

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 25-26, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.2c.(2), Action Item

Prepared By: Jeremy Ketchum, Chief
Division of Environmental Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING
RESOLUTIONS E-26-35A, E-26-36A, E-26-43A, and E-26-44A**

ISSUE:

Should the California Transportation Commission (Commission), as a responsible agency, approve attached resolutions E-26-35A, E-26-36A, E-26-43A, and E-26-44A?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission, as a responsible agency, approve attached resolutions E-26-35A, E-26-36A, E-26-43A, and E-26-44A.

BACKGROUND:

[01]-04-Mrn-37, PM R11.2/13.8

Resolution E-26-35A

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:

- State Route 37 Flood Reduction Project: State Route (SR) 37 in Marin County. Build resiliency to the effects of 2130 sea level rise and stormwater overtopping onto SR 37 from post mile (PM) R11.2 to 13.8. Specifically, elevate approximately 2.5 miles of SR 37 on a causeway, including replacement of the Novato Creek Bridge. (PPNO 5200)

The project is located on SR 37 at PM R11.2 to 13.8, in Marin County. The project proposes to reconstruct the roadway to address sea level rise and recurrent flooding in two phases:

phase 1 would replace the Novato Creek Bridge at a higher elevation and new alignment; phase 2 would raise the rest of SR 37 within the project limits. 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 \$230,300,000. Construction is scheduled for Fiscal Year 2026-27. 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 Addendum have been provided to Commission staff. The Commission accepted the FEIR and approved the project for future consideration of funding on March 22, 2024, under Resolution E-24-24. 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 design refinements, including shifting the bridge alignment approximately 30 feet north of the previously approved alignment, changes to construction staging and traffic control, replacement of part of the western transition bridge and all of the eastern transition bridge with sheet pile retaining wall bridge approaches, updated expected duration of pile driving to between 1.5 and 3.5 years, the addition of approximately 30 new lighting features to the bridge structure, bridge approaches, and transition bridge, a reduction in bridge elevation to 26 feet, realignment of the existing drainage channel that parallels SR 37 east of Novato Creek to north of the current location, changes to creek diversion system installations and timing to facilitate bridge construction, changes to the list of culvert improvements, and the addition of a new staging area at the western end of the project limit. Resources that may be impacted by the project include biological and aesthetic resources. Potential impacts associated with the project can all be mitigated to below significant except for aesthetic impacts, for which a Statement of Overriding Considerations pursuant to the CEQA was prepared. Impacts on views of a scenic vista would remain significant even with a measure for bridge design enhancement. Conclusions of the FEIR remain applicable. 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

[02]-05-Mon-156, PM R0.9/T5.2
05-Mon-101, PM 94.6/96.8
Resolution E-26-36A

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

“Improving lives and communities through transportation.”

- Route 156 West Corridor: SR 156 and United States Highway (US) 101 in Monterey County. Realign and widen SR 156 between US 101 and west of Castroville Boulevard (Blvd) from two lanes to four lanes and rebuild SR 156/Castroville Blvd interchange in Monterey County. (PPNO 0057D)

The project is located on SR 156 at PM 1.4 to 1.6, in Monterey County. The project proposes to build a new interchange at Castroville Blvd and Highway 156. The SR 156 Castroville Interchange project is a safety, economic development, and congestion relief project in northern Monterey County, California, that will convert the existing at-grade signalized intersection at Castroville Blvd into a new grade-separated interchange. The project will enhance safety for residents in the low-income rural community of Castroville, reduce traffic congestion for trucks traveling to and from the region's largest agricultural distribution center, improve access for visitors to the world-famous Monterey Peninsula, and improve the quality of life for all communities along the corridor. This project is currently programmed in the 2026 State Transportation Improvement Program (STIP), Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP), and Local Partnership Program (Formulaic and Competitive). The total programmed amount, which includes Construction (Support and Capital) and Right of Way (Support and Capital) is \$117,876,000. Construction is scheduled to begin 2026-27. The scope, as described for the preferred alternative, is consistent with the project scope as programmed by the Commission in the 2026 STIP.

