

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 26-27, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.2c.(4), Action Item

Prepared By: Jeremy Ketchum, Chief
Division of Environmental Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING
RESOLUTIONS E-25-41A, E-25-42A, E-25-43A, E-25-44A, and E-25-45A**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve attached resolutions E-25-41A, E-25-42A, E-25-43A, E-25-44A, and E-25-45A?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve attached resolutions E-25-41A, E-25-42A, E-25-43A, E-25-44A, and E-25-45A.

BACKGROUND:

[01]-04-Ala-880, PM 30.47/31.61

04-Ala-260, PM R0.78/R1.90

Resolution E-25-41A

The attached resolution proposes to approve for future consideration of funding the following project for which a Final Environmental Impact Report (FEIR) and Addendum have been completed:

- Oakland Alameda Access Project: Interstate 880 (I-880) and State Route (SR) 260 in Alameda County. Improve motorist, pedestrian, and bicycle safety, reduce conflicts between regional and local traffic, and enhance bicycle and pedestrian accessibility and connectivity within the project area. (PPNO 0044D)

The project is located on I-880 from Post Mile (PM) 30.47 to 31.61, and on SR 260 from PM R0.78 to R1.90 within the cities of Oakland and Alameda, in Alameda County. The Department, in partnership with Alameda County Transportation Commission, proposes to improve mobility and accessibility. Specifically, the project will improve motorist, pedestrian, and bicycle safety, reduce conflicts between regional and local traffic, and enhance bicycle and pedestrian accessibility and connectivity within the project area by removing and modifying existing freeway ramps, modifying the connection from the Posey Tube to I-880, constructing Class IV two-way cycle tracks in Oakland, implementing various related "complete streets" improvements, implementing bicycle and pedestrian improvements at the approaches to the Tubes, and opening the Webster Tube's westside walkway to bicyclists and pedestrians. The project is currently programmed in the 2024 State Transportation Improvement Program (STIP). The total programmed amount, which includes Right of Way (Support and Capital) and Construction (Support and Capital) is \$151,917,000 in STIP, Regional Improvement Program (RIP), and Senate Bill 1 (SB 1) Local Partnership Program (LPP) (Formulaic). Construction began in Fiscal Year 2024-25. The scope, as described for the preferred alternative, is consistent with the project scope as programmed by the Commission in the 2024 STIP.

Copies of the FEIR and Addendum have been provided to Commission staff. The Commission accepted the FEIR and approved the project for future consideration of funding on May 18, 2022, under Resolution E-22-36. Since the approval of the FEIR, there have been changes to the project and an Addendum was prepared pursuant to the California Environmental Quality Act (CEQA). Specifically, the Addendum addresses minor design modifications, including overhead and roadside signage, minor changes in permanent maintenance easements, retaining wall modifications, Americans with Disabilities Act (ADA)-compliant curb ramps, pavement rehabilitation and associated improvements, driveway access control modifications, raised cycle track, crosswalk and sidewalk modifications, modifications to median and sidewalk landscaping, changes to proposed utility undergrounding and relocations, changes in tree removal and on-street parking, and conversion of a Harrison Street segment from bidirectional traffic to one-way traffic. The modifications expand the project footprint within I-880 right-of-way (ROW) and on some local streets. There is no change to the construction duration. The design modifications expand the project footprint mostly within the I-880 ROW to accommodate signage and on some local streets where proposed ADA-compliant curb ramps, pavement rehabilitation, sidewalks, and other improvements would occur. Resources in the project area that may be impacted by the project include cultural resources. Potential impacts associated with the project can all be mitigated to below significance with the exception of cultural resources, for which a Statement of Overriding Considerations was prepared. In accordance with CEQA Guidelines Section 15162, no Subsequent FEIR is required for the project because new information and changes in circumstances, project description, impacts, and mitigation are not substantial and do not involve new significant impacts or a substantial increase in the severity of previously identified impacts. As a result, the Department completed an Addendum to the FEIR pursuant to CEQA.

The Department has approved this project for construction. This approval and the Addendum will satisfy the environmental requirements for this stage of the planning process.

Attachment 1

"Improving lives and communities through transportation."

[02]-05-Slo-101, PM 16.0/R22.5

Resolution E-25-42A

The attached resolution proposes to approve for future consideration of funding the following project for which an FEIR and Addendum have been completed:

- Pismo Congestion Relief Pilot Project: United States Highway 101 (US 101) in San Luis Obispo County. Widen the inside shoulder of US 101 from San Luis Creek to the railroad overhead in Pismo Beach, to serve as a travel lane strictly during periods of heavy traffic volumes. (PPNO 2653)

The project is located on US 101, from PM 16.0 to R22.5, in San Luis Obispo County. The Department proposes to widen the inside shoulder of US 101 from San Luis Creek to the railroad overhead in Pismo Beach, to serve as a travel lane strictly during periods of heavy traffic volumes. The California Vehicle Code prohibits general purpose travel on the shoulder of state highways. Therefore, the project is being proposed as a pilot project during its initial 7-years of operation, after which the Department will pursue legislative approval to make the part-time travel lane a permanent feature. The project is currently programmed in the 2024 STIP. The total programmed amount, which includes ROW (Support and Capital) and Construction (Support and Capital) is \$81,017,000 in STIP, RIP, and SB 1 Trade Corridor Enhancement Program (TCEP). Construction began in 2024-25. The scope, as described for the preferred alternative, is consistent with the project scope as programmed by the Commission in the 2024 STIP.

