

STAFF REPORT



MEETING DATE:	December 14, 2023
SUBJECT:	Conduct a Public Hearing and Approve the Shasta 2024 Regional Transportation Improvement Program (RTIP)
AGENDA ITEM:	11
STAFF CONTACT:	Sean Tiedgen, AICP, Executive Director

SUMMARY:

The Regional Transportation Improvement Program (RTIP) is a five-year program of transportation projects in the Shasta region that is updated every two years. Upon approval by the SRTA Board of Directors, SRTA's RTIP – along with other RTIPs throughout the state – are submitted to the California Transportation Commission (CTC) for incorporation into the statewide program, referred to as the State Transportation Improvement Program (STIP). An interagency agreement with Caltrans District 2 is needed for the Fix 5 Cascade Gateway Project.

STAFF RECOMMENDATION:

It is recommended that the board of directors:

1. Conduct a public hearing;
2. Approve the 2024 Shasta RTIP, pursuant to Resolution 23-17 (attached);
3. Authorize the executive director to make any necessary modifications to the 2024 RTIP documents in response to CTC review; and
4. Authorize the executive director to execute an interagency agreement with Caltrans District 2 for the Fix 5 Cascade Gateway Project.

DISCUSSION:

Every two years, the CTC develops a five-year funding forecast for the STIP. The state allocates RTIP shares to regions by a formula based on population and road miles. Shares may accrue and cannot be taken from the region unless actual state revenues fall short of forecasts. Senate Bill (SB) 1 created new significant transportation revenues increasing RTIP shares in the region and throughout the state. The Shasta 2024 RTIP will have a minimum of \$7,179,000 in new capacity over five years (Fiscal Year (FY) 2024/25 through FY 2028/29).

Existing and Recommended New RTIP Programming – SRTA has five projects in the current 2022 STIP approved by the CTC in March 2022. Two new projects are proposed for funding based on grant awards and matching funds previously committed by SRTA. Each project is discussed below along with recommendations for 2024 RTIP programming in **bold**:

- Planning, Programming and Monitoring (\$365,000 prior) – Regional transportation planning agencies, such as SRTA, are allowed Planning, Programming, and Monitoring (PPM) shares to administer the RTIP and develop projects. In addition to the \$365,000 in carryover, **\$468,000 of new shares will be available and staff recommends programming this in the 2024 RTIP.**

- Fix 5 Cascade Gateway (prior \$9,089,000, total estimated construction cost \$112,376,000) – This project will provide for new truck-only lanes on Interstate 5 (I-5) roughly from the Hartnell overpass to the State Route (SR) 151 exit to the city of Shasta Lake. The project also includes adding an adaptive lane management signage system for the truck-only lanes and during emergencies, widening of I-5 to six lanes from just north of the SR 44 interchange to 0.6 miles north of Oasis Road, adding auxiliary lanes, increasing vertical clearance under the SR 273/NB I-5 connector ramp, and installing two truck zero-emission chargers at the CHP weigh station in Cottonwood. SRTA previously provided funding for environmental clearance, design work, and future construction.

SRTA and Caltrans received a combined \$78,930,000 in Trade Corridor Enhancement Program (TCEP) funds, which fully funds the project for construction, which is anticipated to start in 2025. While planning for unexpected or increased costs as allowed under the grant programs, concerns remain regarding material costs and supply chain issues. SRTA's portion of the construction phase of the project is \$25,018,000. **Staff recommends setting aside \$3,500,000 in 2024 RTIP shares (14% of SRTA's match) for unanticipated costs that may impact SRTA's contribution toward the project.** Should the funds not be needed, SRTA can reprogram those shares in a future RTIP.

