

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 16-17, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.2c.(8), Action Item

Prepared By: Jeremy Ketchum, Chief
Division of Environmental Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING
RESOLUTIONS E-25-64A, and E-25-65A**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve attached resolutions E-25-64A, and E-25-65A?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve attached resolutions E-25-64A, and E-25-65A.

BACKGROUND:

[01]-06-Fre-41, PM 0.0/7.1
06-Kin-41, PM R48.0/R48.3

Resolution E-25-64A

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

- Excelsior Expressway: State Route (SR) 41 in Fresno and Kings Counties. Widen SR 41 in Fresno County from a 2-lane expressway to a 4-lane expressway from kilometer post 0.0 (Post Mile (PM) 0.0) at Excelsior Avenue to kilometer post 11.4 (PM 7.1) at Elkhorn Avenue and install streetlights at the Excelsior interchange from PM R48.0 to R48.3 in Kings County. (PPNO 1350)

The project is located on SR 41, from PM 0.0 to 7.1, in Fresno County. The project proposes to widen 7.1 miles of SR 41 from a 2-lane expressway to a 4-lane expressway between Excelsior Avenue and Elkhorn Avenue and install streetlights at the Excelsior interchange from

PM R48.0 to R48.3 in Kings County. The project is currently programmed in the 2012 State Transportation Improvement Program (STIP). The total programmed amount, which includes Right of Way (Support and Capital) and Construction (Support and Capital) is \$69,067,000 in the STIP. Construction will begin in Fiscal Year 2025-26. The scope, as described for the preferred alternative, is consistent with the project scope as programmed by the Commission in the 2012 STIP.

Copies of the MND and Addenda have been provided to Commission staff. The Commission considered the MND and approved the project for future consideration of funding on April 27, 2006, under Resolution E-06-08. Since the approval of the MND, there have been changes to the project and Addenda were prepared pursuant to the California Environmental Quality Act (CEQA). Specifically, the Addenda address minor design modifications as a result of a scope change, updated traffic levels, changes in state climate change law (i.e., reporting requirements and construction best management practices), the purchasing of kit fox mitigation credits, reduction of construction impacts, reduction of farmland impacts, reduction of right of way acquisition, reduction of community impacts (no housing displacements), a minor change in noise impacts and construction of a 12-foot high, 700-foot long soundwall at the northeast corner of SR 241 and Mount Whitney Avenue, the removal and replacement of three ditches and installation of additional rock slope protection, traffic signal modifications at two intersections to handle a new lane configuration, removal and updating of transition striping north of Elkhorn Avenue, construction of drainage culverts and ditches along each side of SR 41, deck resurfacing and bridge barrier replacement of the southbound bridge over Murphy Slough, and installation of streetlights at the Excelsior interchange extending the project limits into Kings County by 0.3 miles. Further, the Addendum dated September 17, 2024, addresses 0.695 acres of temporary impacts and 0.202 acres of permanent impacts to jurisdictional waters that were previously determined non-jurisdictional in 2005, resulting in additional environmental commitments pertaining to biological resources to adhere to the 1600 permit. Resources in the project area that may be impacted by the project include biological resources and hazardous waste. Potential impacts associated with the project can all be mitigated to below significance. 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 Addenda to the MND pursuant to CEQA.

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

Attachment 1

[02]-07-LA-47, PM R0.4/2.1
Resolution E-25-65A

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

- Vincent Thomas Bridge Deck Replacement Project: SR 47, in Los Angeles County. Replace the deteriorated bridge deck, upgrade seismic sensors, and improve the existing median barrier and railings on the Vincent Thomas Bridge in the Port of Los Angeles. (PPNO 6024)

The project is located on SR 47 from PM 0.4 to 2.1, in Los Angeles County. The Department proposes to replace the entire bridge deck and seismic sensors of the bridge to preserve the functionality and structural integrity of the Vincent Thomas Bridge deck and to enhance the bridge's overall safety. The project is currently programmed in the 2024 State Highway Operation and Protection Program (SHOPP). The total programmed amount, which includes Right of Way (Support and Capital) and Construction (Support and Capital) is \$706,212,000. 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 SHOPP.

