

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

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

1. FUNDING PROGRAM

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

2. PARTIES AND DATE

- 2.1 This Project Baseline Agreement (Agreement) for the *I-10 Truck Climbing Lane*, effective on, June 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, *San Bernardino County Transportation Authority (SBCTA)*, and the Implementing Agency, *SBCTA*, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.2 Whereas at its December 2, 2020 meeting the Commission approved the Trade Corridor Enhancement Program, and included in this program of projects the *I-10 Truck Climbing Lane*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.
- 3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

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

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

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

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope

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

5.3 Other Project Specific Provisions and Conditions

Notwithstanding any other term in this agreement, in the event of a cost overrun the state will cover a share proportionate to the state contribution of the TCEP funding identified in the Project Programming Request (PPR) submitted as a part of the baseline agreement.

Attachments:

Exhibit A: Project Programming Request Form

Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

I-10 Truck Climbing Lane
TCEP-P-2021-07B

Resolution _____

APPROVED AS TO FORM:

Juliana K. Tillquist
Juliana K. Tillquist
SBCTA General Counsel

Date: 4/8/2021

Frank Navarro

4/8/2021

Frank Navarro

Date

President, SBCTA Board of Directors

Project Applicant

Frank Navarro

4/8/2021

Frank Navarro

Date

President, SBCTA Board of Directors

Implementing Agency

Michael D. Beauchamp

04/15/2021

Michael D. Beauchamp

Date

District Director

California Department of Transportation

Toks Omishakin

Date

Director

California Department of Transportation

Mitchell Weiss

Date

Executive Director

California Transportation Commission

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

I-10 Eastbound Truck Climbing Lane in Yucaipa

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

Component	Implementing Agency
PA&ED	San Bernardino County Transportation Authority (SBCTA)
PS&E	San Bernardino County Transportation Authority (SBCTA)
Right of Way	San Bernardino County Transportation Authority (SBCTA)
Construction	San Bernardino County Transportation Authority (SBCTA)

Legislative Districts

Assembly:	42	Senate:	23	Congressional:	36,8
Project Milestone				Existing	Proposed
Project Study Report Approved					
Begin Environmental (PA&ED) Phase			(Actual)	08/11/2017	08/11/2017
Circulate Draft Environmental Document		Document Type (ND/MND)/FONSI	(Actual)	07/03/2020	07/03/2020
Draft Project Report			(Actual)	07/03/2020	07/03/2020
End Environmental Phase (PA&ED Milestone)			(Actual)	09/18/2020	11/16/2020
Begin Design (PS&E) Phase			(Actual)	11/04/2020	03/03/2021
End Design Phase (Ready to List for Advertisement Milestone)			(Target)	01/28/2022	05/06/2022
Begin Right of Way Phase			(Actual)	09/21/2020	03/03/2021
End Right of Way Phase (Right of Way Certification Milestone)			(Target)	12/29/2021	05/06/2022
Begin Construction Phase (Contract Award Milestone)			(Target)	06/17/2022	06/30/2022
End Construction Phase (Construction Contract Acceptance Milestone)			(Target)	12/29/2023	04/22/2024
Begin Closeout Phase			(Target)	01/01/2024	04/22/2024
End Closeout Phase (Closeout Report)			(Target)	01/01/2025	02/20/2025

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Purpose and Need

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

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

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

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

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Slow vehicle lanes	Miles	3

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Additional Information

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

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

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

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	10,572	14,851	-4,279
	TCEP	Daily Truck Trips	# of Trips	11,271	10,452	819
	TCEP	Daily Truck Miles Traveled	Miles	56,355	52,260	4,095
Throughput	TCEP	Change in Truck Volume That Can Be Accommodated	# of Trucks	4,110,000	3,810,000	300,000
	TCEP	Change in Rail Volume That Can Be Accommodated	# of Trailers	0	0	0
			# of Containers	0	0	0
	TCEP	Change in Cargo Volume That Can Be Accommodated	# of Tons	0	0	0
# of Containers			0	0	0	
System Reliability	TCEP	Truck Travel Time Reliability Index	Index	1	2.03	-1.03
	TCEP	Daily Vehicle Hours of Travel Time Reduction	Hours	10,572	14,851	-4,279
Velocity	TCEP	Travel Time or Total Cargo Transport Time	Hours	0.109	0.23	-0.121
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	4	0	4
			PM 10 Tons	4	0	4
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	73,508	0	73,508
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	7	0	7
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	1	0	1
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	-181	0	-181
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	-14	0	-14
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	3	3	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.5	0.6	-0.1
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	94	158	-64
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	16.7	29	-12.3
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	434	0	434
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	9.2	0	9.2

Fund #2:	Local Funds - Local Measure (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.140
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	1,979							1,979	
PS&E	960							960	\$960 for Program Management costs is shown in PS&E phase. Actual PS&E is funded with STIP-RIP.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		6,190						6,190	CON is \$5.196M
TOTAL	2,939	6,190						9,129	CM is \$0.994M
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,979							1,979	Following submittal of the application, the Project Report was finalized, indicating \$0 costs in ROW. \$394,000 in ROW costs have been removed.
PS&E	960							960	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		6,190						6,190	
TOTAL	2,939	6,190						9,129	
Fund #3:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.723.200
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									CON is \$8.084M CM is \$1.546M
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		14,444						14,444	
TOTAL		14,444						14,444	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									CON is \$12.125M CM is \$2.319M Regional share.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		14,444						14,444	
TOTAL		14,444						14,444	

Fund #4:	State SB1 TCEP - Trade Corridors Enhancement Account (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.723.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									CON is \$12.125M CM is \$2.319M
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		9,630						9,630	
TOTAL		9,630						9,630	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									CON is \$8.084M CM is \$1.546M State share.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		9,630						9,630	
TOTAL		9,630						9,630	

Complete this page for amendments only

Date 04/08/2021 11:47:44

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

SECTION 1 - All Projects

Project Background

Print for Baseline Agreement.

