

**SANBAG Agreement No. C09021**  
**TRADE CORRIDORS IMPROVEMENT FUND**  
**PROJECT BASELINE AGREEMENT**

**1. PARTIES AND DATE**

- 1.1 This Project Baseline Agreement (Agreement) for the Palm 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 San Bernardino(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 Palm 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**

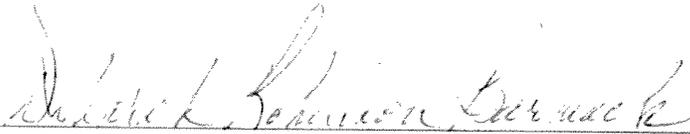
See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

##### **4.3 Project Scope**

See Project Benefits Form, attached as Exhibit C.

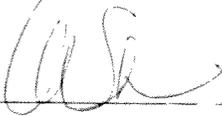
##### **4.4 Other Project Specific Provisions and Conditions**

Not applicable.



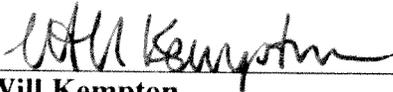
Deborah Barmack  
Executive Director  
San Bernardino Associated Governments

1/3/08  
DATE



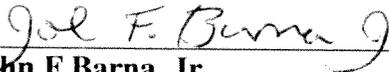
Lori Sassoon  
Acting City Manager  
City of San Bernardino

9/10/08  
DATE



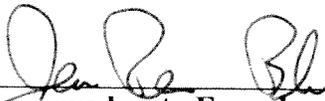
Will Kempton  
Director  
California Department of Transportation

10/28/08  
DATE



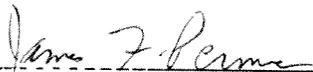
John F. Barna, Jr.  
Executive Director  
California Transportation Commission

21 NOV 2008  
DATE



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

8/13/08  
DATE



Approved as to Form by:  
James F. Penman  
City Attorney  
City of San Bernardino

9/10/08  
DATE

Exhibit A

2008 Project Programming Request  
(Project Information)



General Instructions

<input checked="" type="checkbox"/> New Project		<input type="checkbox"/> Amendment (Existing Project)		Date:	07/10/08
Caltrans District	EA	PPNO	MPO ID	TCRP No	
08			200850	N/A	
County	Route/Corridor	Project Sponsor/Lead Agency		MPO	Element
SBD		SANBAG		SCAG	MT
Project Title					
Palm Ave Railroad Grade Separation					
PM/Bk	PM/Ahd	Project Mgr/Contact	Phone	E-mail Address	
		Gilbert Betancourt	909-886-3971	gbetancourt@sanbag.ca.gov	
Location, Project Limits, Description, Scope of Work, Legislative Description					
In the City of San Bernardino and the County of San Bernardino, from 1000' east of at-grade on Palm Ave and 1000' north and south of grade on Cajon Blvd, construct grade separation (likely highway over rail) and widen Palm and Cajon from 2 to 4 lanes					
Component	Implementing Agency		AB 3090	Letter of No Prejudice	
PA&ED	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
PS&E	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Construction	SANBAG		<input type="checkbox"/>	<input type="checkbox"/>	
Legislative Districts					
Assembly:	63		Senate:	32	
Congressional:	43				
Purpose and Need					
Palm Ave is a major east-west arterial that carries approximately 5,300 vehicles per day. The estimated 94 freight and two passenger trains that cross Palm Ave every day create substantial traffic delays and disrupt access to a developing industrial/warehouse area nearby. Separating the railroad crossing from Palm Ave will mitigate community impacts of goods movement and provide more reliable access to warehouse and truck facilities.					
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 of 6.6 hours per day in 2030 and is estimated to reduce 105 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	CEQA SE	
Draft Project Report					06/30/09
End Environmental Phase (PA&ED Milestone)					12/30/09
Begin Design (PS&E) Phase					01/01/10
End Design Phase (Ready to List for Advertisement Milestone)					06/30/12
Begin Right of Way Phase					07/01/10
End Right of Way Phase (Right of Way Certification Milestone)					06/30/12
Begin Construction Phase (Contract Award Milestone)					07/01/12
End Construction Phase (Construction Contract Acceptance Milestone)					12/30/13
Begin Closeout Phase					01/01/14
End Closeout Phase (Closeout Report)					06/30/14



## 2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 07/10/08

County	CT District	PPNO	TCRP Project No.	EA
SBD	08	0	N/A	0
<b>Project Title:</b> Palm Ave Railroad Grade Separation				