Copies of the FEIR and Addendum have been provided to Commission staff. The Commission accepted the FEIR and approved the project for future consideration of funding on March 22, 2023, under Resolution E-23-39. Since the approval of the FEIR, there have been changes to the project and an Addendum was prepared pursuant to CEQA. Specifically, the Addendum addresses design refinements, including the conclusion that a soundwall on the northbound side of US 101 would not meet reasonability criteria, therefore it would not be constructed; decreasing the effective height of the median barrier (resulting in reduced visual/aesthetic impacts); a reduction in the biological Area of Potential Impact; updates to impacted habitat types and corresponding Mitigation and Monitoring Plans; and, inclusion of specific median barrier coloring. Resources in the project area that may be impacted by the project include aesthetics, cultural resources, noise, and air quality. Potential impacts associated with the project can all be mitigated to below significance with the exception of cultural resources, for which a Statement of Overriding Considerations was prepared. In accordance with CEQA Guidelines Section 15162, no Subsequent FEIR is required for the project because new information and changes in circumstances, project description, impacts, and mitigation are not substantial and do not involve new significant impacts or a substantial increase in the severity of previously identified impacts. As a result, the Department completed an Addendum to the FEIR pursuant to CEQA.

The Department has approved this project for construction. This approval and the Addendum will satisfy the environmental requirements for this stage of the planning process.

"Improving lives and communities through transportation."

Attachment 2

[03]-07-LA-10, PM 44.9/48.3

08-SBd-10, PM 0.0/R37.0

Resolution E-25-43A

The attached resolution proposes to approve for future consideration of funding the following project for which an FEIR and Addendum have been completed:

- Interstate 10 Corridor Project: I-10 in Los Angeles and San Bernardino counties. Construct roadway improvements on a portion of I-10. Specifically, add freeway lanes along the 33-mile segment of I-10 between the Los Angeles and San Bernardino County line and Ford Street. (PPNO 0134K and PPNO 1325)

The project is located on I-10 from PM 44.9 to 48.3 in Los Angeles County, and from PM 0.0 to R37.0 in San Bernardino County. The project will construct roadway improvements on a portion of I-10. The sponsoring agency, San Bernardino County Transportation Authority, proposes to add freeway lanes along the 33-mile segment of I-10 between the Los Angeles and San Bernardino County line and Ford Street. The project consists of three Contracts. Contract 1, which was open to traffic in 2024, provided two express lanes (price managed/tolled facilities) in each direction of I-10 from just west of the Los Angeles/San Bernardino County line to I-15. Contract 2 would include construction of one express lane in each direction of I-10 from I-15 to just east of Pepper Avenue (Contract 2). Contract 3 would include construction of one express lane in each direction of I-10 from Pepper Ave to Ford Street and a second express lane in each direction of I-10 from I-15 to California Street. In total, two express lanes would be added to I-10 upon completion of the entire project. The project is currently programmed in the 2024 STIP. The total programmed amount, which includes Construction (Capital) is \$427,708,000 in STIP, RIP, SB 1 TCEP, and SB 1 LPP (Formulaic). Construction will begin in 2025-26. The scope, as described for the preferred alternative, is consistent with the project scope as programmed by the Commission in the 2024 STIP.

Copies of the FEIR and Addendum have been provided to Commission staff. The Commission approved the project for future consideration of funding on October 19, 2017, under Resolution E-17-68. Since the approval of the FEIR, there have been changes to the project and an Addendum was prepared pursuant to CEQA. Specifically, the Addendum addresses several scope revisions, including a refinement that Contract 2 would construct a single express lane in each direction from I-15 to just east of Pepper Avenue, full replacement of the Etiwanda Wash eastbound off-ramp and Etiwanda-San Sevaine Channel eastbound on-ramp, raising of Etiwanda Avenue off-ramp bridge by 1.7 feet, extension of eastbound auxiliary lanes between Cherry Avenue and Citrus Avenue (including signing, striping, and relocation of toll message signs), an increase in construction closure duration at the Valley Boulevard eastbound off-ramp, and Contract 3 would include construction of one express lane in each direction of I-10 from Pepper Ave to Ford Street followed by a second express lane in each direction of I-10 from I-15 to California Street. In total, two express lanes would be added in each direction of I-10 between the Los Angeles/San Bernardino County line and California Street upon completion of the project.

Resources that may be impacted by the project include community impacts, pedestrian and bicycle, noise, environmental justice, traffic, water quality, air quality, hazardous waste, aesthetics, and biological resources. Potential impacts associated with the project can all be mitigated to below significance. In accordance with CEQA Guidelines Section 15162, no Subsequent FEIR is required for the project because new information and changes in circumstances, project description, impacts, and mitigation are not substantial and do not involve new significant impacts or a substantial increase in the severity of previously identified impacts. As a result, the Department completed an Addendum to the FEIR pursuant to CEQA.

The Department has approved this project for construction. This approval and the Addendum will satisfy the environmental requirements for this stage of the planning process.