Copies of the FEIR and Addenda have been provided to Commission staff. The Commission accepted the FEIR and approved the project for future consideration of funding on December 6, 2024, under Resolution E-24-116. Since the approval of the FEIR, there have been changes to the project and Addenda were prepared pursuant to CEQA. Specifically, the Addenda address minor design modifications pertaining to scope additions including overhead sign removal and installation, removal of concrete pavement, guardrail replacements, installation of a temporary traffic signal at the Pacific Coast Highway Route 1 and Dumm Avenue/Coil Avenue intersection, asphalt concrete resurfacing on detour routes along portions of Alameda Street and Anaheim Street, re-striping and signal timing adjustments at 9 intersections, installation of 20 closed circuit television cameras on existing signals and lighting posts, removal of existing pavement structural section along the southbound direction of Alameda Street and a 1 mile segment of Anaheim Street, trenching of approximately 1,200 feet for the installation of seismic sensors, and moved electroliers, resulting in an extension of post miles by 0.1 mile to accommodate the additional work. Further, additional hazardous waste minimization measures and specifications have been identified, specifically, conducting an aerially deposited lead site investigation to inform a Lead Compliance Plan, adherence to California regulations pertaining to disposal of treated wood waste, air monitoring and/or use of respiratory protection during demolition of materials coated with lead-containing paint, specifications for the handling, removal, and disposal of unregulated earth material containing lead, and for disturbing, excavating, dewatering, transporting, stockpiling, and disposing of contaminated soil, as well as for dewatering, collecting, containing, and disposing of contaminated liquid. Conclusions of the FEIR remain applicable. The FEIR concluded that the Project would have significant and unavoidable impacts on cumulative temporary air quality, traffic and transportation, and environmental justice. These impacts would remain significant and unavoidable even with implementation of mitigation measures, which include

compliance with laws and regulations related to air quality (including South Coast Air Quality Management District rules on visible emissions, public nuisance, fugitive dust, asbestos, and limitation of idling), application of best management practices, requiring off-road construction equipment be outfitted with engines meeting Tier 4 emissions standards, using properly tuned and maintained construction equipment, temporary restriping and signal synchronization of identified intersections, repairing detour routes, implementing a Transportation Management Plan, coordinating projects with overlapping construction, and regular and ongoing community engagement. 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 Addenda to the FEIR pursuant to CEQA.

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

Attachment 2

Attachment 1

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

06-Fre-41, PM 0.0/7.1

06-Kin-41, PM R48.0/R48.3

Resolution E-25-64A

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration and Addenda pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Excelsior Expressway: SR 41 in Fresno County. Widen SR 41 in Fresno County from a 2-lane expressway to a 4-lane expressway from kilometer post 0.0 (Post Mile (PM) 0.0) at Excelsior Avenue to kilometer post 11.4 (PM 7.1) at Elkhorn Avenue and install streetlights at the Excelsior interchange from PM R48.0 to R48.3 in Kings County. (PPNO 1350)
- 1.2 **WHEREAS**, the Department has certified that a Mitigated Negative Declaration and Addenda 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 Mitigated Negative Declaration and Addenda; 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 future 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: Excelsior Expressway

2005021025	Judith Lopez	(559) 240-5068
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 41 from Post Mile (PM) 0.0 to 7.1, in Fresno County.

Project Description: Widen SR 41 in Fresno County from a 2-lane expressway to a 4-lane expressway from kilometer post 0.0 (Post Mile (PM) 0.0) at Excelsior Avenue to kilometer post 11.4 (PM 7.1) at Elkhorn Avenue and install streetlights at the Excelsior interchange from PM R48.0 to R48.3 in Kings County.

