

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
Calexico East Port of Entry Bridge Widening

Resolution TCEP-P-2021-07B
(will be completed by CTC)

1. FUNDING PROGRAM

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

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *Calexico East Port of Entry Bridge Widening*, effective on, June 24, 2021 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *Imperial County Transportation Commission (ICTC)*, and the Implementing Agency, *Imperial County Transportation Commission (ICTC)*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its *December 2, 2020* meeting the Commission approved the and included in this program of projects the *Calexico East Port of Entry Bridge Widening*, 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 *G-20-78*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated December 2, 2020.

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

(a) In the event of a cost overrun the state will cover a share proportionate to the state contribution of the TCEP funding identified in the Project Programming Request (PPR) submitted with this baseline agreement. (For example, if the state/regional TCEP funding share was a 40/60 ratio, the state may fund no more than 40% of the cost overrun. (b) This project received Cycle 1 SB1 Funding. This baseline agreement does not supersede the cycle 1 baseline agreement or cycle 1 guidelines. SB1 funds are subject to the guidelines for the cycle in which they were programmed, and the baseline agreement provisions for the cycle of funding.

Attachments:

Exhibit A: Project Programming Request Form * PA/ED reports: <http://www.imperialctc.org/calexico-east-poe-bridge-widening-project/>
Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Calexico East Port of Entry Bridge Widening

Resolution TCEP-P-2021-07B



Mark Baza

April 27, 2021

Date

Executive Director

Project Applicant



Mark Baza

April 27, 2021

Date

Executive Director

Implementing Agency



District Director

4-29-2021

Date

California Department of Transportation

Toks Omishakin

Date

Director

California Department of Transportation

Mitchell Weiss

Date

Executive Director

California Transportation Commission

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	06/08/2021 11:50:48
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input checked="" type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
11	43050	6471 (017)	1335	Imperial County Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Imperial	7 S	0.000	0.000		
			MPO	Element	
			SCAG	Local Assistance	
Project Manager/Contact			Phone	Email Address	
Mark Baza			760-604-5508	markbaza@imperialctc.org	

Project Title
 Calexico East Port of Entry Bridge Widening

Location (Project Limits), Description (Scope of Work)
 In Calexico near the US-Mexico Border approximately 0.7 miles south of SR 7, widen the existing Calexico East Port of Entry Bridge over the All-American Canal from 9 to 13 lanes (2 new N/B Truck lanes and 2 N/B Passenger lanes) to address immediate freight efficiency needs at the border crossing. The project will also rehabilitate existing bridge structures and tunnels currently in poor condition and construct a canopy along the northbound pedestrian walkway to provide shade for pedestrians crossing the border.

Component	Implementing Agency
PA&ED	Caltrans District 11
PS&E	Imperial County Transportation Commission
Right of Way	Imperial County Transportation Commission
Construction	Imperial County Transportation Commission

Legislative Districts					
Assembly:	56	Senate:	40	Congressional:	51
Project Milestone			Existing	Proposed	
Project Study Report Approved			08/15/2018		
Begin Environmental (PA&ED) Phase				08/16/2018	
Circulate Draft Environmental Document	Document Type CE/CE			03/01/2020	
Draft Project Report				05/11/2020	
End Environmental Phase (PA&ED Milestone)				05/20/2020	
Begin Design (PS&E) Phase				03/25/2021	
End Design Phase (Ready to List for Advertisement Milestone)				03/25/2021	
Begin Right of Way Phase				12/01/2020	
End Right of Way Phase (Right of Way Certification Milestone)				01/29/2021	
Begin Construction Phase (Contract Award Milestone)				10/27/2021	
End Construction Phase (Construction Contract Acceptance Milestone)				11/01/2022	
Begin Closeout Phase				03/24/2023	
End Closeout Phase (Closeout Report)				01/09/2025	

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Purpose and Need

The purpose of this project is to enhance traffic efficiency needs at the Calexico East POE. The project will improve efficiency of California's freight making it more competitive and environmentally sustainable and reduce current traffic congestion to improve economic competitiveness. There is congestion due to the physical constraints of the existing bridge. The current traffic demands are not being met as the Calexico East POE serves roughly 23,500 vehicles daily, NB and SB, with over ten percent being trucks. There is an economic loss caused by inadequate border infrastructure that is failing to keep pace with the growing levels of trade and addition security requirements. Expansion of the existing bridge is needed to ensure a timely binational movement of goods and people.

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

Project Outputs

Category	Outputs	Unit	Total
Bridge / Tunnel	Modified/Reconstructed bridges/tunnels	SQFT	33,261
Pavement (lane-miles)	Roadway lane miles	Miles	0.37

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Additional Information

This project is Design-Build delivery. Contract award to begin Design and Construction (RTL) was on March 25, 2021.

