

SANBAG Contract No. C09-016
 by and between
San Bernardino County Transportation Authority
 and
California Transportation Commission
 for
South Milliken Ave. Grade Separation

FOR ACCOUNTING PURPOSES ONLY

<input type="checkbox"/> Payable	Vendor Contract # _____	Retention:	<input checked="" type="checkbox"/> Original
<input type="checkbox"/> Receivable	Vendor ID CTC	<input type="checkbox"/> Yes ____ % <input checked="" type="checkbox"/> No	<input type="checkbox"/> Amendment

Notes:

Original Contract: \$ <u>0</u>	Previous Amendments Total: \$ _____
Contingency Amount: \$ _____	Previous Amendments Contingency Total: \$ _____
	Current Amendment: \$ _____
	Current Amendment Contingency: \$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL → \$ 0

↓ Please include funding allocation for the original contract or the amendment.

<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
<u>N/A</u>	<u>N/A</u>	<u>TCIF</u>	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____
_____	_____	_____	_____	\$ _____

Original Board Approved Contract Date: <u>9/3/08</u>	Contract Start: <u>9/2/08</u>	Contract End: <u>N/A</u>
New Amend. Approval (Board) Date: _____	Amend. Start: _____	Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority →	Fiscal Year: _____ \$ _____	Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____
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Is this consistent with the adopted budget? Yes No
 If yes, which Task includes budget authority? _____
 If no, has the budget amendment been submitted? Yes No

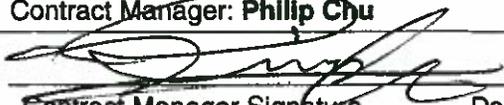
CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

Intergovernmental Private Non-Local Local Partly Local

Disadvantaged Business Enterprise: No Yes ____ %

Task Manager: <u>Ty Schulling</u>	Contract Manager: <u>Philip Chu</u>
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 Task Manager Signature	Date	 Contract Manager Signature	Date
Chief Financial Officer Signature	Date		

SANBAG Agreement No. C09016
TRADE CORRIDORS IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

- 1.1 This Project Baseline Agreement (Agreement) for the South Milliken Ave. Grade Separation, effective on September 1, 2008, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the San Bernardino Associated Governments (SANBAG), and the City of Ontario (Project Sponsors), sometimes collectively referred to as the "Parties".

2. RECITAL

- 2.1 Whereas at its April 10, 2008 Meeting the California Transportation Commission programmed the Trade Corridors Improvement Fund and included in this program of projects the South Milliken Ave. 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, the Draft Project Study Report or Equivalent attached hereto as Exhibit B, and the Project Benefits Form attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor 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.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

- 3.1 To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).
- 3.2 To adhere to the provisions of the California Transportation Commission Resolution TCIP-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.
- 3.3 To adhere to the California Transportation Commission's Trade Corridors Improvement Fund Guidelines.
- 3.4 To adhere to the California Transportation Commission's Accountability Implementation Plan and Policies, and program and baseline amendment processes.
- 3.5 The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outline in this agreement requires an amendment.

- 3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost and schedule.
- 3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.
- 3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, 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.
- 3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 Project Schedule and Cost

See Project Programming Request Form, attached as Exhibit A.

4.2 Project Scope

See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

4.3 Project Scope

See Project Benefits Form, Attached as Exhibit C.

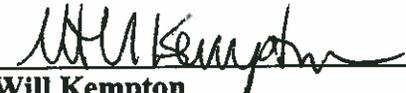
4.4 Other Project Specific Provisions and Conditions



Deborah Barmack **12/4/06**
Executive Director **DATE**
San Bernardino Associated Governments



Gregory C. Devereaux **12/2/08**
City Manager **DATE**
City of Ontario



Will Kempton **1-16-08**
Director **DATE**
California Department of Transportation



John F. Barna, Jr. **2-5-09**
Executive Director **DATE**
California Transportation Commission