- Turtle Bay to Downtown Gap Completion Project (prior \$1,170,000; total estimated cost \$3,935,000) – This project provides active transportation connections between Downtown Redding and the Sundial Bridge and Turtle Bay. SRTA's prior support included RTIP funding for environmental, design, and right-of-way phases. The project was awarded Active Transportation Program (ATP) Cycle 5 funding in 2021. Construction is expected in 2025. **No further funding is recommended for programming.**
- Cottonwood Active Transportation Trunk Line Express (CATTLE) Network (\$1,661,000 prior; total estimated cost \$17,844,000) – SRTA previously provided \$1.6 million in regional shares as match toward securing grant funding for the project. While the project received a \$14 million ATP award it did not move forward. A total of \$1.311 million in COVID STIP shares and \$350,000 in prior RTIP shares were allocated as match towards the construction of the project. **The \$350,000 in prior RTIP shares have lapsed and are available for reprogramming as part of the 2026 RTIP.**

At the February 2023 meeting the board approved swapping \$1.311 million in COVID STIP shares for regular STIP shares with the Tulare County Association of Governments (TCAG) to address programming and expenditure challenges with the COVID shares. Due to timing for programming of funds, an amendment to the SRTA/TCAG Memorandum of Understanding is being prepared to clarify SRTA's request for the \$1.311 million exchange as part of TCAG's 2026 RTIP for a 'to-be-determined' project.

- North Redding Active Transportation Trunk Line (NRATTL) (prior \$2,633,000; total estimated cost is TBD) – SRTA, Caltrans, Shasta County, and the city of Redding have discussed opportunities to create a 2.9 mile shared-use active transportation path on Lake Boulevard/SR-299 between SR 273 and Old Oregon Trail. This would provide an east-west active transportation corridor connecting existing Caltrans and city of Redding active transportation facilities to neighborhoods, employment, shopping centers, schools/colleges, and places of worship in the northern end of Redding. Challenges due to agency responsibilities for right-of-way easements and environmental concerns with Churn Creek have delayed start of this effort. Caltrans District 2 is conducting a corridor study on behalf of the region to explore design options and grant

opportunities and is not requesting external funding at this time. **Based on current Caltrans District 2 efforts and in consultation with the CTC, staff recommends removing this project from the RTIP, which will make the funds available for reprogramming toward future projects as part of the 2026 RTIP.**

- **(NEW) Butte Street Boogie Network Project (total estimated cost \$8,048,000)** – SRTA provided competitive SB 1 grant funds for consultant assistance to the city of Redding, who was awarded ATP Cycle 6 funding totaling \$6,437,000. This project will close sidewalk gaps, install new marked crossings, and curb ramps, and add traffic calming components in predominantly low-income neighborhoods and provide low-stress connections to employment, schools, shopping, public transit, and bike centers. SRTA committed to providing \$806,284 in regional shares as match toward construction if awarded. **Staff recommends programming \$806,284 in 2024 RTIP shares toward construction of the project.**
- **(NEW) Victor Improvement Project (total estimated cost \$9,992,000)** – SRTA provided SB 1 competitive grant funds for consultant assistance to the city of Redding, who was awarded ATP Cycle 6 funding totaling \$7,993,000. The project will extend previous improvements on Victor Avenue north of Cypress Avenue and add improvements to portions of Mistletoe Lane, including new bike lanes, shared-use paths, sidewalk widening, ADA improvements, and a mini-roundabout. SRTA committed to providing \$999,786 in regional shares as match toward construction if awarded. **Staff recommends programming \$999,786 in 2024 RTIP shares toward construction of the project.**

The above actions leave \$1.404 million in unprogrammed RTIP funds available for future programming. Staff recommends not programming these funds toward other projects at this time until the above projects are completed. Additional funds related to SRTA's portion of project costs may possibly be needed to complete projects since the construction of Fix 5 Cascade Gateway, Butte Street Boogie, and the Victor Improvement Projects are several years out and have very limited, or no, options to address potential construction cost overruns. Additional funding to complete the projects would be subject to future board of directors' review and approval.

Staff recommends the SRTA Board of Directors hold a public hearing and approve the 2024 Shasta RTIP in the amounts provided in Attachment B, and pursuant to the attached resolution.