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 August 6, 2013, under Resolution E-13-65. Since the approval of the FEIR, there have been changes to the project and four Addenda were prepared pursuant to CEQA. The Addendum dated April 7, 2022, describes the Castroville Blvd Interchange Project, a new, grade-separated interchange to replace the existing at-grade interchange at SR 156 and Castroville Blvd as a child project of the Route 156 West Corridor Project. The Addendum discusses offsite mitigation for wetland impacts associated with the Castroville Blvd Interchange Project and evaluation of impacts associated with offsite wetland and riparian restoration. Mitigation measures have been updated in compliance with project studies prepared for offsite mitigation along with an updated Environmental Commitments Record (ECR). The Addendum dated June 7, 2022, addresses minor updates to the Offsite Compensatory Mitigation and Monitoring Plan developed to address impacts of the Castroville Boulevard Interchange Project (child project described above). The Addendum dated November 6, 2023, addresses the addition of a conservation easement for offsite mitigation, associated impacts, and an updated ECR. The Addendum dated April 23, 2026 addresses the addition of an overhead traffic sign on the SR 183 (Merritt Street) bridge over SR 156, expanded project limits approximately 0.33 miles west on SR 156 to accommodate the new overhead traffic sign, updated offsite mitigation acreages to align with the project's final design, updated visual impacts measures to include the requirement for anti-graffiti treatment of the new overhead traffic sign, and an updated ECR. Resources that may be impacted by the project include farmland, visual, biological, and water resources. Potential impacts associated with the project can all be mitigated to less than significant except for farmland impacts, for which a Statement of Overriding Considerations pursuant to the CEQA

was prepared. Conclusions of the FEIR remain applicable. 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 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

[03]-07-LA-605, PM R18.9/R19.5
Resolution E-26-43A

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

- Interstate 605/Valley Boulevard Interchange Improvements Project: Interstate 605 (I-605) in Los Angeles County. Improve the I-605/Valley Boulevard (Blvd) Interchange from PM R18.9 to R19.5, including reconfiguring, widening, and modifying freeway on-/off-ramps, improvements to Valley Blvd and Temple Avenue (Ave), Americans with Disabilities Act (ADA) upgrades, new signals, and bike/pedestrian enhancements. (PPNO 4382)

The project is located on I-605 at PM R18.9 to R19.5, in Los Angeles County. The project proposes to improve mobility and alleviate capacity constraints and address other related deficiencies at the I-605/Valley Blvd Interchange that contribute to congestion and high accident rates. Operational improvements and safety upgrades will be coordinated with traffic operations on freeway/ramps and local arterials (Valley Blvd and East Temple Ave at-grade railroad crossing). The Project includes reconfiguring, widening, and modifying freeway on/off-ramps, construction of retaining walls, sound walls, curb ramps, sidewalks, driveways, and signals (traffic and railroad), and upgrading railroad gates and other vehicular/pedestrian/railroad facilities to comply with current Americans with Disabilities Act standards. The project will reduce ramp queueing, improve capacity and mobility and enhance safety for all roadway users. This project is currently programmed in the SB 1 TCEP. The total programmed amount, which includes Construction Capital is \$33,570,000. Construction is scheduled to 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 2022 TCEP.

Copies of the ND and Addendum have been provided to Commission staff. The Commission approved the project for future consideration of funding on August 18, 2021, under Resolution E-21-79. Since the approval of the ND, there have been changes to the project and an Addendum was prepared pursuant to CEQA. Specifically, the Addendum addresses changes to Valley Blvd including the addition of a maintenance vehicle access road to the northeast side of

Valley Blvd, an increase in the I-605 northbound loop on-ramp cut/fill limits on the southern and easternmost portion of the ramp, and additional sidewalk replacement on the south side of Valley Blvd near Valley Inn. Changes to Temple Ave include a slight reduction in the raised median length, extension of sidewalk on northbound Temple Ave east and west of the railroad, the addition of an access driveway to Metrolink property on the west side of Temple Ave north of the railroad, and an increase in project limits to the northeast of the northbound on-ramp off Temple Ave to accommodate a construction staging area. Changes to I-605 include the removal of a proposed sound wall from the west side of I-605 and an extension of project limits further south to accommodate a new sound wall. Minor extensions in project limits have resulted in modifications to right-of-way needs in the three areas discussed above. Impacts would remain less than significant. The project changes do not meet the criteria outlined in CEQA Guidelines Section 15162 to prepare a Subsequent ND. As a result, the Department completed an Addendum to the ND 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]-10-SJ-5, PM 25.6/28.0

10-SJ-4, PM 15.7/16.2

Resolution E-26-44A

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:

- Stockton Channel Viaduct Bridge Improvements: Interstate 5 (I-5) from PM 25.6 to 28.0 and SR 4 from PM 15.7 to 16.2, in San Joaquin County. Replace the northbound and southbound Stockton Channel Viaduct Bridges (Bridge No. 29-0176L and Bridge No. 29-0176R) in the City of Stockton on I-5 from PM 25.6 to 28.0. (PPNO 3133)

The project is located on I-5 at PM 25.6 to 28.0 and SR 4 from PM 15.7 to 16.2, in San Joaquin County. The project proposes to replace the northbound and southbound Stockton Channel Viaduct Bridges (Bridge No. 29-0176L and Bridge No. 29-0176R) to address structural and load carrying capacity deficiencies. This is a construction manager/general contractor project. The project is currently programmed in the 2026 SHOPP. The total programmed amount, which includes Construction (Support and Capital) and Right of Way (Support and Capital) is \$610,312,000. Construction is scheduled to begin in 2027-28. The scope, as described for the preferred alternative, is consistent with the project scope as programmed by the Commission in the 2020 SHOPP.

Copies of the MND and Addendum have been provided to Commission staff. The Commission considered the MND and approved the project for future consideration of funding on

“Improving lives and communities through transportation.”

August 18, 2021, under Resolution E-21-82. 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 design refinements, including a southwesterly shift of the bridge alignment of 50-feet, a switch in the bridge structure type to cast in place box girder construction, changes to the foundation type of the bridge, and a revised design to the Pershing Avenue off-ramp from I-5 northbound to a loop ramp that will terminate at the North Pershing Avenue and Park Street intersection in the form of a roundabout. Additional changes include widening the Buena Vista Overpass barrier structure by closing the median gap between northbound and southbound structures of the I-5 crossing over Buena Vista Avenue with a new cast-in-place box girder, reconstruction of the existing barrier along the southern edge of the Buena Vista overpass from the current substandard design to a type 842 concrete barrier, replacement of a two-post overhead sign with two single post overhead signs at Buena Vista Avenue and Carlton Avenue, reconstruction of the West Fremont Street and North Pershing Avenue intersection and existing sidewalk and curb ramps, installation of Class II bike lanes, the addition of traffic management system elements and a maintenance vehicle pullout on southbound I-5 at PM 25.98, and installation of two new drainage basins underneath the proposed structure on the north side of the channel on either side of West Fremont Street, and one new drainage basin between Park Street and West Flora Street. Lastly, the Addendum addresses several changes to the listed status of species under the California Endangered Species Act, minor changes in the acreages of impacts of temporary and permanent in-water structures, over-water shading, vegetation clearing, and noise during construction, and a change to two avoidance, minimization, and/or mitigation measures relating to biological resources, as reflected in an updated ECR. Potential impacts associated with the project can all be mitigated to below significance. Mitigation includes compensatory mitigation in the form of conservation bank credits and a Replanting Plan, and a project-specific Paleontological Mitigation Plan prepared by a qualified principal paleontologist. In accordance with CEQA Guidelines Section 15162, no Subsequent MND 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. 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

Attachment 1

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

04-Mrn-37, PM R11.2/13.8

Resolution E-26-35A

- 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:
- State Route 37 Flood Reduction Project: SR 37 in Marin County. Build resiliency to the effects of 2130 sea level rise and stormwater overtopping onto SR 37 from post mile (PM) R11.2 to 13.8. Specifically, elevate approximately 2.5 miles of SR 37 on a causeway, including replacement of the Novato Creek Bridge. (PPNO 5200)
- 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 (Commission) approved Future Consideration of Funding for the State Route 37 Flood Reduction Project and adopted Resolution E-24-24 on March 22, 2024, considering the original Environmental Impact Report from 2024; and
- 1.4 **WHEREAS**, the Commission, as a responsible agency, has considered the information contained in the Addendum.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the Commission does hereby approve of 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: State Route 37 Flood Reduction Project

2021110045	Skylar Nguyen	(510) 496-9551
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 37 from Post Mile (PM) R11.2 to 13.8 in Marin County.

Project Description: Build resiliency to the effects of 2130 sea level rise and stormwater overtopping onto SR 37 from PM R11.2 to 13.8. Specifically, elevate approximately 2.5 miles of SR 37 on a causeway, including replacement of the Novato Creek Bridge.

