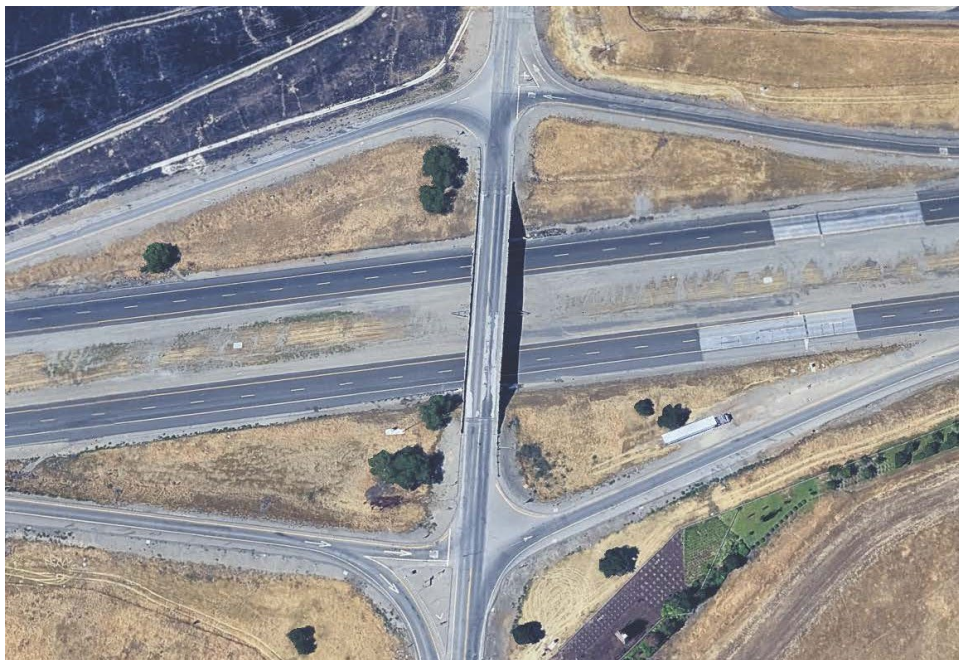


# **Interstate 580/Corral Hollow Road Interchange Bridge Improvement Project**

San Joaquin County, California  
District 10–SJ–580 7.6 to 8.6  
10-1Q550/1023000035

## **Initial Study with Proposed Mitigated Negative Declaration**

### **Volume 1 of 2**



Prepared by the  
State of California Department of Transportation in cooperation with the  
City of Tracy

**June 2026**



## **General Information About This Document**

### ***What's in this document:***

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed project in San Joaquin County in California. The document explains why the project is being proposed, the alternatives being considered for the project, the existing environment that could be affected by the project, potential impacts of each of the alternatives, and proposed avoidance, minimization, and/or mitigation measures.

### ***What you should do:***

- Please read the document. Additional copies of the document and the related technical studies are available for review at the Caltrans District 10 office at 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205 (8:00 a.m. to 5:00 p.m. Monday through Friday); the City of Tracy Planning Department, located at 333 Civic Center Drive, Tracy, California 95376 (8:00 a.m. to 6:00 p.m. Monday through Thursday and 8:00 a.m. to 5:00 p.m. Friday); and the Tracy Branch Library at 20 East Eaton Avenue, Tracy, California 95376 (10:00 a.m. to 8:00 p.m. Monday and Thursday, 10:00 a.m. to 7:00 p.m. Tuesday, 1:00 p.m. to 6:00 p.m. Wednesday, 10:00 a.m. to 5:00 p.m. Friday and Saturday, and 12:00 p.m. to 5:00 p.m. Sunday).
- This document may be downloaded at the following website:  
<https://dot.ca.gov/caltrans-near-me/district-10/district-10-current-projects#cnty-sanjoaquin>.
- Attend the public meeting at Main City Hall Building, 333 Civic Center Drive, Conference Room 203, Second Floor, Tracy, California 95376 on July 16, 2026, from 5:00 p.m. to 7:00 p.m.
- Tell us what you think. If you have any comments regarding the proposed project, please attend the informational meeting and/or send your written comments to Caltrans by the deadline. Submit comments via United States mail to: Jonathan Coley, District 10 Environmental Division, California Department of Transportation, 1976 East Doctor Martin Luther King Junior Boulevard, Stockton, California 95205. Submit comments via email to: [Jonathan.Coley@dot.ca.gov](mailto:Jonathan.Coley@dot.ca.gov).
- Submit comments by the deadline: August 6, 2026.

