

COMMUNITY IMPACT ASSESSMENT TECHNICAL MEMORANDUM

I-580/Corral Hollow Road Interchange Improvement Project

SAN JOAQUIN COUNTY, CALIFORNIA
DISTRICT 10–SJ–580 (PM R 7.61 to PM R 8.61)
EA 10-1Q550/EFIS 1023000035

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Date: January 2026

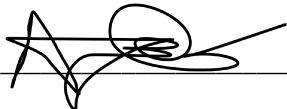


I-580/Corral Hollow Bridge Improvement Project
Community Impact Analysis Technical Memorandum

Interstate 580 & Corral Hollow Road
Tracy, San Joaquin County, California
District 10-1Q550
January 2026

STATE OF CALIFORNIA
Department of Transportation
City of Tracy Public Works Department

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1 - INTRODUCTION

The City of Tracy, in coordination with the California Department of Transportation (Caltrans), is providing a Community Impact Assessment (CIA) Technical Memorandum to discuss the potential impacts on the community and adjacent landowners of the proposed Interstate 580 (I-580)/Corral Hollow Road Interchange Project (proposed project). Caltrans is the Lead Agency under the California Environmental Quality Act (CEQA). Caltrans is also the Lead Agency under the National Environmental Policy Act (NEPA), as assigned by the Federal Highway Administration (FHWA), in accordance with NEPA (42 United States Code [USC] 4321, *et seq.*) This memorandum discusses the direct and indirect impacts on the community during and after construction.

2 - PROJECT LOCATION AND DESCRIPTION

Caltrans, in cooperation with the City of Tracy, proposes the I-580/Corral Hollow Road Interchange Bridge Improvement Project to enhance local and regional traffic circulation and reduce existing and future congestion at the I-580/Corral Hollow Road interchange resulting from buildout of the Tracy Hills Specific Plan (THSP).

The current I-580/Corral Hollow Road Interchange is a Type L-1 Tight Diamond configuration with single-lane on- and off-ramps. Two-way stops control the intersections of Corral Hollow Road and the ramp terminals.

The project proposes reconfiguring the existing Tight Diamond with a Diverging Diamond interchange. The proposed project includes the following improvements:

- Widen and upgrade the Corral Hollow Road Overpass structure (Bridge No. 29-0080) to match existing the existing 4-lane capacity along Corral Hollow Road on either side of the interchange and construct a new concrete barrier between the vehicle lanes and a new center-running multi-purpose bike/pedestrian path.
- Reconfigure the eastbound and westbound I-580 ramp termini intersections to a Diverging Diamond configuration and install a new two-phase signal.
- Install new traffic signals at the eastbound and westbound ramp terminus intersections.
- Stripe crosswalks on the north leg of the westbound I-580 ramp terminus intersection and the south leg of the eastbound I-580 ramp terminus intersection.

The eastbound on-ramp crosses Corral Hollow Creek. Two design options are being considered to address the crossing:

- Option A would involve widening the existing bridge over the Corral Hollow Creek (Bridge No. 29-0081L) to accommodate the eastbound on-ramp, including an additional lane and paved shoulder.
- Option B would involve complete replacement of the existing Corral Hollow Creek Bridge.

2.1 - Project Purpose and Need

2.1.1 - Purpose of the Proposed Project

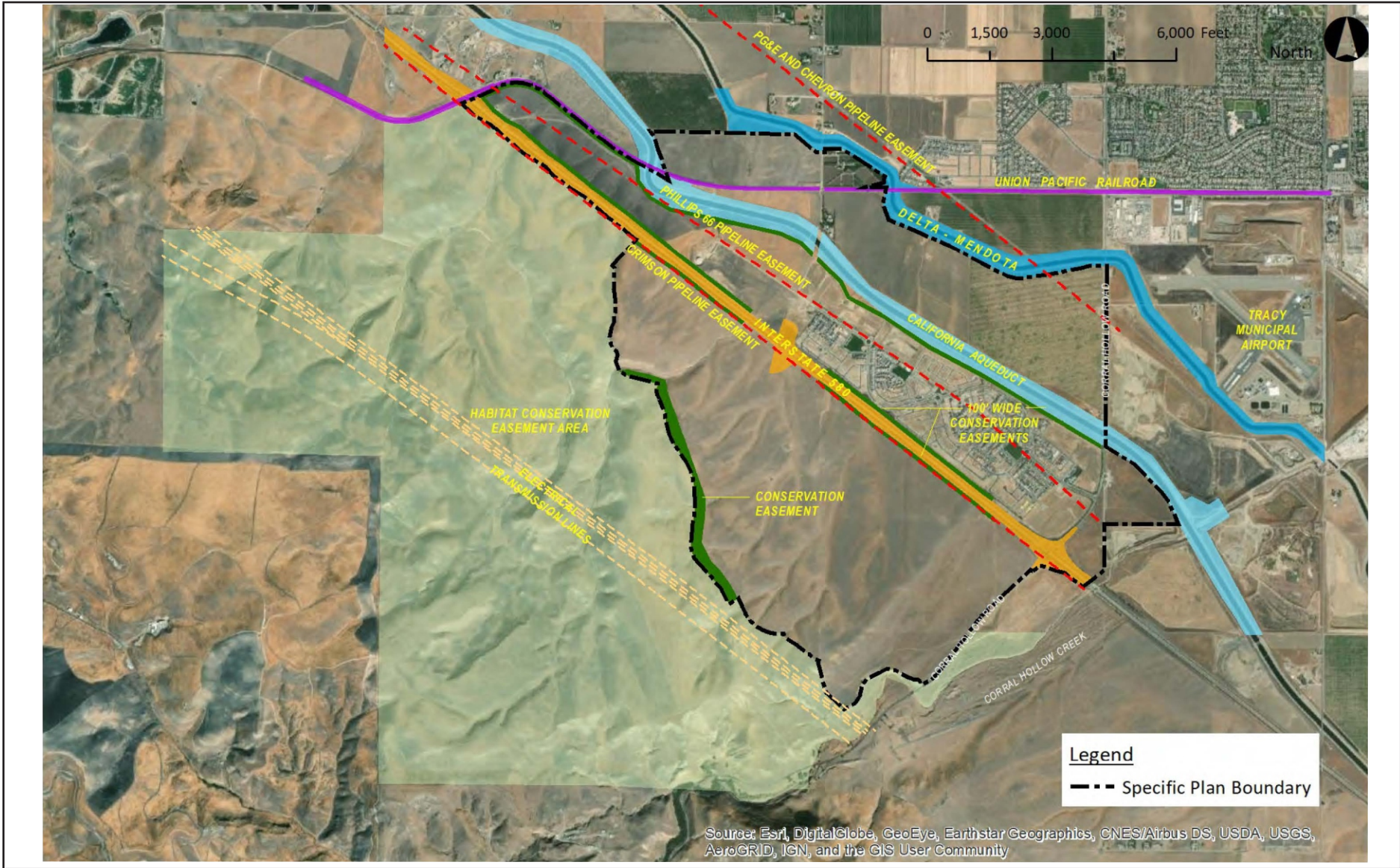
The purpose of the proposed project is to:

- Provide operational improvements to address anticipated traffic generated from ongoing development.
- Improve bicycle and pedestrian accessibility on both sides of the interchange.
- Enhance traffic circulation and mobility for vehicular traffic, bicycles, and pedestrians.
- Enhance connectivity for residents, businesses, and regional travelers while minimizing traffic delays and improving overall roadway functionality.

2.1.2 - Need for the Proposed Project

The proposed project is needed because the current interchange is insufficient to handle future traffic demands and requires improvements to facilitate interchange operations and provide easy access for bicyclists and pedestrians. As described in the Traffic Analysis Operations Report (Kimley-Horn, September 2025), The City of Tracy is experiencing tremendous growth in residential, retail, and commercial development. Development projects have been entitled and roadway infrastructure needs to be improved to accommodate the growth. In addition, regional cut-through traffic from the cities east of Tracy are utilizing City streets to avoid congestion on Interstate 205 (I-205) and I-580 heading west in the mornings and east in the afternoons. One of the major residential/retail developments along I-580 is the Tracy Hills project, which is located north and south of the I-580/Corral Hollow Road interchange and the future I-580/Lammers Road interchange. The THSP Environmental Impact Report (EIR) has identified interim and ultimate improvements at the I-580/Corral Hollow Road interchange. The 2012 City of Tracy Transportation Master Plan has also identified ultimate improvements at the I-580/Corral Hollow Road interchange, similar to the THSP EIR.