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

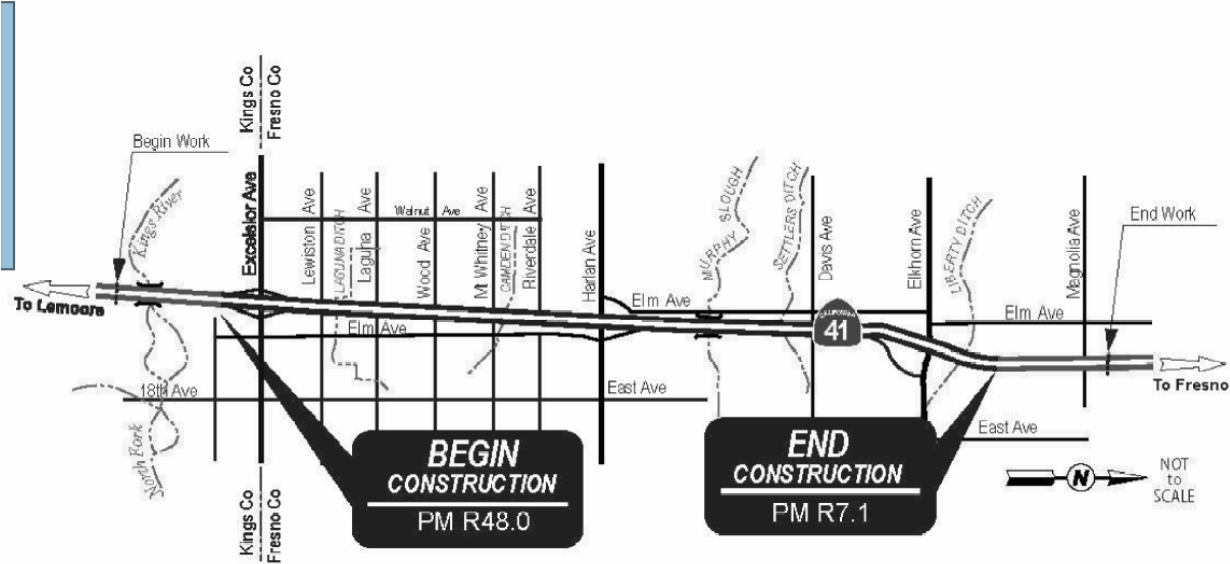
October 16-17, 2025, and has made the following determinations regarding the above described project:

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 Addenda were 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 6, W. Olive Avenue, Fresno, CA 93728.

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

Date received for filing at LCI:



Excelsior Expressway

Attachment 2

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

07-LA-47, PM R0.4/2.1

Resolution E-25-65A

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Final Environmental Impact Report and Addenda pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Vincent Thomas Bridge Deck Replacement Project: SR 47, in Los Angeles County. Replace the deteriorated bridge deck, upgrade seismic sensors, and improve the existing median barrier and railings on the Vincent Thomas Bridge in the Port of Los Angeles. (PPNO 6024)
- 1.2 **WHEREAS**, the Department has certified that a Final Environmental Impact Report and Addenda 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 Addenda; 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: Vincent Thomas Bridge Deck Replacement Project

2023040301	Jason Roach	(213) 301-2653
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route 47 from Post Mile R0.4 to 2.1, in Los Angeles County.

Project Description: Replace the deteriorated bridge deck, upgrade seismic sensors, and improve the existing median barrier and railings on the Vincent Thomas Bridge in the Port of Los Angeles.