Fix 5 Cascade Gateway Interagency Agreement with Caltrans – SRTA and Caltrans are joint sponsors of the Fix 5 Cascade Gateway project. Caltrans District 2 is the implementing agency, while SRTA is a funding co-sponsor. With the project fully funded for construction an interagency agreement outlining partner responsibilities as well as the portion of the project each party is responsible for funding needs to be executed. The agreement also identifies each partner's responsibility should the project have any cost overruns above the existing budgeted contingency funds. If necessary, SRTA would need to utilize the above recommended \$3.5 million in RTIP shares or additional shares. See Attachment E for a draft agreement.

OTHER AGENCY INVOLVEMENT:

The preliminary recommendations have been developed in coordination with regional partners, Caltrans, and the California Transportation Commission. The 2024 RTIP must be submitted to the California Transportation Commission by December 15, 2023. Caltrans District 2 provided a November

7, 2023, consultation letter. The Technical Advisory Committee received an update on November 30, 2023, discussed staff recommendations, and concurs with the staff recommendation.

FISCAL IMPACT:

\$5,774,070 in new RTIP programming and \$5,201,000 in carryover programming is recommended for a total of \$10,975,070 over five years. These funds are invested strategically and will leverage over \$139 million in combined federal, state, regional, and local funding toward transportation investments in the region.



Sean Tiedgen, AICP, Executive Director

Attachments:

- A. Resolution 23-17 – Approve 2024 Shasta Regional Transportation Improvement Program
- B. Summary of 2024 RTIP Recommended Programming
- C. Caltrans November 7, 2023, Consultation Letter
- D. Final Draft 2024 Shasta RTIP available at:
<https://www.srta.ca.gov/DocumentCenter/View/9211/2024-RTIP-SRTA-Final-Draft-December-2023>
- E. SRTA/Caltrans Interagency Agreement

RESOLUTION 23-17

A RESOLUTION OF THE SHASTA REGIONAL TRANSPORTATION AGENCY AUTHORIZING ADOPTION OF THE 2024 SHASTA REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)



WHEREAS, the Shasta Regional Transportation Agency (SRTA) is the regional transportation planning agency for the Shasta region pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, SRTA has adopted, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, SRTA biennially adopts a Regional Transportation Improvement Program (RTIP) that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, SRTA has developed, in cooperation with Caltrans, public transit operators, and local governments, a five-year RTIP for the funding made available for transportation improvements for Fiscal Years 2024/25 through 2028/29 of the 2024 RTIP; and

WHEREAS, the 2024 RTIP has been developed consistent with the RTIP project selection priorities outlined in Chapter 3.45 of SRTA's Program Administration Policies and Procedures, approved December 13, 2021, and with the State Transportation Improvement Program (STIP) Guidelines adopted by the CTC; and

WHEREAS, a public hearing was held on the projects proposed for funding in the five-year program.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Shasta Regional Transportation Agency approve the 2024 Shasta Regional Transportation Improvement Program.

PASSED AND ADOPTED this 14th day of December 2023, by the Board of Directors of the Shasta Regional Transportation Agency.

Mark Mezzano, Chair
Shasta Regional Transportation Agency

ATTEST:

Sean Tiedgen, Executive Director
Shasta Regional Transportation Agency

2024 State Transportation Improvement Program (STIP)

Programming Summary

(in \$1000s)