The project area also lacks multimodal access and connectivity. To improve this, sidewalks and bike lanes are needed through the interchange to link the existing facilities on both the north and south sides of Corral Hollow Road. These improvements would implement mitigation measures identified in the THSP Final Supplemental EIR which call for multiple transportation improvements, including reconfiguration of both the eastbound and westbound ramps of the 580/Corral Hollow Road interchange, ramp signalization, and installation of pedestrian and Class II bicycle facilities. Figure 1 illustrates existing conditions and Figure 2 provides a set of existing conditions photographs of the interchange and surrounding area.



Source: Tracy Hills Specific Plan, September 2021.

Figure 1
Existing Conditions



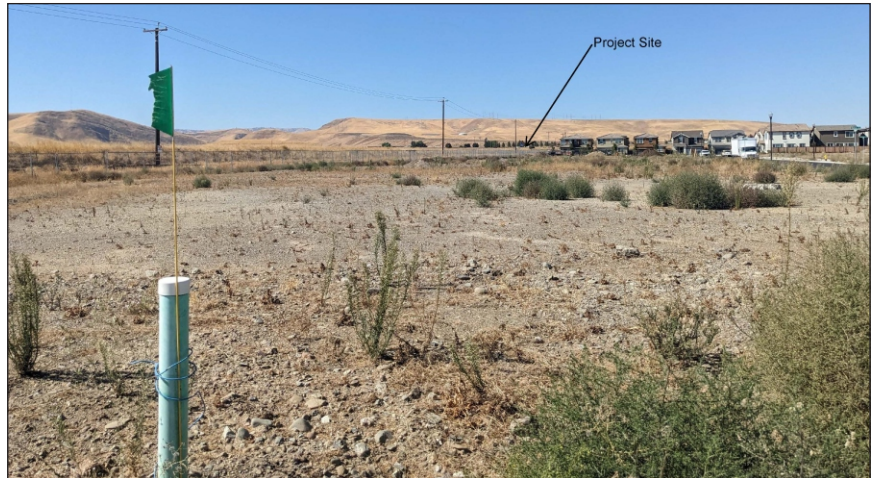
Photograph 1: Northbound view of the I-580/Corral Hollow overpass from the eastbound I-580 on-ramp. Source: Google Maps Street View.



Photograph 2: View of the I-580/Corral Hollow overpass from the eastbound I-580 off-ramp. Source: Google Maps Street View.



Photograph 3: Northbound view of the I-580/Corral Hollow overpass from the eastbound I-580 lanes near Corral Hollow Creek Bridge. Source: Google Maps Street View.



Photograph 4: Southbound view of the I-580/Corral Hollow overpass and residential neighborhoods planned for the southern portion of the Tracy Hills Specific Plan.

Figure 2
Site Photographs

2.2 - Project Description

2.2.1 - Existing Conditions

The proposed project is at the interchange of I-580 and Corral Hollow Road in the City of Tracy. The project vicinity generally includes residential uses and rural/vacant land. The project site consists of an interchange with two eastbound lanes and two westbound lanes on I-580. Additionally, Corral Hollow Road has been widened to accommodate two northbound lanes and two southbound lanes. Corral Hollow Road is a major collector.¹ A major collector has a 2,000 to 10,000 vehicles per day, a curb-to-curb width of 40 to 64 feet, and 2 to 4 lanes. Major collectors serve as connections between local streets and arterial roads, providing access to major truck routes from surrounding neighborhoods. Truck access in the City to I-580 is provided via a truck route on Corral Hollow Road via the I-580 interchange.

A single-family residential development, including parks and a welcome center, is located just northwest of the project site (north of I-580 and west of Corral Hollow Road). A residential development is currently being constructed northeast of the project site, and another residential neighborhood is planned adjacent to the southwestern portion of the project site. The THSP, described further below, would include approximately 5,499 homes at buildout.² Therefore, there would be approximately 5,499 new homes served by the proposed interchange and associated roadway improvements in addition to established neighborhoods in the area.

The THSP encompasses approximately 2,761.3 acres within the southern portion of the City surrounding the existing interchange at Corral Hollow Road and the planned Lammers Road interchange on I-580. The Tracy Hills Final Supplemental Environmental Impact Report (Final SEIR) was certified in January 2016.

Farmland

Local farmland preservation policy is typically implemented through the planning policies and development regulations of local jurisdictions and is therefore addressed in the

¹ California Department of Transportation (Caltrans). 2025. California Road System–Functional Classification. Website:
<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538>. Accessed July 11, 2025.

² City of Tracy. 2016. Tracy Hills Specific Plan: Final Subsequent Environmental Impact Report. January.

general plan, locally adopted CEQA Guidelines, and zoning ordinances. In California, farmland is classified under the Farmland Mapping and Monitoring Program (FMMP) based on its physical and chemical characteristics. Land with the best combination of physical and chemical features to sustain long-term production of agricultural crops is classified as “prime farmland.” There is no designated prime farmland in the project area.

The nine parcels in the project area comprise a total of 267.38 acres, including farmland of local importance, grazing land, vacant or disturbed land, and urban and built-up land, as shown in Table 1.

Table 1: Project Area Farmland

Assessor’s Parcel Number (APN)	Acreage of Parcel	FMMP Status
253-380-070	0.86	D-0.86 acre
253-380-060	3.23	D-3.23 acres
253-380-050	30.84	D-1.65 acres L-29.25 acres
251-060-270	127.9	L-127.90 acres
253-030-150	16.48	G-5.89 acres L-10.59 acres
253-030-010	47.39	D-47.39 acres
253-030-160	26.92	D-1.48 acres G-2.98 acres V-22.46 acres
253-100-070	7.34	V-3.54 acres L-3.80 acres
253-030-040	6.42	G-5.93 acres L-0.49 acres

Notes:
 FMMP = Farmland Mapping and Monitoring Program
 D = Urban and Built-Up Land
 G = Grazing Land
L = Farmland of Local Importance
 V = Vacant or Disturbed Land
 Source: Mark Thomas. 2025.

Parks and Recreational Facilities

There are two public parks near the project area. Both are located within the THSP area. Tracy Hills Park is located at 6895 Tracy Hills Drive, northwest of the I-580/Corral Hollow Road interchange. Tracy Hills Park is accessed from Corral Hollow Road via Tracy Hills

Drive approximately 0.25 mile north of the interchange. Daniel Ray Shack Park is located at 2943 Frost Street, accessed from Corral Hollow Road at Sierra View Drive approximately 0.3 mile southwest of the project site.

Neither of these parks will be adversely affected by construction of the proposed project; access to these parks would not be obstructed as sidewalk improvements have been previously completed at their access points. The proposed project would include widening of Corral Hollow Road from 2 lanes to 4 lanes north and south of the interchange from Sierra View Drive north and from Tracy Hills Drive south to conform to the 4-lane roadway section constructed by the Tracy Hills Development projects. Access to Tracy Hills Park within the Tracy Hills Development will not be impeded by construction activities. Similarly, roadway improvements under the proposed project will not extend beyond the northern boundary of the Sierra View Drive/Corral Hollow Road intersection and access to Daniel Ray Shack Park will not be obstructed during construction. The existing configurations at these two intersections will not be changed by the proposed project and there will be no adverse effects to the two parks during post-construction operation of the interchange improvements.

2.2.2 - Right-of-Way

The proposed project will require right-of-way to be acquired along I-580 and Corral Hollow Road to accommodate the planned upgrades. The areas within and immediately adjacent to the proposed project limits are predominantly developed or in the process of being developed and generally consist of residential and commercial land uses. The existing interchange serves as a main point of access for trucks and residential landowners. This memorandum discusses the impacts on the community during and after construction. Table 2 and Table 3 provide summaries of right-of-way acquisition by parcel number and land use type.

Permanent right-of-way acquisitions from nine parcels will be required to accommodate the proposed project. The permanent acquisitions are anticipated from portions of the parcels described in Table 2 and Table 3 below. Figures 4a and 4b illustrate the area of permanent right-of-way acquisition.

Table 2: Required Right-of-Way Easements

Assessor's Parcel Number (APN)	Parcel Acreage	Current Land Use	Right-of-Way Easement Required (Acres): Option A	Percentage of Parcel	Right-of-Way Easement Required (Acres): Option B	Percentage of Parcel
253-380-070	0.86	Open space	0.056	6.5%	0.056	6.5%
253-380-060	3.23	Open space	0.411	12.7%	0.411	12.7%
253-380-050	30.84	Vacant	1.31	4.2%	1.31	4.2%
251-060-270	127.9	Private landscaping	0.184	0.1%	0.184	0.1%
253-030-150	16.5	Vacant	0.590	3.5%	0.590	3.5%
253-030-010	47.4	Closed landfill	1.09	2.1%	1.04	2.0%
253-030-160	26.9	Vacant	0.185	0.7%	0.34	1.3%
253-100-070	7.34	Vacant	0.304	4.0%	0.512	6.8%
253-030-040	6.42	Vacant	0.058	0.8%	0.058	0.8%
TOTAL	267.38		4.18	1.5%	4.50	1.6%
Note: APN = Assessor's Parcel Number Source: Mark Thomas. 2025.						