### ***What happens next:***

After comments are received from the public and the reviewing agencies, Caltrans may 1) give environmental approval to the proposed project, 2) do additional environmental studies, or 3) abandon the proposed project. If the proposed project is given environmental approval and funding is appropriated, Caltrans could design and construct all or part of the proposed project.

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Conduct multimodal improvements for the Interstate 580/Corral Hollow Interchange  
between Post Mile 7.6 and Post Mile 8.6 in San Joaquin County

**INITIAL STUDY  
with Proposed Mitigated Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA  
Department of Transportation  
and  
Cooperating Agency: City of Tracy  
Responsible Agencies: California Transportation Commission; California Department of  
Fish & Wildlife; Federal Highway Administration

C Scott Guidi  
C. Scott Guidi  
Office Chief, District 10 Environmental  
California Department of Transportation  
CEQA Lead Agency

06/29/2026  
Date

The following individual can be contacted for more information about this document:

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email: Jonathan.Coley@dot.ca.gov; phone: 209-479-4083





**DRAFT**

## **Proposed Mitigated Negative Declaration**

Pursuant to: Division 13, Public Resources Code

**State Clearinghouse Number:** pending

**District-County-Route-Post Mile:** 10-SJ-580-7.6/8.6

**EA/Project Number:** 10-1Q550/1023000035

### **Project Description**

The California Department of Transportation (Caltrans) proposes to conduct multimodal improvements for the Interstate 580/Corral Hollow Interchange between post mile 7.6 and post mile 8.6 in San Joaquin County.

### **Determination**

An Initial Study has been prepared by Caltrans District 10. On the basis of this study, it is determined that the proposed action would not have a significant effect on the environment for the following reasons:

The proposed project would have no effect on aesthetics, agriculture and forestry, cultural resources, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, tribal cultural resources, utilities and service systems, and wildfire.

The proposed project would have less than significant effects to air quality, greenhouse gas emissions, hazards and hazardous materials, noise, and transportation.

With the following mitigation measure incorporated, the proposed project would have less than significant effects to biological resources:

- **MM BIO-11: Coordination with Regulatory Agencies and Compensation for Permanent Loss of Waters of the State.** To compensate for the permanent loss of 1,134 square feet/1,134 linear feet (0.02 acre) and the temporary loss 130 square feet/130 linear feet (0.002 acre) under both Design Options A and B of non-wetland waters of the State associated with proposed project activities, the applicant would purchase credits at an approved mitigation bank or contribute to an agency-approved in lieu fee program to ensure no net loss of aquatic resource functions and values. The compensation ratio would be a minimum of 1:1 (1 acre of aquatic resource habitat credit for every 1 acre of impact) to ensure no net loss of habitat functions and values.

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C. Scott Guidi  
Office Chief, District 10 Environmental  
California Department of Transportation

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Date





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# Chapter 1      Proposed Project

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## 1.1      Introduction

Caltrans, as assigned by the Federal Highway Administration, is the Lead Agency under National Environmental Policy Act (NEPA) and the Lead Agency under the California Environmental Quality Act (CEQA). Caltrans, in cooperation with the City of Tracy (City) proposes the Interstate 580/Corral Hollow Road Bridge Improvement Project (proposed project) to plan for projected regional population growth and increased traffic demands at the existing Interstate 580/Corral Hollow Road interchange for the planning design year of 2042. The proposed project includes widening the overcrossing, upgrading on- and off-ramps, installing traffic signals, and conducting bicycle and pedestrian improvements from the southernmost boundary of the Tracy Hills Specific Plan Area to approximately 0.38 miles east along Interstate 580 across from an existing residential subdivision (post mile realignment between post mile 7.6 and post mile 8.6).

The current Interstate 580/Corral Hollow Road Interchange is a Type L-1 or Tight Diamond configuration with single-lane on- and off-ramps. Two-way stops control the intersections of Corral Hollow Road and the ramp terminals. Corral Hollow Road is a major north–south collector, and the interchange will support residential and commercial development.

The Interstate 580/Corral Hollow Road Interchange is located approximately 1 mile northwest of the Tracy Boulevard overcrossing and 5 miles southeast of the Interstate 580/Patterson Pass Road Interchange. Within the project limits, Interstate 580 is a four-lane freeway, and Corral Hollow Road is a two-lane major collector. Figures 1 and 2 depict the regional and local vicinity.