Attachment 3

[04]-08-Riv-60, PM 28.03/30.42

Resolution E-25-44A

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) and Addendum have been completed:

- State Route 60/Potrero Boulevard New Interchange Project: SR 60 in Riverside County. Construction of a new 6-lane bridge overcrossing at SR 60 with a temporary connection to Western Knolls Avenue; construction of westbound and eastbound diagonal and loop entry ramps, extended ramp acceleration and deceleration lanes, realignment of Western Knolls Avenue, and removal of Western Knolls Avenue connections to SR 60. (PPNO 1321)

The project is located on SR 60, from PM 28.03 to 30.42, in Riverside County. The project features construction of a new full access interchange and bridge overcrossing on SR 60 for Potrero Boulevard. The project limits begin east of Jack Rabbit Trail and end west of SR 60 and the I-10 junction. Phase 1 includes construction of a new 6-lane bridge overcrossing at SR 60 with a temporary connection to Western Knolls Avenue. Phase 2 includes constructing the westbound and eastbound diagonal and loop entry ramps, extended ramp acceleration and deceleration lanes, realignment of Western Knolls Avenue, and removal of Western Knolls Avenue connections to SR 60. The project is currently programmed in the 2024 STIP. The total programmed amount, which includes Construction (Capital and Support) is \$70,113,000 in SB 1 TCEP. Construction will begin in 2024-25. The scope, as described for the preferred alternative, is consistent with the project scope as programmed by the Commission in the 2024 STIP.

Copies of the MND and Addendum have been provided to Commission staff. The Commission approved the project for future consideration of funding on May 7, 2013, under Resolution E-13-42. Since the approval of the MND, there have been changes to the project and an Addendum was prepared pursuant to CEQA. Specifically, the Addendum addresses scope revisions and design refinements, including removing an auxiliary lane, relocating a gas line,

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adding a new roadway taper at the north end of the project limits, and reducing grading impacts at the south end of the project limits. Project impacts would remain less than significant with mitigation. The project changes do not meet the criteria outlined under CEQA Guidelines Section 15162 to prepare a Subsequent MND. As a result, the Department completed an Addendum to the MND pursuant to CEQA.

The Department has approved this project for construction. This approval and the Addendum will satisfy the environmental requirements for this stage of the planning process.

Attachment 4

[05]-12-Ora-5, PM 21.3/R25.8
Resolution E-25-45A

The attached resolution proposes to approve for future consideration of funding the following project for which an MND and Addendum have been completed:

- Interstate 5 (I-5) Improvement Project from Interstate 405 (I-405) to State Route 55 (SR-55): I-5 in Orange County. Widen I-5 between I-405 and SR 55. (PPNO 2743)

The project is located on I-5 from PM 21.3 to R25.8, in Orange County. The Department, in cooperation with the Orange County Transportation Authority, proposes to widen I-5 between I-405 and SR 55 by adding one additional lane in each direction of travel (northbound and southbound). The project is currently programmed in the 2024 STIP. The total programmed amount, which includes Right of Way (Capital) and Construction (Support and Capital) is \$223,685,000 in STIP, RIP, and SB 1 LPP (Formulaic). Construction will begin in 2026-27. The scope, as described for the preferred alternative, is consistent with the project scope as programmed by the Commission in the 2024 STIP.

Copies of the MND and Addenda have been provided to Commission staff. The Commission approved the project (EA 0K670) for future consideration of funding on May 13, 2020, under Resolution E-20-31. Since the approval of the MND, there have been changes to the project and Addenda were prepared pursuant to CEQA. Specifically, EA 0K670 was divided into two segments, and each segment was subsequently combined with portions of the I-5 Multi-Asset Project (original EA 0S050). The Department determined that since portions of the I-5 Multi-Asset Project included improvements to the same segments of I-5, they should be included as part of the design of projects EA 0K671 (segment 1) and EA 0K672 (segment 2). The I-5 Multi-Asset Project was environmentally cleared through a CEQA Categorical Exemption/National Environmental Policy Act Categorical Exclusion Class 1(c) (CE/CE) in October 2022. EA 0K671 (segment 1) was combined with EA 02051 into new EA 0K61U. Similarly, EA 0K672 (segment 2), was combined with EA 0S052 into new EA 0K62U. The Addenda explain the reasoning for combining the projects in more detail, as well as the updated design refinements as a result, which involve shifting the roadway centerline, removing a portion of one noise barrier, and incorporating updates from the I-5 Multi-Asset Project, such as pavement rehabilitation, storm drain restoration, sign replacements, pedestrian improvements, and updated bike lane markings. Project impacts would remain less

than significant with mitigation. The project changes do not meet the criteria outlined under CEQA Guidelines Section 15162 to prepare a Subsequent MND. As a result, the Department completed an Addendum to the MND pursuant to CEQA.

The Department has approved this project for construction. This approval and the Addendum will satisfy the environmental requirements for this stage of the planning process.

