)									VTA
R/W									VTA
CON									VTA
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,000							1,000	E&P for reevaluation.
PS&E		6,000						6,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W			6,000					6,000	
CON				52,000				52,000	
TOTAL	1,000	6,000	6,000	52,000				65,000	

Fund No. 1:	SB-1 Trade Corridors Enhancement Program								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									State
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		4,200						4,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		4,200						4,200	

Fund No. 2:	VTA Local (Meas.B-2016)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									VTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,000							1,000	
PS&E		1,800						1,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,800					1,800	
CON				15,600				15,600	
TOTAL	1,000	1,800	1,800	15,600				20,200	

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
04	SCL	101				
Project Title:	US 101/SR 25 Interchange - Phase 1					

Fund No. 3:	Future TCEP or Local Partnership								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W			4,200					4,200	
CON				36,400				36,400	
TOTAL			4,200	36,400				40,600	

Fund No. 4:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Rice Avenue & Fifth Street Grade Separation Project

Resolution _____

(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 *Rice Avenue & Fifth Street Grade Separation Project*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans, District 4*, and the Implementing Agency, *City of Oxnard*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *Rice Avenue & Fifth Street Grade Separation 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 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-P-1718-01, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated May 16, 2018

- 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 City of Oxnard and Caltrans agrees to secure funds for any additional costs of the project.
- 4.6 The City of Oxnard 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 City of Oxnard 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

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Rice Avenue & Fifth Street Grade Separation Project

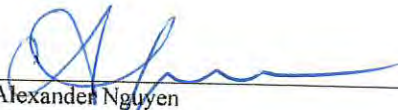
Resolution _____


Daniel E. Kopulsky

7-18-18
Date

Chief, Office of Multimodal System Planning

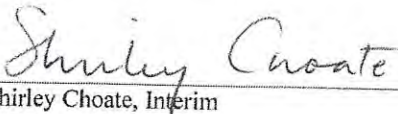
Project Applicant


Alexander Nguyen

7/19/2018
Date

City Manager, City of Oxnard


Implementing Agency


Shirley Choate, Interim

7/18/18
Date

District Director

California Department of Transportation

for: 
Laurie Berman

7/24/18
Date

Director

California Department of Transportation

Susan Bransen

Date

Executive Director

California Transportation Commission

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) No					Date:	06/12/18
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.
75	TC0001	0018000289		4961		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
VEN		6.3	6.8	Caltrans/City of Oxnard		
				MPO	Element	
				SCAG	RAIL	
Project Manager/Contact		Phone		E-mail Address		
Justin Link		(805) 385-8308		justin.link@oxnard.org		
Project Title						
Rice Avenue & Fifth Street Grade Separation Project						
Location (Project Limits), Description (Scope of Work)						
The Rice Avenue & Fifth Street Grade Separation Project is located in the City of Oxnard, Ventura County, at the Rice Avenue, Fifth Street (Route 34), and Union Pacific Railroad (UPRR) intersection. Project scope is to construct a grade separation structure to elevate Rice Avenue over Fifth Street and the UPRR track to eliminate the existing at-grade railroad crossing. The Project also includes the construction of two connector roads, one in the southeast quadrant and another in the southwest quadrant of the Rice Avenue grade separation, to provide access between Rice Avenue and Fifth Street.						
Component	Implementing Agency					
PA&ED	City of Oxnard					
PS&E	City of Oxnard					
Right of Way	City of Oxnard					
Construction	City of Oxnard					
Legislative Districts						
Assembly:	44	Senate:	19	Congressional:	26	
Project Benefits						
The project reduces congestion and vehicle emissions, and improves safety. When completed, the project will reduce congestion caused by delays from the existing traffic signal and passing trains, and will improve safety between vehicles traveling on Rice Avenue and the at-grade railroad crossing adjacent to SR-34. Continued on page 2						
Purpose and Need						
The purpose of this project is to eliminate the conflict between vehicles, pedestrians, bicylists, and trains at the Rice Avenue rail-highway crossing, to address future traffic congestion and circulation challenges forecasted for the project area. The Project is needed to increase safety, relieve vehicle congestion, reduce vehicle emissions, and reduce goods movement delays. From 2010 to 2016, there have been sixty-one separate accidents at the Rice Avenue/SR-34 (Fifth Street) Continued on page 2						
Category		Outputs/Outcomes			Unit	Total
Intercity Rail/Mass Trans		Grade separations/ rail crossing improvements			Feet	420
Local streets and roads		Operational improvements			Each	6 lanes
Local streets and roads		Sidewalk			Feet	10,600
Local streets and roads		Bicycle lane linear feet			Feet	7,400
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis Y	
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions Y		
Project Milestone					Existing	Proposed
Project Study Report Approved					12/09/15	
Begin Environmental (PA&ED) Phase					12/15/2015	12/15/15
Circulate Draft Environmental Document				Document Type	EIR/FONSI	10/01/2017
Draft Project Report					04/01/2017	04/01/17
End Environmental Phase (PA&ED Milestone)					04/01/2018	05/16/18*
Begin Design (PS&E) Phase					06/01/2018	06/28/18*
End Design Phase (Ready to List for Advertisement Milestone)					12/01/2018	12/01/19*
Begin Right of Way Phase					05/01/2018	05/01/18
End Right of Way Phase (Right of Way Certification Milestone)					12/01/2019	12/01/19
Begin Construction Phase (Contract Award Milestone)					06/01/2020	06/01/20
End Construction Phase (Construction Contract Acceptance Milestone)					07/01/2022	12/31/23*
Begin Closeout Phase					07/01/2022	12/31/23*
End Closeout Phase (Closeout Report)					01/01/2023	06/30/24*

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/12/18

Additional Information

Continued from page 1 - Project Benefits - The benefit from reduced accidents and emissions at the existing intersection is estimated at \$2.4 million annually, and an annual reduction of 1,195 tons of CO2 emissions and over 4 tons of criteria pollutants (Cal-B/C results). The Project improves congestion, air quality and safety for all residents along Oxnard Boulevard in central Oxnard.

Continued from page 1 - Purpose and Need - and Rice Avenue/UPRR tracks intersections, averaging nine accidents per year in that area during that seven-year period. Two of the sixty-one accidents occurred on June 3, 2014, and February 24, 2015, and resulted in three fatalities from a Metrolink train hitting a car and a truck at the at-grade railroad crossing. The intersection is currently operating at Level of Service (LOS) D for vehicle traffic and will continue to deteriorate without the Project build, eventually resulting in LOS F in 2020 during the late day peak.

Explanation of the distance lengths -

The distance of the bridge is 420 feet long. The distance of the road lane is 3,400 feet long along Rice Avenue. The sidewalk and bike lane are on both sides of Rice Avenue; therefore the distance on Rice Avenue is 6,800 feet long and with an additional 600 feet long of tapers which require bike lane as well for a total distance of 7,400 feet long. The sidewalk is along both sides of Rice Avenue with a distance of 7,400 feet long, and an additional 3,200 feet long of sidewalk along Fifth Street and the connector roads.

Project Milestone dates changed to actual dates for certain milestones that have begun since the original project application was submitted.

Construction end dates changed to better align with the CTC's Timely Use of Funds Rule.

Design end date has been corrected from what was listed in the original PPR with the application.

The date of 12/01/18 was listed in error; the correct date to complete design is 12/01/19. The new PPR has 2.0 miles of sidewalk, instead of 2.5 miles in the submitted application. The submitted application listed the at-grade railroad crossing elimination of 0.5 mile instead of 0.64 mile, and the original total operational improvements of 1.4 miles, instead of the 3.5 miles of total new project improvements.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised June, 7 2018 v7.09)

Date: 7/19/18

Additional Information

Project Benefits (Continued from pg 2):

The results page from the Cal B/C v6.2 model is presented below.

INVESTMENT ANALYSIS SUMMARY RESULTS																																																
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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/12/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
75	VEN, ,	, ,	TC0001	0018000289	4961	
Project Title: Rice Avenue & Fifth Street Grade Separation Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	3,132							3,132	City of Oxnard
PS&E		6,860						6,860	City of Oxnard
R/W SUP (CT)									City of Oxnard
CON SUP (CT)									City of Oxnard
R/W		8,000						8,000	City of Oxnard
CON			61,200					61,200	City of Oxnard
TOTAL	3,132	14,860	61,200					79,192	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,132							3,132	
PS&E	1,523	5,337						6,860	
R/W SUP (CT)									
CON SUP (CT)									
R/W		8,000						8,000	
CON			61,200					61,200	
TOTAL	4,655	13,337	61,200					79,192	

Fund No. 1:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA)								Program Code
	Existing Funding (\$1,000s)								30.20.723.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E		4,406						4,406	
R/W SUP (CT)									
CON SUP (CT)									
R/W		8,000						8,000	
CON			56,200					56,200	
TOTAL		12,406	56,200					68,606	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		4,406						4,406	
R/W SUP (CT)									
CON SUP (CT)									
R/W		8,000						8,000	
CON			56,200					56,200	
TOTAL		12,406	56,200					68,606	

Fund No. 2:	RSTP - STP Local Regional (STPL-R)								Program Code
	Existing Funding (\$1,000s)								20.30.010.810
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	2,773							2,773	City of Oxnard
PS&E		487						487	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,773	487						3,260	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,773							2,773	
PS&E		487						487	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,773	487						3,260	

Fund No. 3:		Federal Disc. - 2011 Federal Discretionary Grants (2011FDG)							Program Code
		Existing Funding (\$1,000s)							30.20.725.000
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									FRA STEP
PS&E		1,523						1,523	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		1,523						1,523	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									Allocated June 2018
PS&E	1,523							1,523	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,523							1,523	

Fund No. 4:		Local Funds - FEE (FEE)							Program Code
		Existing Funding (\$1,000s)							20.10.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	359							359	Oxnard, City of
PS&E		444						444	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	359	444						803	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)	359							359	
PS&E		444						444	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	359	444						803	

Fund No. 5:		Section 190 State Funds							Program Code
		Existing Funding (\$1,000s)							20.30.010.400
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans Sec 190
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,000					5,000	
TOTAL			5,000					5,000	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									Proposed funding is subject to Section 190 application approval
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,000					5,000	
TOTAL			5,000					5,000	

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Mathilda Avenue Improvements at SR 237 and US 101

Resolution _____

(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 *Mathilda Avenue Improvements at SR 237 and US 101*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Santa Clara Valley Transportation Authority (VTA)*, and the Implementing Agency, *Santa Clara Valley Transportation Authority (VTA)*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the Local Partnership Program (Competitive), and included in this program of projects the *Mathilda Avenue Improvements at SR 237 and US 101*, 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 LLP-P-1718-01, "Adoption of Program of Projects for the Local Partnership Program", dated May 16, 2018
- ☐ 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 *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's Local Partnership Program (Competitive), 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 Santa Clara Valley Transportation Authority (VTA) agrees to secure funds for any additional costs of the project.
- 4.6 The Santa Clara Valley Transportation Authority (VTA) 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 Santa Clara Valley Transportation Authority (VTA) 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

Link to electronic copy of (Exhibit B) Project Report - https://www.dropbox.com/s/hi042awp701kwh8/Signed%20PR_Mathilda.pdf?dl=0

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Mathilda Avenue Improvements at SR 237 and US 101

Resolution _____



Nuria I. Fernandez
Date 6-13-18

General Manager, Santa Clara Valley Transportation Authority

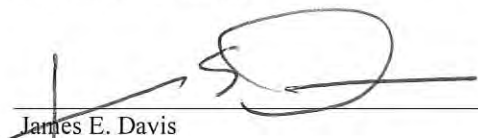
Project Applicant



Nuria I. Fernandez
Date 6-13-18

General Manager, Santa Clara Valley Transportation Authority

Implementing Agency



James E. Davis
Date 6/27/18

District Director

California Department of Transportation



Laurie Berman
Date 7-17-18

Director

California Department of Transportation

Susan Bransen
Date _____

Executive Director

California Transportation Commission

Amendment (Existing Project) No					Date:	8/8/18
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID
04						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SCL	US 101	2.7	3.3	VTA		
SCL	SR 237	45.8	45.2	MPO	Element	
				MTC	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Gene Gonzalo		408-925-4236		gene.gonzalo@vta.org		
Project Title						
Mathilda Avenue Improvements at SR 237 and US 101						
Location (Project Limits), Description (Scope of Work)						
In the City of Sunnyvale, on Mathilda Avenue from Almanor Avenue to Innovation Way, construct improvements including on and off ramp improvements at SR 237 (from the interchange to 0.3 miles in each direction) and US 101 (from the interchange to 0.3 miles in each direction). The project also proposes to improve local roadway operations and construct new complete streets improvements. The total length of the project is about one mile on Mathilda Avenue.						
Component		Implementing Agency				
PA&ED		VTA				
PS&E		VTA				
Right of Way		VTA				
Construction		VTA				
Legislative Districts						
Assembly:	22	Senate:	11	Congressional:	15	
Project Benefits						
The Build alternative results in a significant reduction in vehicle delay during the AM peak and PM peak. The project wil result in a decrease of 15,850 daily VMT at open to traffic (2020) and a 61,133 reduction in the horizon year (2040). The project reduces GHG (nearly 5,000 metric tonnes annually in the horizon year as well as other criteria pollutants - all consistent with the RTP/SCS for the region.						
Purpose and Need						
The primary purpose of the project is to improve traffic operations and traffic flow on Mathilda Avenue, reducing congestion and improving mobility for all modes of traffic. The project wil also improve traffic safety, particularly at the freeway interchanges by eliminating weaving movements. The project will also provide new complete streets improvements in the corridor. The project's primary need is based on current congestion and safety as well as a lack of complete bicycle and pedestrian facilities.						
Category		Outputs/Outcomes			Unit	Total
Local streets and roads		Operational Improvements			Miles	1
State Highway Road Construction		Modified / Improved Interchanges			each	2
Local streets and roads		Pedestrian/Bicycle Facilities miles constructed			Miles	1
Local streets and roads		Intersections Modified			each	6
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed
Project Study Report Approved					02/13/15	
Begin Environmental (PA&ED) Phase						02/26/15
Circulate Draft Environmental Document				Document Type		08/12/16
Draft Project Report						08/11/16
End Environmental Phase (PA&ED Milestone)						01/20/17
Begin Design (PS&E) Phase						01/21/17
End Design Phase (Ready to List for Advertisement Milestone)						06/15/18
Begin Right of Way Phase						02/01/17
End Right of Way Phase (Right of Way Certification Milestone)						06/10/18
Begin Construction Phase (Contract Award Milestone)						12/01/18
End Construction Phase (Construction Contract Acceptance Milestone)						12/01/20
Begin Closeout Phase						12/01/20
End Closeout Phase (Closeout Report)						12/01/21