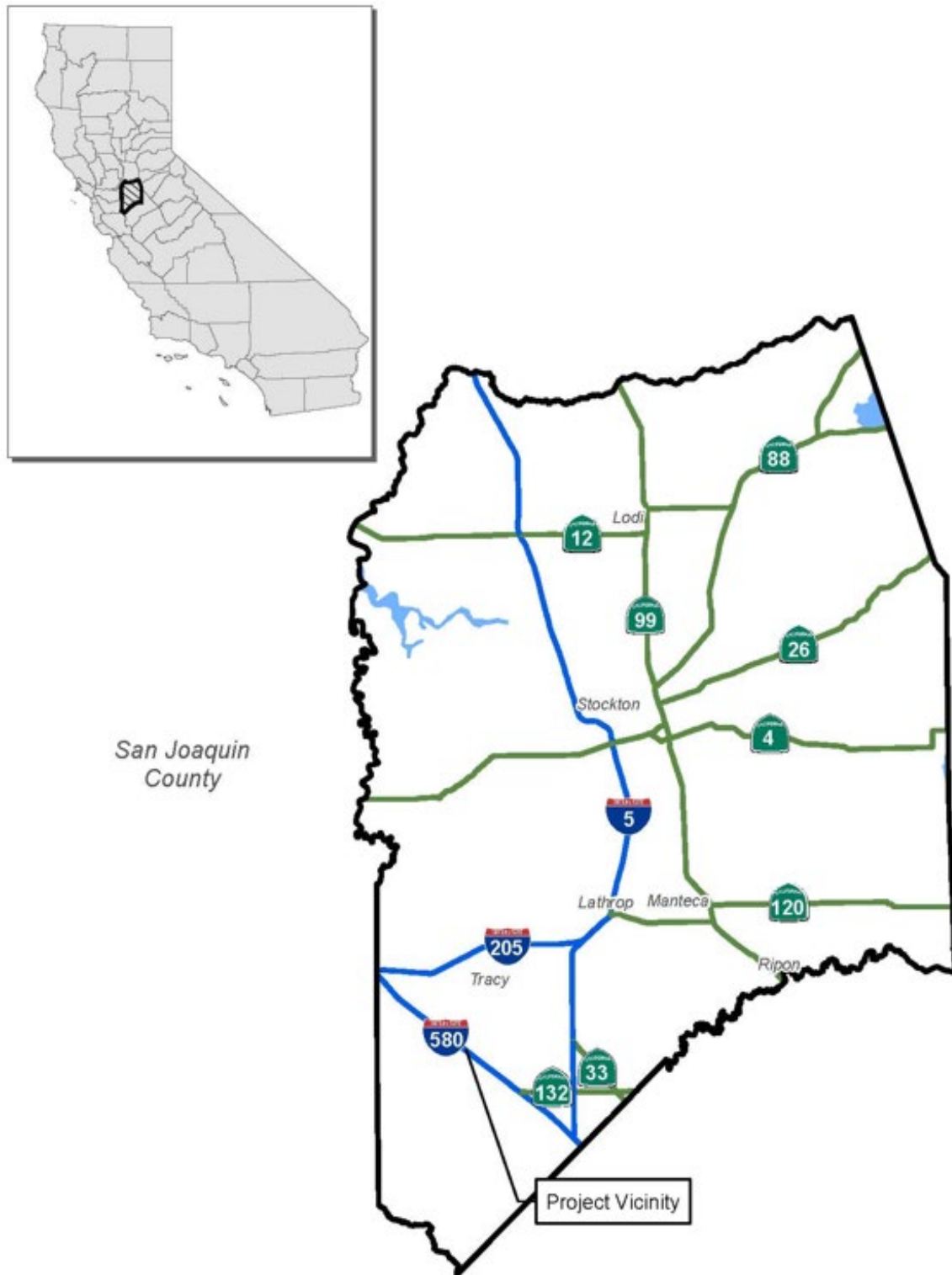
The project design and construction will be funded by federal and City local funds.

CEQA Guidelines Section 15162 requires that when an environmental impact report has been certified for a project, no subsequent environmental impact report shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole of the record, that substantial changes have occurred that require major revisions of the prior environmental impact report, or that substantial changes have occurred with respect to the circumstances under which the project would be undertaken that require major revisions to the prior environmental impact report, or that new information of substantial importance shows that the project would have one or more new significant effects, or that more severe impacts than were previously evaluated and disclosed would occur, or that mitigation measures previously found not to be feasible would in fact be feasible but the project proponent declines to adopt them, or that new or different mitigation measures would substantially reduce one or more previously identified environmental effects but the project proponent declines to adopt them.