Approved as to Form by: **DATE**
Jean-Rene Basle
SANBAG County Counsel



2008 Project Programming Request (Project Information)

General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date: 11/13/08	
Caltrans District 08		EA		PPNO	
				MPO ID 200405	
County SBD		Route/Corridor		Project Sponsor/Lead Agency City of Ontario	
				MPO SCAG	
				Element MT	
Project Title South Milliken Ave Railroad Grade Separation at UP/Los Angeles					
PM Bk		PM Afd		Project Mgr/Contact Tom Danna	
				Phone 909-395-2387	
				E-mail Address tdanna@ci.ontario.ca.us	
Location, Project Limits, Description, Scope of Work, Legislative Description In the City of Ontario along Alameda Corridor East, on Milliken Ave at UP/Los Angeles immediately north of Mission Blvd, construct grade separation.					
Component		Implementing Agency		AB 3090	
PA&ED		Ontario		<input type="checkbox"/>	
PS&E		Ontario		<input type="checkbox"/>	
Right of Way		Ontario		<input type="checkbox"/>	
Construction		Ontario		<input type="checkbox"/>	
Legislative Districts					
Assembly: 61, 71			Senate: 31, 32		
Congressional: 43, 44					
Purpose and Need Milliken Ave is a north/south corridor east of Los Angeles/Ontario International Airport (ONT) running from SR-60 to I-10 and provides access to and from ONT (for both passenger traffic and cargo-related uses), and to Ontario's Foreign Trade Zone No. 50-1 (an extension of the Port of Long Beach's FTZ NO. 50). It carries an estimated 19,500 vehicles per day (43,000 vpd by 2030), and heavy duty trucks are estimated to comprise 20 percent of daily traffic. Separating the railroad crossing from Milliken Ave, which is a key location along the Alameda Corridor East, will mitigate community impacts of goods movement and provide more reliable truck access to the logistics complex and the air cargo facilities at ONT.					
Project Benefits Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 2 hours per day in 2030 and is estimated to reduce 131 daily vehicle hours of delay in 2030.					
Project Milestone					Date
Project Study Report Approved					N/A
Begin Environmental (PA&ED) Phase					07/01/08
Circulate Draft Environmental Document				Document Type	N/A
Draft Project Report					01/01/09
End Environmental Phase (PA&ED Milestone)					12/31/09
Begin Design (PS&E) Phase					01/01/10
End Design Phase (Ready to List for Advertisement Milestone)					12/31/11
Begin Right of Way Phase					01/01/10
End Right of Way Phase (Right of Way Certification Milestone)					06/30/12
Begin Construction Phase (Contract Award Milestone)					12/01/12
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/14
Begin Closeout Phase					01/01/15
End Closeout Phase (Closeout Report)					04/30/15



2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 11/13/08

County	CT District	PPNO	TCRP Project No.	EA
SBD	08	0	0	0
Project Title: South Milliken Ave Railroad Grade Separation at UP/Los Angeles				

Existing Total Project Cost								Implementing Agency	
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+		Total
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost									
E&P (PA&ED)	750	0	0	0	0	0	0	750	
PS&E	0	0	2,000	0	0	0	0	2,000	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	3,736	0	0	0	0	3,736	
CON	0	0	0	0	0	69,629	0	69,629	
TOTAL	750	0	5,736	0	0	69,629	0	76,115	

Existing Funding								Funding Agency	
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+		Total
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding								Notes	
E&P (PA&ED)								0	Proposed TCIF
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON						8,031		8,031	
TOTAL	0	0	0	0	0	8,031	0	8,031	

Existing Funding								Funding Agency	
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+		Total
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding								Notes	
E&P (PA&ED)								0	Developer Impact Fees
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W			747					747	
CON						13,926		13,926	
TOTAL	0	0	747	0	0	13,926	0	14,673	

Existing Funding								Funding Agency	
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+		Total
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding								Notes	
E&P (PA&ED)	750							750	San Bernardino County Measure I
PS&E			2,000					2,000	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W			2,989					2,989	
CON						47,672		47,672	
TOTAL	750	0	4,989	0	0	47,672	0	53,411	

