



I-580/Corral Hollow Road Interchange Project

VEHICLE MILES TRAVELED ANALYSIS MEMO – FINAL

January 2025



CITY OF
TRACY CALIFORNIA
Flourish Inside the Triangle™

Table of Contents

1 INTRODUCTION.....1

2 STUDY AREA1

3 ENVIRONMENTAL GUIDANCE ON TRANSPORTATION IMPACTS.....4

California Environment Quality Act (CEQA)4

Induced VMT Methodologies5

Qualitative Assessment5

4 CONCLUSIONS6

List of Figures

Figure 1: Project Location and Study Area.....2

Figure 2: Proposed I-580/Corral Hollow Interchange Configuration.....3

Figure 3: Flowchart of Process and Relationship4

1 INTRODUCTION

The City of Tracy is experiencing tremendous growth in residential, retail, and commercial developments. 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 the I-205 and I-580 heading to the west in the mornings and east in the afternoons. One of the major residential/retail developments along the 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 Tracy Hills Specific Plan (THSP) EIR have 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 Tracy Hills Specific Plan EIR.

This memorandum presents the results of Vehicle Miles Traveled (VMT) analysis conducted to assess potential impacts due to proposed improvements at I-580/Corral Hollow Road interchange

2 STUDY AREA

The proposed interchange project is located on the I-580, west of the SR 132 Interchange and east of the Patterson Pass Road/International Parkway Interchange. The project location and current interchange configuration is shown in **Figure 1**.

After considering various interchange design alternatives and collaborating with Caltrans and the City of Tracy, the Diverging Diamond Interchange configuration was recommended based on its operational performance. The proposed interchange configuration is shown in **Figure 2**. The existing two (2) lane Corral Hollow Road has already been widened to four (4) lanes by other developments but not striped from two to four lanes. Once the interchange is built, new striping will be completed between Tracy Hill Drive to Sierra View. A detailed analysis of the interchange is included in the Traffic Operational Analysis Report.