Table 3: Acquisitions by Land Use Type

Land Use Type	Impacted Acres (Option A)	% of Parcels	Impacted Acres (Option B)	% of Parcels
Prime Farmland	0.00	0	0.00	0
Farmland of Local Importance	1.6	0.6	1.6	0.6
Grazing Land	0.13	0.05	0.13	0.05
Urban/Built-up Land	2.22	0.8	2.16	0.8
Vacant/Disturbed Land	0.5	0.2	1.2	0.4
Source: Mark Thomas. 2025.				

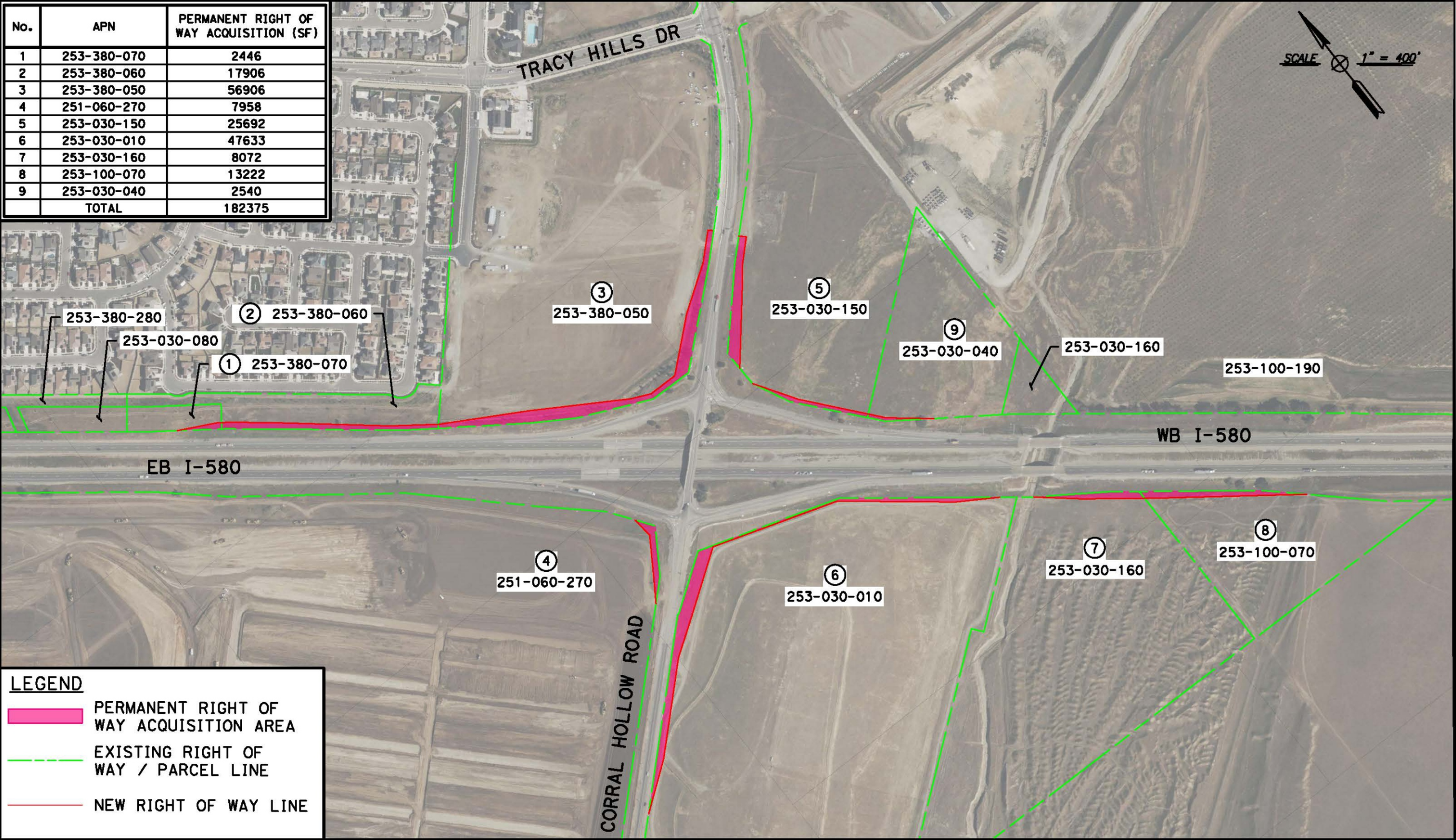
The right-of-way acquisitions will all involve vacant land. The proposed project will not result in any take of prime farmland.

No Temporary Construction Easements (TCEs) will be required for project construction. All construction staging will occur on paved and unpaved portions of I-580.

2.2.3 - Construction Activities

Construction will consist of the following activities:

- Removing landscaping, clearing, and grubbing to accommodate project construction.
- Grading.
- Excavating for and placing asphalt concrete on each approach.
- Installation of cast-in-place concrete piles for bridge and overpass foundations.
- Installation of bike/pedestrian path and Diverging Diamond configuration.
- Paving proposed overpass and modified Corral Hollow Creek bridge over the southbound on-ramp to I-580 (Option A) or installation of single-span bridge on southbound I-580 on-ramp over Corral Hollow Creek (Option B) with associated paving.
- Installation of barrier berm along the project on- and off-ramps as needed.
- Temporary construction fencing as needed for safety/security or habitat protection.
- Relocation of utility poles, cabinets, and vaults.
- Placement of temporary movable message signage.



Source: Mark Thomas & Company, Inc., 05/21/2025.