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 8/8/18

Additional Information**Roadway Improvements**

The Project would consist of the following roadway improvements:

- Realign and widen the northbound US 101 ramps and signalize the ramp intersection with Mathilda Avenue, and construct a left-turn lane on southbound Mathilda Avenue to access the northbound US 101 loop on-ramp.
- Realign the southbound US 101 off-ramp and loop on-ramp and signalize the ramp intersection with Mathilda Avenue.
- Modify the Mathilda Avenue/Ross Drive signal intersection.
- Remove the northbound US -101 loop off-ramp to Mathilda Avenue and shift traffic to the northbound US 101 diagonal off-ramp.
- Remove the westbound SR 237 ramp signal intersection. Realign the westbound SR 237 off-ramp opposite Moffett Park Drive and modify the signal intersection. The existing signalized intersections on Mathilda Avenue at the SR 237 westbound offramp and Moffett Park Drive would be removed.
- Signalize the reconfigured westbound SR 237 off-ramp/Moffett Park Drive intersection. The westbound SR 237 off-ramp would be modified to intersect with Mathilda Avenue just south of the new signalized intersection. Mathilda Avenue northbound traffic heading to westbound SR 237 would have to make a U-turn movement at the new signalized intersection to access the on-ramp.
- Modify the westbound SR 237 ramps to provide a diamond configuration.
- Close Moffett Park Drive between Bordeaux Drive and Mathilda Avenue, replace with a Class I bikeway and shift traffic to Bordeaux Drive and Innovation Way. Innovation Way would be extended from Mathilda Avenue to Bordeaux Drive as part of the Moffett Place Campus Project. Moffett Park Drive eastbound north of Mathilda Avenue would remain.
- Modify and signalize the Innovation Way and Juniper Networks driveway intersection.
- Provide three continuous through lanes in each direction on Mathilda Avenue.

Bicycle improvements consist of:

- Installing sidewalk along the west side of Mathilda Avenue between Almanor Avenue and Moffett Park Drive. The sidewalk would be a minimum of 6 feet wide where feasible.
- Installing pedestrian countdown signals at westbound SR 237 ramps, eastbound SR 237 ramps, Ross Drive, northbound US 101 ramps, and southbound US 101 ramps.
- Class II bike lanes based on available pavement widths within the Project area, and would connect to the existing Class II bike lanes and Class III bike routes on Mathilda Avenue and the Class I bikeway on the Sunnyvale West Channel.
- Bicycle improvements on Moffett Park Drive would consist of a Class I bikeway between Borregas Avenue and Mathilda Avenue.

Pedestrian Improvements include:

- Upgrading existing pedestrian facilities to incorporate current Americans with Disabilities Act standards, including curb ramps at all crosswalks.
- Incorporating pavement delineation with new crosswalk markings.
- Realigning ("teeing up") and signalizing ramp termini to provide new pedestrian crossings, where feasible.
- The Project proposes to extend the Class I bicycle path on Moffett Park Drive to Innovation Way and connect to the existing Class II bicycle lanes that extend to Ellis Street in Mountain View.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 8/8/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
04	SCL, SCL	US 101, SR 237				
Project Title: Mathilda Avenue Improvements at SR 237 and US 101						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									VTA
PS&E									VTA
R/W SUP (CT)									VTA
CON SUP (CT)									VTA
R/W									VTA
CON									VTA
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	4,000							4,000	
PS&E	3,200							3,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W	800							800	
CON		34,000						34,000	
TOTAL	8,000	34,000						42,000	

Fund No. 1:	Local Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)	4,000							4,000	VTA and Sunnyvale
PS&E	3,200							3,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W	800							800	
CON		17,000						17,000	
TOTAL	8,000	17,000						25,000	

Fund No. 2:	SB-1 LPP Competitive								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		17,000						17,000	
TOTAL		17,000						17,000	

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

Ala-680 Ramp Metering and Traffic Operations Systems 04-4G113

Resolution _____

(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 *Ala-680 Ramp Metering and Traffic Operations Systems 04-4G113*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans D-4*, and the Implementing Agency, *Caltrans D-4*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its March 22, 2018 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *Ala-680 Ramp Metering and Traffic Operations Systems 04-4G113*, 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 G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated March 22, 2018
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection 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 Caltrans D-4 agrees to secure funds for any additional costs of the project.
- 4.6 The Caltrans D-4 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 Caltrans D-4 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

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT


ALA-680 Ramp Metering and Traffic Operation Systems (TOS) Project 4G113

Resolution _____

For 

James E. Davis
Acting District Director
California Department of Transportation

7/6/2018
Date



Laurie Berman
Director
California Department of Transportation

7-23-18
Date

Susan Bransen
Executive Director
California Transportation Commission

Date

State Highway Operation and Protection Program

Alameda County
Document Year 2018, Version Number 4
PPNO: 1463D
(Dollars in Thousands)

DIST: 04	PPNO: EA: 1463D 4G113	CTIPS ID: 106-0000-2518	TCRP NO.:	TITLE (DESCRIPTION): (In and near Fremont, Pleasanton, and Dublin, from 0.3 mile south of Scott Creek Road to 0.3 mile north of Alcosta Boulevard, install ramp meters, ramp High Occupancy Vehicle (HOV) bypass lanes, and Traffic Operations Systems (TOS).)	ELEMENT: SHOPP Major Const.	MPO ID: LAW: 6 16
CT PROJECT ID: 0414000305					SPONSOR: Caltrans	
COUNTY: Alameda County	ROUTE: 680	PM: M R21.9			MPO: Metropolitan Transportation Commission	
					CORRIDOR:	
					PRJ MGR:	
					PHONE:	
					EMAIL:	

ASSEMBLY: 16,20,25
SENATE: 7,10
CONGRESS: 15,17

IMPLEMENTING
AGENCIES:

PAED
PSE

RW
CON

PROJECT VERSION HISTORY (Printed Version is Shaded) (Last 9 versions displayed)

Programmed Dollars in Thousands - Total for Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
4	Official	08/27/2018	GBAINS	Amendment - Cost/Scope/Sch. Change	18H-003	5,700		10,000	800		5,600	100	4,600
3	Official	03/21/2018	GBAINS	Adoption - Carry Over	18H-000	5,700		28,300	800		5,600	100	5,600
2	Official	08/16/2017	RWHITE	Allocation - CTC Vota	FP-17-02	5,700		28,300	800		5,600	100	5,600
1	Official	08/16/2017	RWHITE	Amendment - New Project	18H-017			28,300	800		5,600	100	5,600

Fund Source 1 of 1 SHOPP - Mobility

20.XX.201.315 - Transportation Management (TMC's & Field Equipment)

Fund Type
National Hwy System
Funding Agency

VOTE	DATE	AMOUNT
RW SUP	08/16/2017	100
PSE	08/16/2017	5,600

	PRIOR	18-19	19-20	20-21	21-22	22-23	23-24	FUTURE	TOTAL
PA&ED									
PS&E	5,600								5,600
RW SUP	100								100
CON SUP		4,500							4,500
RW		800							800
CON		19,000							19,000
Total:	5,700	24,300							30,000

HQ Comments:

8/29/18 Made amend official. Changed Perf Measure, Const Supp and Const Cap - GB

***** Version 4 - 06/29/2018 *****

Entered amendment #18H-003 - RW

***** Version 3 - 03/21/2018 *****

Carryover project from 2016 to 2018 SHOPP.

***** Version 2 - 10/30/2017 *****

Added sequential programming for 2018 SHOPP ? RW

8/21/17 Made COS allocation(s) official. - SL

***** Version 2 - 08/20/2017 *****

Entered COS allocation (PS&E & RW Sup) ? RW

8/18/17 Made amend official. New project. - LS

***** Version 1 - 08/16/2017 *****

Entered new 2016 SHOPP project - RW

Baseline agreement information was extracted from Caltrans project data systems. Project description, funding and performance measures are from CTIPs. Project delivery milestones are from PRSM. All information is current accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date: 07/05/18 08:34:01 AM

District	EA	Project ID		PPNO	Project Manager
04	4G113	0414000305		1463D	KIAAINA, RON K
County	Route	Begin Postmile	End Postmile	Implementing Agency	
ALA	680	M 0.0	R 21.9	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

Ala-680 Ramp Metering (Phase 2B)

Location/Description

In and near Fremont, Pleasanton, and Dublin, from 0.3 mile south of Scott Creek Road to 0.3 mile north of Alcosta Boulevard. Install ramp meters, ramp High Occupancy Vehicle (HOV) bypass lanes, and Traffic Operations Systems (TOS).

Legislative Districts

Assembly: 16, 20, 25 **Senate:** 07, 10 **Congressional:** 15, 17

PERFORMANCE MEASURES

Primary Asset	New	Fair to Good	Poor to Good	Total	Unit
2 HOV bypass lanes, 7 CCTV, 2 CMS, & 33 TMS	44			44	Field Elements

Project Milestone

	Actual	Planned
Project Approval and Environmental Document Milestone	11/16/16	
Right of Way Certification Milestone	06/25/18	
Ready to List for Advertisement Milestone	06/29/18	
Begin Construction Milestone (Approve Contract)		01/28/19

FUNDING

Component	Fiscal Year	SHOPP					Total
PA&ED							0
PS&E	17/18	5,600					5,600
RW Support	17/18	100					100
Const Support	18/19	4,500					4,500
RW Capital	18/19	800					800
Const Capital	18/19	19,000					19,000
Total		30,000					30,000

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
SR-60 Pavement Rehabilitation Near Beaumont (EA 1C090)

Resolution _____

(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 *SR-60 Pavement Rehabilitation Near Beaumont (EA 1C090)*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans*, _____, and the Implementing Agency, *Caltrans*, _____, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its March 22, 2018 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *SR-60 Pavement Rehabilitation Near Beaumont (EA 1C090)*, 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 G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated March 22, 2018
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection 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 Caltrans agrees to secure funds for any additional costs of the project.
- 4.6 Caltrans 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 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

This project is a Financial Contribution Only (FCO) provided to Riverside County Transportation Commission (RCTC) and will be constructed as part of 0N69U (the truck lanes project on SR-60).

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT


SR-60 Pavement Rehabilitation Near Beaumont (EA 1C090)

Resolution _____


John Bulinski
District Director

8/3/18
Date

California Department of Transportation
(Project Applicant/Implementing Agency)


Laurie Berman

8/3/2018
Date

Director

California Department of Transportation

Susan Bransen

Date

Executive Director

California Transportation Commission

Baseline agreement information was extracted from Caltrans™ project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	07/31/18 03:24:48 PM
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District	EA	Project ID		PPNO	Project Manager
08	1C090	0812000287		0033N	RADHAKRISHNAN, RAGHURAM
County	Route	Begin Postmile	End Postmile	Implementing Agency	
RIV	60	22.1	26.6	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Riverside County Trans Commission (RCTC)

Project Nickname

Riv 60 Rehab Pavement near Beaumont

Location/Description

Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail. Rehabilitate pavement.