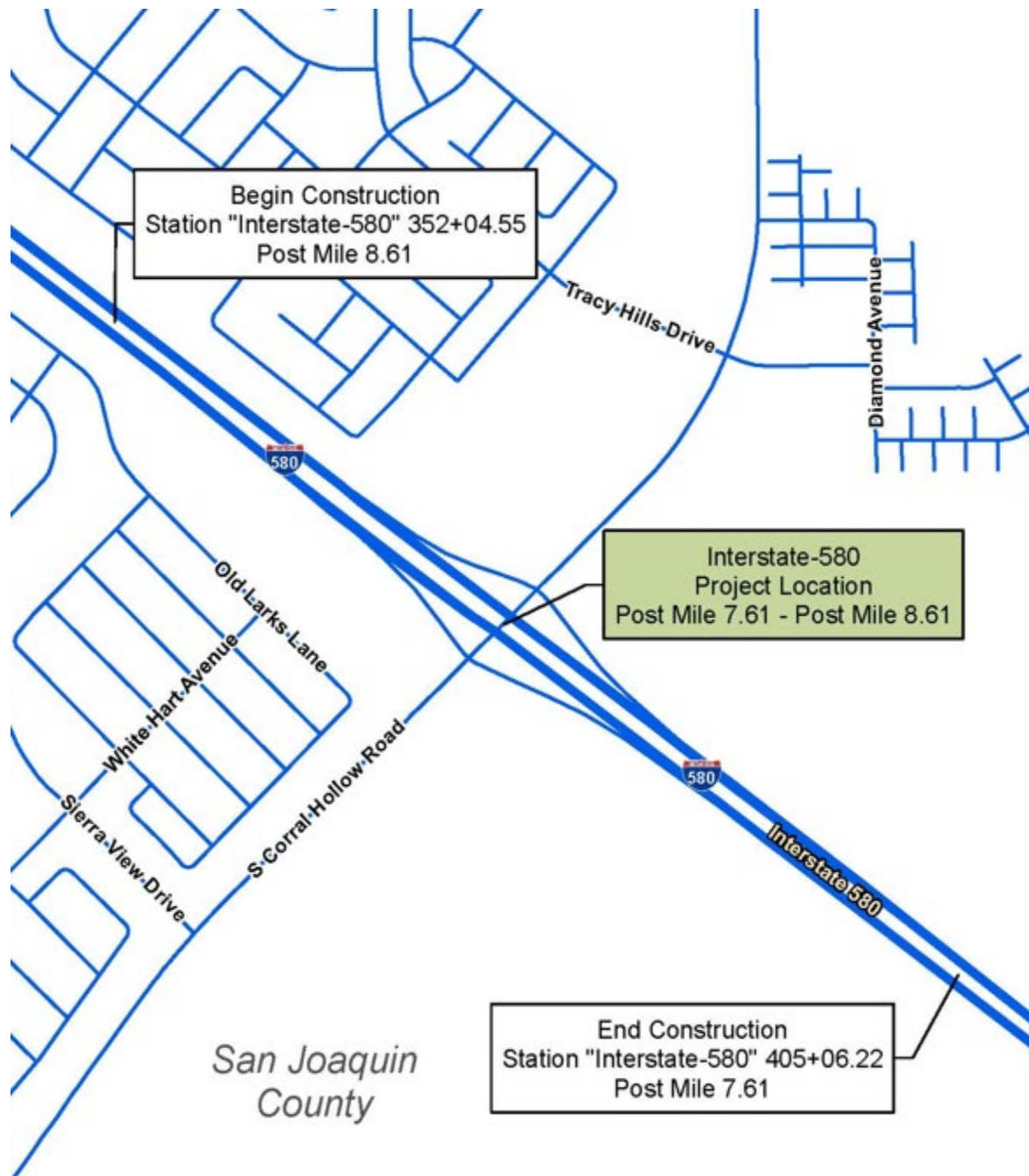
Caltrans, as the Lead Agency, has determined that none of the circumstances described above have occurred; accordingly, a subsequent environmental impact report is not required.

Caltrans has now designed the interchange improvements to implement the mitigation identified in the environmental impact report and has prepared this mitigated negative declaration to evaluate potential environmental impacts of the interchange improvements.

**Figure 1. Project Vicinity Map**



**Figure 2. Project Location Map**



## **1.2 Purpose and Need**

### **1.2.1 Purpose**

The purpose of the proposed project is to:

- Provide operational improvements to address anticipated traffic generated from ongoing developments.
- 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.

### **1.2.2 Need**

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 Operations Analysis Report dated September 2025, the City 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 utilizes City streets to avoid congestion on Interstate 205 and Interstate 580 heading west in the mornings and east in the afternoons. One of the major residential/retail developments along Interstate 580 is the Tracy Hills project, which is located north and south of the Interstate 580/Corral Hollow Road interchange and the future Interstate 580/Lammers Road interchange. The Tracy Hills Specific Plan environmental impact report has identified interim and ultimate improvements at the Interstate 580/Corral Hollow Road interchange. The 2012 Citywide Transportation Master Plan has also identified ultimate improvements at the Interstate 580/Corral Hollow Road interchange, similar to the Tracy Hills Specific Plan environmental impact report.