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	
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Proposed Total Project Cost									Implementing Agency
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	1,126	0	0	0	0	1,126	
CON	0	0	0	0	31,300	0	0	31,300	
<b>TOTAL</b>	<b>750</b>	<b>0</b>	<b>3,126</b>	<b>0</b>	<b>31,300</b>	<b>0</b>	<b>0</b>	<b>35,176</b>	

Fund No. 1:									Program Code
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	
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
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					9,390			9,390	
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,390</b>	<b>0</b>	<b>0</b>	<b>9,390</b>	

Fund No. 2:									Program Code
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	
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
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								0	
CON					5,136			5,136	
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,136</b>	<b>0</b>	<b>0</b>	<b>5,136</b>	

Fund No. 3:									Program Code
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	
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
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			1,126					1,126	
CON					16,774			16,774	
<b>TOTAL</b>	<b>750</b>	<b>0</b>	<b>3,126</b>	<b>0</b>	<b>16,774</b>	<b>0</b>	<b>0</b>	<b>20,650</b>	

Trade Corridor Improvement Fund  
Project Benefits Form  
EXHIBIT C

**Project Title:** Palm Ave Grade Separation

**Project Category:** Grade Separation project (rail)

**Project Type:** Removal of at grade crossing

**Outputs:** Removal of one at grade crossing

**Outcomes:** Outcome

Safety	Eliminate potential accidents with at grade crossings of rial lines
Velocity	Reduction of 23 existing daily vehicle hours Reduction of 105 daily vehicle hours in 2030
Throughput	Elimination of current gate down time of 3.32 hours per day Elimination of gate down time of 6.6 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 166 vehicles per hour per lane Eliminate at grade vehicle queue rate of 327 vehicles per hour per lane in 2030
Emissions Reduction	Estimate emission reductions in tons per day CO2- 0.066 Nox- 0.00002 PM2.5- 0.00001 ROG- 0.00001

# **CORRIDOR DELIVERY PLAN**

## **PROJECT DATA SHEET (PALM AVENUE)**

Railroad Corridor: BNSF

Location: Palm Avenue  
City of San Bernardino

Project Manager: San Bernardino Associated Governments  
City of San Bernardino

Project Definition:

- Construction of Palm Avenue Grade Separation overpass between Industrial Parkway on the north and the existing Union Pacific Grade Separation on Institution Road to the south (approximate limits).
- Maximum preservation of the 150' BNSF R/W is accomplished by providing 124.5' of clear pre-cast span and one bent 25.5' inside the north R/W line. This provides 35' of horizontal clearance from a future parallel rail line to bent 3 and 44.5' of horizontal clearance from the existing south R/W and existing rail line to bent 2.
- Construction of 2-lane, pre-cast, roadway bridge with three spans.
- Proposed structure occupies a 40' section width perpendicular to the BNSF R/W in a single plane. Configuration accommodates future widening of the Palm Avenue structure to an 80' section width to provide an ultimate 4-lane roadway overpass.
- Profile provides ample vertical clearance to maintain a minimum vertical clearance greater than the minimum of 23.5' and no false work during construction due to the pre-cast structure type.
- Construction of a connection from the south approach slope of the Palm Avenue to Cajon Boulevard.
- No track shoofly will be required.
- Maintain the existing signalized railroad crossing during construction.

Project Schedule (January 2010 – June 2014)

- Design/Environmental: January 2010 – June 2012
- ROW: July 2011 – June 2012
- Construction: July 2012 – June 2014

Railroad Force Account Work

<u>Activity</u>	<u>Duration</u>
Flagging	<u>October 2012 – March 2014</u>
Maintain Temporary Crossing	<u>N/A</u>
Shoofly construction and cutover	<u>N/A</u>
Return to main line; remove shoofly	<u>N/A</u>

Project Sponsor's Estimated Cost of Railroad Force Account:

Flagging: (18 mo)	\$390,000.00
Inspection/Coordination	\$ 54,600.00
<u>Track and Signal:</u>	<u>\$ 65,000.00</u>
<b>Total</b>	<b>\$509,600.00</b>

Federal Funding Expected: No. TCIF and Local Measure Funds only.

Railroad contribution in Project Sponsor's Funding Plan: 10% of eligible project costs, estimated by the project sponsor to be \$1,496,800; actual contribution will be stated in the Construction and Maintenance Agreement.