Figure 3b
Option A: Right-of-Way

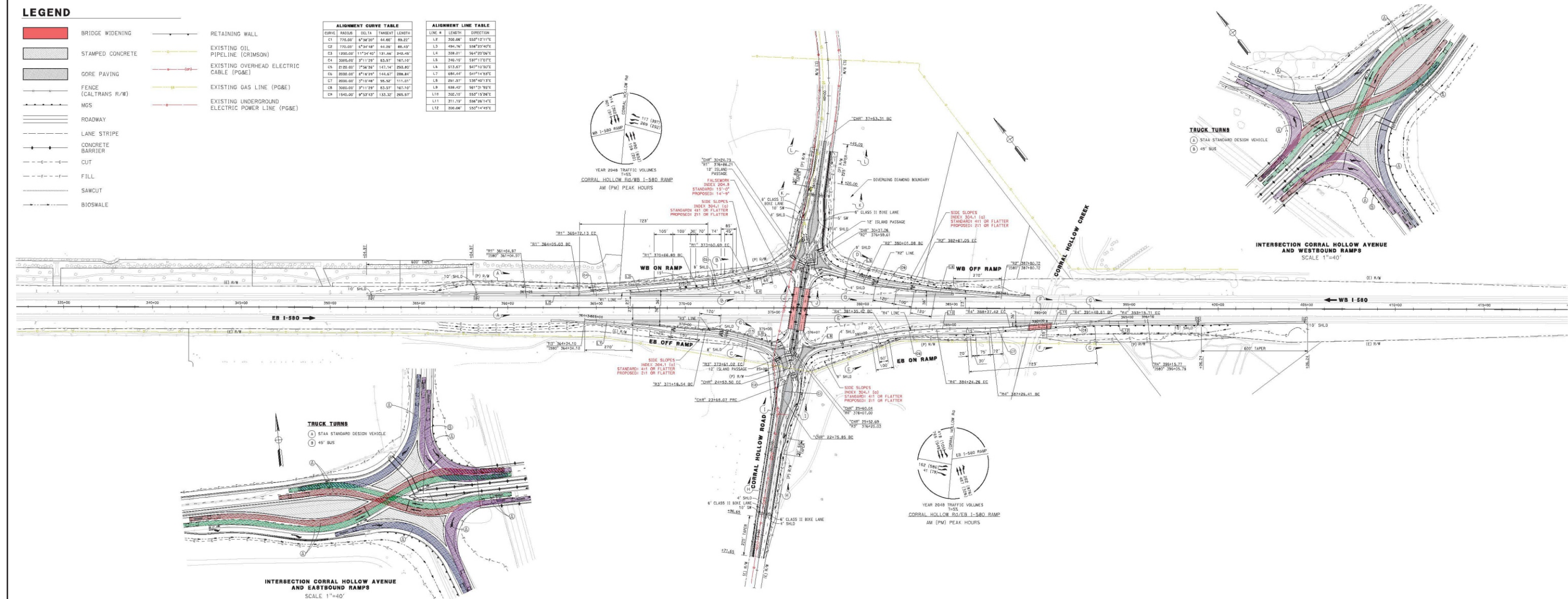
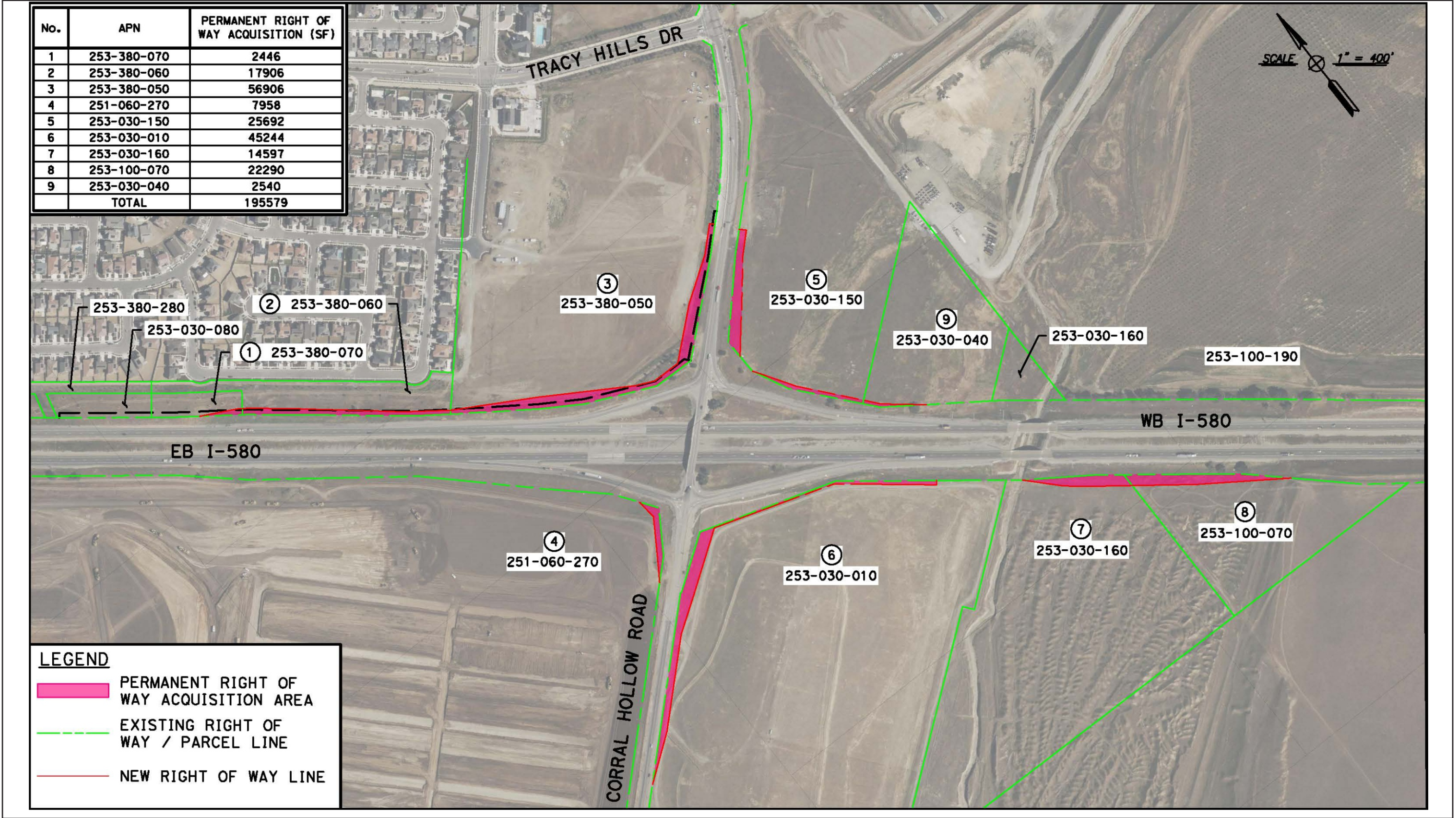


Figure 4a
Option B: Project Design



Source: Mark Thomas & Company, Inc., 05/21/2025.

Figure 4b
Option B: Right-of-Way

Table 4 provides a description of the type of equipment likely to be used during the construction of the proposed project.

Table 4: Construction Equipment

Equipment	Construction Purpose
Backhoe	Bridge foundation excavation, soil manipulation, and drainage work
Bobcat	Fill distribution
Bulldozer/Loader	Earthwork construction, clearing, and grubbing
Dump Truck	Fill material delivery
Excavator	Soil manipulation
Front-end Loader	Dirt and/or gravel manipulation
Grader	Ground leveling
Haul Truck	Earthwork construction, clearing and grubbing, and roadway construction
Roller/Compactor	Roadway construction
Paver	Placement of asphalt concrete
Truck with Seed Sprayer	Erosion control landscaping
Water Truck	Earthwork construction and dust control
Concrete Truck	Concrete delivery
Concrete Pump	Placement of concrete
Source: Compiled by FirstCarbon Solutions (FCS). 2025.	

2.2.4 - Construction Sequence/Schedule and Timing

Construction is currently scheduled to start in March 2028 and is anticipated to end in March 2030, approximately 24 months in total.

3 - TEMPORARY IMPACTS

3.1 - Detours

The proposed project will utilize single-lane closures to maintain through-access at all times during construction. However, short-term ramp/road closure and providing appropriate detours may be necessary for bridge construction and to finalize construction of the ramp. Full closure of the freeway is not anticipated. Please note detailed stage construction and traffic handling plans will be prepared in the next phase and are not currently available.

Minimal detours may be required, as noted above, but access for area residents, commuters, and trucks will be maintained throughout the construction period through maintenance of one lane for access as well as any necessary temporary detours. Therefore, there will be minimal impacts on the local community associated with detours other than minor time delays to accommodate through traffic in one lane.

3.2 - Emergency Access

Construction of the proposed project is currently scheduled to start in March 2028 and take approximately 24 months to complete. The proposed project will utilize single-lane closures during construction to the maximum extent feasible, with potential short-term detours if required, as noted previously, but emergency access vehicles will be able to access the project area as needed. The Transportation Management Plan that will be prepared for the proposed project prior to start of construction will include specific measures for maintaining emergency access during construction.

3.3 - Residents

Land uses designations within and adjacent to the project site are predominantly residential, commercial, and open space/rural. The Specific Plan area is predicted to contain approximately 19,137 people at buildout, including a maximum of 5,499 residential units. With temporary, intermittent single-lane closures expected for Corral Hollow Road during construction, Corral Hollow Road and the I-580 on- and off-ramps will remain accessible, although there could be temporary delays in property access as well as delays in public transportation headways. Local residents will be notified in advance of construction activities and potential temporary detours per Caltrans standard conditions and practices. There are currently no pedestrian or bicyclist facilities on the

overcrossing; therefore, pedestrians and bicyclists will not be adversely affected during construction. Signage will be posted prior to commencement of any lane closures or detours.

The closest residence is located 185 feet to the northwest of the project footprint boundaries. During construction of the proposed project, noise impacts will include short-term noise increases from construction crew commutes, transportation of construction equipment and materials, and bridge construction. Given the relative similarity between Option A and Option B in terms of equipment and materials used, timeframe, and right-of-way impacts, noise impacts will remain the same between either Option A or B. Although noise increases due to construction worker commutes and the transportation of construction equipment and materials will be visible from residential communities nearest to I-580, these noise increases will be instantaneous and short-term and will therefore not result in a steady increase in ambient noise levels in the project area. During bridge construction, noise impacts will reach maximum levels during excavation and site preparation. Per the findings of the Noise Technical Memorandum prepared for the proposed project, the calculated reasonable worst-case construction noise levels at the closest receiving residential land use will be 74 A-weighted decibels (dBA) maximum noise level (L_{max}). This will comply with Caltrans Standard Specification Section 14-8.02, Noise Control, for nighttime noise level standard of 86 dBA. In addition, the proposed project will comply with Caltrans and San Joaquin County (County) construction noise regulations, including applicable restrictions on permissible hours of construction.

Similarly, nighttime work on the proposed project will require the use of temporary lighting. The nighttime work will be temporary and intermittent, not occurring throughout the entire construction period, and all light fixtures will be shielded to the maximum extent feasible to avoid light spill impacts on area residents

Given the distance of the nearest residential receptor, located 185 feet from the project site, groundborne vibration levels will be well below both the Caltrans and Federal Transit Administration (FTA) vibration damage impact criteria of 0.2 peak particle velocity (PPV) for the nearest receiving structure.