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 1998 Tracy Hills Specific Plan Final Supplemental environmental impact report which call for multiple transportation improvements, including reconfiguration of both the eastbound and westbound ramps of the Interstate 580/Corral Hollow Road interchange, ramp signalization, and installation of pedestrian and Class II bicycle facilities.

### 1.3 Project Description

Caltrans, in cooperation with the City, proposes to enhance local and regional traffic circulation and reduce existing and future congestion at the Interstate 580/Corral Hollow Road interchange resulting from buildout of the Tracy Hills Specific Plan.

The current Interstate 580/Corral Hollow Road Interchange is a Tight Diamond configuration with single-lane on- and off-ramps. A two-way stop sign controls the intersections of Corral Hollow Road and the ramp entrances/exits.

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 Number 29-0080) to match the existing four lanes 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 Interstate 580 ramp intersections with Corral Hollow Road to a Diverging Diamond configuration and install a new two-phase signal.
- Install new traffic signals at the eastbound and westbound ramp intersections at Corral Hollow Road.
- Stripe crosswalks on the north leg of the westbound Interstate 580 ramp intersection and the south leg of the eastbound Interstate 580 ramp intersection.

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

- Design Option A would involve widening the existing bridge over the Corral Hollow Creek (Bridge Number 29-0081L) to accommodate the eastbound on-ramp, including an additional lane and paved shoulder.
- Design Option B would involve complete replacement of the existing Corral Hollow Creek Bridge.

A more detailed description of both options for the proposed project is provided in Sections 1.4.1, Build Alternatives. The proposed right-of-way take is summarized in Table 1.



**Table 1: Proposed Permanent Right-of-Way Acquisition**

| <b>Assessor's<br/>Parcel Number</b> | <b>Permanent Acquisition<br/>Design Option A (Square<br/>feet)</b> | <b>Feet Permanent Acquisition<br/>Design Option B (Square feet)</b> |
|-------------------------------------|--------------------------------------------------------------------|---------------------------------------------------------------------|
| 253-380-070                         | 2,446                                                              | 2,446                                                               |
| 253-380-060                         | 17,906                                                             | 17,906                                                              |
| 253-380-050                         | 56,906                                                             | 56,906                                                              |
| 251-060-270                         | 7,958                                                              | 7,958                                                               |
| 253-030-150                         | 25,692                                                             | 25,692                                                              |
| 253-030-010                         | 47,633                                                             | 45,244                                                              |
| 253-030-160                         | 8,072                                                              | 14,597                                                              |
| 253-100-070                         | 13,222                                                             | 22,290                                                              |
| 253-030-040                         | 2,540                                                              | 2,540                                                               |
| TOTAL                               | 182,375                                                            | 195,579                                                             |

Source: Mark Thomas, 2026.

## **1.4 Project Alternatives**

The proposed project has a build alternative with two design options and a no-build alternative under consideration. Three alternatives were dropped from consideration prior to the draft environmental document and are discussed in Section 1.5.

### **1.4.1 Build Alternatives**

#### ***Diverging Diamond Interchange***

The project proposes reconfiguring the existing Tight Diamond Interstate 580/Corral Hollow Road interchange with a Diverging Diamond interchange. The Tight Diamond or L-1 interchange is a modified, compact version of the standard diamond interchange, is used in areas that have less space, and results in closely spaced on and off-ramps. A standard diamond interchange has a diamond shape, with two ramps that allow traffic to exit the highway and meet with local cross-streets at regular, at-grade intersections. A Diverging Diamond interchange temporarily shifts traffic to the opposite side of the road, with a pair of directional crossovers on the cross street, which cross over or under an interstate and allow vehicles free-flowing access to highway on-ramps without crossing in front of oncoming traffic, which reduces conflict points between vehicles.

The proposed project includes the following improvements:

Widen and upgrade the Corral Hollow Road Overpass structure (Bridge Number 29-0080) for the new vehicle lanes and construct a new concrete barrier between the vehicle lanes and the new center-running multi-purpose bike/pedestrian path.

Reconfigure the eastbound and westbound Interstate 580 ramp intersections with Corral Hollow Road to a Diverging Diamond configuration and install a new two-phase signal.

Install new traffic signals at the eastbound and westbound ramp intersections with Corral Hollow Road.