Attachment 5

Attachment 1

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

04-Ala-880, PM 30.47/31.61

04-Ala-260, PM R0.78/R1.90

Resolution E-25-41A

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Final Environmental Impact Report and Addendum pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Oakland Alameda Access Project: I-880 and SR 260 in Alameda County. Improve motorist, pedestrian, and bicycle safety, reduce conflicts between regional and local traffic, and enhance bicycle and pedestrian accessibility and connectivity within the project area. (PPNO 0044D)
- 1.2 **WHEREAS**, the Department has certified that a Final Environmental Impact Report and Addendum have been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report and Addendum; and
- 1.4 **WHEREAS**, the project will have a significant effect on the environment;
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve of the above referenced project to allow for consideration of funding.

Attachment 1

NOTICE OF DETERMINATION

To: Office of Land Use and Climate Innovation
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Cherry Zamora
1120 N Street, MS 52
Sacramento, CA 95814
(916) 654-4245

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Oakland Alameda Access Project

2017092041	Lindsay Vivian	(510) 506-4310
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): Interstate 880 from postmile (PM) 30.47 to 31.61 and State Route (SR) 260 from PM R0.78 to R1.90, in Alameda County.

Project Description: Improve motorist, pedestrian, and bicycle safety, reduce conflicts between regional and local traffic, and enhance bicycle and pedestrian accessibility and connectivity within the project area by removing and modifying existing freeway ramps, modifying the connection from the Posey Tube to I-880, constructing Class IV two-way cycle tracks in Oakland, implementing various "complete streets" improvements, implementing bicycle and pedestrian improvements at the approaches to the Tubes, and opening the Webster Tube's westside walkway to bicyclists and pedestrians.

This is to advise that the California Transportation Commission has approved the above described project on _____ (Lead Agency/ X Responsible Agency)
June 26-27, 2025, and has made the following determinations regarding the above described project:

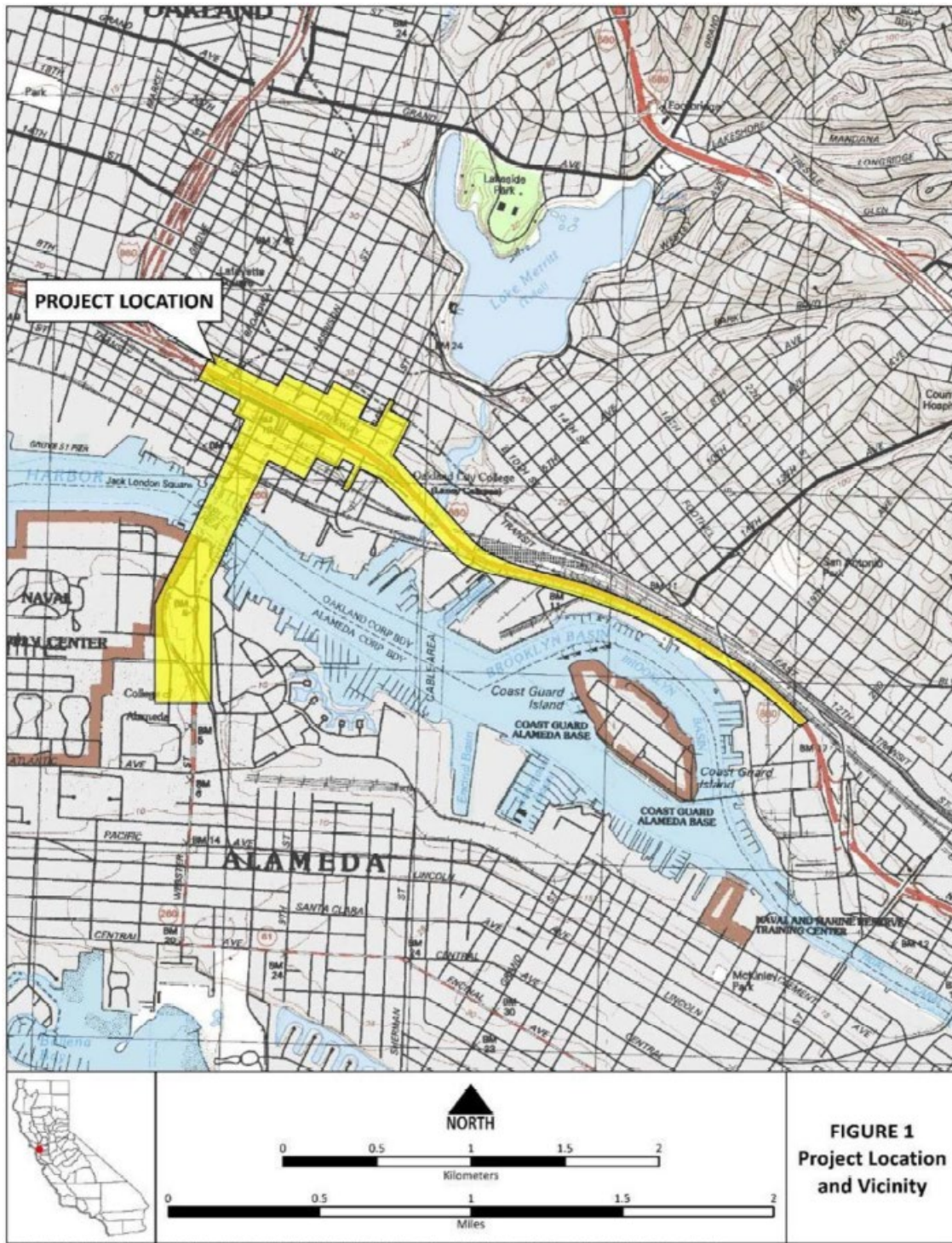
1. The project (X will/ will not) have a significant effect on the environment.
2. X An Environmental Impact Report and Addendum were prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (X were/ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (X was / was not) adopted for this project.
5. A Statement of Overriding Considerations (X was / was not) adopted for this project.
6. Findings (X were/ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans District 4, 111 Grand Ave, Oakland, CA 94612.