Post construction, the proposed project itself will not generate traffic trips; rather, it will address congestion and safety concerns anticipated to arise with future and planned developments and population growth in the area. According to the Transportation Operations Analysis Report, the proposed project will outperform No Build conditions based on vehicle hours of delay (VHD), vehicle hours traveled (VHT), average travel

speed, and vehicles served. As such, the proposed project will reduce congestion, delay, and the occurrence of idling vehicles, all of which contribute to increased air quality pollutant emissions and poor air quality. The proposed project will improve traffic congestion and related air pollutant and greenhouse gas (GHG) emissions by developing an efficient intersection and access for pedestrians and bicyclists.

3.4 - Utilities

There are 12 public service utilities in the immediate vicinity of the project location. Overhead electric lines run north–south along the project site. Other utilities within the project vicinity include underground storm drains, telemeter cables, oil lines, natural gas lines, electric power lines, potable water, telephone cables, Caltrans Transportation Management System (TMS) cable, culverts, Pacific Gas and Electric Company (PG&E) poles, and other infrastructure, including monitoring wells, cabinets, etc.

The proposed project will result in utility conflicts and relocations, including poles for overhead lines, and associated vaults and cabinets controlled by Caltrans, PG&E, and AT&T along the overpass and Corral Hollow Road (Figure 5a and 5b). The City, on behalf of Caltrans, will consult with each utility to ensure that temporary and permanent relocations are appropriately coordinated to maintain service throughout the construction period. As such, no disruption of service that will impact the surrounding community is anticipated.

3.5 - Construction Easements

No TCEs will be required for project construction. All construction staging will occur on paved and unpaved portions of I-580. Therefore, the proposed project will have no effect on property owners or the surrounding area with regard to TCEs.

4 - PERMANENT IMPACTS

4.1 - Traffic

The proposed project will not be capacity-inducing; the proposed project will improve the operational characteristics and efficiency of the existing interchange. Long-term impacts associated with the proposed project will reduce bottlenecks and traffic hazards. Sidewalks and bicycle lanes currently exist on both sides of Corral Hollow Road, ending approximately 0.15 mile south of Tracy Hills Drive (not yet extending to the I-580 interchange). The proposed project will extend the sidewalk and bicycle lanes to connect to the existing facilities. Following construction, roadway users will continue to be able to travel on I-580 and Corral Hollow Road by motor vehicle or bicycle and the improved interchange will provide connectivity for pedestrians and bicyclists across the interchange.

As noted above, post construction, the proposed project itself will not generate traffic trips; rather, it will address congestion and safety concerns anticipated to arise with future and planned developments and population growth in the area. According to the Transportation Operations Analysis Report, the proposed project will outperform No Build conditions based on v VHD, VHT, average travel speed, and vehicles served. As such, the proposed project will reduce congestion, delay, and the occurrence of idling vehicles, all of which contribute to increased air quality pollutant emissions and poor air quality. The proposed project will improve traffic congestion and related air pollutant and GHG emissions by developing an efficient intersection and access for pedestrians and bicyclists.

4.2 - Right-of-Way Easements

Implementation of the proposed project will require the acquisition of approximately 4.18 (Option A) to 4.50 (Option B) acres from nine parcels located along I-580 and Corral Hollow Road, because the existing roadway alignment is in prescriptive right-of-way and the County plans to acquire permanent right-of-way as part of the proposed project (refer to Figures 3b and 4b). After completion of NEPA clearance, all real property transactions will comply with the property acquisition and relocation standards of the State of California, the Caltrans Relocation Assistance Program, and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and property owners will be compensated in accordance with fair market values based on appraisals. Current uses for parcels within the proposed project are provided in Table

2. As shown, the proposed project will require partial acquisition of vacant/grazing lands and no urban/built lands will be affected. The proposed project will not result in any displacement or removal of existing structures.

4.3 - Land Use and Planning

The Farmland Protection Policy Act (FPPA) is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. It assures that, to the extent possible, federal programs are administered to be compatible with State, local government, and private programs and policies to protect farmland. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

As shown, the proposed project will require acquisition of slivers of farmland of local importance and grazing land (please refer to Table 3). According to the Caltrans Standard Environmental reference, any farmland (regardless of quality) that is already in or committed to urban development is considered farmland that is not subject to the FPPA. Where the proposed right-of-way for a transportation project is wholly within a delineated urban area, the completion and submittal of Form AD 1006 or Form NRCS-CPA-106 to NRCS and consultation is not necessary. The proposed project is located within the City’s Sphere of Influence and has been identified in the THSP and the General Plan for future urban development; therefore, no further documentation is required.

Permanent acquisition of urban/built-up land and vacant/undeveloped land will also be required for right-of-year.

Table 5, below, provides a consistency analysis of the proposed project and the applicable goals and policies of regional and local planning documents.

Table 5: Consistency with Regional and Local Plans

Goals and Policies	Project Consistency
San Joaquin Council of Governments–2022 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)	
Policy: Enhance the Environment for Existing and Future Generations and Conserve Energy	Consistent. Post construction, the proposed project itself will not generate traffic trips;

Goals and Policies	Project Consistency
	rather, it will address congestion and safety concerns anticipated to arise with future and planned developments and population growth in the area. According to the Transportation Operations Analysis Report, intersection delays, queues, and overall network performance will improve when compared to Future No Build conditions. These improvements are attributed to increased capacity from the widening of Corral Hollow Road and the addition of intersection controls and turn lanes, allowing eastbound and westbound off-ramp traffic from Interstate 580 (I-580) to turn onto Corral Hollow Road. As such, the proposed project is anticipated to reduce transportation-related emissions related to idling by relieving traffic congestion and providing an efficient interchange. These changes will enhance the travel environment for future residents and businesses in the area, as well as conserve energy.
Strategy No. 2: Encourage preservation of natural resources.	Consistent. The proposed interchange improvements will include either bridge widening or a new on-ramp over Corral Hollow Creek. The Biological Resources section of the accompanying CEQA document discusses potential impacts to the creek and proposes mitigation to avoid impacting the resource. No footings or other structures will be placed within the creek bed and appropriate measures will be taken to avoid adverse impacts to the creek banks. These provisions will ensure that there will be minimal, if any, impacts to Corral Hollow Creek in the vicinity of the proposed project or downstream, and the proposed project will be consistent with this strategy.

Goals and Policies	Project Consistency
Strategy No. 4: Improve air quality by reducing transportation-related emissions.	Consistent. According to the Transportation Operations Analysis Report, intersection delays, queues, and overall network performance will improve from Future No Build conditions. These improvements are attributed to increased capacity from the widening of Corral Hollow Road and the addition of intersection controls and turn lanes, allowing eastbound and westbound off-ramp traffic from I-580 to turn onto Corral Hollow Road. As such, the proposed project will relieve traffic congestion and reduce transportation-related exhaust emissions related to idling by providing an improved and more efficient interchange, as well as improving vehicular, bicycle, and pedestrian access. The proposed project will not increase capacity and is not growth-inducing. Please refer to the Air Quality Technical Memorandum, Climate Change Analysis, and the Vehicle Miles Traveled (VMT) analysis contained in the Transportation Operations Analysis Report for a comprehensive discussion of air quality/greenhouse gas (GHG) emission impacts.
Policy: Maximize Mobility and Accessibility	Consistent. The proposed project will widen Corral Hollow Road bridge overcrossing and include bicycle and pedestrian paths/sidewalks to encourage bicycle/pedestrian travel through the interchange. The proposed project will also enhance connectivity to and from the existing and planned residential neighborhoods to the north and south of the interchange. The purpose of the proposed project is to plan for projected regional population growth, relieve traffic congestion and related exhaust emissions from idling by providing an improved

Goals and Policies	Project Consistency
	and efficient interchange, and improve vehicular, bicycle, and pedestrian access.
Strategy No. 7: Provide transportation improvements to facilitate nonmotorized travel, including incorporation of complete streets elements as appropriate.	Consistent. The proposed project will provide transportation improvements along I-580 and Corral Hollow Road. The proposed project will widen Corral Hollow Road and incorporate bicycle and pedestrian paths to encourage bicycle/pedestrian travel.
Strategy No. 8: Improve freight access to key strategic economic centers.	Consistent. The proposed project will provide transportation improvements to the I-580/Corral Hollow Road interchange. Since Corral Hollow Road functions as a designated truck route within the City, the proposed project will improve freight access to strategic economic centers.
Strategy No. 9: Promote safe and efficient strategies to improve the movement of goods by air, water, rail, and roadway.	Consistent. The proposed project will provide transportation improvements to the I-580/Corral Hollow Road interchange, thereby improving the movement of goods within the City.
Policy: Increase Safety and Security	Consistent. The proposed project will provide new dedicated pedestrian crossings and bicycle facilities that will allow for efficient crossing for nonmotorized users through the interchange.
Strategy No. 10: Facilitate projects that reduce the number and severity of traffic incidents.	Consistent. According to the Transportation Operations Analysis Report, intersection delays, queues, and overall network performance will improve from Future No Build conditions. The proposed project will construct Diverging Diamond traffic controls on Corral Hollow Road and improve the existing interchange to increase capacity at the interchange and provide for ease of traffic flow to match the completed widening of Corral