Legislative Districts

Assembly:	42	Senate:	23	Congressional:	36
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PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition	Pavement			17.6		17.6	Lane miles
Programmed Condition	Pavement	17.6				17.6	Lane miles

Project Milestone	Actual	Planned
Project Approval and Environmental Document Milestone	05/16/16	
Right of Way Certification Milestone	06/11/18	
Ready to List for Advertisement Milestone		08/14/18
Begin Construction Milestone (Approve Contract)		12/04/18

FUNDING

Component	Fiscal Year	SHOPP					Total
PA&ED							0
PS&E							0
RW Support							0
Const Support							0
RW Capital							0
Const Capital	18/19	15,000					15,000
Total		15,000					15,000

Riverside County
Document Year 2018, Version Number 7
PPNO: 0033N

DIST: PPNO : EA : CTIPS ID: 08 0033N 1C090 109-0000-3512 CT PROJECT ID: 0812000287 COUNTY: Riverside County	ROUTE: PM: 60 22.1/26.6	TITLE (DESCRIPTION): (Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail. Rehabilitate pavement.) Performance Measure: Lane mile(s) Quantity: 17.60	ELEMENT: SHOPP Major Const. SPONSOR: Caltrans MPO: Southern California Association of Governments CORRIDOR: PRJ MGR: PHONE: MPO ID: 9 LAW: 12
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PROJECT VERSION HISTORY			(Printed Version is Shaded) (Last 9 versions displayed)			Programmed Dollars in Thousands - Total For Project							
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
7	Official	3/21/2018	LSTOCKTO	Adoption - Carry Over	18H-000			15,000					
6	Official	6/28/2017	GVASQUEZ	Amendment - Cost/Scope/Sch. Change	16H-014			15,000					
5	Official	4/15/2016	DBERRY	Approved - Carry Over	16H-000			15,000					
4	Official	3/16/2016	MWEBSTER	Amendment - Cost/Scope/Sch. Change	14H-495			15,000					
3	Official	10/22/2015	MWEBSTER	Amendment - Cost/Scope/Sch. Change	14H-492			15,000					
2	Official	8/1/2014	1: LSTOCKTO	Amendment - Split/Combined - Split Into	14H-187			15,000					
1	Official	3/26/2014	DBERRY	Approved - New Project				27,155	7	734	1,787	22	2,285

HQ Comments:
***** Version 7 - 03/21/2018 *****
Carryover project from 2016 to 2018 SHOPP.
***** Version 2 - 11/01/2017 *****
Added sequential programming for 2018 SHOPP – SL
7/14/17 Changed Funding \$15,000k from R/W to Con. -gv
7/12/17 Made amendment official. Delay FY 17-18 to 18-19. - MW
***** Version 6 - 07/05/2017 *****
Entered Amendment #16H-014 - RW
***** Version 5 - 04/15/2016 *****
Carryover project from 2014 to 2016 SHOPP
3/21/16 Made amendment official. Update PM/Location and delay to 17/18. - MW
***** Version 4 - 03/17/2016 *****
Entered in as amendment #14H-495 but action was taken by CTC on the 4.18 BI - RW
10/22/15 Made Amendment Official - MW
***** Version 3 - 10/02/2015 *****
Entered Amendment #14H-492 - RW
8/1/14 Made amend official. Split to child EA 1C091. Changed PM, Description, R/W, Const., FY, and support. Combine with EA 0Q180 and STIP project EA 0N690 for construction under EA 0N69U. - LS
***** Version 2 - 08/01/2014 *****
Entered amendment #14H-187 - RW
***** Version 1 - 03/26/2014 *****
New 2014 SHOPP project

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017

PROJECT BASELINE AGREEMENT

SR-60 Shoulder Widening Near Beaumont (EA 0Q180)

Resolution _____

(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 *SR-60 Shoulder Widening Near Beaumont (EA 0Q180)*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans*, and the Implementing Agency, *Caltrans*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its March 22, 2018 meeting the Commission approved the State Highway Operation and Protection Program, and included in this program of projects the *SR-60 Shoulder Widening Near Beaumont (EA 0Q180)*, 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 G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated March 22, 2018
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's State Highway Operation and Protection 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 Caltrans agrees to secure funds for any additional costs of the project.
- 4.6 Caltrans 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 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

This project is a Financial Contribution Only (FCO) provided to Riverside County Transportation Commission (RCTC) and will be constructed as part of 0N69U (the truck lanes project on SR-60).

Attachments:


Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

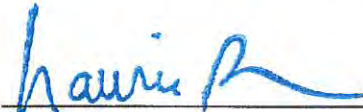
SR-60 Shoulder Widening Near Beaumont (EA 0Q180)

Resolution _____


John Bulinski
District Director

8/3/18
Date

California Department of Transportation
(Project Applicant/Implementing Agency)


Laurie Berman

8/3/18
Date

Director

California Department of Transportation

Susan Bransen

Date

Executive Director

California Transportation Commission

Baseline agreement information was extracted from Caltrans™ project data systems. Project description, funding and performance measures are from CTIPS. Project delivery milestones are from PRSM. All information is current and accurate.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date:	07/31/18 03:23:07 PM
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District	EA	Project ID		PPNO	Project Manager
08	0Q180	0800020220		0045G	RADHAKRISHNAN, RAGHURAM
County	Route	Begin Postmile	End Postmile	Implementing Agency	
RIV	60	22.2	26.6	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Riverside County Trans Commission (RCTC)

Project Nickname

RIV 60 WB Shoulder Widening

Location/Description

Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail. Construct left and right shoulders for westbound direction.

Legislative Districts

Assembly:	65	Senate:	37	Congressional:	41
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PERFORMANCE MEASURES

	Primary Asset	Good	Fair	Poor	New	Total	Units
Existing Condition						0	
Programmed Condition					382	382	Collision reduction

Project Milestone

	Actual	Planned
Project Approval and Environmental Document Milestone	05/16/16	
Right of Way Certification Milestone	06/11/18	
Ready to List for Advertisement Milestone		08/14/18
Begin Construction Milestone (Approve Contract)		12/04/18

FUNDING

Component	Fiscal Year	SHOPP					Total
PA&ED	17/18	2,000					2,000
PS&E	17/18	1,500					1,500
RW Support	17/18	200					200
Const Support	18/19	3,700					3,700
RW Capital	18/19	250					250
Const Capital	18/19	25,000					25,000
Total		32,650					32,650

Riverside County
Document Year 2018, Version Number 8
PPNO: 0045G

DIST: PPNO : EA : CTIPS ID: 08 0045G 0Q180 109-0000-3273 CT PROJECT ID: 0800020220 COUNTY: ROUTE: PM: Riverside County 60 22.2/28.6	TITLE (DESCRIPTION): (Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail. Construct left and right shoulders for westbound direction.) Performance Measure: Collision(s) reduced Quantity: 382.00	ELEMENT: SHOPP Major Const. SPONSOR: Caltrans MPO: Southern California Association of Governments CORRIDOR: PRJ MGR: RK PHONE: (909) 383-6288 MPO ID: 9 LAW: 12
--	--	--

PROJECT VERSION HISTORY			(Printed Version is Shaded)		(Last 9 versions displayed)		Programmed Dollars in Thousands - Total For Project						
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
8	Official	3/21/2018	LSTOCKTO	Adoption - Carry Over	18H-000	2,000		25,000	250	2,000	1,500	200	3,700
7	Official	10/18/2017	RWHITE	Allocation - CTC Vote	FP-17-13	2,000		25,000	250	2,000	1,500	200	3,700
6	Official	8/28/2017	RWHITE	Amendment - Cost/Scope/Sch. Change	16H-014			25,000	250	2,000	1,500	200	3,700
5	Official	4/15/2016	DBERRY	Approved - Carry Over	16H-000			25,000	250	2,000	1,500	200	3,700
4	Official	3/16/2016	MWEBSTER	Amendment - Cost/Scope/Sch. Change	14H-495			25,000	250	2,000	1,500	200	3,700
3	Official	10/22/2015	MWEBSTER	Amendment - Split/Combined - Combined With	14H-492			25,000	250	2,000	1,500	200	3,700
2	Official	3/26/2014	DBERRY	Approved - Carry Over				25,000	250	2,000	1,500	200	3,700
1	Official	8/15/2012	DBERRY	Amendment - New Project	12H-042			25,000	250	2,000	1,500	200	3,700

HQ Comments:

***** Version 8 - 03/21/2018 *****

Carryover project from 2018 to 2018 SHOPP.

***** Version 2 - 11/01/2017 *****

Added sequential programming for 2018 SHOPP – SL

10/20/17 Made COS Allocation(s) official – SL

***** Version 7 - 10/19/2017 *****

Entered COS allocation (PA&ED) – RW

7/12/17 Made amendment official. Delay FY 17-18 to 18-19. - MW

***** Version 6 - 07/05/2017 *****

Entered Amendment #16H-014 - RW

***** Version 5 - 04/15/2016 *****

Carryover project from 2014 to 2016 SHOPP

3/21/16 Made amendment official. Update PM/Location and delay to 17/18. - MW

***** Version 4 - 03/17/2016 *****

Entered in as amendment #14H-495 but action was taken by CTC on the 4.18 BI - RW

10/22/15 Made Amendment Official. Combine with EA 1C090 for construction. - MW

***** Version 3 - 10/02/2015 *****

Entered Amendment #14H-492 - RW

***** Version 2 - 03/26/2014 *****

Carryover project from 2012 to 2014 SHOPP

2/4/13: Approved PCR to combine with local project EA 0N690 for construction under EA 0N69U - DB

***** Version 1 - 08/20/2012 *****

Entered new 2012 SHOPP project - RW

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
San Mateo and Santa Clara US 101 Managed Lanes Project

Resolution _____

(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 *San Mateo and Santa Clara US 101 Managed Lanes Project*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans, MTC, SMCTA, and C/CAG*, and the Implementing Agency, *Caltrans and VTA*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 16, 2018 meeting the Commission approved the and included in this program of projects the *San Mateo and Santa Clara US 101 Managed Lanes 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 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 LPP-P-1718-01, "Adoption of Program of Projects for the Local Partnership Program", dated May 17, 2018
- ☒ Resolution SCCP-P-1718-01, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated May 17, 2018
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's 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 San Mateo County Transportation Authority (SMCTA), City/County Association of Governments (C/CAG), and Santa Clara Valley Transportation Agency (VTA) in partnership with the Metropolitan Transportation Commission (MTC), agrees to secure funds for any additional costs of the project.
- 4.6 The Santa Clara Valley Transportation Authority (VTA) 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 VTA and 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

The Project Programming Request (PPR) for the US 101 Managed Lanes Project (PPNO 0658D) will be updated upon completion of the environmental document. It is anticipated that the environmental document will be completed by October 15, 2018.

Attachments:


Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

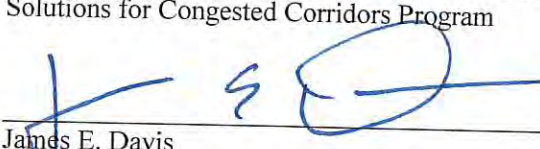
San Mateo and Santa Clara US 101 Managed Lanes Project

Resolution _____




Steve Heminger
Executive Director, Metropolitan Transportation Commission
Project Applicant for San Mateo and Santa Clara US 101 Managed Lanes Project
Solutions for Congested Corridors Program

6/28/18
Date



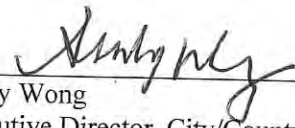
James E. Davis
Acting District Director, California Department of Transportation, District 4
Project Applicant for San Mateo and Santa Clara US 101 Managed Lanes Project
Implementing Agency for San Mateo US 101 Managed Lanes Project

6/29/18
Date



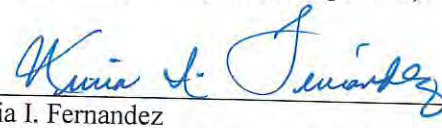
Jim Hartnett
Executive Director, San Mateo County Transportation Authority
Project Applicant for San Mateo US 101 Managed Lanes Project
Local Partnership Program (Competitive)

Date



Sandy Wong
Executive Director, City/County Association of Governments of San Mateo County
Project Applicant for San Mateo US 101 Managed Lanes Project
Local Partnership Program (Competitive)

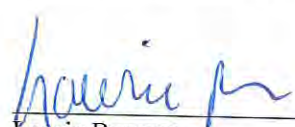
Date



Nuria I. Fernandez
General Manager/CEO, Santa Clara Valley Transportation Authority
Implementing Agency for Silicon Valley Express Lanes Program – Phase 3

6/26/18

Date



Laurie Berman
Director, California Department of Transportation

7-18-18

Date

Susan Bransen
Executive Director, California Transportation Commission

Date

Amendment (Existing Project) No					Date: 7/17/18	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
04	1J560	0413000206	0658D	SM-150017		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SCL	101	50.6	52.55	Caltrans		
SM	101	0	21.8	MPO	Element	
				MTC	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Nidal Tuqan		(510)286-5542		nidal.tuqan@dot.ca.gov		
Project Title						
US 101 Managed Lane Project						
Location (Project Limits), Description (Scope of Work)						
<p>This project is located within the cities of San Carlos, Millbrae, Burlingame, San Mateo, Belmont, Menlo Park, and East Palo Alto in San Mateo County and Palo Alto in Santa Clara County on the U.S. 101 from the terminus of Santa Clara County Managed Lane at Matadero Creek (PM 51.4) to north of I-380 (PM 20.8). This project will provide approximately 22 miles of continuous managed lane in the northbound and southbound directions of U.S. 101. Project limits extend an additional one mile beyond the actual terminus of the managed lane for incorporating managed lane infrastructure such as signs, electrical and communication systems.</p>						
Component	Implementing Agency					
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	24, 22	Senate:	13	Congressional:	14,18	
Project Benefits						
<p>The project will provide congestion relief to a heavily traveled corridor between San Francisco and Silicon Valley, two of the State's most significant economic centers. It will also improve travel time reliability, minimize operational degradation to general purpose lanes, increase person-throughput, and promote mode shift by encouraging carpooling and supporting regional express bus services, advancing State air quality and climate goals.</p>						
Purpose and Need						
See Page 2						
Category	Outputs/Outcomes			Unit	Total	
State Highway Road Construction	HOV/HOT lane-miles constructed			Miles	44	
ADA Improvements No	Bike/Ped Improvements No			Reversible Lane analysis	Yes	
Includes Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes		
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					06/15/16	
Circulate Draft Environmental Document				Document Type	EIR/FONSI	
Draft Project Report					11/20/17	
End Environmental Phase (PA&ED Milestone)					11/20/17	
Begin Design (PS&E) Phase					10/15/18	
End Design Phase (Ready to List for Advertisement Milestone)					10/15/18	
Begin Right of Way Phase					05/01/19	
End Right of Way Phase (Right of Way Certification Milestone)					04/01/18	
Begin Construction Phase (Contract Award Milestone)					05/01/19	
End Construction Phase (Construction Contract Acceptance Milestone)					07/01/19	
Begin Closeout Phase					02/01/23	
End Closeout Phase (Closeout Report)					02/01/23	
					02/01/24	

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

DTP-0001 (Revised July 2017)

Date: 7/17/18

Additional Information

Purpose & Need

The purpose of the proposed project is to provide a continuous managed lane in each direction on US 101 from the terminus of the Santa Clara County Express Lanes to I-380 to:

- Reduce congestion in the corridor;
- Encourage carpooling and transit use;
- Provide managed lanes for travel time reliability;
- Minimize operational degradation of general purpose lanes;
- Increase person throughput; and
- Apply technology and/or design features to help manage traffic.