This is to advise that the California Transportation Commission has approved the above described project on _____ (Lead Agency/ Responsible Agency) October 16-17, 2025, and has made the following determinations regarding the above described project:

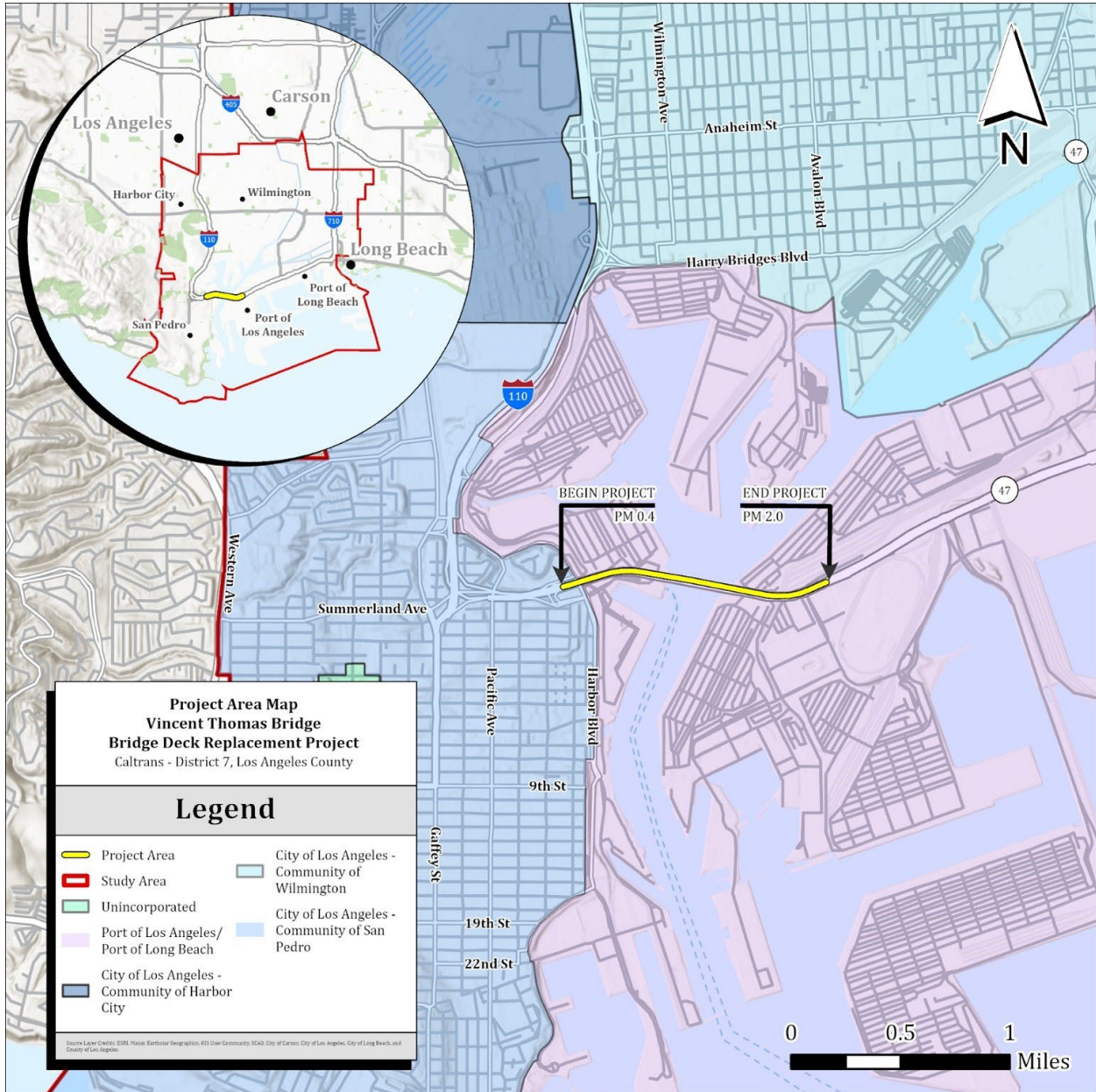
1. The project (will/ will not) have a significant effect on the environment.
2. An Environmental Impact Report and Addenda were prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (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 7, 100 South Main Street, Los Angeles, CA 90012.

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

Date received for filing at LCI:

Attachment 2



Vincent Thomas Bridge Deck Replacement Project