Figure 1: Project Location and Study Area

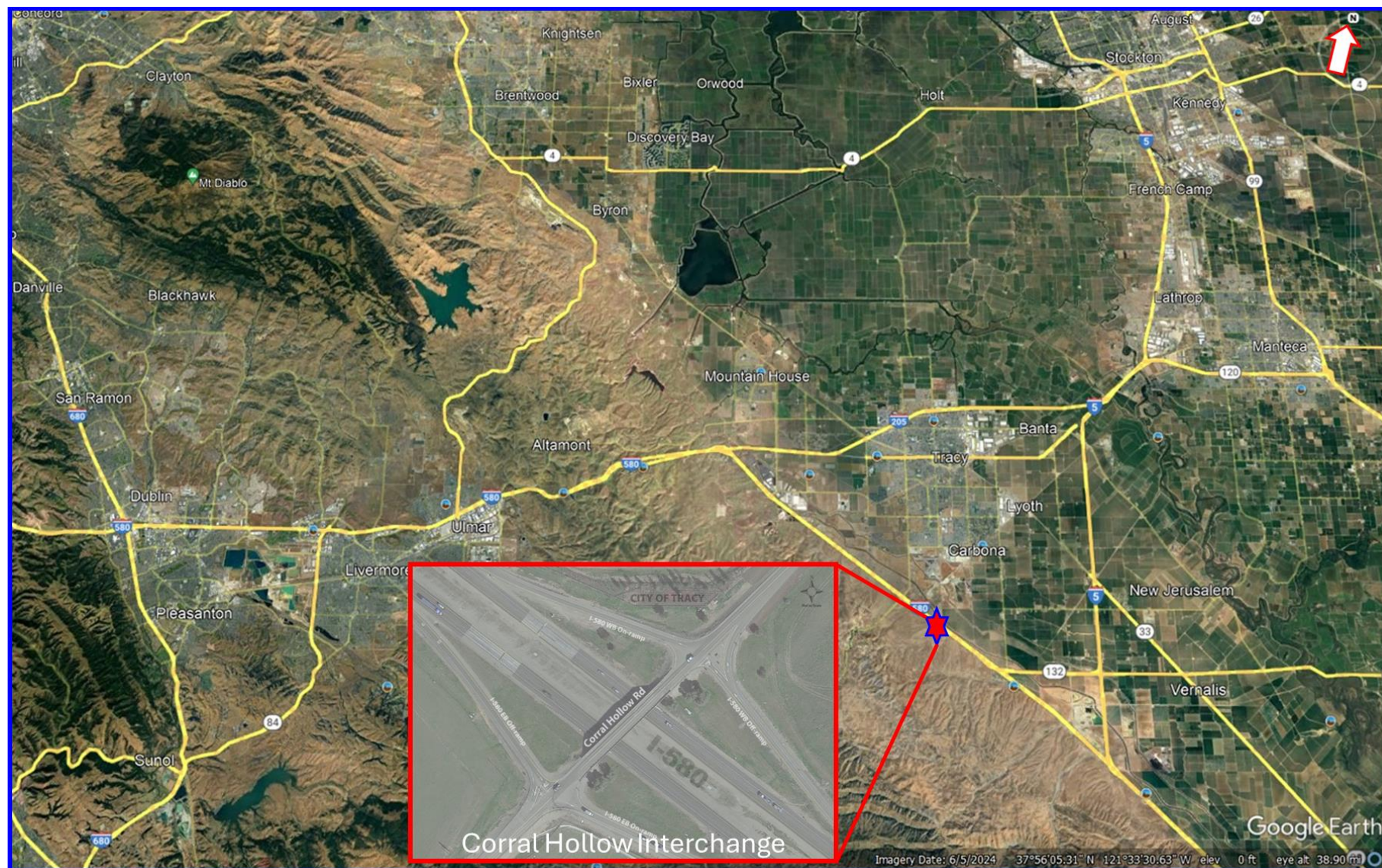
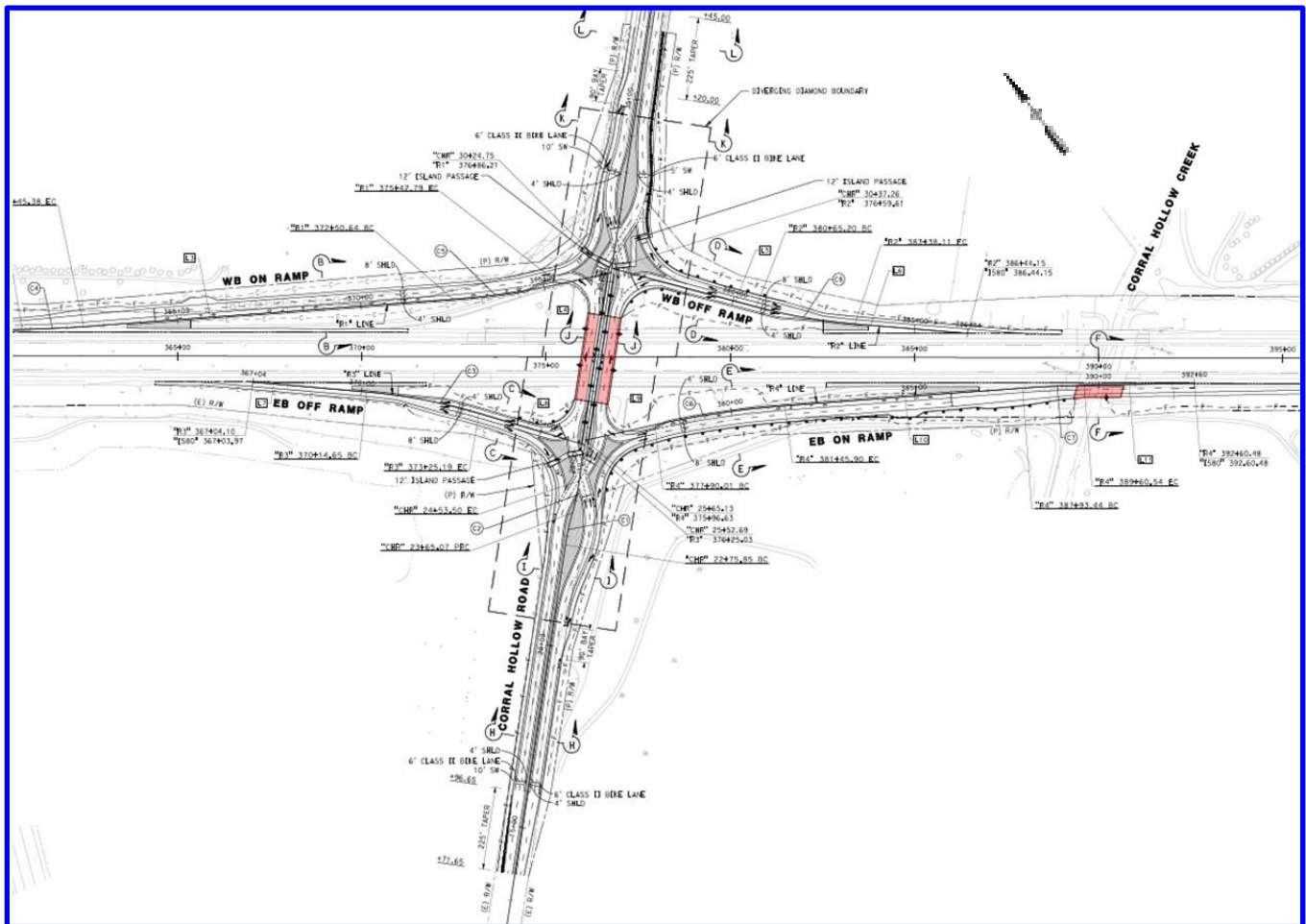