Trade Corridor Improvement Fund
Project Benefits Form
EXHIBIT C

Project Title: S Milliken Ave. Grade Separation

Project Category: Grade Separation project (rail)

Project Type: Removal of at grade crossing

Outputs: Removal of one at grade crossing

Outcomes: Outcomes

Safety	Eliminate potential accidents with at grade crossings of rial lines
Velocity	Reduction of 29 existing daily vehicle hours Reduction of 131 daily vehicle hours in 2030
Throughput	Elimination of current gate down time of 1.3 hours per day Elimination of gate down time of 2.0 hours per day in 2030
Reliability	Eliminate emergency vehicle delay time up to 5 minutes
Congestion Reduction	Eliminate current at grade vehicle queue rate of 203 vehicles per hour per lane Eliminate at grade vehicle queue rate of 448 vehicles per hour per lane in 2030
Emissions Reduction	Estimate emission reductions in tons per day CO2- 0.077 Nox- 0.00005 PM2.5- 0.00001 ROG- 0.00002

CORRIDOR DELIVERY PLAN PROJECT DATA SHEET

Railroad Corridor: UPRR Los Angeles Line

Location: S. Milliken Avenue (between Philadelphia Street and Mission Boulevard)
City of Ontario and County of Riverside

Project Manager: City of Ontario

Project Definition:

- Construction of Milliken Avenue overpass above the existing UPRR mainline tracks approximately 235 feet north of Philadelphia Street and 570 feet south of Mission Boulevard.
- The grade separation will be mostly on structure to minimize impact to the many underground utilities. The overpass over the railroad will clear span across the railroad right-of-way.
- Construction of on and off ramps between Mission Boulevard and Milliken Avenue overpass to handle the turning movement between the two roadways.
- Relocate the intersection at Philadelphia Street and Milliken Avenue to north of the existing intersection and reroute the western portion of Philadelphia Street to tie-in to the new intersection.
- Construction of temporary railroad crossing. Temporary railroad crossing will be active during when portion of the existing roadway is closed.

Project Schedule (begin – end):

- Design/Environmental: July 2008 – December 2010
- ROW: July 2009 – December 2010
- Construction: October 2011 – March 2014

Railroad Force Account Work:

<u>Activity</u>	<u>Duration</u>
Flagging	January 2012 – December 2013 (assume starts 3 months after construction begins and ends 3 months before construction ends)
Construct Temporary Crossing	December 2011 – January 2012
Remove Temporary Crossing	April 2013 – May 2013

Project Sponsor's Estimated Cost of Railroad Force Account:

Flagging:	\$500,000
Track and Signal:	\$430,000 (Temporary crossing & protection)

Federal Funding Expected: No

Railroad Contribution in Project Sponsor's Funding Plan:

10% of eligible project costs, estimated by the Project Sponsor to be \$4,800,000; actual contribution will be stated in the Construction and Maintenance Agreement

Comments:

1. There are many underground utilities (including 42" water, 24" water, two 18" water, 12" fuel, 16" gas, fiber optic etc.) along Milliken Avenue. The 42" water and 24" water were constructed in 2008. The grade separation will be mostly on structure to minimize the impact to most of these underground utilities. Foundations of the overpass structure will be located between the utilities to minimize the need to relocate the utilities. Use of retained fill for the approaches will be minimized to allow future access to these utilities.
2. The grade separation will be constructed in two phases with each phase constructing a longitudinal half of the project. During Phase 1, the eastern half of the grade separation will be constructed. Vehicular traffic will occupy the western half of the existing Milliken Avenue. Additional roadway width west of the existing roadway may be needed to accommodate the traffic volume during Phase 1. During Phase 2, vehicular traffic will be transferred to the elevated structure when the western half of the grade separation is being constructed. Temporary railroad crossing will be required across portion of the roadway during Phase 1. The temporary crossing can be removed after Phase 1 is completed and traffic routed to the already constructed portion of the overcrossing structure.