TANISHA TAYLOR		Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at OPR:

Attachment 1



Oakland Alameda Access Project

Alameda I-880 from PM 30.47 to 31.61, Alameda SR 260 from PM R0.78 to R1.90

Attachment 2

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

05-Slo-101, PM 16.0/R22.5

Resolution E-25-42A

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Final Environmental Impact Report and Addendum pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Pismo Congestion Relief Pilot Project: United States Highway 101 (US 101) in San Luis Obispo County. widen the inside shoulder of US 101 from San Luis Creek to the railroad overhead in Pismo Beach, to serve as a travel lane strictly during periods of heavy traffic volumes. (PPNO 2653)
- 1.2 **WHEREAS**, the Department has certified that a Final Environmental Impact Report and Addendum have been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report and Addendum; and
- 1.4 **WHEREAS**, the project will have a significant effect on the environment;
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve of the above referenced project to allow for consideration of funding.

Attachment 2

NOTICE OF DETERMINATION

To: Office of Land Use and Climate Innovation
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Cherry Zamora
1120 N Street, MS 52
Sacramento, CA 95814
(916) 654-4245

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Pismo Congestion Relief Pilot Project

2017091065	Lara Bertaina	(805) 779-0792
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): United States Highway (US) 101 from postmile (PM) 16.0 to R22.5, in San Luis Obispo County.

Project Description: Widen the inside shoulder of US 101 from San Luis Creek to the railroad overhead in Pismo Beach, to serve as a travel lane strictly during periods of heavy traffic volumes.

This is to advise that the California Transportation Commission has approved the above described project on _____ (☐ Lead Agency/ ☒ Responsible Agency) June 26-27, 2025, and has made the following determinations regarding the above described project:

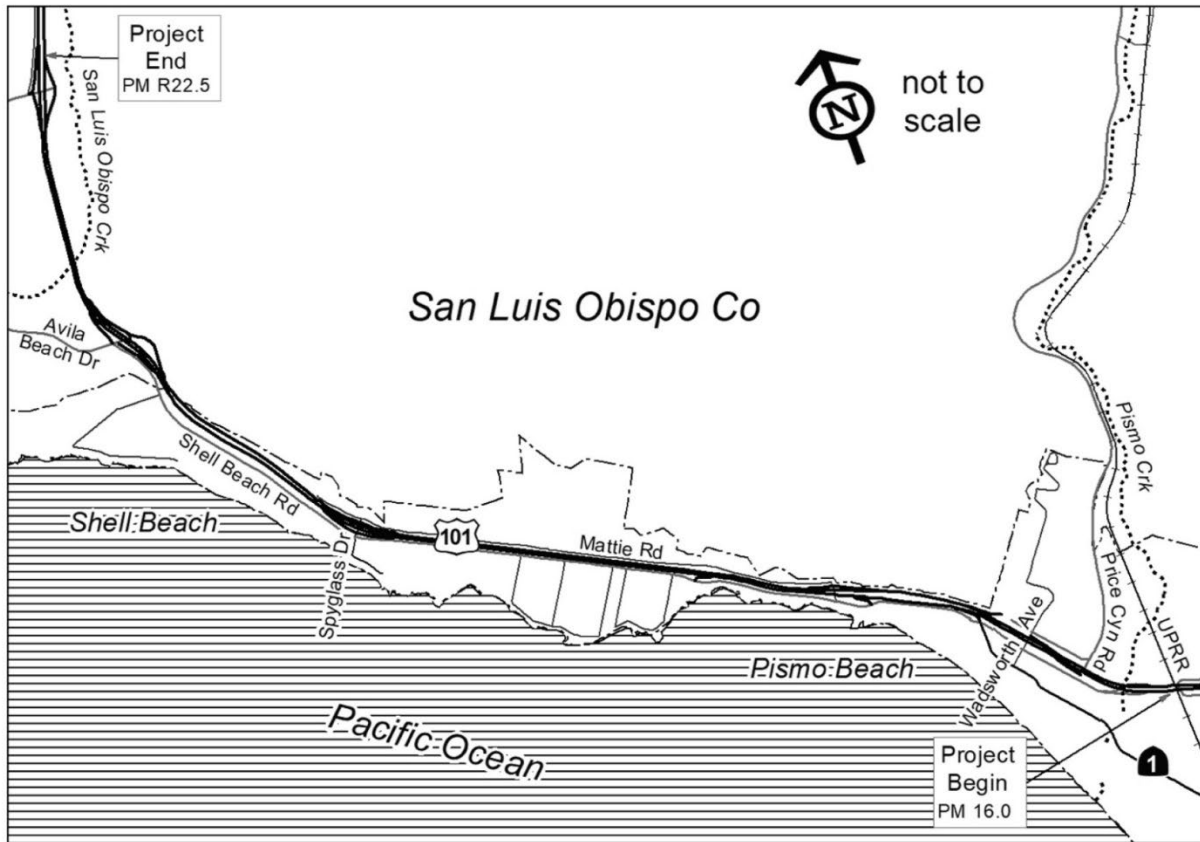
1. The project (☒ will/ ☐ will not) have a significant effect on the environment.
2. ☒ An Environmental Impact Report and Addendum were prepared for this project pursuant to the provisions of CEQA.
☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were/ ☐ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☒ was / ☐ was not) adopted for this project.
5. A Statement of Overriding Considerations (☒ was / ☐ was not) adopted for this project.
6. Findings (☒ were/ ☐ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans District 5, 50 Higuera Street, San Luis Obispo, CA 93401.