Figure 2: Proposed I-580/Corral Hollow Interchange Configuration



3 ENVIRONMENTAL GUIDANCE ON TRANSPORTATION IMPACTS

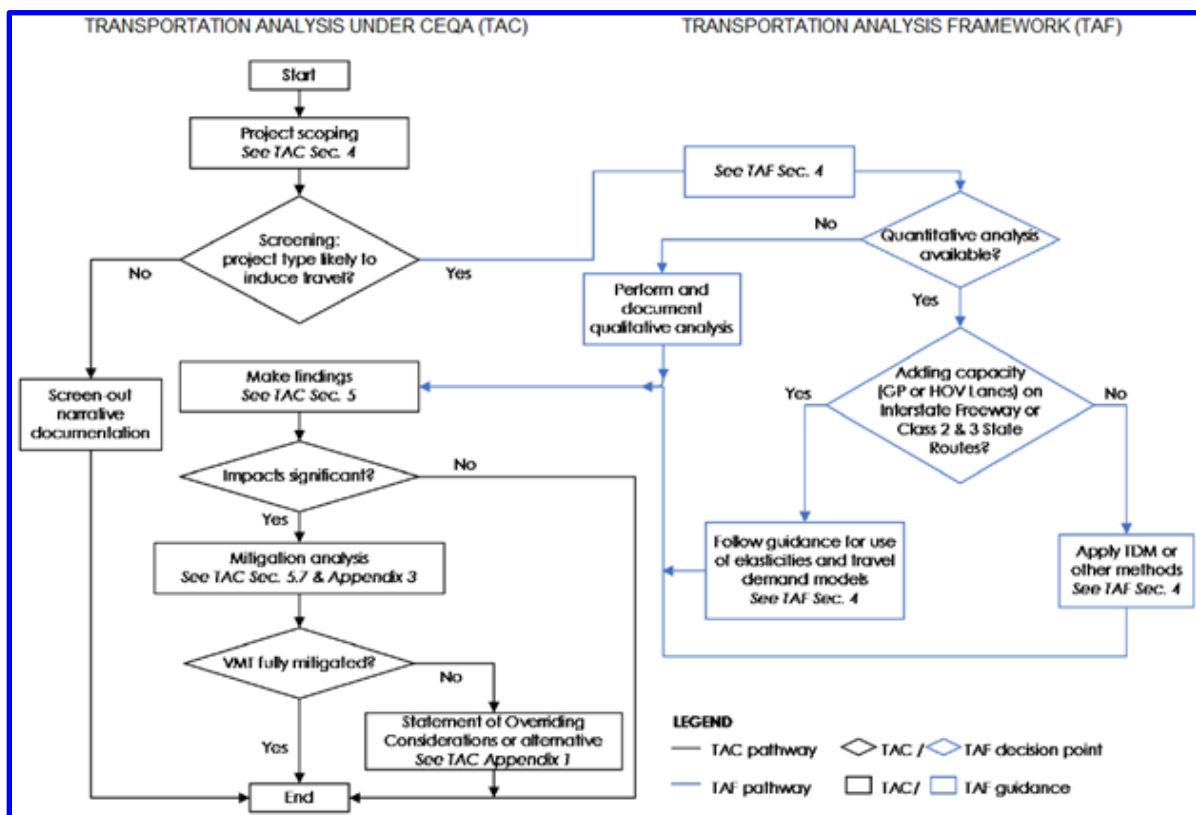
This section provides an overview of the requirements outline in the Transportation Analysis Framework (TAF) and Transportation Analysis under CEQA (TAC) guides and its relationship to the California Environmental Quality Act (CEQA) to assess transportation impacts.

California Environment Quality Act (CEQA)

The California Natural Resources Agency adopted new CEQA Guidelines consistent with SB 743 in December 2018, which went into effect in July 2020. The new CEQA Guidelines state in Section 15064.3 that, generally, VMT is the most appropriate measure of transportation impacts, not level of service (LOS). As a result of this regulatory change, a project's effect on automobile delay (LOS) no longer constitutes a significant environmental impact.

