

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 14-15, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5s.(8), Action Item

Prepared By: David Moore
District 02 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CAPITAL OUTLAY SUPPORT PHASE
PPNO 3597/EA 0H920 – SHASTA AND TEHAMA COUNTIES – INTERSTATE 5
RESOLUTION TCEP-A-2526-32S**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$100,000 in Capital Outlay Support (COS), for the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) Fix 5 Cascade Gateway / I-5 Improvements Shasta project on Interstate 5 (I-5), in Shasta and Tehama counties, to complete the Plans, Specifications, and Estimate (PS&E) phase?

RECOMMENDATION:

The Department recommends that the Commission approve this request for a COS supplemental funds allocation for this SB 1 TCEP project.

PROJECT DESCRIPTION:

This project is located on I-5 in and near the City of Redding, from north of the Knighton Road Overcrossing to the Fawndale Road Overcrossing, in Shasta County; and near Cottonwood, at the northbound Cottonwood Weigh Station (Facility), in Tehama County. The project will add a through lane on the median side and convert it to a managed lane for part-time truck only operations in each direction, construct auxiliary lanes, widen bridges, and install an advanced lane management system in the northbound direction with overhead sign structures; and install an electric vehicle charging station at the Facility.

FUNDING AND PROGRAMMING STATUS:

In January 2021, the PS&E phase was programmed for \$3,962,000, \$2,227,000 from the State Transportation Improvement Program (STIP) Regional Improvement Program (RIP), \$1,071,000 from the TCEP State, and \$664,000 from the TCEP Regional for allocation in Fiscal Year 2022-23. In June 2022, the project received a PS&E allocation for \$500,000 from the Coronavirus Response and Relief Supplemental Appropriations Act. In October 2022, the project received a PS&E allocation for \$3,462,000, \$1,727,000 from the STIP RIP, \$1,071,000 from the TCEP State, and \$664,000 from the TCEP Regional. In February 2024, an additional \$450,000 was programmed for the PS&E phase from the TCEP State for allocation in 2023-24. In June 2024, the project received an additional PS&E allocation for \$450,000. In December 2024, the project received G-12 funds in the amount of \$336,000 for the PS&E phase from the STIP RIP. In June 2025, the project received a 20-month allocation time extension for the Construction phase. The PS&E phase is currently 95 percent complete, with a remaining budget of \$7,000, which is insufficient to complete the phase. If this request for additional funding is approved, the project is anticipated to be Ready to List (RTL) in May 2026, and complete the remaining PS&E activities by February 2027. A concurrent project development expenditure time extension for the PS&E phase is on this month's Commission agenda. The Department is requesting an additional 9 months to address traffic operation concerns from the Federal Highway Administration (FHWA) and California Highway Patrol (CHP).

REASON FOR COST INCREASE:

The project realized cost increases due to extensive coordination with FHWA and CHP that led to the need for additional traffic studies which will result in revisions to the PS&E package.

In March 2025, the project reached RTL. However, further coordination with CHP has required the Department to perform additional traffic studies. In April 2026, the studies' findings were completed by a consultant. As a result of the traffic studies, modifications will be required to the managed lane portion of the plans which consists of signage, striping, and safety elements. This will also require a revalidation of the environmental document. Allocation of the Construction phase is anticipated to occur at the August 2026 Commission meeting. The additional resources needed will also cover the remaining PS&E phase activities from advertisement through contract approval.

Therefore, supplemental funds in the amount of \$100,000 are required to repackage the PS&E package and RTL the project again in May 2026, and complete the remaining PS&E activities by February 2027.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to advertise and award the project which addresses operational improvements that are needed along this segment of I-5, and the installation of an electric vehicle charging station at the

Facility. To address all of the improvements, the project will be delayed due to having to be reprogrammed in a future SB 1 TCEP cycle, at a possible higher project cost due to inflation.

FINANCIAL RESOLUTION:

Resolved, that \$100,000 be allocated to provide funds to complete the PS&E phase for this SB 1 TCEP project.

Attachment

2.5 Highway Financial Matters

Project #	Project Title	PPNO Program	State	State
Allocation Amount	Location	Funding Year	Federal	Federal
Recipient	Project Description	Item #	Additional	Revised
RTPA/CTC	Project Support Expenditures	Fund Type	Amount by	Amount by
County		Program Codes	Fund Type	Fund Type
Dist-Co-Rte		Project ID	Current Amount	Amount by
Postmile		Adv Phase	by Fund Type	Fund Type
		EA		

2.5s.(8) COS Supplemental Funds for Previously Voted Project Resolution TCEP-A-2526-32S

1	Fix 5 Cascade Gateway / I-5 Improvements Shasta. In Shasta and Tehama counties at various locations from 0.5 mile north of Knighton Road Overcrossing to Fawndale Road Overcrossing and at northbound Cottonwood Scales.	02-3597 TCEP-S PS&E			
\$100,000	Description: Add a third through lane in the median as a truck only lane in each direction. Construct four auxiliary lanes. Widen seven bridges. Install an Advanced Lane Management System in the northbound direction and will have three overhead sign structures. Install two 350 kw Electric Vehicle Chargers for trucks and other vehicles.	001-3291 TCEA 20.10.723.100	\$1,521,000	\$100,000	\$1,621,000
Department of Transportation SRTA Shasta 02-Sha-5 R10.3/R26.0		TCEP-R PS&E			
		001-3291 TCEA 20.10.723.200 0215000083	\$664,000		\$664,000
	<u>Outputs</u>	1			
	Roadway lane mile(s) - new	Miles	7.6		
	Auxiliary lane(s)	Miles	5		
	Close circuit television camera(s)	Each	1		
	Slow vehicle lane(s)	Miles	23.7		
	Communications (fiber optics)	Miles	1.2		
	Modified/Reconstructed bridge(s)/tunnel(s)	SQFT	119522		
	Mainline shoulder(s) constructed	Miles	15.2		
	Total revised amount \$2,285,000.				
	Supplemental funds are needed to complete PS&E.				
	CEQA - MND, 07/16/2020 NEPA - CE, 07/15/2020				
	Future consideration of funding approved under Resolution E-22-75; October 2022.				
	CEQA - MND, 12/26/2023; Re-validation 06/16/2025 NEPA - CE, 12/27/2023; Re-validation 06/16/2025				
	Future consideration of funding approved under Resolution E-24-05; January 2024.				
	As part of this request, the Department is requesting to extend the period of project development expenditure an additional 9 months.				