TANISHA TAYLOR	Executive Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Title</i>

Date received for filing at OPR:

Attachment 2



Pismo Congestion Relief Pilot Project

Attachment 3

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

07-LA-10, PM 44.9/48.3

08-SBd-10, PM 0.0/R37.0

Resolution E-25-43A

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Final Environmental Impact Report and Addendum pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Interstate 10 Corridor Project: I-10 in Los Angeles and San Bernardino counties. Construct roadway improvements on a portion of I-10. Specifically, add freeway lanes along the 33-mile segment of I-10 between the Los Angeles and San Bernardino County line and Ford Street. (PPNO 0134K and PPNO 1325)
- 1.2 **WHEREAS**, the Department has certified that a Final Environmental Impact Report and Addendum have been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report and Addendum; and
- 1.4 **WHEREAS**, the project will have a significant effect on the environment;
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve of the above referenced project to allow for consideration of funding.

Attachment 3

NOTICE OF DETERMINATION

To: Office of Land Use and Climate Innovation
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Cherry Zamora
1120 N Street, MS 52
Sacramento, CA 95814
(916) 654-4245

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Interstate 10 Corridor Project

2012101082	Jeanine Porter	(909) 472-1301
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): Interstate 10 (I-10) from postmile (PM) 44.9 to 48.3 in Los Angeles County, and PM 0.0 to R37.0 in San Bernardino County.

Project Description: Construct roadway improvements on a portion of I-10. Specifically, add freeway lanes along the 33-mile segment of I-10 between the Los Angeles and San Bernardino County line and Ford Street.

This is to advise that the California Transportation Commission has approved the above described project on _____ (☐ Lead Agency/ ☒ Responsible Agency)
June 26-27, 2025, and has made the following determinations regarding the above described project:

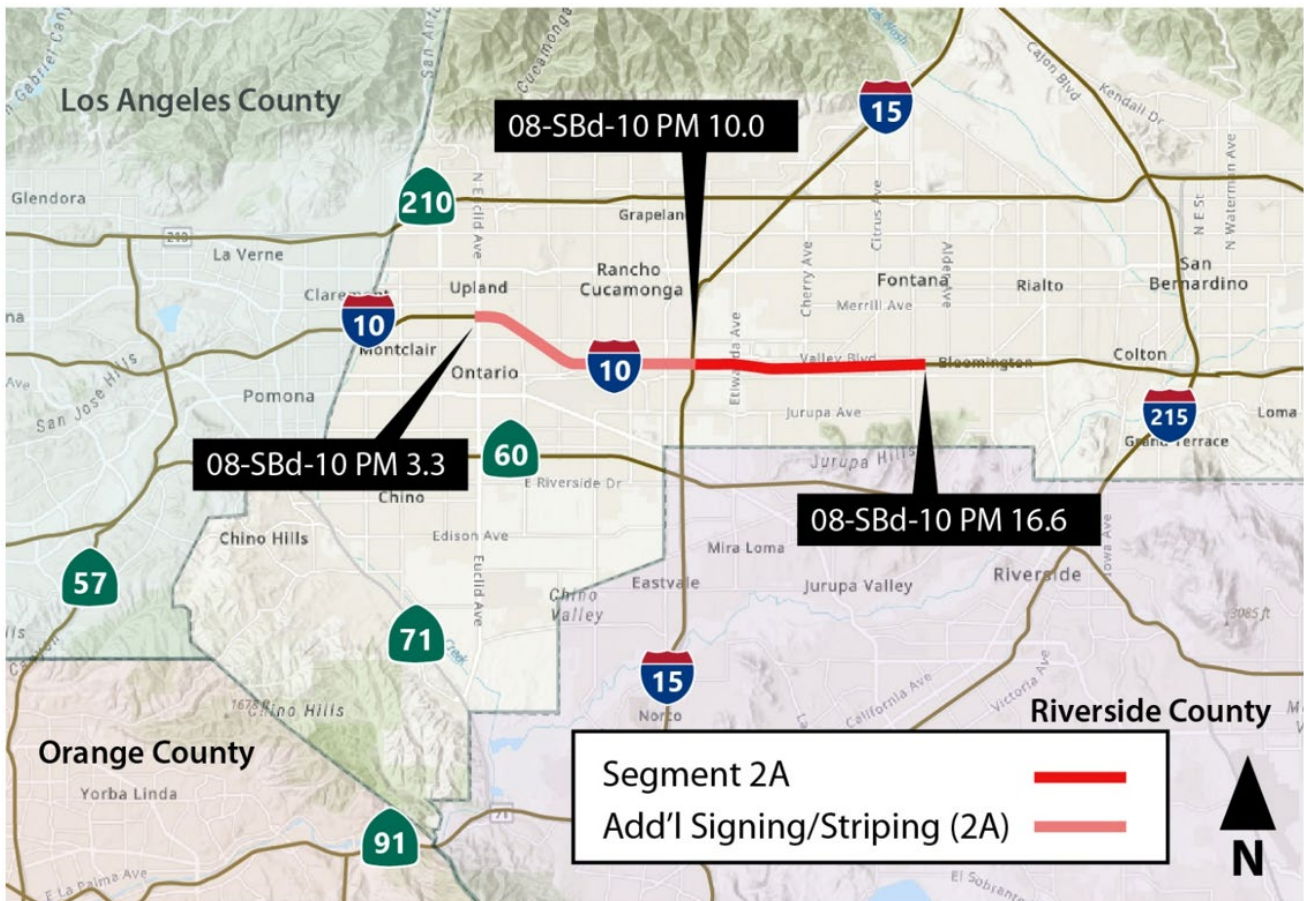
1. The project (☒ will/ ☐ will not) have a significant effect on the environment.
2. ☒ An Environmental Impact Report and Addendum were prepared for this project pursuant to the provisions of CEQA.
☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were/ ☐ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☒ was / ☐ was not) adopted for this project.
5. A Statement of Overriding Considerations (☒ was / ☐ was not) adopted for this project.
6. Findings (☒ were/ ☐ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans District 8, 464 W. 4th Street, San Bernardino, CA 92401.