Need:

North of the existing HOV lanes during peak hours (north of Whipple Avenue), all lanes on US 101 are congested resulting in an overall degradation of operations throughout the corridor. All users, whether they are in single or multiple occupant vehicles or in buses, traveling on US 101 north of Whipple Avenue experience delays in both the northbound and southbound directions in the AM and PM peak hours, and at other periods during the week. The managed lanes would provide all users with increased travel reliability.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/17/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SCL, SM	101, 101	1J560	0413000206	0658D	
Project Title: US 101 Managed Lane Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	21,000	1,550						22,550	
PS&E	19,450	18,000						37,450	
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)			23,500	17,500				41,000	
R/W		16,000						16,000	
CON			396,300					396,300	
TOTAL	41,450	35,550	419,800	17,500				514,300	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									MTC (C/CAG)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									RIP is currently programmed in FY 20/21 but will be advanced-allocated in FY 19/20.
PS&E									
R/W SUP (CT)									
CON SUP (CT)				17,500				17,500	
R/W		16,000						16,000	
CON									
TOTAL		16,000		17,500				33,500	

Fund No. 2:	Local Measure A								Program Code	
Existing Funding (\$1,000s)										
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									SMCTA	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)	8,500							8,500		
PS&E	19,450							19,450		
R/W SUP (CT)	1,000							1,000		
CON SUP (CT)										
R/W										
CON			1,550					1,550		
TOTAL	28,950		1,550					30,500		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/17/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SCL, SM	101, 101	1J560	0413000206	0658D	
Project Title: US 101 Managed Lane Project						

Fund No. 3: Federal Repurposing									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Federal
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	9,500							9,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	9,500							9,500	

Fund No. 4: Private Sector									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									SMCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,000							3,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			50,000					50,000	
TOTAL	3,000		50,000					53,000	

Fund No. 5: SCC (SB1)									Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									State
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			23,500					23,500	
R/W									
CON			176,500					176,500	
TOTAL			200,000					200,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/17/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SCL, SM	101, 101	1J560	0413000206	0658D	
Project Title: US 101 Managed Lane Project						

Fund No. 6: Regional Toll Revenues									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			95,000					95,000	
TOTAL			95,000					95,000	

Fund No. 7: ITIP									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									STATE
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		18,000						18,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		18,000						18,000	

Fund No. 8: SB1 LPP Formula									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									STATE (SMCTA-C/CAG)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		1,550						1,550	\$1,550k is currently prog'd for PA&ED and will be reprog'd and allocated to PS&E. \$250k for CON will be prog'd during FY 19/20 LPP-Formulaic Prog Cycle.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			250					250	
TOTAL		1,550	250					1,800	

Date: 7/17/18

District	County	Route	EA	Project ID	PPNO	TCRP No.
04	SCL, SM	101, 101	1J560	0413000206	0658D	
Project Title:	US 101 Managed Lane Project					

Fund No. 9:	SB1 LPP Competitive								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									STATE (SMCTA-C/CAG)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			20,000					20,000	
TOTAL			20,000					20,000	

Fund No. 10:	SMCTA Local (Toll Revenues / Others)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									SMCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			53,000					53,000	
TOTAL			53,000					53,000	

Fund No. 11:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									SMCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Amendment (Existing Project) Y/N					Date: 7/16/18	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
04	1K551	0417000229	2015E	SCL-110002		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SCL	US 101	45.9	52.55	Santa Clara Valley Transportation Authority (VTA)		
SCL	SR 85	22.3	23.9	MPO	Element	
				MTC	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Gene Gonzalo		408-952-4236		gene.gonzalo@vta.org		
Project Title						
Silicon Valley Express Lanes Program - Phase 3						
Location (Project Limits), Description (Scope of Work)						
This project is located on US 101 from SR 237 to the Santa Clara/San Mateo county line and on SR 85 from SR 237 to the SR 85/US 101 interchange. The project will:						
1. Convert existing single carpool lanes to express lanes at the following locations:						
a) US 101 from near SR 237 north to SR 85 (in Mountain View); b) SR 85 from SR 237 north to US 101 (in Mountain View) including the existing US 101/SR 85 carpool lane-to-carpool lane direct connector ramps						
2. Convert existing double carpool lanes to double express lanes on US 101 from SR 85 (in Mountain View) to the San Mateo County line in Palo Alto.						
Component	Implementing Agency					
PA&ED	Santa Clara VTA					
PS&E	Santa Clara VTA					
Right of Way	Santa Clara VTA					
Construction	Santa Clara VTA					
Legislative Districts						
Assembly:	24	Senate:	13	Congressional:	17, 18	
Project Benefits						
The project will provide improved travel times and a new transportation option for motorists traveling in this heavily congested area in northern Santa Clara County. The express lanes will make better use of the existing roadway capacity by allowing single occupancy vehicles access to the HOV lanes for a fee. The new express lanes will result in shorter and more reliable travel times for motorists and public transit bus riders, improved safety, and reduced congestion.						
Purpose and Need						
The purpose of the project is to manage traffic in the congested segments of US 101 and SR 85 and to maintain consistency with provisions defined in Assembly Bill (AB) 2032 (2004) and AB 574 (2007) to implement Express Lanes in an HOV lane system in Santa Clara County. The need for the project include: addressing high transportation demands and projected travel demands; utilizing legislation; and meeting regional and system planning efforts.						
Category		Outputs/Outcomes		Unit	Total	
State Highway Road Construction		HOV/HOT lane-miles constructed		Miles	19.3	
ADA Improvements No		Bike/Ped Improvements No		Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions Yes				
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					03/01/10	
Circulate Draft Environmental Document				Document Type	ND/FONSI	
Draft Project Report					12/05/14	
End Environmental Phase (PA&ED Milestone)					12/30/14	
Begin Design (PS&E) Phase					08/11/15	
End Design Phase (Ready to List for Advertisement Milestone)					12/01/15	
Begin Right of Way Phase					07/01/18	
End Right of Way Phase (Right of Way Certification Milestone)					12/01/15	
Begin Construction Phase (Contract Award Milestone)					07/01/18	
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/18	
Begin Closeout Phase					06/01/21	
End Closeout Phase (Closeout Report)					07/01/21	
					07/01/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/16/18

Additional Information

This request for Construction funding is submitted for two separate contracts: the Civil contract and Electronic Toll Systems (ETS) contract. The Civil Construction is being accomplished through the design-bid-build practice, while the ETS is being accomplished through a design-build contract which will require allocation at different times.

Environmental Document completed under EA 04-2G7100 for US 101 Corridor Express Lanes (US-101-PM 16.0/52.55; SR -85 PM 23.0/24.1). Environmental Document completed for SR 85 Express Lanes under EA 04-4A7900 (SR-85_PM_0.0/R24.1; US-101_23.1/28.6, 47.9/52.0)

19.3 Lane-miles of Express Lanes will be constructed.

Silicon Valley Express Lanes Program (SVEL) Phase 3 Segment

Purpose: The purpose of the SVEL Phase 3 Segment is to manage traffic in the congested segments of US 101 and SR 85 and to maintain consistency with provisions defined in Assembly Bill (AB) 2032 (2004) and AB 574 (2007) to implement express lanes in an HOV lane system in Santa Clara County to:

- ☐ Provide congestion relief through more effective use of existing transportation infrastructure;
- ☐ Provide commuters with a new mobility option; and
- ☐ Provide a new funding source for transportation improvements including for public transit.

Need: The need includes: addressing high transportation demands and projected travel demands, utilizing legislation and meeting regional and system planning efforts. US 101 in Santa Clara County carries up to 245,000 vehicles per day including HOV traffic. The high transportation demands lead to substantial congestion with bottlenecks in numerous segments of the mixed-flow and HOV lanes. Traffic conditions are expected to worsen in the future with continued development in the region and along US 101. Bottleneck locations are expected to get longer as well as increased peak period durations. Over the next 25 years, Santa Clara County is predicted to grow by over 500,000 residents and 400,000 jobs, increases of 27.5 and 45.6 percent, respectively.

Figure 3. Results Page from the Project Cal B/C Model Run

INVESTMENT ANALYSIS SUMMARY RESULTS			
Life-Cycle Costs (mil. \$)	\$502.5		
Life-Cycle Benefits (mil. \$)	\$1,037.2		
Net Present Value (mil. \$)	\$534.7		
Benefit / Cost Ratio:	2.06		
Rate of Return on Investment:	9.6%		
Payback Period:	10 years		

ITEMIZED BENEFITS (mil. \$)	Total Over 20 Years	Average Annual
Travel Time Savings	\$909.2	\$45.5
Veh. Op. Cost Savings	\$104.4	\$5.2
Accident Cost Savings		
Emission Cost Savings	\$23.6	\$1.2
TOTAL BENEFITS	\$1,037.2	\$51.9
Person-Hours of Time Saved	122,873,002	6,143,700

Should benefit-cost results include:			
1) Induced Travel? (y/n)	N		
	Default = Y		
2) Vehicle Operating Costs? (y/n)	Y		
	Default = Y		
3) Accident Costs are not included			
4) Vehicle Emissions? (y/n)	Y		
Includes value for CO ₂	Default = Y		

	Tons		Value (\$/L)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
EMISSIONS REDUCTION				
CO Emissions Saved	1,611	81	\$0.1	\$0.0
CO ₂ Emissions Saved	740,127	37,005	\$20.9	\$1.0
NO _x Emissions Saved	204	10	\$1.7	\$0.1
PM ₁₀ Emissions Saved	6	0	\$0.5	\$0.0
PM _{2.5} Emissions Saved	5	0		
SO _x Emissions Saved	8	0	\$0.3	\$0.0
VOC Emissions Saved	150	8	\$0.1	\$0.0

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised July 2017)

Date: 7/16/18

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
04	SCL, SCL	US 101, SR 85	1K551	0417000229	2015E	
Project Title: Silicon Valley Express Lanes Program - Phase 3						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Santa Clara VTA
PS&E	8,700							8,700	Santa Clara VTA
R/W SUP (CT)									Santa Clara VTA
CON SUP (CT)									Santa Clara VTA
R/W	150	368						518	Santa Clara VTA
CON		33,200	13,900					47,100	Santa Clara VTA
TOTAL	8,850	33,568	13,900					56,318	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									For E&P, see Project Info page 2.
PS&E	8,700							8,700	
R/W SUP (CT)									
CON SUP (CT)									
R/W	150	368						518	
CON		33,200	13,900					47,100	
TOTAL	8,850	33,568	13,900					56,318	

Fund No. 1:	VTA Local								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									VTA
PS&E	8,700							8,700	
R/W SUP (CT)									
CON SUP (CT)									
R/W	150							150	
CON									
TOTAL	8,850							8,850	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									PS&E: \$3,700 ETS, \$5,000 Civil
PS&E	8,700							8,700	
R/W SUP (CT)									
CON SUP (CT)									
R/W	150							150	
CON									
TOTAL	8,850							8,850	

Fund No. 2:	STIP	Existing Funding (\$1,000s)							Program Code
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		368						368	
CON			13,900					13,900	
TOTAL		368	13,900					14,268	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		368						368	
CON			13,900					13,900	
TOTAL		368	13,900					14,268	

Fund No. 5:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

California-Mexico Border System Network Improvements (6 Projects)

Resolution _____

(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 *California-Mexico Border System Network Improvements (6 Projects)*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans, SANDAG, ICTC*, and the Implementing Agency, _____, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its March 21, 2018 and May 16, 2018 meeting the Commission approved the State Highway Operation and Protection Program, Trade Corridor Enhancement Program, and included in this program of projects the *California-Mexico Border System Network Improvements (6 Projects)*, 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 G-18-13, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
 - ☒ Resolution TCEP-1718-01, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 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 SANDAG, ICTC, and Caltrans agrees to secure funds for any additional costs of the project.
- 4.6 SANDAG, ICTC, and Caltrans 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 SANDAG, ICTC, and 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

Attachments:

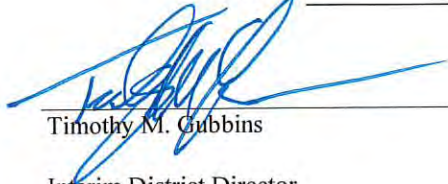
Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

California-Mexico Border System Network Improvements (6 Projects)