Project	Project Description	Phase	Fiscal Year	Prior RTIP (Carryover)	New RTIP	Other Funds	ATP	Future Unfunded	Total Project Cost
<i>Fix 5 Cascade Gateway (PPNO 3597)</i>	I-5 freight safety and enhancement project from Hartnell Ave. Overcrossing to 0.8 mile north of Union School Road Overcrossing	PA&ED		\$1,600					\$1,600
		PS&E	2022/23	\$2,227		\$2,185			\$4,412
		R/W Sup (CT)	2022/23			\$77			\$77
		Con Sup (CT)				\$7,480			\$7,480
		ROW	2022/23	\$681		\$61			\$742
		CON	2024/25	\$5,081	\$3,500*	\$62,919			\$68,000
<i>Planning, Programming & Monitoring (PPNO 2368)</i>	Administer STIP and develop projects	N/A	2024/25 through 2028/29	\$327	\$468	N/A	N/A	N/A	\$795
Butte Street Boogie Network Project (PPNO 2650 – STIP; PPNO 2692A/B - ATP), city of Redding	Walking and biking network improvements and traffic calming components.	PA&ED	2023/24				\$555		\$555
		PS&E	2024/25				\$834		\$834
		ROW							
		CON	2026/27 & 27/28		\$806	\$805	\$4,782		\$6,393
		Non-Inf	2023/24				\$266		\$266
Victor Improvement Project (PPNO 2651 – STIP; PPNO 2632A/B - ATP), city of Redding	Provide active transportation improvements on Victor Avenue north of Cypress Avenue and on portions of Mistletoe Lane.	PA&ED	2023/24				\$700		\$700
		PS&E	2024/25				\$1,045		\$1,045
		ROW							
		CON	2026/27		\$1,000	\$999	\$6,044		\$8,043
		Non-Inf	2023/24				\$204		\$204
Total				\$9,916	\$5,774	\$78,204	\$14,430	\$0	\$108,324

California Department of Transportation

DISTRICT 2
1031 Butte Street, MS 70
REDDING, CA 96001
(530) 356-3179 | FAX (530) 225-3324 TTY 711
www.dot.ca.gov



November 7, 2023

Mr. Sean Tiedgen
Executive Director
Shasta Regional Transportation Agency
1255 East Street, Ste 202
Redding, CA 96001

Dear Mr. Tiedgen:

The 2024 State Transportation Improvement Program (STIP) guidelines, Section 20, requests consultation between the California Department of Transportation (Caltrans) and regional agencies in the identification of needs on the State Highway System (SHS). As a result of this consultation, a fiscally constrained list of state highway needs was established. Caltrans combined this list with a statewide needs report that was provided to the California Transportation Commission (CTC) by September 15, 2023, ninety days prior to the final Regional Transportation Improvement Program (RTIP) submittal deadline. Attached is the Shasta County Regional Transportation Planning Agency's (RTPAs) portion of this statewide list.

In preparation for the 2024 STIP cycle, on August 10, 2023, Caltrans met with you to discuss State highway needs within the Shasta region. Caltrans provided a comprehensive list of needs on the SHS in Shasta County for discussion. The list included currently programmed projects and proposed future projects in the STIP and the State Highway Operations and Protection Program (SHOPP). Caltrans priority is to continue to support State highway projects that are already fully or partially funded in the STIP.

- Fix 5 Cascade Gateway (F5CG) is a fully funded partnered project with STIP-RIP and SB 1 TCEP funds. In addition to STIP-RIP funds, both SRTA and Caltrans were awarded additional TCEP funds and Federal Earmark Funds.

SRTA has shown continued commitment to programming the majority of their STIP on the State highway system. They have been successful recipients of 2006 Proposition 1B Corridor Mobility Improvement Account (CMIA) and STIP Augmentation funds, as well as SB 1 TCEP funds on multiple State highway projects worth hundreds of millions of dollars in improvements to the State highway in Shasta County and interregional travel along the I-5 corridor.

The District is also supportive of SRTA's focus on active transportation throughout the Shasta region. The Turtle Bay to Downtown non-motorized project, Butte Street Boogie non-motorized project, and the Victor North non-motorized project are currently programmed with STIP-RIP and Active Transportation Program (ATP) funds. Through other planning efforts, such as Go Shasta, Sustainable Shasta, and the Envision 273 Plan SRTA has been partnering and

Mr. Sean Tiedgen, Executive Director
November 7, 2023
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collaborating with the Cities of Redding, Anderson, Shasta Lake, Shasta County, and Caltrans to identify, implement, and grow the active transportation network within the region.