TANISHA TAYLOR	Executive Director
Signature (Public Agency)	California Transportation Commission
Date	Title

Date received for filing at OPR:

Attachment 3



Interstate 10 Corridor Project

Attachment 4

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

08-Riv-60, PM 28.03/30.42

Resolution E-25-44A

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration and Addendum pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- State Route 60/Potrero Boulevard New Interchange Project: SR 60, in Riverside County. Construction of a new 6-lane bridge overcrossing at SR 60 with a temporary connection to Western Knolls Avenue; construction of westbound and eastbound diagonal and loop entry ramps, extended ramp acceleration and deceleration lanes, realignment of Western Knolls Avenue, and removal of Western Knolls Avenue connections to SR 60. (PPNO 1321)
- 1.2 WHEREAS**, the Department has certified that a Mitigated Negative Declaration and Addendum has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration and Addendum; and
- 1.4 WHEREAS**, the project will not have a significant effect on the environment;
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for consideration of funding.

Attachment 4

NOTICE OF DETERMINATION

To: Office of Land Use and Climate Innovation
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Cherry Zamora
1120 N Street, MS 52
Sacramento, CA 95814
(916) 654-4245

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: State Route 60/Potrero Boulevard New Interchange Project

2012051053	Boniface Udotor	(909) 888-2347
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 60 in Riverside County from post mile 28.03 to 30.42.

Project Description: Construction of a new 6-lane bridge overcrossing at SR 60 with a temporary connection to Western Knolls Avenue; construction of westbound and eastbound diagonal and loop entry ramps, extended ramp acceleration and deceleration lanes, realignment of Western Knolls Avenue, and removal of Western Knolls Avenue connections to SR 60.

This is to advise that the California Transportation Commission has approved the above described project on (☐ Lead Agency/ ☒ Responsible Agency)

June 26-27, 2025, and has made the following determinations regarding the above described project:

1. The project (☐ will/ ☒ will not) have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
☒ A Mitigated Negative Declaration and Addendum was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (☒ were/ ☐ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (☒ was / ☐ was not) adopted for this project.
5. A Statement of Overriding Considerations (☐ was / ☒ was not) adopted for this project.
6. Findings (☐ were/ ☒ were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans District 8, 464 W. 4th Street, San Bernardino, CA 92401.

TANISHA TAYLOR

Signature (Public Agency)

Date

Executive Director

California Transportation Commission

Title

Date received for filing at OPR:



State Route 60/Potrero Boulevard New Interchange Project

Attachment 5

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

12-Ora-5, PM 21.3/R25.8

Resolution E-25-45A

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration and Addendum pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Interstate 5 (I-5) Improvement Project from Interstate 405 (I-405) to State Route 55 (SR-55): I-5 in Orange County. Widen I-5 between I-405 and SR 55 by adding one additional lane in each direction of travel (northbound and southbound). (PPNO 2743)
- 1.2 WHEREAS**, the Department has certified that a Mitigated Negative Declaration and Addendum has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration and Addendum; and
- 1.4 WHEREAS**, the project will not have a significant effect on the environment;
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for consideration of funding.

Attachment 5

NOTICE OF DETERMINATION

To: Office of Land Use and Climate Innovation
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: California Transportation Commission
Attn: Cherry Zamora
1120 N Street, MS 52
Sacramento, CA 95814
(916) 654-4245

Subject: Filing of Notice of Determination in compliance with Section 21108 of the Public Resources Code.

Project Title: Interstate 5 (I-5) Improvement Project from Interstate 405 (I-405) to State Route 55 (SR-55)

2018051014	Brian Liu	(657) 328-6135
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): Interstate 5 (I-5) in Orange County from post mile 21.3 to R25.8.