Programming Change Requested

Print for Baseline Agreement.

Reason for Proposed Change

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

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

Print for Baseline Agreement.

Other Significant Information

Print for Baseline Agreement.

SECTION 2 - For SB1 Project Only

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

Print for Baseline Agreement.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects


Attachments

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

Project Report For Project Approval

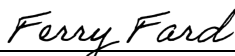
On Route Interstate 10
Between 16th Street
And County Line Road

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




REBECCA GUIRADO
Deputy District Director, Right of Way

APPROVAL RECOMMENDED:

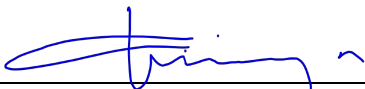
AS 

FERRY R. FARD
Project Manager (Acting)

CONCURRED BY:



DAVID BRICKER
Deputy District Director, Environmental Planning


Hcy 

CATALINO A. PINING III
Deputy District Director, Traffic Operations

MA 

JAMAL M. ELSALEH
Deputy District Director, Design

PROJECT APPROVED:

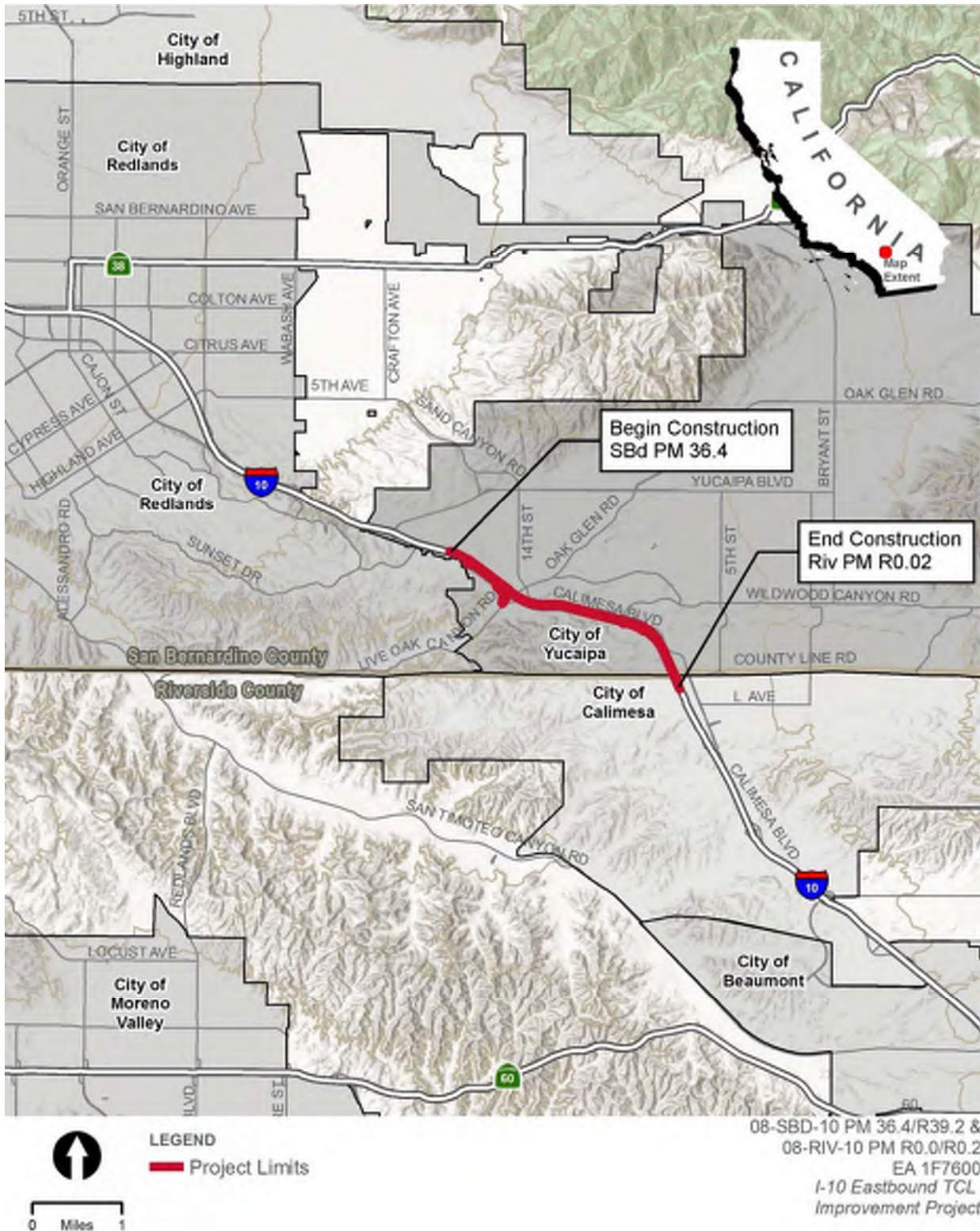


for, MICHAEL D. BEAUCHAMP
District Director

November 12, 2020

Date

Regional Vicinity and Project Location Map



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

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

10/28/2020

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

Date



P.M.
11/2/2020

**Paula
Beauchamp**

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

Submitted By:

PAULA BEAUCHAMP
Director of Project Delivery and Toll Operations
SBCTA

Date

Concurred By:

A.habib

AYSHA HABIB
Branch Chief, Caltrans District 8
Design Oversight

11/03/2020

Date

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1. INTRODUCTION

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

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

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

Table 1-1 Project Summary

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

2. RECOMMENDATION

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