Resolution _____

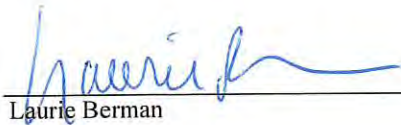


Timothy M. Gubbins

Interim District Director

California Department of Transportation, Implementing Agency

6/26/18
Date



Laurie Berman

Director

California Department of Transportation

7-23-18
Date

Susan Bransen

Executive Director

California Transportation Commission

Date

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

California-Mexico Border System Network Improvements (6 Projects)

Resolution _____



Kim Kawada



Date

San Diego Association of Governments, SANDAG

Chief Deputy Executive Director

Project Applicant


SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

California-Mexico Border System Network Improvements (6 Projects)

Resolution _____



Mark Baza



Date

Imperial County Transportation Commission, ICTC

Executive Director

Project Applicant

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
 DTP-0001 (Revised Mar. 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date: 05/30/18	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.
11	28883	1117000088		1036		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SD	905	9.8	9.8	Caltrans		
SD	125	0.8	0.8	MPO	Element	
				SANDAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Mario Orso		(619)688-2561		mario.orso@dot.ca.gov		
Project Title						
1-Southbound State Route 125 to Westbound State Route 905 Connector						
Location (Project Limits), Description (Scope of Work)						
In San Diego County, in and near San Diego at Route 125/905 separation. Construct freeway to freeway connector.						
Component						
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	80	Senate:	40	Congressional:	51	
Project Benefits						
The Project will complete the remaining connector needed to integrate three major state roads serving the border region just north of the Otay Mesa POE at the U.S.-Mexico border, and will contribute to a safer and efficient border highway network that will alleviate congestion while providing predictability and reliability for cross border international freight movements. SEE PAGE 2 FOR CONTINUATION OF PROJECT BENEFITS.						
Purpose and Need						
The Project will construct a freeway connector providing greater mobility and access to the SR-905 corridor and the border region, completing the SR-125/SR-905/SR-11 interchange. This freeway connector represents a critical link in the San Diego region facilitating the movement of people and goods, serving the border area. There is no direct connector linking southbound SR-125 to westbound SR-905. SEE PAGE 2 FOR CONTINUATION OF PURPOSE AND NEED						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		Modified / Improved Interchanges			each	1
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis Yes	
Inc. Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions Yes				
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document					Document Type	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						07/30/04
Begin Design (PS&E) Phase						08/11/17
End Design Phase (Ready to List for Advertisement Milestone)						08/15/19
Begin Right of Way Phase						09/11/17
End Right of Way Phase (Right of Way Certification Milestone)						08/15/19
Begin Construction Phase (Contract Award Milestone)						03/02/20
End Construction Phase (Construction Contract Acceptance Milestone)						04/04/22
Begin Closeout Phase						04/04/22
End Closeout Phase (Closeout Report)						10/25/24

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/30/18

Additional Information

PROJECT BENEFITS cont'd: The Project is a net positive on the freight system in that throughput, velocity and travel time reliability will be improved. Safety is addressed as this direct freeway access ramp will lift trucks off local roads. The community has long advocated for removal of truck traffic from the local roads to improve both safety and congestion concerns.

Southbound State Route 125 to Westbound State Route 905 Connector: Construct freeway to freeway South-West Connector, completing the SR-905/SR-125/SR-11 Interchange and immediately accommodating southbound commercial traffic from SR 125 heading west on SR 905. This component also improves local traffic circulation by completing a needed interchange for the community. Two-way traffic on this connector will be roughly 10,000 ADT in the first year, rising to about 15,000 in year 20.

A total of 14,097 tons of all emissions will be reduced over 20 years.

PURPOSE AND NEED cont'd: Vehicles that need to make this movement are forced to use local roads. This has resulted in significant congestion, pollution and safety challenges in the surrounding communities.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD, SD,	905, 125,	28883	1117000088	1036	
Project Title: 1-Southbound State Route 125 to Westbound State Route 905 Connector						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									Caltrans
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	4,857							4,857	
R/W SUP (CT)									
CON SUP (CT)			5,000					5,000	
R/W									
CON			26,400					26,400	
TOTAL	4,857		31,400					36,257	

Fund No. 1:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA) - <i>Regional share</i>								Program Code
Existing Funding (\$1,000s)									20.XX.723.200
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			5,000					5,000	
R/W									
CON			16,980					16,980	
TOTAL			21,980					21,980	

Fund No. 2:	Demo - Demonstration-State TEA21 (DEMOS21)								Program Code
Existing Funding (\$1,000s)									20.30.010.680
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)									
PS&E	4,857							4,857	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	4,857							4,857	

Fund No. 3:	Local Funds - Local Transportation Funds (LTF) SR-125 Toll Revenue								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									SR-125 is a toll road operated by SANDAG. The SR-125 plan of finance includes the \$9.42 million.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			9,420					9,420	
TOTAL			9,420					9,420	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 05/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD SD	905 125	28883	1117000088	1036	

SECTION 1 - All Projects**Project Background****Programming Change Requested****Reason for Proposed Change**

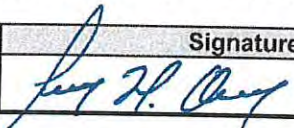
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

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
Mario Orso		Trade Corridor Infrastructure Program, Corridor Director	6/28/18

Attachments

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

Amendment (Existing Project) Y/N					Date:	06/04/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
11	05637	1117000087	0999E			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SD	11	2.0	2.7	San Diego Association of Governments (SANDAG)		
				MPO	Element	
				SANDAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Jacqueline Appleton-Deane		(619)688-3080		mario.orso@dot.ca.gov		
Project Title						
2-Siempre Viva Interchange and Site Preparation Design for Commercial Vehicle Enforcement Facility, Segment 2B						
Location (Project Limits), Description (Scope of Work)						
In San Diego County near San Diego at 1.9 miles east of Sanyo Avenue undercrossing - Construct interchange at Siempre Viva Road and site preparation design for CVEF. Design work for CVEF includes: grading, drainage and utilities.						
Component		Implementing Agency				
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:		80	Senate:	40	Congressional:	51
Project Benefits						
1) Increased Safety for DHS/CHP personnel with the addition of the new POE and CVEF and its improved design and circulation for trucks to/from and through U.S. and Mexico inspections, enhance pedestrian safety within the POE facility.						
2) 58% increased average truck velocity (12 to 19 mph) SEE PAGE 2 FOR A CONTINUATION OF BENEFITS						
Purpose and Need						
The Siempre Viva Interchange will serve as the last southbound interchange point on SR 11 for passenger vehicles and trucks approaching the new OME POE. It will also serve as the first northbound interchange point for passenger vehicles entering the U.S., and for trucks exiting the CVEF. SEE PAGE 2 FOR A CONTINUATION OF PURPOSE AND NEED.						
Category		Outputs/Outcomes		Unit	Total	
State Highway Road Construction		New Interchanges		each	1	
State Highway Road Construction		Local road operational Improvements		each	1	
ADA Improvements No		Bike/Ped Improvements No		Reversible Lane analysis Yes		
Inc. Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes		
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase				05/30/2007		
Circulate Draft Environmental Document				12/11/2010		
Draft Project Report				12/11/2010		
End Environmental Phase (PA&ED Milestone)				04/01/2012	03/29/12	
Begin Design (PS&E) Phase				11/01/2011	08/16/18	
End Design Phase (Ready to List for Advertisement Milestone)				04/22/2018	04/15/19	
Begin Right of Way Phase				04/13/2015	07/01/18	
End Right of Way Phase (Right of Way Certification Milestone)				04/01/2018	04/12/19	
Begin Construction Phase (Contract Award Milestone)				07/30/2018	10/15/19	
End Construction Phase (Construction Contract Acceptance Milestone)				07/20/2020	06/01/21	
Begin Closeout Phase				07/20/2020	08/20/21	
End Closeout Phase (Closeout Report)				07/30/2021	10/23/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/04/18

Additional Information

DESCRIPTION Please note the Commerical Vehicle Enforcement Facility will not be constructed with this project.

PROJECT BENEFITS cont'd: 3) Increased throughput by the addition of the new border crossing. 4) 67% reduction in truck cross-border idle time from 80 to 30 minutes. 5) 38% truck traffic congestion reduction in 2015 (6,400 to 4,000 ADT at Otay Mesa POE) 40% truck congestion reduction in 2035 (11,500 to 6,900 ADT at Otay Mesa POE). 6) Improved freeway/arterial operations for truck trips would result in emission reductions.

Siempre Viva Interchange at State Route 11 and Commercial Vehicle Enforcement Facility site preparation - This component will complete the final piece of SR 11 roadway including construction of the interchange at Siempre Viva Road. This component also improves local traffic circulation by completing a needed interchange for the community. An estimated 4,000 vehicles daily will use the interchange, with 25 percent of that being truck traffic. Forecasts indicate that 1,300 trucks (700 northbound and 600 southbound) are expected to use the CVEF daily.

A total of 13,585 tons of total emissions will be reduced over 20 years.

PURPOSE AND NEED cont'd: The project will decrease border wait times and congestion by adding capacity to the regional border crossing infrastructure and creating a link between the U.S. highway system and the Mexico free and tollroad systems. This link will maintain the economic viability of goods movement through the California/Baja California region.

PROJECT MILESTONE: Begin Design (PS&E) Phase milestone is delayed one month as the phase cannot begin before allocation of funds in August of 2018.

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Fund No. 3:	Federal Disc. - Corridor Border Infrastructure (CBI)								Program Code
Existing Funding (\$1,000s)									20.XX.400.301
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	35,400							35,400	
CON									
TOTAL	35,400							35,400	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA) - <i>STATE SHARE</i>								Program Code
Existing Funding (\$1,000s)									20.XX.723.000
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)									
PS&E		4,810						4,810	
R/W SUP (CT)									
CON SUP (CT)			5,096					5,096	
R/W									
CON			27,212					27,212	
TOTAL		4,810	32,308					37,118	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 06/04/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD	11	05637	1117000087	0999E	

SECTION 1 - All Projects**Project Background**

This project is a child of Segment 2 of the SR-11/OME POE project. Segment 2B, Siempre Viva interchange and site preparation of the Commercial Vehicle Enforcement Facility (CVEF) constructs the new interchange at Siempre Viva Road and includes the site preparation (grading, utility placement and drainage) for the CVEF.

Programming Change Requested

It is proposed that Segment 2B (0999E) be split from Segment 2 (0999B) for the design and construction phases. Funds for these phases will be moved from Segment 2 to Segment 2B. Trade Corridor Enhancement Program (TCEP) funds replace the Local funds moved from the parent project as those funds are toll revenue which are backed by bonds that have not yet been realized. To facilitate delivery it was prudent to seek and replace the Local Funds with TCEP funds which are currently available.

Reason for Proposed Change

This project has been split into multiple segments to facilitate construction and to maximize funding opportunities. Originally segment 2 included roadway improvements from Enrico Fermi to the proposed POE and the Siempre Viva Interchange as well as the CVEF. The proposal is for segment 2B which includes only the Siempre Viva interchange and the CVEF site preparation. The remaining section of the roadway will be constructed under segment 2A which is not part of this application and it is partially funded by FASTLANE grant.

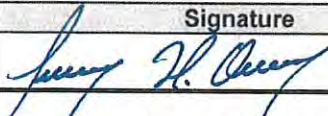
If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

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
Mario Orso		Trade Corridor Infrastructure Program, Corridor Director	6/28/18

Attachments

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

Amendment (Existing Project) Y/N					Date:	06/05/18
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.
11	05639	1117000151		0999F		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SD	11	2.7	2.7	Caltrans		
				MPO	Element	
				SANDAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Jacqueline Appleton-Deane		(619)688-3080		mario.orso@dot.ca.gov		
Project Title						
3- Otay Mesa East Port of Entry (OME/POE), Segment 3A						
Location (Project Limits), Description (Scope of Work)						
In San Diego County near San Diego, on Route 11 at 1.9 miles east of Sanyo Avenue undercrossing. Site preparation design for the OME/POE which includes grading, drainage and utilities.						
Component		Implementing Agency				
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	80	Senate:	40	Congressional:	51	
Project Benefits						
1) Increased Safety for DHS personnel with the addition of the new POE and its improved design and circulation for trucks to/from and through U.S. and Mexico inspections, enhance pedestrian safety within the POE facility.						
2) 58% increased average truck velocity (12 to 19 mph)						
3) Increased throughput by the addition of the new border crossing. SEE PAGE 2 FOR CONTINUATION OF PROJECT BENEFITS.						
Purpose and Need						
Site preparation for the OME POE is the penultimate critical phase before actual POE construction begins. Currently, commercial truck traffic at the existing Otay Mesa POE currently faces delays that can exceed four hours. SEE PAGE 2 FOR CONTINUATION OF PURPOSE AND NEED						
Category		Outputs/Outcomes			Unit	Total
Port		Site Preparation for International Port of Entry			acres	100
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis Yes	
Inc. Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions No				
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					05/30/2007	
Circulate Draft Environmental Document					12/11/2010	
Draft Project Report					12/11/2010	
End Environmental Phase (PA&ED Milestone)					04/01/2012	
Begin Design (PS&E) Phase					11/01/2011	08/16/18
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2013	04/15/19
Begin Right of Way Phase					11/01/2011	08/16/18
End Right of Way Phase (Right of Way Certification Milestone)					07/15/2013	04/07/19
Begin Construction Phase (Contract Award Milestone)					09/01/2013	10/20/19
End Construction Phase (Construction Contract Acceptance Milestone)					03/30/2016	10/20/20
Begin Closeout Phase					04/30/2016	12/03/20
End Closeout Phase (Closeout Report)					04/30/2018	10/23/22

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/05/18

Additional Information**DESCRIPTION cont'd:**

Please note

the Port of Entry facility will not be constructed with this project.