Caltrans prepared two documents to be consistent with the new CEQA Guidelines Section 15064.3, which are the TAC and TAF as mentioned earlier. These two documents are attached in Appendix A. **Figure 3** illustrates the flowchart of the process and relationship between the TAC and TAF. As per CEQA guidelines, transportation projects that reduce, or have no impact on VMT, should be presumed to cause a less-than-significant transportation impact. Caltrans implemented this policy for projects that started after September 2020. As shown in the flowchart, the process begins with the TAC and based on the outcome, it may be required to go through the TAF process.

Figure 3: Flowchart of Process and Relationship



Induced VMT Methodologies

The TAC analysis process begins with initial screening of project type and determines whether the Project is likely to induce travel. Two potential quantitative methods were identified in the TAC: the *National Center for Sustainable Transportation (NCST) Induced Travel Calculator* and the *travel demand model (TDM)*. The NCST calculator is an elasticity-based tool that estimates annual induced VMT for capacity with added improvements to a freeway mainline.

Based on discussions with Caltrans HQ Sustainability Team and Caltrans D-10 staff, the consultant team agreed that NCST calculator is not applicable for this project, as it is generally used for projects that add general purpose or HOV lanes to interstate highways, other freeways and expressways, and other principal arterials. This project would reconfigure existing connections to the existing 4-lane facility on both sides of the interchange.

The other available option for estimation of VMT would be using San Joaquin Regional Travel Demand Model. The San Joaquin Regional Travel Demand Model, developed for the I-205 corridor project, was adapted and used as a base model, with adjustments and assumptions made to reflect the roadway networks and land uses specific to this local project. However, it was determined that the travel demand model does not fully satisfy all the criteria outlined in Section 4.5 of the TAF. The model does not pass all the forecasting model checks and was removed from further consideration as a tool for evaluating induced VMT. As a result, a qualitative assessment was conducted in accordance with the guidelines provided in Section 4.6 of the TAF, which states that when a project type is identified from the screen-out list contained in TAC Section 5.1, a simple narrative will generally suffice in terms of induced travel assessment.

Qualitative Assessment

Corral Hollow Road is classified as a local collector roadway, categorized as Class 5 and 6 in terms of functional classification. According to the VMT guidelines under 'Screening Local and Collector Facilities,' new capacity added to Class 5-7 roads can generally be screened as unlikely to induce travel demand, provided certain conditions are met.

The Transportation Analysis under CEQA (TAC) outlines project types that are not likely to lead to a measurable and substantial increase in VMT, as specified in Section 5.1.1. Within this context, the term 'local' has occasionally caused confusion in two specific instances:

- **Addition of Roadway Capacity:** When capacity is added to local or collector streets, the project must also substantially improve conditions for pedestrians, cyclists, and, where applicable, transit users to qualify for screening.
- **Local and Collector Roads in Rural Areas:** Roads in rural areas that lack sidewalks and do not generate pedestrian traffic are also considered under this framework.

The proposed improvements as part of the interchange reconfiguration at the Corral Hollow Road Interchange include the following:

- **Provision of HOV preferential lanes** at the on-ramps to encourage mode shift and provide additional storage capacity.

- **Addition of turn lanes** at intersections to improve traffic flow and circulation, minimizing queuing impacts on the freeway and local roadways.
- **Inclusion of bike lanes and sidewalks** to enhance pedestrian and bicycle connectivity and safety.
- **Improvements to intersection control types** to further enhance traffic flow and circulation while prioritizing pedestrian and bicycle movements for safety enhancements.

Considering the modifications and enhancements to local streets mentioned above, the Project falls under the types of projects that are unlikely to induce travel demand as per TAC guidelines. The proposed improvements would improve overall circulation, safety, and connectivity.

4 CONCLUSIONS

Based on Caltrans' TAF and TAC processes for CEQA analysis, the proposed project is not likely to significantly induce VMT. The Project falls under the types of projects described in the TAC guidelines that are unlikely to induce travel demand. Key features of the Project include upgrades to pedestrian and bicycle facilities and the implementation of traffic metering systems, which are designed to enhance the flow of vehicles, bicycles, and pedestrians. These improvements are intended to promote mode shifts and improve overall circulation, safety, and connectivity across all transportation modes, rather than contribute to increased travel demand.

The project team is seeking concurrence from Caltrans Sustainability team that further VMT analysis is not required for the Project.