Goals and Policies	Project Consistency
	Hollow Road north and south of the interchange.
Strategy No. 11: Support local and State efforts for transportation network resiliency, reliability, and climate adaptation.	Consistent. According to the Transportation Operations Analysis Report, intersection delays, queues, and overall network performance will improve from Future No Build conditions. These improvements are attributed to increased capacity from the widening of the bridge overcrossing and the addition of intersection controls and turn lanes, allowing eastbound and westbound off-ramp traffic from I-580 to turn onto Corral Hollow Road. The proposed project will also provide new pedestrian crossing and bicycle facilities. These improvements will improve the transportation network's reliability for all modes.
Policy: Preserve the Efficiency of the Existing Transportation System	Consistent. According to the Transportation Operations Analysis Report, the proposed project will enhance the existing roadway network at the I-580/Corral Hollow Road interchange. The interchange will operate more efficiently after project implementation. The increased efficiency of the interchange will facilitate the operation of Corral Hollow Road, a designated City truck route, and the improvements will support planned economic growth as further development, such as the buildout of the approved Tracy Hills Specific Plan (THSP), occurs in the area and in adjacent areas served by I-580 and Corral Hollow Road.
Strategy No. 12: Prioritize projects that make more efficient use of the existing road network.	Consistent. The proposed project will include improvements to the existing roadway network at the interchange of I-580 and Corral Hollow Road. The proposed project will include new Diverging Diamond traffic controls and dedicated pedestrian and bicycle facilities to

Goals and Policies	Project Consistency
	further enhance circulation and mobility of the existing road network.
Policy: Support Economic Vitality	Consistent. The proposed project will improve the interchange at I-580 and Corral Hollow Road, which will support economic growth in the City. Additionally, Corral Hollow Road is a designated truck route within the City, further encouraging economic growth.
Strategy No. 17: Support transportation improvements that improve economic competitiveness, revitalize commercial corridors and strategic economic centers, and enhance travel and tourism opportunities.	Consistent. The proposed project will improve the interchange at I-580 and Corral Hollow Road, which will support economic growth in the City. Additionally, Corral Hollow Road is a designated truck route within the City, further encouraging economic growth. The increased efficiency of the interchange will facilitate the operation of Corral Hollow Road, and the improvements will support planned economic growth as further development, such as the buildout of the approved THSP, occurs in the area and in adjacent areas served by I-580 and Corral Hollow Road.
City of Tracy General Plan	
Land Use Element	
Policy P2: Adequate environmental protection and mitigation shall be provided for uses that are less compatible with development near and along freeway corridors.	Consistent. The proposed project will comply with applicable regulations and requirements regarding environmental protection and mitigation for surrounding residential uses.
Objective LU-6.2: Ensure land use patterns that minimize conflicts between transportation corridors and neighboring uses.	Consistent. The proposed project will not result in any change or conflict in existing land use; Corral Hollow Road is a transportation corridor, which will remain the same with project implementation. The proposed project will not increase capacity but will improve operation of the interchange by reducing delays. Surrounding land uses are primarily vacant land along with residential or planned

Goals and Policies	Project Consistency
	residential associated with the THSP. The proposed project will be separate from the surrounding residential land uses and will comply with applicable setbacks, design requirements, and environmental regulations.
Community Character Element	
Goal CC-2: A high level of connectivity within the City of Tracy.	Consistent. The proposed project will increase connectivity within the City by providing improvements to the I-580/Corral Hollow Road interchange and to Corral Hollow Road.
Objective CC-2.1: Maximize direct pedestrian, bicycle and vehicle connections in the City.	Consistent. The proposed project will increase connectivity within the City by providing improvements to the I-580/Corral Hollow Road interchange and to Corral Hollow Road. The proposed project will also provide new pedestrian crossing and bicycle facilities, which will allow more efficient crossing for nonmotorized users through the interchange.
Objective ED-5.3: Support I-205/I-580/I-5 infrastructure as key to economic growth in the area.	Consistent. The proposed project will improve the interchange at I-580 and Corral Hollow Road, which will support economic growth in the City. Additionally, Corral Hollow Road is a designated truck route within the City, further encouraging economic growth. The increased efficiency of the interchange will facilitate the operation of Corral Hollow Road, and the improvements will support planned economic growth as further development, such as the buildout of the approved THSP, occurs in the area and in adjacent areas served by I-580 and Corral Hollow Road.
Goal CIR-1: A roadway system that provides access and mobility for all of Tracy's residents and businesses while maintaining the quality of life in the community.	Consistent. The proposed project will improve the roadway system at I-580 and Corral Hollow Road for increased access and mobility for the City's residents and businesses, including new bike and pedestrian access.

Goals and Policies	Project Consistency
Action A2: Prepare Precise Plan Line studies for major new roads and widenings and consult with Caltrans for new interchanges identified in the Roadway Master Plan in order to define the rights-of-way needed to construct future facilities.	Consistent. The City will consult with Caltrans for the proposed interchange to define the right-of-way needed to construct the proposed project.
Objective CIR-1.2: Provide a high level of street connectivity.	Consistent. The proposed project will include widening the overcrossing to accommodate four travel lanes, as planned for and already evaluated in the THSP EIR and the City's Transportation Master Plan. Corral Hollow Road has already been widened to accommodate four travel lanes on either side of the interchange and will be striped to implement the additional two lanes once the widening of the overcrossing is complete. The improvements will also include construction of a Diverging Diamond configuration and traffic signals on the eastbound and westbound ramp termini. Together, the proposed improvements will increase connectivity between I-580 and Corral Hollow Road and between Corral Hollow Road and the surrounding streets.
Policy P1: The City shall ensure that the street system results in a high level of connectivity, especially between residences and common local destinations, such as schools, Village Centers, retail areas and parks. The standard for roadway (vehicular) connectivity is defined as appropriate spacing of arterials and collectors and local roads as detailed [in Section B of the Circulation Element] "Roadway Classifications and Standards."	Consistent. There are currently no bicycle or pedestrian paths over the interchange. The proposed project will provide sidewalks and dedicated bicycle lanes over the interchange that will connect to existing sidewalks and bicycle lanes on Corral Hollow Road. The proposed project will facilitate bicycle and pedestrian connectivity between I-580, Corral Hollow Road, and the surrounding area, thereby increasing the level of connectivity between residences and local destinations.
Policy P2: The City shall implement a connected street pattern with multiple route options for vehicles, bikes and pedestrians.	Consistent. There are currently no bicycle or pedestrian paths over the interchange. The proposed project will provide sidewalks and

Goals and Policies	Project Consistency
	dedicated bicycle lanes over the interchange that will connect to existing sidewalks and bicycle lanes on Corral Hollow Road. The proposed project will provide bicycle and pedestrian access along the roadway through the interchange, providing better connectivity for all travel modes.
Economic Development Element	
Objective CIR-1.3: Adopt and enforce LOS standards that provide a high level of mobility and accessibility, for all modes, for residents and workers.	Consistent. The proposed project will improve Level of Service (LOS) for intersections and road segments in the project area, including along I-580 and Corral Hollow Road, because it will provide additional lanes and traffic controls to increase efficiency.
Circulation Element	
Policy P1: To the extent feasible, the City shall strive for LOS D on all streets and intersections, with the LOS standard for each facility to be defined in the Transportation Master Plan in accordance with the opportunities and constraints identified through the traffic projections and analysis performed for that Plan. The following exceptions to the LOS D standard may be allowed: • LOS E or lower shall be allowed on streets and at intersections within one-quarter (1/4) mile of any freeway. This lower standard is intended to discourage interregional traffic from using Tracy streets. LOS E or lower shall be allowed in the Downtown and Bowtie area of Tracy, in order to create a pedestrian-friendly urban design character and densities necessary to support transit, bicycling and walking.	Consistent. The proposed project will improve LOS for intersections and road segments in the project area, including along I-580 and Corral Hollow Road, because it will provide additional lanes and traffic controls to increase efficiency.