PROJECT BENEFITS cont'd:

- 4) 67% reduction in truck cross-border idle time from 80 to 30 minutes.
- 5) 38% truck traffic congestion reduction in 2015 (6,400 to 4,000 ADT at Otay Mesa POE) 40% truck congestion reduction in 2035 (11,500 to 6,900 ADT to Otay Mesa POE)
- 6) Improved freeway/arterial operations for truck trips would result in emission reductions.

Otay Mesa East Port of Entry - Segment 3A: Complete site preparation, including constructing needed utilities, underground drainage structures, and preparing the site elevations for building construction. Component is a key milestone as the region moves toward POE construction. The OME POE will serve 700 trucks and 12,500 northbound passenger vehicles daily, rising to roughly 900 trucks and over 16,250 vehicles in year 20.

PURPOSE AND NEED cont'd:

Upon completion, State Route 11 leading to the Otay Mesa East Port of Entry (POE) project will provide fast, predictable, and secure crossings via tolled approach roads that connect directly to a new state-of-the-art POE serving both personal and commercial vehicles. The goal is to operate the new POE with an average 20-minute border wait time.

PROJECT MILESTONE: Begin Design (PS&E) Phase and Begin Right of Way Phase milestones are delayed one month as they cannot begin before allocation of funds in August of 2018.

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Fund No. 3:	Local Funds - TRANSNET (XSD)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governm
PS&E									
R/W SUP (CT)	273							273	
CON SUP (CT)									
R/W	6,215							6,215	
CON									
TOTAL	6,488							6,488	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:	Federal Disc. - Corridor Border Infrastructure (CBI)								Program Code
Existing Funding (\$1,000s)									20.XX.400.301
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	9,600							9,600	
CON									
TOTAL	9,600							9,600	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA) <i>STATE SHARE</i>								Program Code
Existing Funding (\$1,000s)									20.XX.723.000
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)									
PS&E		3,900						3,900	
R/W SUP (CT)			600					600	
CON SUP (CT)									
R/W			550					550	
CON									
TOTAL		3,900	1,150					5,050	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 06/05/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD	11	05639	1117000151	0999F	

SECTION 1 - All Projects**Project Background**

This project is a child of Segment 3 of the SR-11/OME POE project. Segment 3A prepares the site for the construction of the Port of Entry. Complete site preparation, including constructing needed utilities, underground drainage structures, and preparing the site elevations for building construction.

Programming Change Requested

It is proposed that Segment 3A (0999F) be split from Segment 3 (0999C) for the design and construction phases. Funds for these phases will be moved from Segment 3 to Segment 3A.

Reason for Proposed Change

This project has been split into segments to facilitate construction and to maximize funding opportunities. Originally, segment 3 included all the work for the POE. Site preparation (includes utilities, grading and drainage) proposed in this application will become Segment 3A.

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
Mario Orso		Trade Corridor Improvement Program, Corridor Director	6/20/18

Attachments

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

Amendment (Existing Project) Y/N					Date:	05/30/18
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.
11	42750	1116000177		1241		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SD				Caltrans		
IMP				MPO	Element	
				SANDAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Mario Orso		(619)688-2561		mario.orso@dot.ca.gov		
Project Title						
4-Intelligent Transportation system Technology (Advanced Technology Corridors at Border Ports of Entry)						
Location (Project Limits), Description (Scope of Work)						
In San Diego County and Imperial County on various routes at various locations, install Intelligent Technology statewide Border Wait Time system, Implement a fiber optic cable network to facilitate an advanced traveler information and border wait time system connecting the entire San Diego and Imperial border network.						
Component						
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	78, 80, 71, 56	Senate:	36,40	Congressional:	51	
Project Benefits						
The ITS project will deploy a critical portion of the underlying architecture, hardware, and software needed to support advanced traffic management technology on southbound lanes at LPOEs in San Diego and Imperial Counties. SEE PAGE 2 FOR CONTINUATION OF PROJECT BENEFITS.						
Purpose and Need						
The purpose of this project is to install fiber optic connectivity, an Intelligent Transportation System to determine and disseminate south bound border wait times at the California/Mexico ports of entry. While travellers have options for crossing the border, they do not have advanced information on border wait times to make informed decisions. SEE PAGE 2 FOR CONTINUATION OF PURPOSE AND NEED.						
Category		Outputs/Outcomes			Unit	Total
Intelligent Transportation System		Fiber Optic Installation			Miles	16
Intelligent Transportation System		Connecting Existing and new Field Elements into FO network			each	160
Intelligent Transportation System		SB Border Wait Time Systems at all CA/Mex POE's			each	6
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						01/28/18
Circulate Draft Environmental Document					Document Type	07/15/18
Draft Project Report						08/11/18
End Environmental Phase (PA&ED Milestone)						11/16/18
Begin Design (PS&E) Phase						01/15/19
End Design Phase (Ready to List for Advertisement Milestone)						02/15/20
Begin Right of Way Phase						01/15/19
End Right of Way Phase (Right of Way Certification Milestone)						02/01/20
Begin Construction Phase (Contract Award Milestone)						07/15/20
End Construction Phase (Construction Contract Acceptance Milestone)						05/20/22
Begin Closeout Phase						10/20/22
End Closeout Phase (Closeout Report)						01/23/24

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/30/18

Additional Information

DESCRIPTION: Install Intelligent Technology Statewide Border Wait Time System to include:

- Install fiber optic line on I-5 from San Ysidro Port of Entry (POE) to I-15 interchange
- Install fiber optic line on I-805 from San Ysidro POE to SR-905 interchange
- Install fiber optic line on SR-905 from I-5 to the existing Otay Mesa POE
- Connect existing ITS elements to existing fiber optic line from I-5/I-15 interchange
- Install readers for the border wait time system at various locations on I-5, SR-805, SR-905, SR-186, SR-111, SR-7 and SR-188
- Develop back office system (software updates, algorithms and applications to disseminate information)
- Install air monitors in Otay Mesa consistent with the Sustainable Freight Action Plan Pilot
- Install cellular modems at SR-186, SR-111, SR-188 and SR-7

PROJECT BENEFITS cont'd: This will serve as a blueprint for building a regional border management system designed to coordinate traffic management between the existing California Department of Transportation (Caltrans) Transportation Management Center (TMC) and a new Tijuana/Mexico Regional TMC, and ultimately, the SANDAG Regional Border management System (SD County only). The ITS System will be capable of determining and disseminating south bound border wait times at the California/Mexico ports of entry. This project is part of the California Sustainable Freight Action Plan as a pilot project. Intelligent Transportation System Technology (one of three statewide California Sustainable Freight Action Plan pilot projects called the Advanced Technology Corridors at Border Ports of Entry Pilot Project): Implement a fiber optic cable network to facilitate an advanced traveler information and border wait time system connecting the entire San Diego and Imperial border network. Caltrans District 11 is currently conducting a Border Wait Time Pilot that is already providing border wait times for southbound traffic at the San Ysidro POE. This information is broadcast on the Caltrans website. Implementation of the complete fiber optic network and other technological improvements will provide more accurate and timely traveler information pertaining to conditions at all POEs in the Border Region. This component also includes 15 air quality monitors at the Otay Mesa and OME POEs, expanding Casa Familiar's study, a non-profit group, currently tracking air emissions at the San Ysidro POE. The component is expected to serve almost 180,000 vehicle trips in the first year, rising to 230,000 in year 20.

A total of 24,220 tons of all emissions will be reduced over 20 years.

PURPOSE AND NEED cont'd: The Fiber optic network will provide the basic communication infrastructure between the ITS elements and the Transportation Management Center. The border wait times system will provide advanced traveler information for the traveling public to make informed decisions as to when and where to cross the border.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD, IMP,	, ,	42750	1116000177	1241	
Project Title: 4-Intelligent Transportation system Technology (Advanced Technology Corridors at Border Ports of Entry)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	818							818	
PS&E		4,038						4,038	
R/W SUP (CT)		62						62	
CON SUP (CT)			1,534	4,404				5,938	
R/W				375				375	
CON			8,118	19,827				27,945	
TOTAL	818	4,100	9,652	24,606				39,176	

Fund No. 1:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA) <i>STATE/State</i>								Program Code
Existing Funding (\$1,000s)									20.XX.723.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)									
PS&E		2,317						2,317	
R/W SUP (CT)									
CON SUP (CT)			1,534					1,534	
R/W									
CON			8,118					8,118	
TOTAL		2,317	9,652					11,969	

Fund No. 2:	SHOPP - Mobility								Program Code	
Existing Funding (\$1,000s)									20.XX.201.315	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)	818							818	SHOPP EA 42750, PPNO 1241. Reprogramming the Construction and R/W Capital funds to the 19/20 year will be requested.	
PS&E		1,721						1,721		
R/W SUP (CT)		62						62		
CON SUP (CT)				4,404				4,404		
R/W				375				375		
CON				19,827				19,827		
TOTAL	818	1,783		24,606				27,207		

SHOPP EA 42750, PPNO 1241. Reprogramming the Construction and R/W Capital funds to the 19/20 year will be requested.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

					Date:	07/05/18 07:54:23 AM
District	EA	Project ID		PPNO	Project Manager	
11	42750	1116000177		1241	SALAZAR, ISMAEL	
County	Route	Begin Postmile	End Postmile	Implementing Agency		
SD	VAR			PA&ED	Caltrans	
IMP	VAR			PS&E	Caltrans	
				Right of Way	Caltrans	
				Construction	Caltrans	
Project Nickname						
Intelligent Transportation system Technology						
Location/Description						
In San Diego County and Imperial County on various routes at various locations. Implement a fiber optic cable network to facilitate an advanced traveler information and border wait time system.						
Legislative Districts						
Assembly:	78, 80		Senate:	39, 40		Congressional: 49, 51, 52, 53, 50
PERFORMANCE MEASURES						
Primary Asset	New	Fair to Good	Poor to Good	Total	Unit	
Transportation Management System	6			6	Each	
Project Milestone					Actual	Planned
Project Approval and Environmental Document Milestone						11/16/18
Right of Way Certification Milestone						01/31/20
Ready to List for Advertisement Milestone						02/15/20
Begin Construction Milestone (Approve Contract)						08/14/20
FUNDING						
Component	Fiscal Year	Other State	State SB1 TCEP			Total
PA&ED	17/18	817				817
PS&E	18/19	1,721	2,317			4,038
RW Support	18/19	62				62
Const Support	19/20	4,404	1,534			5,938
RW Capital	19/20	375				375
Const Capital	19/20	19,827	8,118			27,945
Total		27,206	11,969			39,175

Amendment (Existing Project) Y/N					Date:	05/30/18	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.		
11	08028	1117000085	1258	6120003	145.1	TCRP	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
IMP	98	32.1	32.5	Caltrans			
				MPO	Element		
				SCAG	CO		
Project Manager/Contact		Phone		E-mail Address			
Kazim Mamdani		(619)718-7840		kazim.mamdani@dot.ca.gov			
Project Title							
5-State Route 98 Improvements							
Location (Project Limits), Description (Scope of Work)							
In Imperial County in Calexico from Ollie Avenue to Rockwood Avenue. Widening Route 98 from 4 lanes to 6 lanes. The purpose of this project is to improve traffic operations, provide congestion relief and improve traffic flow, enhance bicycle safety and pedestrian access and improve drainage along this section of SR-98.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	56	Senate:	40	Congressional:	51		
Project Benefits							
The project proposes to improve traffic operations with 3 signalized intersections, drainage improvements, adding sidewalks with ADA access and a Class II bike lane along with additional capacity to accommodate the traffic that will be generated once the new Calexico West Border crossing is completed in 2018/2019. SEE PAGE 2 FOR CONTINUATION OF PROJECT BENEFITS.							
Purpose and Need							
The purpose of this project is to improve traffic operations, provide congestion relief in order to improve traffic flow, enhance bicycle safety and pedestrian access, and improve drainage along this section of SR98. This project is needed to accommodate the additional traffic that will be generated once the new Calexico West Border crossing is complete in May 2018.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Operational Improvements			Miles	0.8	
State Highway Road Construction		Intersections Modified			each	3	
State Highway Road Construction		Bicycle lane/ sidewalk miles			Miles	0.8	
State Highway Road Construction		Curb Ramps			each	22	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis Yes		
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions Yes		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document					Document Type		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					02/18/2009		
Begin Design (PS&E) Phase					07/12/2017	09/29/17	
End Design Phase (Ready to List for Advertisement Milestone)					09/02/2019	08/30/19	
Begin Right of Way Phase					12/18/2017	10/13/17	
End Right of Way Phase (Right of Way Certification Milestone)					08/02/2019	07/30/19	
Begin Construction Phase (Contract Award Milestone)					02/15/2020	02/13/20	
End Construction Phase (Construction Contract Acceptance Milestone)					02/28/2024	05/10/22	
Begin Closeout Phase					02/28/2024	11/15/22	
End Closeout Phase (Closeout Report)					11/30/2024	11/01/24	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/30/18

Additional Information

PROJECT BENEFITS cont'd: The SR-98 widening and expansion project will provide improved access to the commercial trucking facilities that are located in the Downtown Calexico area, and help to reduce conflicts between large commercial vehicles, autos, pedestrians and bicyclists.