Copy of Caltrans Project Report can be found at: www.imperialctc.org (See Calexico East Bridge Widening Project)

\$4K identified in Right of Way is for Construction Permits.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	1,040	0	1,040
	TCEP	Daily Truck Trips	# of Trips	30,160	29,282	878
	TCEP	Daily Truck Miles Traveled	Miles	21,112	20,497	615
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	11,008,400	10,687,748	320,652
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	1.3	2.3	-1
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	1,040	0	1,040
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	0.04	0.07	-0.03
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0.5	0	0.5
			PM 10 Tons	0.5	0	0.5
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	31,237	0	31,237
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	8	0	8
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	0.3	0	0.3
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	43	0	43
LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	44	0	44	
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0	0	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	232	0	232
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.9	0	2.9

Fund #2:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Imperial County Transportation Com
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		266						266	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,791						1,791	
TOTAL		2,057						2,057	

Fund #3:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
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 #4:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Regional TCEP FY 2020/21 \$4K is for Construction Permits
PS&E		937						937	
R/W SUP (CT)									
CON SUP (CT)									
R/W		4						4	
CON		6,540						6,540	
TOTAL		7,481						7,481	

Project Report

To

Request Approval

On Route IMP-007

At PM 0.0

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

Chris Schmidt

CHRIS SCHMIDT,
Deputy District Director, Right of Way

APPROVAL RECOMMENDED:

Nicola J. Bernard

NICOLA BERNARD,
Project Manager

PROJECT APPROVED:

Mario Orso

MARIO ORSO,
Corridor Project Director

5/26/2020

Date

Bruce April

BRUCE APRIL,
*Deputy District Director
Environmental*

05-12-2020

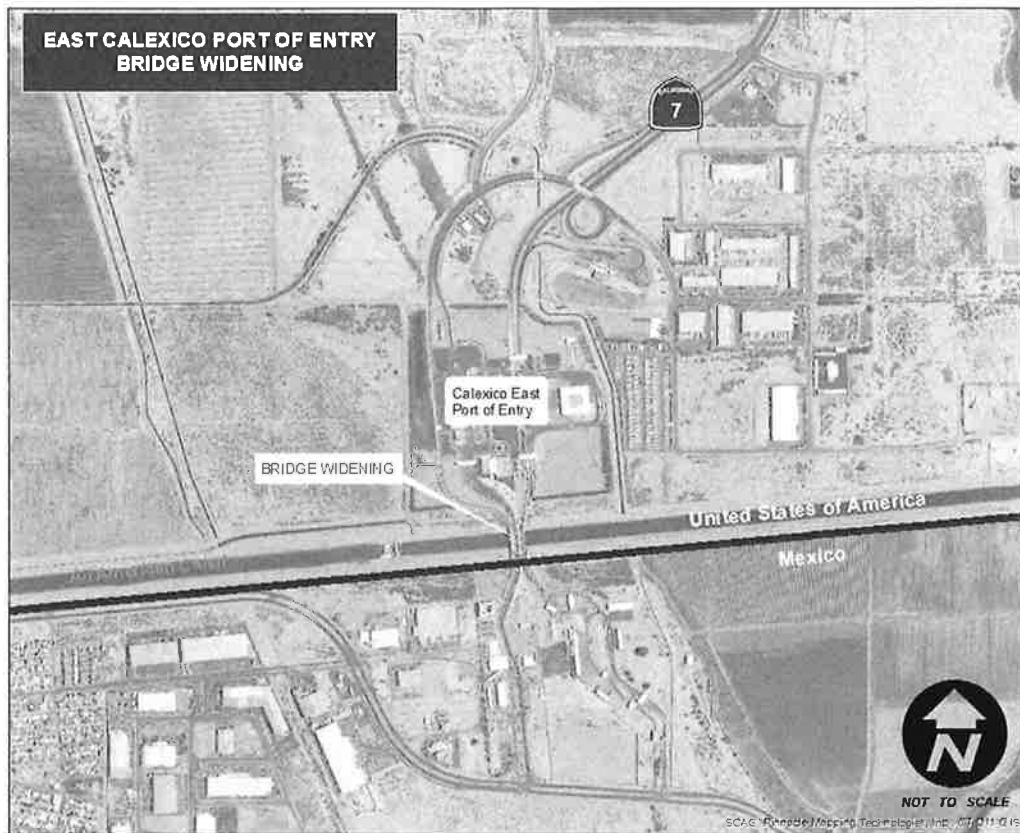
Date

Clint Peace

CLINT PEACE,
*Acting Deputy District Director
Program/Project Management*

5-26-2020

Date



Vicinity Map

IN IMPERIAL COUNTY NEAR CALEXICO
AT CALEXICO EAST PORT OF ENTRY BRIDGE
(ALL AMERICAN CANAL)

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

11-IMP-7 South of **43050 / 1118000265**
 Dist.-Co.-Rte. (or Local Agency) P.M./P.M. E.A/Project No. Federal-Aid Project No. (Local Project)/Project No.

PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)

Imperial County Transportation Commission (ICTC), Federal Highways (FHWA), and Caltrans along with U.S. General Services Administration (GSA) propose to widen the existing structure of the Calexico East Port of Entry (POE) Bridge over the All-American Canal near the USA/Mexico border to facilitate flow to the existing inspection booths. These traffic operational improvements include adding four new lanes, two each for passenger and commercial vehicles, and modernization of the northbound (NB) pedestrian walkway and other appurtenant structures for bridges and roadways, minimal modification to landscape, drainage, signage, and lighting. Replacement in kind to any items modified by construction activities. The staging and/or Construction area is included and would be located on GSA Property. See the Environmental Commitments Record (ECR) for all required project commitments.

CALTRANS CEQA DETERMINATION (Check one)

Not Applicable – Caltrans is not the CEQA Lead Agency **Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA**

Based on an examination of this proposal, supporting information, and the above statements, the project is:


Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)

Categorically Exempt. Class 1. (PRC 21084; 14 CCR 15300 et seq.)

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply:

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

Common Sense Exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (14 CCR 15061[b][3].)]

Shay Lynn M. Harrison
 Print Name: Senior Environmental Planner or Environmental Branch Chief

 Signature _____ Date 4/10/2020

Nicola Bernard
 Print Name: Project Manager

 Signature _____ Date 4/13/20

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:


- does not individually or cumulatively have a significant impact on the environment as defined by NEPA, and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).


CALTRANS NEPA DETERMINATION (Check one)

23 USC 326: The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)(27)**
- 23 CFR 771.117(d): activity (d)()**
- Activity listed in Appendix A of the MOU between FHWA and the State**

23 USC 327: Based on an examination of this proposal and supporting information, the State has determined that the project is a Categorical Exclusion under 23 USC 327. The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 USC 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

Shay Lynn M. Harrison
 Print Name: Senior Environmental Planner or Environmental Branch Chief

 Signature _____ Date 4/10/2020

Nicola Bernard
 Print Name: Project Manager/DLA Engineer

 Signature _____ Date 4/13/20

Date of Categorical Exclusion Checklist completion: **3/1/2020** Date of ECR or equivalent: **3/1/2020**

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

Continuation Sheet

11-IMP-7 South of	43050 / 1118000265
Dist.-Co.-Rte. (or Local Agency) P.M./P.M.	E.A/Project No. Federal-Aid Project No. (Local Project)/Project No.

Continued from page 1;

The Environmental Commitments Record (ECR) lists all the required environmental commitments for this project including the following commitments.

NPDES/STORM WATER COMPLIANCE

This project will be designed in conformance with the NPDES Permit Order 2012-0011DWQ and Appendix E of the Caltrans Project Planning and Design Guide (PPDG).

HAZARDOUS WASTE

Adherence to the Standard Specifications for Aerially deposited lead (ADL) and lead compliance plan (LCP).

VISUAL RESOURCES

Visual Impact Analysis Memo project design and construction matters identified will be commitments as identified within the ECR and include material color palette, lighting, landscaping and design guidance.

CULTURAL RESOURCES

Adherence to the Standard Specifications that support Caltrans' policy to avoid cultural resources whenever possible.

The following documentation is of the environmental analysis showcasing the compliance on this CE/CE:

- Biological Resources with the Natural Environmental Study, as revised
- Community Impact Assessment (CIA) with a Memorandum
- Cumulative Impacts with a Memorandum
- Cultural and Historic Resources with the Historic Property Survey Report (HPSR), and First Supplemental
- Hazardous Waste with a Memorandum and Aerial Deposited Lead (ADL) Report
- Hydrology and Floodplain with the Summary Floodplain Encroachment Report
- Paleontological Resources with a Memorandum
- Visual and Landscape Impact Assessment with a Memorandum
- Air Quality Report that includes GHG and Climate Change
- National Pollutant Discharge Elimination System (NPDES) Memorandum
- Noise Study Report (NSR)
- Section 4(f) with a Memorandum
- Section 6(f) with a Memorandum
- Utilities / Emergency Services with a Memorandum
- Traffic Study
- Water Quality with a Memorandum