Goals and Policies	Project Consistency
Policy P3: Intersections may be permitted to fall below their adopted LOS standard on a temporary basis when the improvements necessary to preserve the LOS standard are in the process of construction or have been designed and funded but not yet constructed.	Consistent. The existing intersections of Corral Hollow Road with the I-580 on- and off-ramps are currently operating at LOS D or F (see Transportation Operations Analysis Report, page 15). The proposed project will improve LOS conditions at the on- and off-ramps to A, B, or C, depending on the ramp terminus or entrance, during operations. In the AM peak-hour, the eastbound I-580 ramp terminus intersection (No. 2) and westbound I-580 ramp terminus intersection (No. 3) no longer operate at an unacceptable LOS. In the PM peak-hour, the eastbound I-580 ramp terminus intersection, westbound I-580 ramp terminus intersection, and Tracy Hills Drive intersection will no longer operate at an unacceptable LOS. While the proposed project could temporarily fall below LOS standards during construction, the proposed project will ultimately improve LOS in the project vicinity.
Policy P4: Roadways and freeways that are subject to State and regional agency oversight and/or are candidates for State-funded or federally funded improvements should conform to the operational service requirements of the applicable agency.	Consistent. The proposed project will conform to the operational service requirements of Caltrans, as well as the City.
Objective CIR-1.5: Protect residential areas from through traffic and high travel speeds by facilitating free flow of traffic on major streets.	Consistent. The proposed project will improve the interchange at I-580/Corral Hollow Road, thereby facilitating free flow of traffic on major streets in the proposed project's vicinity. As such, the proposed project will help protect the surrounding residential areas from through traffic.
Objective CIR-1.7: Minimize traffic-related impacts such as noise and emissions on adjacent land uses.	Consistent. The proposed project will not result in any increase in traffic noise levels at sensitive receptors in the project vicinity, as is shown in the operational noise analysis

Goals and Policies	Project Consistency
	contained in the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the proposed project. Furthermore, according to the Transportation Operations Analysis Report, the proposed project will outperform No Build conditions based on vehicle hours of delay (VHD), vehicle hours traveled (VHT), average travel speed, and vehicles served. As such, the proposed project will reduce congestion, delay, and the occurrence of idling vehicles, all of which contribute to increased air quality pollutant emissions and poor air quality. Please refer to the Air Quality Technical Memorandum prepared in support of the proposed project.
Objective CIR-1.8: Minimize transportation-related energy use and impacts on the environment.	Consistent. The proposed project will reduce idling vehicles, traffic congestion, and vehicle delays, which will minimize transportation-related energy use and impacts on the environment. Furthermore, the proposed project will comply with all applicable regulations protecting environmental resources.
Policy P1: Transportation projects shall avoid disrupting sensitive environmental resources.	Consistent. Multiple federally and State-listed species have been recorded within the vicinity of the Biological Study Area (BSA); however, the proposed project will include measures to avoid, minimize, and compensate for impacts to these species. Additionally, the proposed project will include measures to avoid, minimize, and compensate impacts to migratory birds. No Essential Fish Habitat (EFH) exists within the BSA and consultation with the National Marine Fisheries Service concerning EFH is not warranted. Furthermore, the BSA contains Corral Hollow Creek, a tributary to the San Joaquin River, and two isolated ephemeral drainages. Proposed

Goals and Policies	Project Consistency
	impacts to the ephemeral drainage channels and the proposed overpass over Corral Hollow Creek are expected to be regulated by the California Department of Fish and Wildlife (CDFW) pursuant to the Streambed Alteration Program, California Fish and Game Code Section 1602, <i>et seq.</i> Many regionally common invasive plant species were observed within the BSA. The majority of the work will be conducted in disturbed roadside grassland, which currently contains a mix of non-native, invasive, and disturbance-tolerant native species. For this reason, the proposed project should not result in a substantial increase in invasive vegetation within the BSA. Additionally, based on the results of the records searches, archival research, the negative results from the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search for Tribal Cultural Resources (TCRs), Tribal correspondence, the pedestrian survey, and buried site potential, the potential for the proposed project to have an adverse effect on historic or pre-contact cultural resources is low. As such, the proposed project will comply with all applicable regulations and requirements protecting environmental resources, such as biological resources, cultural resources, or TCRs.
Policy P2: When possible, road construction and repair projects shall use sustainable materials.	Consistent. The proposed project will utilize sustainable materials to the extent feasible while following all applicable Caltrans requirements.
Goal CIR-2: Adequate interregional access.	Consistent. The proposed project will improve interregional access by improving the I-580/Corral Hollow Road interchange.

Goals and Policies	Project Consistency
Objective CIR-2.1: Support regional planning and implementation efforts to improve interregional highways and interregional travel efficiency.	Consistent. The proposed project will improve interregional access and travel efficiency by improving the I-580/Corral Hollow Road interchange.
Policy P1: The City shall continue to cooperate with regional and State agencies, including Caltrans and San Joaquin Council of Governments (SJCOG) to study, plan and fund improvements to the regional transportation system. These regional transportation improvements may include freeway widening, the construction of regional roadways, regional passenger rail expansions, additions to the existing commuter bus system and provision of park-and-ride lots near facilities heavily used by commuters.	Consistent. The proposed project will improve the regional transportation system through coordination with the City of Tracy and Caltrans. Improvements will include interchange improvements, traffic controls, roundabouts, and street widening on Corral Hollow Road.
Policy P1: The City shall incorporate appropriate bicycle and pedestrian facilities on all roadways constructed by the City, Class I to the extent feasible.	Consistent. The proposed project will construct a dedicated bicycle and pedestrian lane on the overpass over the I-580/Corral Hollow Road interchange.
Policy P2: To the extent possible, the City shall separate vehicular from bicycle and pedestrian traffic on higher-speed and higher-volume roadways through the use of off-street bicycle and pedestrian facilities.	Consistent. The proposed project will construct a dedicated (separated) bicycle and pedestrian lane on the overpass over the I-580/Corral Hollow Road interchange.
Policy P1: New development shall meet all federal, State and regional regulations for habitat and species protection.	Consistent. The proposed project will comply with all applicable federal, State, and regional regulations for habitat and species protection during project construction and implementation. Specifically, Option B will reduce impacts on California red-legged frog habitat through the construction of a single-span bridge, enhancing project compliance with existing federal, State, and regional regulations.

Goals and Policies	Project Consistency
Policy P2: The City shall build and require roadways that are adequate in terms of width, radius and grade to facilitate access by City fire-fighting apparatus, while also maintaining and improving Tracy's neighborhood character and hometown feel.	Consistent. The roadways and interchange improvements constructed by the proposed project will be adequate to facilitate emergency access.
Policy P4: All construction in the vicinity of noise-sensitive land uses, such as residences, hospitals, or convalescent homes, shall be limited to daylight hours or 7:00 a.m. to 7:00 p.m. In addition, the following construction noise control measures shall be included as requirements at construction sites to minimize construction noise impacts: • Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area. Utilize "quiet" air compressors and other stationary noise sources where technology exists. Objective N-1.2: Control sources of excessive noise. Goal N-1: A citizenry protected from excessive noise.	Consistent. The proposed project will limit construction hours to daylight hours, as applicable, and will implement applicable construction noise control measures to minimize noise impacts from project construction. Consistent. The proposed project will prepare a project-specific noise analysis and implement any applicable requirements or standard measures to reduce noise impacts on the surrounding communities. The noise impact analysis contained in the IS/MND prepared for the proposed project demonstrates that the proposed project will not increase traffic noise levels at sensitive receptors in the project vicinity. The nearest residential structure is located approximately 165 feet from the nearest construction footprint where the construction equipment will potentially operate. At this distance, groundborne vibration levels will range up to 0.012 inch per second peak particle velocity (PPV) from operation of the types of equipment that produce the highest vibration levels. This does not exceed the Federal Transit Administration's (FTA's) construction vibration damage criteria of 0.2 inch per second PPV for this type of structure, a building of nonengineered timber and masonry construction. According to Caltrans Standard Specification Section 14-8.02, Noise Control, noise levels generated during

Goals and Policies	Project Consistency
	construction shall comply with applicable local, State, and federal regulations.
Objective AQ-1.3: Provide a diverse and efficient transportation system that minimizes air pollutant and greenhouse gas emissions. Policy P4: All construction in the vicinity of noise-sensitive land uses, such as residences, hospitals, or convalescent homes, shall be limited to daylight hours or 7:00 a.m. to 7:00 p.m. In addition, the following construction noise control measures shall be included as requirements at construction sites to minimize construction noise impacts: • Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area. Utilize “quiet” air compressors and other stationary noise sources where technology exists. Objective N-1.2: Control sources of excessive noise. Policy P4: All construction in the vicinity of noise-sensitive land uses, such as residences, hospitals, or convalescent homes, shall be limited to daylight hours or 7:00 a.m. to 7:00 p.m. In addition, the following construction noise control measures shall be included as requirements at construction sites to minimize construction noise impacts: • Equip all internal combustion engine-driven equipment with intake and exhaust mufflers	Consistent. Post construction, the proposed project itself will not generate traffic trips; rather, it will address congestion and safety concerns anticipated to arise with future and planned developments and population growth in the area. According to the Transportation Operations Analysis Report, the proposed project will outperform No Build conditions based on VHD, VHT, average travel speed, and vehicles served. As such, the proposed project will reduce congestion, delay, and the occurrence of idling vehicles, all of which contribute to increased air quality pollutant emissions and poor air quality. The proposed project will improve traffic congestion and related air pollutant and GHG emissions by developing an efficient intersection and access for pedestrians and bicyclists. Consistent. The proposed project will limit construction hours to daylight hours, as applicable, and will implement applicable construction noise control measures to minimize noise impacts from project construction.