Stripe crosswalks on the north leg of the westbound Interstate 580 ramp intersection and the south leg of the eastbound Interstate 580 ramp intersection.

### ***Design Options for Crossing Corral Hollow Creek***

#### ***Design Option A—Widening the Existing Bridge***

Design Option A would widen the existing bridge over Corral Hollow Creek (Bridge Number 29-0081L) to accommodate the eastbound on-ramp, including an additional lane and paved shoulder. However, based on the Bridge Inspection Report dated March 25, 2024, the existing bridge deck is in poor condition. Given the age of the bridge (originally constructed in 1966), deck-on-deck rehabilitation is recommended, and Caltrans may require complete bridge replacement.

Additionally, widening the existing three-span structure would require seismic retrofitting to meet current design criteria. This would include retrofitting the existing 18-inch cast-in-drilled-hole piles in the creek and addressing structural issues with the deck as identified in the inspection report.

This alternative would result in a shorter on-ramp and would require a total of 4.18 acres of right-of-way. Temporary detours are not anticipated but may be required for a short period; access to Interstate 580 and Corral Hollow Road would be maintained throughout construction to the maximum extent feasible. However, implementation would depend on the availability of State funding to support the bridge rehabilitation, retrofitting or potential replacement.

#### ***Design Option B—Replacing the Existing Bridge***

Design Option B includes construction of a new single-span bridge over Corral Hollow Creek for the eastbound on-ramp. Design Option B would not require construction work within the creek; however, this design option requires a longer on-ramp alignment and would require 4.50 acres of right-of-way. Temporary detours are not anticipated but may be required for a short period; access to Interstate 580 and Corral Hollow Road would be maintained throughout construction to the maximum extent feasible. Design Option B is considered a feasible option only if State funding is unavailable to support the rehabilitation or retrofitting of the existing Corral Hollow Road bridge as described under Design Option A.

This proposed project contains a number of standardized project measures that are used on most, if not all, Caltrans projects and were not developed in response to any specific environmental impact resulting from the proposed project. These measures are

listed later in this chapter under Standard Measures and Best Management Practices Included in All Build Alternatives.

### ***Common Design Features of the Build Alternatives***

Both design options would include construction of a Diverging Diamond interchange with sidewalks and bike lanes.

#### **1.4.2 No-build Alternative**

Under the no-build condition, the existing Interstate 580/Corral Hollow Road interchange and lane configurations would remain. No bicycle or pedestrian improvements would be made. The existing Corral Hollow Road overcrossing would not be widened. The existing Corral Hollow Road and the ramp terminal intersections would remain two-way stop-controlled intersections. Routine maintenance would continue.

## **1.5 Alternatives Considered but Eliminated from Further Discussion**

### **1.5.1 Alternative 1: Roundabouts**

This alternative proposed to improve the existing Tight Diamond interchange to accommodate lane widening of up to four lanes from north of Sierra View Drive to south of Tracy Hills Drive, as denoted in the 1998 Tracy Hills Specific Plan. The bridge (Bridge Number 29-0080) structure would have been widened for additional vehicle lanes, and the east and west ends of the interchange would have been modified into two-lane roundabouts. This alternative would have included striped crosswalks on the eastern and western ramp intersections. The alternative was rejected in fall of 2024 due to poor operational performance in comparison to the proposed Build Alternative.

### **1.5.2 Alternative 2: Tight Diamond Interchange**

This alternative proposed to improve the existing Tight Diamond interchange to accommodate lane widening of up to four lanes from north of Sierra View Drive to south of Tracy Hills Drive, as denoted in the Tracy Hills Specific Plan. The bridge (Bridge Number 29-0080) structure would have been widened for additional vehicle lanes. New traffic signals would have been installed or stop controls modified at both the eastbound and westbound off-ramp intersections. The alternative would have included striped crosswalks on the eastern and western ramp intersections in addition to a multi-purpose bike/pedestrian path on the west side of the overpass. This alternative was rejected in fall of 2024 due to poor operational performance in comparison to the proposed Build Alternative.