This is to advise that the California Transportation Commission has approved the above described project on _____ (Lead Agency/ Responsible Agency) June 25-26, 2026, and has made the following determinations regarding the above described project:

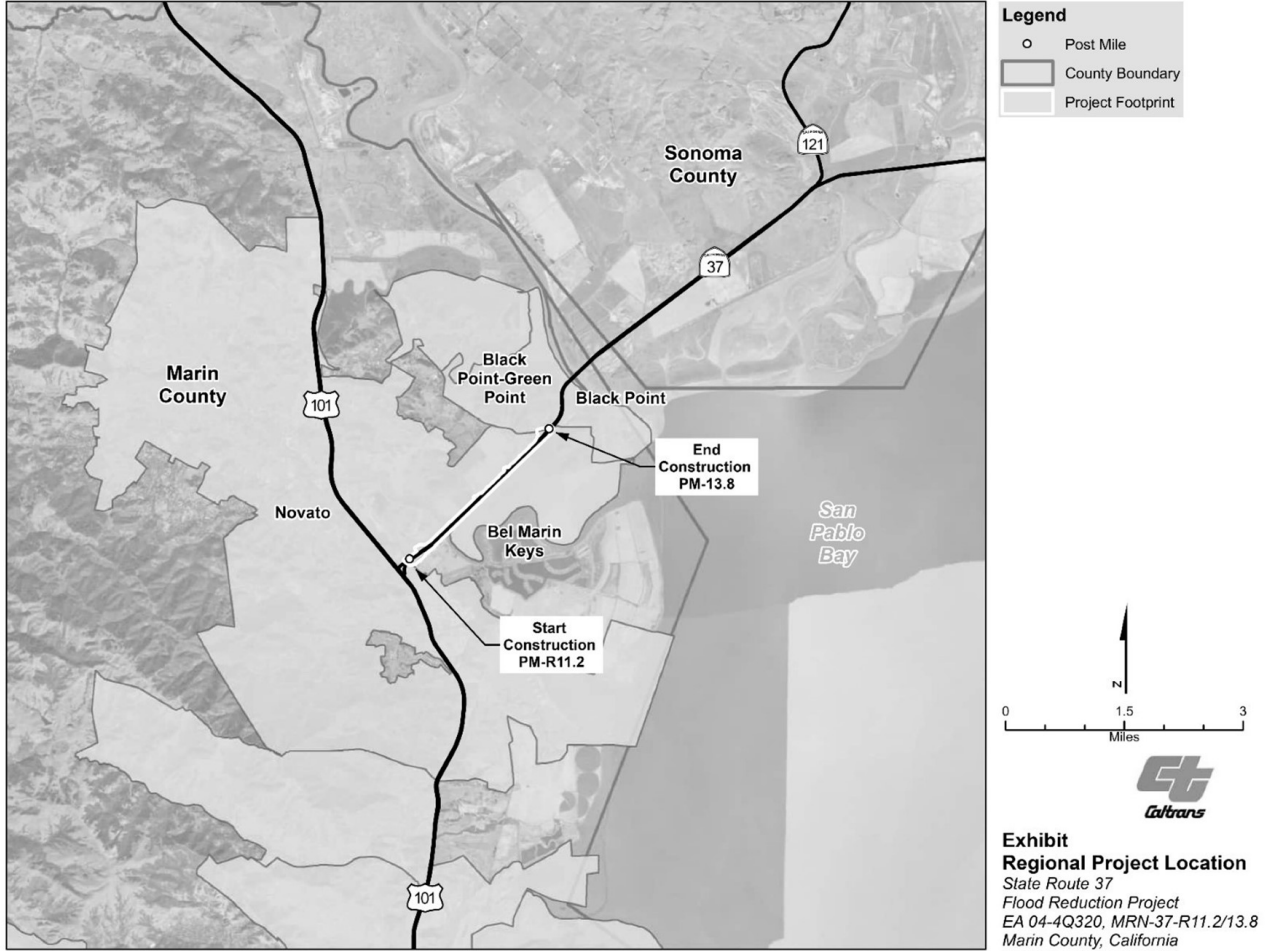
1. The project (will/ will not) have a significant effect on the environment.
2. An Environmental Impact Report and Addendum were prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (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 4, 111 Grand Ave, Oakland, CA 94612.