State Route 98 Improvements: Widening from four to six lanes on SR-98 from Ollie Avenue to Rockwood Avenue, including associated sidewalks, Class II bike lanes, and curb ramps. This component will provide improved access to the commercial trucking facilities that are located in the Downtown Calexico area, and help to reduce conflicts between large commercial vehicles, autos, pedestrians and bicyclists. The improvements will complement the Calexico East POE expansion by enhancing the region's roadway network to handle the increase in freight traffic. This section of SR-98 serves roughly 29,000 vehicles daily, and is expected to increase to almost 40,000 in 2035.

A total of 38,265 tons of emission will be reduced over 20 years for vehicles only. Truck emissions could not be projected for Calexico East POE but there is an expected savings of 150 million vehicle hours of idling over 20 years.

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From

Subject

Received Size

Categories

Edmonds, Sar RE: California-Mexico Border System Network Improvements Project Baseli ##### 48 KB

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 05/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	IMP, ,	98, ,	08028	1117000085	1258	145.1
Project Title: 5-State Route 98 Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)		169						169	Caltrans
PS&E	1,000		650					1,650	Caltrans
R/W SUP (CT)	1,000							1,000	Caltrans
CON SUP (CT)					661			661	Caltrans
R/W	1,000							1,000	Caltrans
CON			5,000		2,141			7,141	Caltrans
TOTAL	3,000	169	5,650		2,802			11,621	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		169						169	
PS&E	1,000		650					1,650	
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)					661			661	
R/W	1,000							1,000	
CON			5,000		2,141			7,141	
TOTAL	3,000	169	5,650		2,802			11,621	

Fund No. 1:	TCRP (Committed) - Traffic Congestion Relief Fund (TCRF)								Program Code
Existing Funding (\$1,000s)									20.XX.710.870
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans \$1000 PSE voted 06/28/17
PS&E	1,000							1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,000							1,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,000							1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,000							1,000	

Fund No. 2:	Demo - Demonstration-Pre ISTE A (DEMO)								Program Code
Existing Funding (\$1,000s)									20.xx.010.680
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									ICTC
PS&E									
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)									
R/W	1,000							1,000	
CON			1,630					1,630	
TOTAL	2,000		1,630					3,630	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)	1,000							1,000	
CON SUP (CT)									
R/W	1,000							1,000	
CON			1,630					1,630	
TOTAL	2,000		1,630					3,630	

Fund No. 3:	SHOPP								Program Code	
Existing Funding (\$1,000s)									SHOPP	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)		169						169		
PS&E			650					650		
R/W SUP (CT)										
CON SUP (CT)					661			661		
R/W										
CON					2,141			2,141		
TOTAL		169	650		2,802			3,621		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)		169						169	SHOPP EA 42780, PPNO 1240. Reprogramming the SHOPP funds to 19/20 year in the Construction phases will be requested.	
PS&E			650					650		
R/W SUP (CT)										
CON SUP (CT)					661			661		
R/W										
CON					2,141			2,141		
TOTAL		169	650		2,802			3,621		

Fund No. 4:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA) <i>STATESHARE</i>								Program Code
Existing Funding (\$1,000s)									20.XX.723.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,370					3,370	
TOTAL			3,370					3,370	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,370					3,370	
TOTAL			3,370					3,370	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 05/30/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	IMP	98	08028	1117000085	1258	145.1

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
Joseph Hull		Deputy District Director Program Project Management	

Attachments

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST
DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	06/06/18
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
11	43050	1118000265	1335			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
IMP	7	0.0	0.0	Imperial County Transportation Commission		
				MPO	Element	
				SCAG	LA	
Project Manager/Contact		Phone		E-mail Address		
Mario Orso		(619)688-2561		mario.orso@dot.ca.gov		
Project Title						
6-Calexico East Port of Entry Truck Crossing Improvement						
Location (Project Limits), Description (Scope of Work)						
In Imperial County, near the city of Calexico, 0.7 mile south of Route 7 near the U.S./Mexico Border, at the Calexico East Port of Entry Truck Crossing and California Commercial Vehicle Enforcement Facility - Widen bridge over the All American Canal allowing for the expansion of the Calexico East Port of Entry, including the increase in the number of commercial vehicle inspection lanes.						
Component						
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	56	Senate:	40	Congressional:	51	
Project Benefits						
By widening the All American Canal Bridge and adding capacity at Calexico East POE, the proposed improvements will benefit the region by allowing commercial freight to enter and exit the POE more efficiently reducing wait times and air pollution and enhancing international trade and economic competitiveness.						
Purpose and Need						
The project would widen the bridge over the All American Canal by adding four more lanes to increase travel and freight capacity at the Calexico East Port of Entry (POE) and to address bottlenecks that hinder economic competitiveness. The project will also improve border delays that reach up to three hours during peak periods and significantly reduce emissions from idling vehicles.						
Category		Outputs/Outcomes		Unit	Total	
State Highway Road Construction		Modified/Reconstructed bridge(s)		Each	1	
ADA Improvements Yes		Bike/Ped Improvements Yes		Reversible Lane analysis Yes		
Inc. Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions Yes		
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					08/16/18	
Circulate Draft Environmental Document				Document Type	03/15/19	
Draft Project Report					04/15/19	
End Environmental Phase (PA&ED Milestone)					06/01/19	
Begin Design (PS&E) Phase					01/02/19	
End Design Phase (Ready to List for Advertisement Milestone)					01/10/20	
Begin Right of Way Phase					06/01/18	
End Right of Way Phase (Right of Way Certification Milestone)					07/02/20	
Begin Construction Phase (Contract Award Milestone)					07/05/20	
End Construction Phase (Construction Contract Acceptance Milestone)					11/05/21	
Begin Closeout Phase					11/10/21	
End Closeout Phase (Closeout Report)					10/11/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/06/18

Additional Information

DESCRIPTION cont'd: work includes adding two lanes, providing an 8 foot shoulder with new barriers and installing security fence in each direction.

BENEFITS cont'd: Calexico East Port of Entry Truck Crossing Improvement: This Project Approval and Environmental Document (PAED) component will assess widening the bridge over the All-American Canal, allowing for the expansion of the Calexico East Port of Entry and increasing the commercial vehicle inspection lanes by more than double. This component will address current bottlenecks that hinder economic competitiveness, and will also work to improve border delays and significantly reduce emissions from idling vehicles. The Calexico East POE serves roughly 23,500 vehicles daily, northbound and southbound, just over ten percent of which are trucks.

A total of 35 tons of all emissions will be reduced over 20 years.

PROJECT MILESTONE: Begin Environmental (PA&ED) Phase milestone is delayed one month as the phase cannot begin before allocation of funds occurs in August of 2018.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 06/06/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	IMP,	7,,	43050	1118000265	1335	
Project Title: 6-Calexico East Port of Entry Truck Crossing Improvement						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		3,000						3,000	
PS&E			3,355					3,355	
R/W SUP (CT)									
CON SUP (CT)					2,517			2,517	
R/W									
CON					20,972			20,972	
TOTAL		3,000	3,355		23,489			29,844	

Fund No. 1:	State SB1 TCEP - Trade Corridors Enhancement Account (TCEA) <i>State Sale</i>								Program Code
Existing Funding (\$1,000s)									20.XX.723.100
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)		3,000						3,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		3,000						3,000	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	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)									
PS&E			3,355					3,355	
R/W SUP (CT)									
CON SUP (CT)					2,517			2,517	
R/W									
CON					20,972			20,972	
TOTAL			3,355		23,489			26,844	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 06/06/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	IMP	7	43050	1118000265	1335	

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
Mario Orso		Trade Corridor Infrastructure Program, Corridor Director	6/28/18

Attachments

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

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

San Diego North Coast Corridor: Build NCC Phase 1 Project

Resolution _____

(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 *San Diego North Coast Corridor: Build NCC Phase 1 Project*, effective on, _____ (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Caltrans D-11, the San Diego Assn. of Gov. (SANDAG)*, and the Implementing Agency, *Caltrans D-11*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its May 2018 and August 2017 meeting the Commission approved the Solutions for Congested Corridors Program, State Highway Operation and Protection Program, and included in this program of projects the *San Diego North Coast Corridor: Build NCC Phase 1 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 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 SCCP-P-1718-01, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated _____
- ☒ Resolution 16H-017, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated _____
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated _____

- 4.3 All signatories agree to adhere to the Commission's Solutions for Congested Corridors Program, State Highway Operation and Protection 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 Caltrans D-11 and SANDAG agrees to secure funds for any additional costs of the project.
- 4.6 The Caltrans D-11 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 Caltrans D-11 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

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

San Diego North Coast Corridor: Build NCC Phase 1 Project

Resolution _____

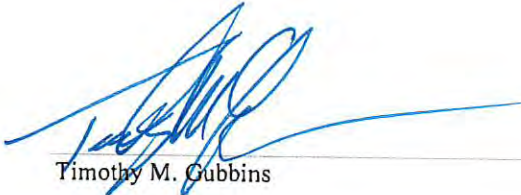


Kim Kawada, Chief Deputy Executive Director, SANDAG

6-22-2018

Date

Project Applicant



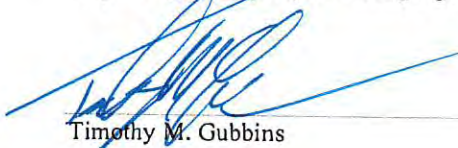
Timothy M. Gubbins

6/26/18

Date

Interim District 11 Director, California Department of Transportation

Project Applicant/Implementing Agency



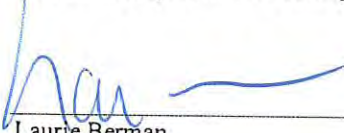
Timothy M. Gubbins

6/26/18

Date

Interim District 11 Director

California Department of Transportation



Laurie Berman

7-23-18

Date

Director

California Department of Transportation

Susan Bransen

Date

Executive Director

California Transportation Commission

Amendment (Existing Project) Y/N					Date: 6/27/18	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
11	2T218	1116000174	0615F	cal09		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SD	5	38.4	47.3	Caltrans		
				MPO	Element	
				SANDAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Arturo Jacobo		(619)688-6816		arturo.jacobo@dot.ca.gov		
Project Title						
I-5 North Coast Corridor HOV Extension - Phase 1 - Encinitas HOV						
Location (Project Limits), Description (Scope of Work)						
In the cities of Encinitas and Carlsbad from Manchester Avenue to Palomar Airport Road. Construct one High Occupancy Vehicle (HOV) lane in each direction; construct multi-use facility at Manchester; construct bike paths. (CMGC)						
Component	Implementing Agency					
PA&ED	Caltrans					
PS&E	Caltrans					
Right of Way	Caltrans					
Construction	Caltrans					
Legislative Districts						
Assembly:	76	Senate:	36	Congressional:	49	
Project Benefits						
Relieve traffic congestion, provides alternative modes of transportation.						
Purpose and Need						
Maintain or improve the existing and future traffic operations in the I-5 north coast corridor and to provide for the safe, efficient and reliable regional movement of people and goods. The PA&ED project milestone is for the I-5 North Coast Corridor parent programmed under PPNO 0615.						
Category	Outputs/Outcomes			Unit	Total	
State Highway Road Construction	HOV/HOT lane-mile(s) constructed			Miles	17.8	
	Pedestrian/Bicycle facilities miles constructed			Miles	8.9	
	Auxiliary lane miles constructed			Miles	0.6	
	Operational improvements			each	13	
ADA Improvements Y	Bike/Ped Improvements Y			Reversible Lane analysis	N	
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions Y		
Project Milestone				Existing	Proposed	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase				03/01/2001	03/01/01	
Circulate Draft Environmental Document				06/28/2010	06/28/10	
Draft Project Report				02/23/2009	02/23/09	
End Environmental Phase (PA&ED Milestone)				08/30/2014	08/30/14	
Begin Design (PS&E) Phase				12/01/2009	12/01/09	
End Design Phase (Ready to List for Advertisement Milestone)				06/30/2018	06/30/18	
Begin Right of Way Phase				08/30/2013	08/30/18	
End Right of Way Phase (Right of Way Certification Milestone)				06/30/2018	06/30/18	
Begin Construction Phase (Contract Award Milestone)				09/15/2018	10/31/18	
End Construction Phase (Construction Contract Acceptance Milestone)				10/01/2021	09/01/22	
Begin Closeout Phase				04/01/2022	02/01/23	
End Closeout Phase (Closeout Report)				10/01/2023	08/01/24	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 6/27/18

Additional Information

PPNO 0615C was created for Phase 1 of the I-5 North Coast Corridor CMGC projects. Construction packages have since split from 0615C. This PPR is the split of the next construction package, Encinitas HOV segment (0615F).

This PPR is for CONSTRUCTION FUNDING only. Design and ROW funds continue to be identified under PPNO 0615C. The scope of work includes construction of HOV lanes from Manchester Ave. to Palomar Airport Road, bike paths, and a multi-use facility funded via STIP and SB1-CC. It also includes ITS elements (funded via SHOPP PPNO 1281), and culvert rehab (funded via SHOPP PPNO 1192). This makes up the full scope of work included in the next I-5 North Coast Corridor CMGC construction package.

PROJECT ELEMENTS AND RELATED BENEFITS

26 Lane-Miles of Managed Lanes, 8.2 of those lane miles are on 0615G, 3 Auxiliary Lanes, 2 of which will be constructed in 0615G, Expansion of Regional TDM Plan

- Reduction in delay = 3048 reduction in vehicle hours of delay (VHD) per day; when comparing 2040 Build vs 2040 No-build.