Project Description: Widen I-5 between I-405 and SR 55 by adding one additional lane in each direction of travel (northbound and southbound).

This is to advise that the California Transportation Commission has approved the above described project on (_ Lead Agency/ X Responsible Agency)

June 26-27, 2025, and has made the following determinations regarding the above described project:

1. The project (__will/ X will not) have a significant effect on the environment.
2. __An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
X A Mitigated Negative Declaration and Addenda were prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (X were/ _ were not) made a condition of the approval of the project.
4. Mitigation reporting or monitoring plan (X was / _ was not) adopted for this project.
5. A Statement of Overriding Considerations (_ was / X was not) adopted for this project.
6. Findings (__were/ X were not) made pursuant to the provisions of CEQA.

The above identified document with comments and responses and record of project approval is available to the General Public at: Caltrans District 12, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

TANISHA TAYLOR	Executive Director
<i>Signature (Public Agency)</i>	<i>Title</i>
	California Transportation Commission

Date received for filing at OPR:

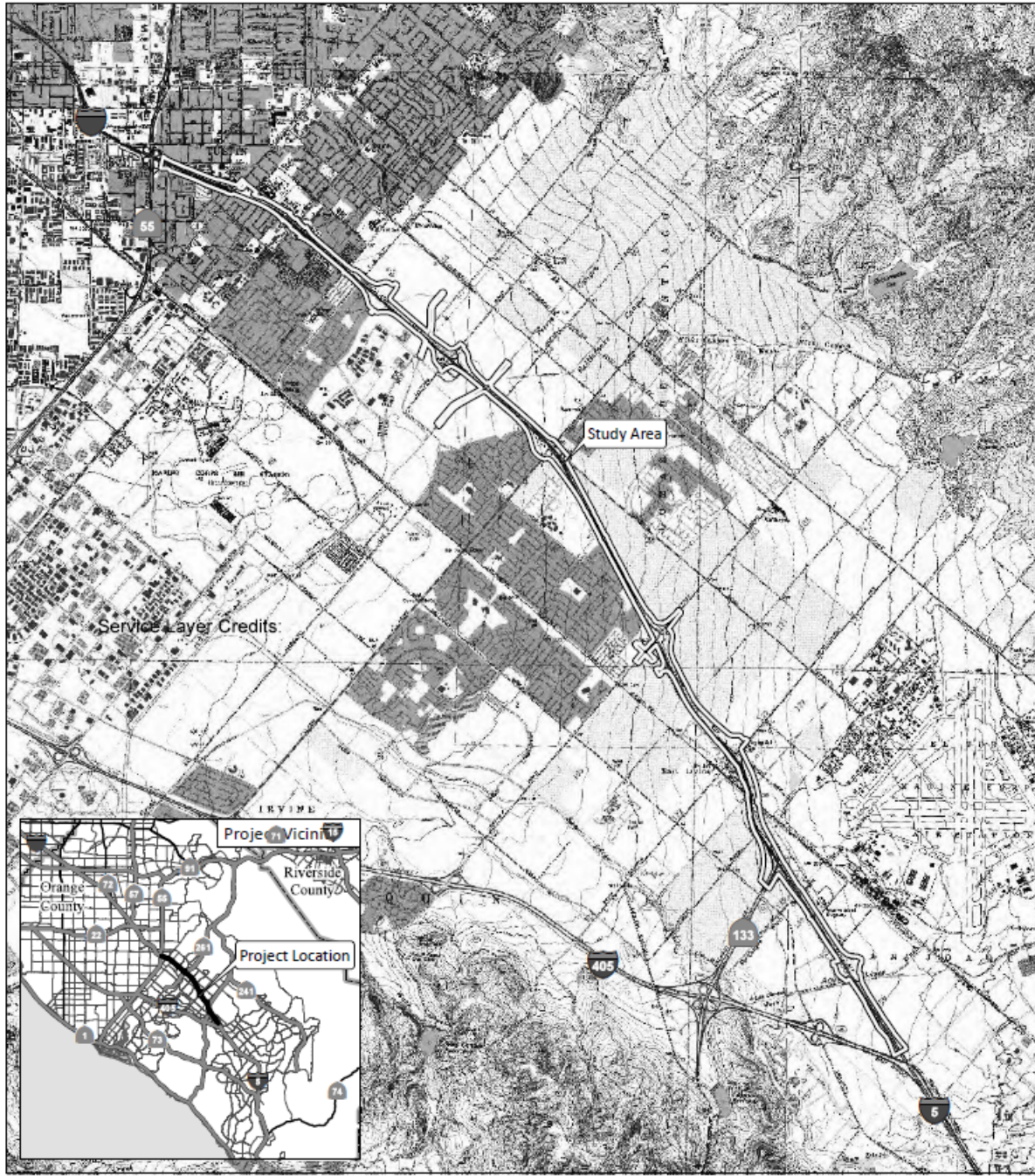



FIGURE 1-1

LEGEND

 Study Area



I-5 Improvement Project: I-405 to SR-55

Interstate 5 (I-5) Improvement Project from Interstate 405 (I-405) to State Route 55 (SR-55) from PM 21.3 to R25.8