We look forward to continued partnership and cooperation in prioritizing the transportation needs in the Shasta region and seeking creative funding solutions for these important efforts. If you have any questions or would like to discuss further, please contact Kelly Zolotoff at (530) 768-4327 or me at the number above.

Sincerely,



Kristen A Kingsley, PE
Deputy District Director
Asset and Program Project Management

Enclosure

c: Dave Moore, District 2 Director (email)
Brett Ditzler, Deputy District Director Planning and Local Assistance (email)
Clint Burkenpas, Chief Program Project Management (email)
Sean Shepard, Chief Asset Management (email)
Kelly Timmons, Project Manager, Program Project Management (email)
Kelly Zolotoff, SHOPP & NonSHOPP Coordinator, Asset Management (email)

**2023 State Highway Needs Meeting
Caltrans District 2/Shasta Consultation Meeting**

DIST	Co	Rte	PM	NICKNAME	PROJECT DESCRIPTION	PPNO	EA	PID STATUS	Programmed (Y/N)	Project Phase
2	SHA/TEH	5	R13.9/R23.2, 40.7	Fix 5 Cascade Gateway	Construct and redesignate median lane on I-5 in North Redding to the Oasis Rd interchange as a truck only lane. Construct auxiliary lanes and install an EV charging stations for trucks at the Northbound Cottonwood Truck Inspection Facility.	3597	0H920	Complete	Y	PS&E
2	SHA	299	25.0/27.2	Northeast Redding Multimodal Connector	Construct separate multiuse path on the South side of SR 299 from I-5 to Old Oregon Trail.		0K280	In Progress	N	PID
2	SHA	299	76.2/78.0	Burney to Johnson Park Multimodal Connector	Construct a separated multiuse path on SR 299 from Burney to Johnson Park		0K260	In Progress	N	PID
2	SHA	299	16.5/18.3	Shasta Divide	Add bike lanes along SR 299 from Old Shasta to Whiskeytown National Recreation Area	3377	0E840	TE Application	N	
2	SHA	44		Turtle Bay to Downtown - Multi-modal	Add multi-modal facilities between Turtle Bay Dr and Continental Street in the City of Redding.	2588		ATP Cycle 5 (City of Redding)	Y	PA&ED
2	SHA	273	3.8/20.033	SR 273 Active Transportation Projects	Add bike lanes along the SR 273 corridor between Redding and Anderson.			Not Initiated	N	
2	SHA	5	R11.5/R12.8	Bonnyview Interchange	Reconstruct Interchange	3667	2H800	PSR/PDS	N	PID
2	SHA	5	R6.5/R6.8	Riverside Interchange	Reconstruct Interchange		2H650	PSR/PDS	N	PID
2	SHA	5	R14.5/R16.2	I-5/SR 44 Interchange	Reconfigure Interchange			Complete/Would need to be updated if pursued	N	

COOPERATIVE AGREEMENT

This AGREEMENT, effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Shasta Regional Transportation Agency, a public corporation/entity, referred to hereinafter as SRTA.

RECITALS

1. PARTIES are authorized to enter into a cooperative agreement for improvements to the State Highway System (SHS) per the California Streets and Highways Code sections 114 and 130.
2. The term AGREEMENT, as used herein, includes this document and any associated attachments, exhibits, and amendments.
3. For the purpose of this AGREEMENT, the F5CG and Cascade SHOPP projects will be combined for Construction, where the F5CG project consists of constructing new and converting existing “truck only” lanes in Shasta County on Interstate 5 (I-5) between PMs R13.9 to R23.2, and constructing charging stations in Tehama County on I-5 at PM 40.7 and the Cascade SHOPP project consists of upgrading the median barrier and other operational features in Shasta County on I-5 between PMs R14.8 and R20.2, will be referred to hereinafter as PROJECT. This description only serves to identify the PROJECT. The project scope of work is defined in the appropriate authorizing documents per the Project Development Procedures Manual.
4. SRTA has State Transportation Improvement Program - Regional Improvement Program (STIP-RIP), SBI Trade Corridor Enhancement Program (TCEP) Regional, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), and Community Project Funds funds programmed for construction capital and support for the PROJECT.
5. CALTRANS has State Highway Operation and Protection Program (SHOPP) and TCEP State funds programmed for construction capital and support for the PROJECT.
6. PARTIES have agreed to enter into this AGREEMENT to clarify the funding sources for possible cost overruns for programmed construction capital and support, and to include BASELINE AGREEMENT conditions for the TCEP funding for the PROJECT.