### **1.5.3 Alternative 3: Partial Cloverleaf/Tight Diamond Interchange**

This alternative proposed to reconfigure the westbound off/on-ramp at the Interstate 580/Corral Hollow Road interchange to a Partial Cloverleaf and modify the existing Tight Diamond configuration at the eastbound ramp. A Partial Cloverleaf interchange is a modified version of a standard cloverleaf interchange that includes additional loop

ramps to divert left-turn traffic into right turn. A standard cloverleaf interchange allows two roads to cross without traffic lights and uses a series of sweeping loop ramps to handle all left turns, that from above resembles a four-leaf clover. The existing interchange would have been widened to accommodate the above improvements. The westbound ramp intersection would have been relocated north of the existing intersection and a West Interstate 580 Loop on-ramp would have been constructed. This alternative would have included striped crosswalks on the eastern and western ramp intersections in addition to a multi-purpose bike/pedestrian path on the west side of the bridge structure (Bridge Number 29-0080) and would have installed a new traffic signal at the eastbound Interstate 580 off-ramp intersection. This alternative was rejected in fall of 2024 because the proposed Build Alternative achieves higher operational performance with a significantly smaller project footprint, lower cost, and significant reduction of right-of-way acquisition requirements.

## **1.6 Standard Measures and Best Management Practices Included in All Build Alternatives**

- Section 4-1.13: Scope of Work—Cleanup
- Section 7-1.02A: General (Legal Compliance)
- Section 7-1.02C: Emissions Reduction
- Section 7-1.02M(2): Fire Protection
- Section 10-5: Dust Control
- Section 12-4: Traffic Control
- Section 13: Water Pollution Control
- Section 14-2.03A: Archaeological Resources
- Section 14-6.03A: General Species Protection
- Section 14-6.03B: Bird Protection
- Section 14-7.03: Discovery of unanticipated paleontological Resources
- Section 14-8.02: Noise Control
- Section 14-9.02: Air Pollution Control
- Section 14-11.04: Hazardous Waste and Contamination
- Section 20-1.03C(3): Weed Control
- Section 40: Concrete Pavement

- Section 51: Concrete Structures

## 1.7 Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with CEQA and other State laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, has been prepared in accordance with NEPA. When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations. (CEQA, for example, requires consideration of adverse effects on species identified as candidate, sensitive, or special-status species by the United States National Marine Fisheries Service and the United States Fish and Wildlife Service—that is, species protected by the federal Endangered Species Act).

The proposed project is a joint project by Caltrans and FHWA and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both CEQA and NEPA.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the project, often a “lower level” document is prepared for NEPA.

After receiving comments from the public and reviewing agencies, a final environmental document would be prepared under CEQA. Caltrans may prepare additional environmental and/or engineering studies to address comments. The final environmental document would include responses to comments received on the proposed initial study with mitigated negative declaration and would identify the preferred alternative. A NEPA categorical exclusion would be prepared to satisfy NEPA requirements.

## 1.8 Permits and Approvals Needed

The following permits, licenses, agreements, and certifications are required for project construction:

| Agency                                              | Permit/Approval                                                       | Status                                                                                                 |
|-----------------------------------------------------|-----------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| United States Fish and Wildlife Service             | Section 7 Informal Consultation for Threatened and Endangered Species | Caltrans to initiate Informal Consultation; currently pending.                                         |
| Central Valley Regional Water Quality Control Board | Report of Water Discharge Permit                                      | Application for Report of Waste Discharge Permit expected after final environmental document approval. |

| <b>Agency</b>                              | <b>Permit/Approval</b>                  | <b>Status</b>                                                                     |
|--------------------------------------------|-----------------------------------------|-----------------------------------------------------------------------------------|
| California Department of Fish and Wildlife | 1602 Agreement for Streambed Alteration | Application for 1602 permit expected after final environmental document approval. |

# Chapter 2 CEQA Evaluation

---

## 2.1 CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. Potential impact determinations include: significant and unavoidable impact, less than significant impact with mitigation incorporated, less than significant impact, and no impact. In many cases, background studies performed in connection with a project would indicate that there are no impacts to a particular resource. A “no impact” answer reflects this determination. The questions in this checklist are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

Project features, which can include both design elements of the project and standardized measures that are applied to all or most Caltrans projects, such as Best Management Practices and measures included in the Standard Plans and Specifications or as Standard Special Provisions, are considered to be an integral part of the proposed project and have been considered prior to any significance determinations documented below.

“No impact” determinations in each section are based on the scope, description, and location of the proposed project as well as the appropriate technical report (bound separately in Volume 2), and no further discussion is included in this document.