PAUL GOLASZEWSKI		Chief Deputy Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at LCI:

Attachment 1



Attachment 2

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

05-Mon-156, PM R0.9/T5.2

05-Mon-101, PM 94.6/96.8

Resolution E-26-36A

- 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:
- Route 156 West Corridor: SR 156 and US 101 in Monterey County. Realign and widen SR 156 between US 101 and west of Castroville Blvd from two lanes to four lanes and rebuild SR 156/Castroville Blvd interchange in Monterey County. (PPNO 0057D)
- 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 (Commission) approved Future Consideration of Funding for the Route 156 West Corridor project and adopted Resolution E-13-65 on August 6, 2013, considering the original Environmental Impact Report from 2013; and
- 1.4 **WHEREAS**, the Commission, as a responsible agency, has considered the information contained in the Addenda.
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the Commission does hereby approve of the above referenced project to allow for future 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: Route 156 West Corridor

1999111063	Matt Fowler	(805) 779-0793
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): State Route (SR) 156 from post mile R0.9 to T5.2 and United States Highway (US) 101 from PM 94.6 to 96.8 in Monterey County.

Project Description: Realign and widen SR 156 between US 101 and west of Castroville Boulevard from two lanes to four lanes and rebuild SR 156/Castroville Boulevard interchange in Monterey County.

This is to advise that the California Transportation Commission has approved the above described project on _____ (Lead Agency/ Responsible Agency)
June 25-26, 2026, and has made the following determinations regarding the above described project:

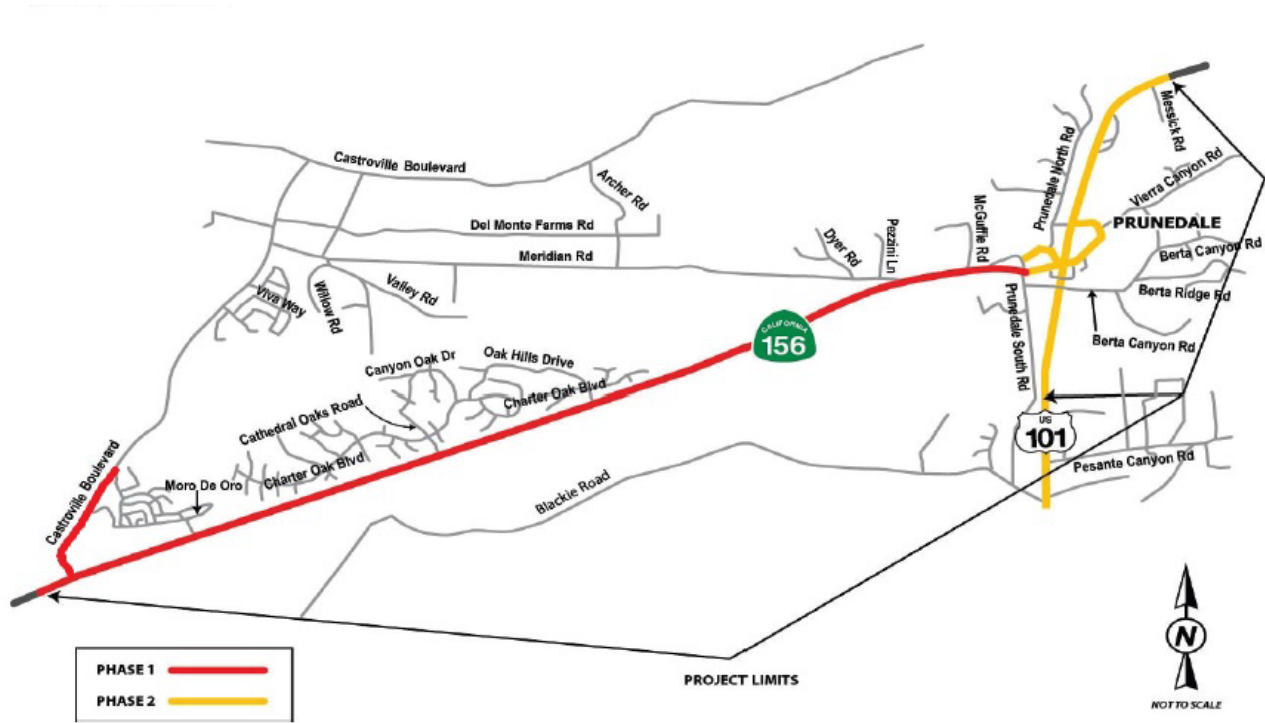
1. The project (will/ will not) have a significant effect on the environment.
2. An Environmental Impact Report and Addenda were prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures (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 5, 50 Higuera Street, San Luis Obispo, CA 93401.