7. PARTIES hereby set forth the terms, covenants, and conditions of this AGREEMENT.

ROLES AND RESPONSIBILITIES

8. CALTRANS is a CO-SPONSOR and IMPLEMENTING AGENCY for the PROJECT, and has SHOPP, and TCEP State funds programmed for construction capital and support for the PROJECT as shown in the PROGRAMMING TABLE (See Attachment A).
9. SRTA is a CO-SPONSOR and has STIP-RIP, TCEP Regional, CRRSAA, and Community Program Funds programmed for construction capital and support for the PROJECT as shown in the PROGRAMMING TABLE.
10. CALTRANS is responsible for completing all work for the PROJECT.

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 (SB1)

11. In those instances where PARTIES have signed a PROJECT scope, cost, and schedule and benefit baseline data agreement (BASELINE AGREEMENT), PARTIES agree to abide by the terms and conditions of that PROJECT BASELINE AGREEMENT. The PROJECT BASELINE AGREEMENT is attached to and made a part of this AGREEMENT, by reference.
12. Notwithstanding anything to the contrary in this AGREEMENT, PARTIES are not permitted to make changes to the scope, cost, schedule or benefits of the PROJECT, unless approved by the California Transportation Commission (CTC).
13. PARTIES will meet the requirements of The Road Repair and Accountability Act of 2017 (SB1), Chapter 5, Statutes of 2017, California Transportation Commission (CTC) Resolution G-18-09: SB1 Accountability and Transparency Guidelines, and the CTC's State Highway Operation and Protection Program (SHOPP) guidelines.

PARTIES agree that contributed funds originating from the SHOPP shall only be expended on SHOPP-eligible item(s) identified in the PROJECT.

14. PARTIES will meet the requirements of The Road Repair and Accountability Act of 2017 (SB 1), Chapter 5, Statutes of 2017, California Transportation Commission (CTC) Resolution G-18-09: SB1 Accountability and Transparency Guidelines, and the CTC's Trade Corridor Enhancement Program (TCEP) Guidelines Resolution G-17-32.

PARTIES agree that contributed funds originating from the TCEP shall only be expended on Non-SHOPP eligible item(s) identified in the PROJECT.

FUTURE PROJECT COSTS INCREASE

15. Should the PROJECT encounter or is approaching a construction cost overrun, CALTRANS and SRTA shall discuss and consider implementing costs saving alternatives prior to seeking additional funding. The funding of overruns will require CTC and SRTA Board of Directors approvals as appropriate.
16. The ratio of the PROJECT's SHOPP vs. Non-SHOPP construction programming is shown in the PROGRAMMING TABLE. Increases in funding shall be discussed by CALTRANS and SRTA. SHOPP and Non-SHOPP shall use G12 for initial overruns. Future increases shall be provided as follows:
 - I. Increases for SHOPP related work.
 - A. SHOPP overruns are CALTRANS' responsibility.
 - II. Increases for Non-SHOPP related work.
 - A. For Construction Capital increases,
 1. 52.9% of the increase TCEP State is CALTRANS' responsibility.
 2. 7.5% of the increase STIP RIP, 35.2% of the increase TCEP Regional, 4.4% of the increase Community Project Funding is SRTA's responsibility to provide funding from their unprogrammed STIP-RIP shares and/or future STIP-RIP shares toward the PROJECT.
 - B. For Construction Support increases.
 1. 25.4% of the increase TCEP State is CALTRANS' responsibility.
 2. 55.5% of the increase STIP RIP, 10.9% of the increase TCEP Regional, 8.2% of the increase CRRSAA funding is SRTA's responsibility to provide funding from their unprogrammed STIP-RIP shares and/or future STIP-RIP shares toward the PROJECT.
 - III. Increases for combination of SHOPP and Non-SHOPP work.
 - A. The proportion of SHOPP vs. Non-SHOPP will be determined by CALTRANS in coordination with SRTA, and the increases will be administered as shown in I. and II. above.