Goals and Policies	Project Consistency
that are in good condition and appropriate for the equipment. • Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area. Utilize “quiet” air compressors and other stationary noise sources where technology exists.	
Objective AQ-1.3: Provide a diverse and efficient transportation system that minimizes air pollutant and greenhouse gas emissions. Policy P4: All construction in the vicinity of noise-sensitive land uses, such as residences, hospitals, or convalescent homes, shall be limited to daylight hours or 7:00 a.m. to 7:00 p.m. In addition, the following construction noise control measures shall be included as requirements at construction sites to minimize construction noise impacts: • Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area. Utilize “quiet” air compressors and other stationary noise sources where technology exists. Objective N-1.2: Control sources of excessive noise.	Consistent. The proposed project will improve traffic congestion and related air pollutant and GHG emissions by developing an efficient intersection and access for pedestrians and bicyclists. Consistent. Post construction, the proposed project itself will not generate traffic trips; rather it will address congestion and safety concerns anticipated to arise with future and planned developments and population growth in the area. According to the Transportation Operations Analysis Report, the proposed project will outperform No Build conditions based on VHD, VHT, average travel speed, and vehicles served. As such, the proposed project will reduce congestion, delay, and the occurrence of idling vehicles, all of which contribute to increased air quality pollutant emissions and poor air quality. The proposed project will improve traffic congestion and related air pollutant and GHG emissions by developing an efficient intersection and access for pedestrians and bicyclists. Consistent. The proposed project will limit construction hours to daylight hours, as applicable, and will implement applicable construction noise control measures to

Goals and Policies	Project Consistency
	minimize noise impacts from project construction.
Objective AQ-1.3: Provide a diverse and efficient transportation system that minimizes air pollutant and greenhouse gas emissions. Policy P4: All construction in the vicinity of noise-sensitive land uses, such as residences, hospitals, or convalescent homes, shall be limited to daylight hours or 7:00 a.m. to 7:00 p.m. In addition, the following construction noise control measures shall be included as requirements at construction sites to minimize construction noise impacts: • Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area. Utilize “quiet” air compressors and other stationary noise sources where technology exists.	Consistent. The proposed project will improve traffic congestion and related air pollutant and GHG emissions by developing an efficient intersection and access for pedestrians and bicyclists. Consistent. Post construction, the proposed project itself will not generate traffic trips; rather it will address congestion and safety concerns anticipated to arise with future and planned developments and population growth in the area. According to the Transportation Operations Analysis Report, the proposed project will outperform No Build conditions based on VHD, VHT, average travel speed, and vehicles served. As such, the proposed project will reduce congestion, delay, and the occurrence of idling vehicles, all of which contribute to increased air quality pollutant emissions and poor air quality. The proposed project will improve traffic congestion and related air pollutant and GHG emissions by developing an efficient intersection and access for pedestrians and bicyclists. Consistent. The proposed project will limit construction hours to daylight hours, as applicable, and will implement applicable construction noise control measures to minimize noise impacts from project construction.
Objective AQ-1.3: Provide a diverse and efficient transportation system that minimizes air pollutant and greenhouse gas emissions.	Consistent. The proposed project will improve traffic congestion and related air pollutant and GHG emissions by developing an efficient intersection and access for pedestrians and bicyclists.

Goals and Policies	Project Consistency
	Consistent. Post construction, the proposed project itself will not generate traffic trips, rather it will address congestion and safety concerns anticipated to arise with future and planned developments and population growth in the area. According to the Transportation Operations Analysis Report, the proposed project will outperform No Build conditions based on VHD, VHT, average travel speed, and vehicles served. As such, the proposed project will reduce congestion, delay, and the occurrence of idling vehicles, all of which contribute to increased air quality pollutant emissions and poor air quality. The proposed project will improve traffic congestion and related air pollutant and GHG emissions by developing an efficient intersection and access for pedestrians and bicyclists.
Objective AQ-1.3: Provide a diverse and efficient transportation system that minimizes air pollutant and greenhouse gas emissions.	Consistent. The proposed project will improve traffic congestion and related air pollutant and GHG emissions by developing an efficient intersection and access for pedestrians and bicyclists.

As demonstrated above, the proposed project is consistent with applicable regional and local plans, goals, and policies.

4.4 - Growth Impacts

The proposed project will not introduce a new connection to the area that could result in growth not already planned for by the buildout of the approved THSP but will improve operation of the existing I-580/Corral Hollow Road Interchange to accommodate projected regional growth in the area, per the requirements of the THSP and the City's Transportation Master Plan. As such, the proposed project will be consistent with regional growth projections. The proposed project would not be anticipated to influence growth but to accommodate planned growth. The proposed project will not increase capacity or result in an increase in Vehicle Miles Traveled (VMT); rather, it will improve interchange

operations, reduce delays and idling, and provide new connectivity for bicyclists and pedestrians across the interchange. Therefore, there are no unanticipated short-term or long-term impacts related to growth as a result of the proposed project.

4.5 - Neighborhoods and Community Cohesion

Since the proposed project is an improvement to an existing roadway facility, the proposed project would not create a barrier that divides the existing neighborhoods and affect community cohesion. As noted, the proposed project would improve connectivity for neighborhoods north and south of the interchange by providing new bicycle and pedestrian connections to existing facilities on Corral Hollow Road. There would be no sound walls constructed that could block community views across the I-580. There would be no increase in capacity as a result of the proposed project, and noise and vibration would not increase, as noted in the Noise Technical Memorandum prepared for the proposed project. Continuous access along the roadways and to adjacent neighborhoods would be maintained throughout construction.

The proposed project is an improvement to an existing interchange and there would be no perceptible change to the visual character of the area. The area on both sides of the interchange is part of the THSP, which provides for cohesive development physically and aesthetically. As growth is planned for the area, rural characteristics in the project vicinity would be changed over time to a more suburban character, but this would not occur as a result of the proposed project. There are no unique or distinctive characteristics of the project vicinity that would be affected by the proposed project. Therefore, the proposed project would not have short-term or long-term impacts on community character and cohesion.

4.6 - Residential and Business Relocation

As shown previously, permanent right-of-way easements would be required as part of the proposed project. No building structures would be impacted, and no residential units, businesses, or personal property would be relocated as a result of the proposed project.

4.7 - Economics

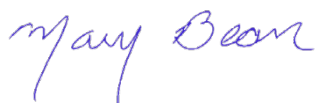
There would be no impacts on local tax revenue or property revenues as a result of the proposed project. The proposed project would create temporary construction jobs and employment opportunities off-site due to the demand for construction-related goods and services.

5 - CONCLUSION

While the proposed project would utilize single-lane closures of Corral Hollow Road and temporary narrowing of on- and off-ramps during construction, access would be maintained for all residents, commuters, and truck drivers. Existing sidewalks and bicycle lanes on Corral Hollow Road outside of the interchange itself would not be impeded. Therefore, the proposed project is expected to have a minimal impact on traffic during construction. Additionally, the proposed project would not require TCEs or detours, and impacts related to construction would be less than significant.

The proposed project would increase the capacity of I-580 and Corral Hollow Road to accommodate anticipated regional growth in the area, thereby improving long-term traffic circulation. The proposed project would serve as a net benefit to the community as it would enable more efficient access for vehicles, pedestrians, and bicycles in the vicinity of the proposed project. The proposed project would require the acquisition of approximately 4.18 acres (Option A–1.6 percent of overall parcel area) to 4.50 acres (Option B–1.7 percent of overall parcel area) of permanent right-of-way, which is only a small portion of the adjacent parcels. The proposed project is expected to have no long-term adverse effects on populations, property owners, or utility services within the proposed project area.

Sincerely,



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