PAUL GOLASZEWSKI		Chief Deputy Director
<i>Signature (Public Agency)</i>	<i>Date</i>	California Transportation Commission
		<i>Title</i>

Date received for filing at LCI:

Attachment 2



Route 156 West Corridor

05-Mon-156 from PM R0.9 to T5.2

05-Mon-101 from PM 94.6 to 96.8

Attachment 3

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 07-LA-605, PM R18.9/R19.5 Resolution E-26-43A

- 1.1 **WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration and Addendum pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Interstate 605/Valley Boulevard Interchange Improvements Project: I-605 in Los Angeles County. Improve the I-605/Valley Boulevard Interchange from PM R18.9 to R19.5, including reconfiguring, widening, and modifying freeway on-/off-ramps, improvements to Valley Blvd and Temple Ave, ADA upgrades, new signals, and bike/pedestrian enhancements. (PPNO 4382)
- 1.2 **WHEREAS**, the Department has certified that a Negative Declaration and Addendum have been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 **WHEREAS**, the California Transportation Commission (Commission) approved Future Consideration of Funding for the Interstate 605/Valley Boulevard Interchange Improvements Project and adopted Resolution E-21-79 on August 18, 2021, considering the original Negative Declaration from 2021; and
- 1.4 **WHEREAS**, the Commission, as a responsible agency, has considered the information contained in the Addendum; and
- 2.1 **NOW, THEREFORE, BE IT RESOLVED** that the Commission does hereby approve the above referenced project to allow for future 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 605/Valley Boulevard Interchange Improvements Project

2020060275	Jason Roach	(213) 310-2653
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): Interstate 605 (I-605) from post mile R18.9 to R19.5 in Los Angeles County.

Project Description: Improve the I-605/Valley Boulevard Interchange from PM R18.9 to R19.5, including reconfiguring, widening, and modifying freeway on-/off-ramps, improvements to Valley Boulevard and Temple Avenue, ADA upgrades, new signals, and bike/pedestrian enhancements.

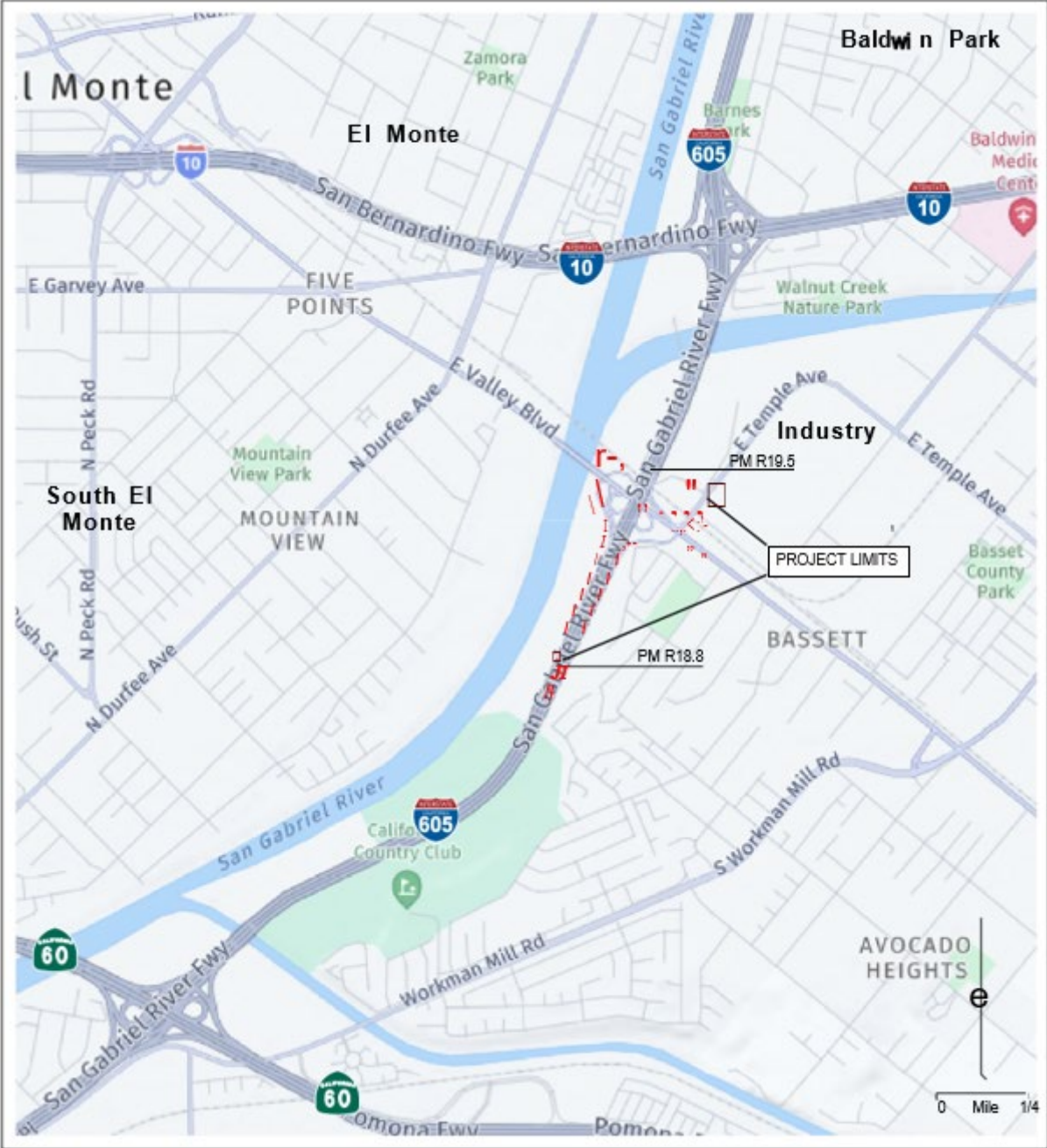
This is to advise that the California Transportation Commission has approved the above described project on _____ (Lead Agency/ Responsible Agency)
June 25-26, 2026, and has made the following determinations regarding the above described project:

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 Negative Declaration and an Addendum 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 7, 100 South Main Street, Los Angeles, CA 90012.

PAUL GOLASZEWSKI		Chief Deputy Director
<i>Signature (Public Agency)</i>	<i>Date</i>	California Transportation Commission
		<i>Title</i>

Date received for filing at LCI:



Interstate 605/Valley Boulevard Interchange Improvements Project

Attachment 4

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

10-SJ-5, PM 25.6/28.0

10-SJ-4, PM 15.7/16.2

Resolution E-26-44A

- 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:
- Stockton Channel Viaduct Bridge Improvements: I-5 from PM 25.6 to 28.0 and SR 4 from PM 15.7 to 16.2, in San Joaquin County. Replace the northbound and southbound Stockton Channel Viaduct Bridges (Bridge No. 29-0176L and Bridge No. 29-0176R) in the City of Stockton on I-5 from PM 25.6 to 28.0. (PPNO 3133)
- 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 (Commission), approved Future Consideration of Funding for the Stockton Channel Viaduct Bridge Improvements project and adopted Resolution E-21-82 on August 18, 2021, considering the original Mitigated Negative Declaration from 2021; and
- 1.4 WHEREAS**, the Commission, as a responsible agency, has considered the information contained in the Addendum.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the Commission does hereby approve the above referenced project to allow for future 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: Stockton Channel Viaduct Bridge Improvements

2017072033	C. Scott Guidi	(209) 479-1839
State Clearinghouse Number	Lead Agency Contact Person	Area Code/Telephone

Project Location (include county): Interstate 5 (I-5) from Post Mile 25.6 to 28.0 and State Route (SR) 4 from PM 15.7 to 16.2 in San Joaquin County

Project Description: Replace the northbound and southbound Stockton Channel Viaduct Bridges (Bridge No. 29-0176L and Bridge No. 29-0176R) in the City of Stockton on I-5 from PM 25.6 to 28.0.

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

June 25-26, 2026, 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 10, 1976 East Dr Martin Luther King Blvd, Stockton, CA 95205.

PAUL GOLASZEWSKI		Chief Deputy Director California Transportation Commission
<i>Signature (Public Agency)</i>	<i>Date</i>	<i>Title</i>

Date received for filing at LCI:



Stockton Channel Viaduct Bridge Improvements