GENERAL CONDITIONS

17. All CALTRANS' and SRTA's state and federal fund obligations under this AGREEMENT are subject to the appropriation of resources by the Legislature, the State Budget Act authority, programming of funds by the California Transportation Commission (CTC) and the allocation thereof by the CTC.
18. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on

the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.

19. Neither SRTA nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this AGREEMENT. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless SRTA and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this AGREEMENT.
20. This AGREEMENT is intended to be PARTIES' final expression and supersedes any oral understanding or writings pertaining to PROJECT.
21. SRTA and CALTRANS have support and capital construction funds programmed as listed in Attachment A.
22. This AGREEMENT will terminate upon completion of all work necessary to complete the full scope of PROJECT. However, all indemnification articles will remain in effect until terminated or modified in writing by mutual agreement.

DEFINITIONS

BASELINE AGREEMENT- PROJECT scope, cost, and schedule and benefit baseline data agreement executed between PARTIES and CTC.

IMPLEMENTING AGENCY - The party responsible for managing the scope, cost, and schedule of a project component to ensure the completion of that component.

PARTY - The term that references a signatory agency to this AGREEMENT.

PARTIES - The term that collectively references all of the signatory agencies to this AGREEMENT. This term only describes the relationship between these agencies to work together to achieve a mutually beneficial goal. It is not used in the traditional legal sense in which one party's individual actions legally bind the other PARTIES.

CO-SPONSOR- A PARTY that accepts the obligation to secure financial resources to fund PROJECT. This includes any additional funds beyond those committed in this AGREEMENT necessary to complete the full scope of PROJECT.

PROJECT COMPONENT - A distinct portion of the planning and project development process of a capital project as outlined in California Government Code, section 14529(b).

- **CONSTRUCTION SUPPORT** - The activities required for the administration, acceptance, and final documentation of the construction contract for PROJECT.
- **CONSTRUCTION CAPITAL-** The funds for the construction contract.

CONTACT INFORMATION

The information provided below indicates the primary contact information for each PARTY to this AGREEMENT. PARTIES will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this AGREEMENT.

The primary AGREEMENT contact person for CALTRANS is:

Kelly Timmons, Project Manager
1031 Butte Street
Redding, CA 96001
Office Phone: (530) 945-0226
Mobile Phone: (530) 945-0226
Email: kelly.timmons@dot.ca.gov

The primary AGREEMENT contact person for SRТА is:

Sean Tiedgen, Executive Director
1255 East Street, Suite 202
Redding, CA 96001
Office Phone: (530) 262-6185
Mobile Phone:
Email: stiedgen@srta.ca.gov

SIGNATURES

PARTIES declare that:

1. Each PARTY is an authorized legal entity under California state law.
2. Each PARTY has the authority to enter into this AGREEMENT.
3. The people signing this AGREEMENT have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

By: _____

Kerry Molz
Deputy Director Program Project
Management

SHASTA REGIONAL
TRANSPORTATION
AGENCY

By: _____

Sean Tiedgen,
Executive Director

VERIFICATION OF FUNDS AND
AUTHORITY:

By: _____

NAME
Project Control Officer

APPROVED AS TO FORM AND
PROCEDURE:

By: _____

John Kenny
Legal Counsel