- Improved reliability = Northbound 7.1 minute/vehicle reduction (improvement) in avg. daily travel time for HOV trips; Southbound 11.3 minute/vehicle reduction (improvement) in avg. daily travel time for HOV trips.

- Improvement in people throughput = 40,066 persons per day improvement in people throughput; when comparing 2040 Build vs 2040 No-build.

- Reduced VMT/Congestion relief = 145,231 reduction in general purpose lane VMT; when comparing 2040 Build vs 2040 No-build

20 Smart Signal Upgrades, 7 of which will be constructed on 0615G

• Improved integration with local streets and less congestion

8.9 Miles of Bike/Ped Facilities

- Removal of bike/pedestrian gaps across and along the corridor
- Completion of route connecting San Elijo and Batiquitos
- Lagoons, the San Elijo Lagoon Nature Center, and a local park
- Improved access to COASTER commuter rail stations

Manchester Ave Multi-Use Facility with 151 Parking space for

- New park-and-ride option for I-5 carpool and vanpool riders
- Improved accessibility to San Elijo Lagoon and Nature Center
- New parking for recreational trails and coastal resources

10 Electric Vehicle (EV) charging stations with capabilities to expand

Environmental Enhancements

- Improved water quality reaching sensitive lagoons an increase from 5% of the pavement treated up to 34% treated.

GHG numbers are for both the full build out of the I-5 corridor.

Estimating that these two segments, PPNO 0615F and PPNO 0615G, would construct approximately one-quarter of the lane-miles of managed lanes proposed for the larger NCC Program, approximately one-quarter of the emissions savings between the 2040 Build and No-Build scenarios was allocated to the Project. The results, found:

- All pollutants and GHGs associated with vehicle emissions are shown to decrease when comparing the 2040 Build and No-Build scenarios.
- Notably, carbon dioxide (CO₂)—the primary compound that causes GHG effects—is shown to reduce by over 31 tons annually.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 6/27/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD, ,	5, ,	2T218	1116000174	0615F	
Project Title: I-5 North Coast Corridor HOV Extension - Phase 1 - Encinitas HOV						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)	2,675	40,000	9,995					52,670	Caltrans
R/W									Caltrans
CON	9,360	155,000	83,699					248,059	Caltrans
TOTAL	12,035	195,000	93,694					300,729	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	2,675	32,000	9,995					44,670	
R/W									
CON	9,360	163,000	83,699					256,059	
TOTAL	12,035	195,000	93,694					300,729	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)			7,000					7,000	
R/W									
CON			64,078					64,078	
TOTAL			71,078					71,078	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Requesting an advanced allocation to the 18/19 year.
PS&E									
R/W SUP (CT)									
CON SUP (CT)			7,000					7,000	
R/W									
CON			64,078					64,078	
TOTAL			71,078					71,078	

Fund No. 2:	Other State - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									SHOPP
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			2,995					2,995	
R/W									
CON			19,621					19,621	
TOTAL			22,616					22,616	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									From PPNO 1281 (ITS elements) currently programmed in FY 20. Requesting an advanced allocation to the 18/19 year.
PS&E									
R/W SUP (CT)									
CON SUP (CT)			/ 2,995					2,995	
R/W									
CON			19,621					19,621	
TOTAL			22,616					22,616	

Fund No. 3:	State SB1 SCCP - Solution for Congested Corridors Program (SCC)								Program Code
Existing Funding (\$1,000s)									20.XX.705.100
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		40,000						40,000	
R/W									
CON		155,000						155,000	
TOTAL		195,000						195,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		32,000						32,000	
R/W									
CON		163,000						163,000	
TOTAL		195,000						195,000	

Fund No. 4:	Other State - National Hwy System (NH)								Program Code	
Existing Funding (\$1,000s)									SHOPP	
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency	
E&P (PA&ED)									PPNO 1192 (Culverts) currently programmed in FY 17/18	
PS&E										
R/W SUP (CT)										
CON SUP (CT)	2,675							2,675		
R/W										
CON	9,360							9,360		
TOTAL	12,035							12,035		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)									From PPNO 1192 (Culverts) programmed in FY17/18. Received an allocation time extension to combine and allocate with PPNO 0615F in FY19.	
PS&E										
R/W SUP (CT)										
CON SUP (CT)	2,675							2,675		
R/W										
CON	9,360							9,360		
TOTAL	12,035							12,035		

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 6/27/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD	5	2T218	1116000174	0615F	

SECTION 1 - All Projects**Project Background**

The project is a component of the larger I-5 North Coast Corridor parent project (PPNO 0615) which environmentally cleared the 27-mile corridor in August of 2014. The project was combined into 0615C to cover the complete scope of Phase 1 managed under the CMGC procurement method. Each CMGC construction package is split out from the parent 0615C. The first construction component, 0615E was split in March 2016.

Programming Change Requested

Construction split from 0615C as part of I-5 CMGC Contract. Combine PPNO 1281 (ITS Elements), currently programmed with SHOPP in FY 20. Combine PPNO 1192 (Culverts), currently programmed with SHOPP in FY 17/18 with PPNO 0615F. \$8M of programmed SB1-CC funds moved from Construction Support to Construction Capital.

Reason for Proposed Change

To document the construction split from 0615C for a second I-5 CMGC project. With the design complete, combination of three PPNOs and efficiencies of CMGC delivery method, a new project estimate had been generated that requires the shifting of construction support funding into construction capital.

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

No Delay

Other Significant Information

The segment is 100% designed and ready to begin construction in fall 2018 utilizing CMGC procurement and is requesting funding under SB1-CC.

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

(282)

General Instructions

Amendment (Existing Project) Y/N					Date: 6/27/18	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
11	2T212	1114000060	0615G			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SD	5	47	51.3	Caltrans		
				MPO	Element	
				SANDAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Arturo Jacobo		(619)688-6816		arturo_jacobo@dot.ca.gov		
Project Title						
I-5 North Coast Corridor HOV Extension - Phase 1 - Carlsbad HOV						
Location (Project Limits), Description (Scope of Work)						
In the city of Carlsbad from Palomar Airport Road to SR-78. Construct one High Occupancy Vehicle (HOV) lane in each direction and construct bike paths. (CMGC)						
Component						
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	76	Senate:	36	Congressional:	49	
Project Benefits						
Relieve traffic congestion, provides alternative modes of transportation.						
Purpose and Need						
Maintain or improve the existing and future traffic operations in the I-5 north coast corridor and to provide for the safe, efficient and reliable regional movement of people and goods. The PA&ED project milestone is for the I-5 North Coast Corridor parent programmed under PPNO 0615.						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		HOV/HOT lane-miles constructed			Miles	8.2
		Operational Improvements			each	7
		Pedestrian/Bicycle Facilities miles constructed			each	1.3
		Auxiliary Lane miles constructed			Miles	2.37
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis N	
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions Yes	
Project Milestone						
Project Study Report Approved				Existing	Proposed	
Begin Environmental (PA&ED) Phase				03/01/2001	03/01/2001	
Circulate Draft Environmental Document				Document Type	EIS	
Draft Project Report				06/28/2010	06/28/2010	
End Environmental Phase (PA&ED Milestone)				02/23/2009	02/23/2009	
Begin Design (PS&E) Phase				08/30/2014	08/30/2014	
End Design Phase (Ready to List for Advertisement Milestone)				12/01/2019	12/1/2009	
Begin Right of Way Phase				07/15/2019	7/15/2019	
End Right of Way Phase (Right of Way Certification Milestone)				08/30/2013	08/30/2013	
Begin Construction Phase (Contract Award Milestone)				07/15/2019	7/15/2019	
End Construction Phase (Construction Contract Acceptance Milestone)				09/15/2020	9/15/2020	
Begin Closeout Phase				10/01/2022	10/1/2022	
End Closeout Phase (Closeout Report)				04/01/2023	4/1/2023	
				10/01/2024	10/1/2024	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar. 1 2018 v7.08)

Date: 6/27/18

Additional Information

PPNO 0615 is the parent project that environmentally cleared the I-5 North Coast Corridor 27-mile program.

PPNO 0615G was created for Phase 1 of the I-5 NCC, HOV lanes from Lomas Santa Fe Dr. to SR-78, and is one of the 6 CMGC pilot projects. Construction projects have since split from 0615C. This PPR is the split of the Carlsbad HOV segment.

This PPR is for CONSTRUCTION FUNDING only. Design and ROW funds are identified under PPNO 0615C. Scope for this PPNO includes construction of one High Occupancy Vehicle (HOV) lane in each direction, bike paths.

PROJECT ELEMENTS AND RELATED BENEFITS

26 Lane-Miles of Managed Lanes, 17.8 of those lane miles are on 0615F, 3 Auxiliary Lanes, 1 of which will be constructed in 0615F, Expansion of Regional TDM Plan

- Reduction in delay = 3048 reduction in vehicle hours of delay (VHD) per day; when comparing 2040 Build vs 2040 No-build.
- Improved reliability = Northbound 7.1 minute/vehicle reduction (improvement) in avg. daily travel time for HOV trips; Southbound 11.3 minute/vehicle reduction (improvement) in avg. daily travel time for HOV trips.
- Improvement in people throughput = 40,066 persons per day improvement in people throughput; when comparing 2040 Build vs 2040 No-build.
- Reduced VMT/Congestion relief = 145,231 reduction in general purpose lane VMT; when comparing 2040 Build vs 2040 No-build

20 Smart Signal Upgrades, 13 of which will be constructed on 0615F

- Improved integration with local streets and less congestion

1.3 Miles of Bike/Ped Facilities

- Removal of bike/pedestrian gaps across and along the corridor
- Improved access to COASTER commuter rail stations

Environmental Enhancements

- Improved water quality reaching sensitive lagoons, increasing treatment area from 4% to 11% treated.

GHG numbers are for both the full build out of the I-5 corridor.

Estimating that these two segments, PPNO 0615F and PPNO 0615G, would construct approximately one-quarter of the lane-miles of managed lanes proposed for the larger NCC Program, approximately one-quarter of the emissions savings between the 2040 Build and No-Build scenarios was allocated to the Project. The results, found:

- All pollutants and GHGs associated with vehicle emissions are shown to decrease when comparing the 2040 Build and No-Build scenarios.
- Notably, carbon dioxide (CO₂)—the primary compound that causes GHG effects—is shown to reduce by over 31 tons annually.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 6/27/18

District	County	Route	EA	Project ID	PPNO	Alt. ID
11	SD, ,	5, ,	2T212	1114000060	0615G	
Project Title: I-5 North Coast Corridor HOV Extension - Phase 1 - Carlsbad HOV						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)						19,194		19,194	Caltrans
R/W									Caltrans
CON						89,969		89,969	Caltrans
TOTAL						109,163		109,163	Caltrans
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)						19,194		19,194	
R/W									
CON						89,969		89,969	
TOTAL						109,163		109,163	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									San Diego Association of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)						19,194		19,194	
R/W									
CON						69,869		69,869	
TOTAL						89,063		89,063	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)						19,194		19,194	
R/W									
CON						69,869		69,869	
TOTAL						89,063		89,063	

Fund No. 2:	CMAQ - Congestion Mitigation (CMAQ)								Program Code	
Existing Funding (\$1,000s)									20.30.010.820	
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON						18,081		18,081		
TOTAL						18,081		18,081		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON						18,081		18,081		
TOTAL						18,081		18,081		

Fund No. 3:	RSTP - STP Local (STPL)								Program Code
Existing Funding (\$1,000s)									20.XX.400.000
Component	Prior	18-19	19-20	20-21	21-22	22-23	23-24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						2,019		2,019	
TOTAL						2,019		2,019	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						2,019		2,019	
TOTAL						2,019		2,019	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

BASELINE AGREEMENT

Date: 07/05/18 09:59:26 AM

District	EA	Project ID		PPNO	Project Manager
11	42560	1116000101		1281	JACOBO, ARTURO G
County	Route	Begin Postmile	End Postmile	Implementing Agency	
SD	5	R 19.5	R 55.4	PA&ED	Caltrans
				PS&E	Caltrans
				Right of Way	Caltrans
				Construction	Caltrans

Project Nickname

I-5NCC ITS ELEMENTS

Location/Description

In San Diego County, from 0.6 mile south of Route 5/8 Separation to 1.5 miles north of Route 5/76 Separation. Install Vehicle Detection Stations (VDS), Changeable Message Signs (CMS), Closed Circuit Television (CCTV), Ramp Metering, Traffic Signal and Fiber Optic Network elements.

Legislative Districts

Assembly: 76, ~~78~~ Senate: 36, ~~38~~ Congressional: ~~52~~ 49

PERFORMANCE MEASURES

Primary Asset	New	Fair to Good	Poor to Good	Total	Unit
Transportation Management System	49		54	103	Each

Project Milestone

	Actual	Planned
Project Approval and Environmental Document Milestone	10/23/13	
Right of Way Certification Milestone		05/21/18
Ready to List for Advertisement Milestone		06/29/18
Begin Construction Milestone (Approve Contract)		10/02/18

FUNDING

Component	Fiscal Year	SHOPP					Total
PA&ED							0
PS&E	17/18	1,497					1,497
RW Support	18/19	122					122
Const Support	19/20	2,995					2,995
RW Capital	19/20	3					3
Const Capital	19/20	19,621					19,621
Total		24,238					24,238