### 2.1.1 Aesthetics

Considering the information in the visual impact questionnaire prepared in January 2026, and approved by Caltrans on March 19, 2026, the following significance determinations have been made:

Except as provided in Public Resources Code Section 21099:

| <b>Question—Would the project:</b>                                                                                                                       | <b>CEQA Significance Determinations<br/>for Aesthetics</b> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|
| a) Have a substantial adverse effect on a scenic vista?                                                                                                  | <b>No Impact</b>                                           |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <b>No Impact</b>                                           |

| <b>Question—Would the project:</b>                                                                                                                                                                                                                                                                                                                                            | <b>CEQA Significance Determinations for Aesthetics</b> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
| c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <b>No Impact</b>                                       |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                                                                                                                                                                                                                                         | <b>No Impact</b>                                       |

### **2.1.2 Agriculture and Forestry Resources**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project, and to the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Considering the information in the Community Impact Assessment Technical Memorandum dated January 15, 2026, the following significance determinations have been made:

| <b>Question—Would the project:</b>                                                                          | <b>CEQA Significance Determinations for Agriculture and Forest Resources</b> |
|-------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the | <b>No Impact</b>                                                             |



| <b>Question—Would the project:</b>                                                                                                                                                                                                                                                     | <b>CEQA Significance Determinations for Agriculture and Forest Resources</b> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?                                                                                                                                                      |                                                                              |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?                                                                                                                                                                                                   | <b>No Impact</b>                                                             |
| c) Conflict with existing zoning, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | <b>No Impact</b>                                                             |
| d) Result in the loss of forest land or conversion of forest land to non-forest use?                                                                                                                                                                                                   | <b>No Impact</b>                                                             |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to nonagricultural use or conversion of forest land to non-forest use?                                                                             | <b>No Impact</b>                                                             |

### **2.1.3 Air Quality**

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

Considering the information in the Air Quality Technical Memorandum approved on February 25, 2026, the following significance determinations have been made:

| <b>Question—Would the project:</b>                                                                                                                                                               | <b>CEQA Significance Determinations for Air Quality</b> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan?                                                                                                                  | <b>No Impact</b>                                        |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard? | <b>Less Than Significant Impact</b>                     |
| c) Expose sensitive receptors to substantial pollutant concentrations?                                                                                                                           | <b>Less Than Significant Impact</b>                     |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?                                                                                | <b>Less Than Significant Impact</b>                     |

### ***Affected Environment***

#### ***San Joaquin Valley Air Basin Attainment Status***

The proposed project is located within San Joaquin Valley Air Basin, a bowl-shaped basin accessible from the north and surrounded by mountain ranges on all other sides. The air basin has an inland Mediterranean climate characterized by long, hot, dry summers and short, foggy winters. The San Joaquin Valley Air Basin averages over 260 sunny days per year, with summertime maximum temperatures often exceeding 100°F (degrees Fahrenheit). The valley topography and climate of the San Joaquin Valley Air Basin create ideal conditions for trapping and holding pollutants. The prevailing wind patterns in the area are southeasterly, flowing predominantly from the northwest to the southeast.

As noted in the Air Quality Technical Memorandum, both the United States Environmental Protection Agency and the California Air Resources Board use ambient air quality monitoring data to designate areas according to their attainment status for criteria air pollutants. The three basic designation categories are nonattainment, attainment, and unclassified. An “attainment” designation for an area signifies that pollutant concentrations did not exceed the established standard. A “nonattainment” designation for an area signifies that pollutant concentrations exceed the established standard. An “unclassified” designation indicates that insufficient data exist to determine attainment or nonattainment. In most cases, areas designated or redesignated as attainment must develop and implement maintenance plans, which are designed to ensure continued compliance with the standard.

The current attainment designations for the San Joaquin Valley Air Basin are shown in Table 2. The Air Basin is designated as nonattainment for ozone and particulate matter

(both 10 micrometers or less in diameter and 2.5 micrometers or less in diameter).  
Table 2 is from the California Resources Board 2024 Ambient Air Quality Standards Designation Tool.

**Table 2: State and Federal Criteria Air Pollutant Standards and Status**

| <b>Pollutant</b>      | <b>Averaging Time</b> | <b>State Standard</b>         | <b>Federal Standard</b>                                                                 | <b>State Project Attainment Status</b> | <b>Federal Project Area Attainment Status</b> |
|-----------------------|-----------------------|-------------------------------|-----------------------------------------------------------------------------------------|----------------------------------------|-----------------------------------------------|
| Ozone                 | 1 hour                | 0.09 parts per million        | Not applicable                                                                          | Nonattainment/Severe                   | Not applicable                                |
| Ozone                 | 8 hours               | 0.070 parts per million       | 0.070 parts per million (fourth highest in 3 years)                                     | Nonattainment                          | Nonattainment/Extreme                         |
| Carbon Monoxide       | 1 hour                | 20 parts per million          | 35 parts per million                                                                    | Attainment/ Unclassified               | Attainment/ Unclassified                      |
| Carbon Monoxide       | 8 hours               | 9.0 parts per million         | 9 parts per million                                                                     | Attainment/ Unclassified               | Attainment/ Unclassified                      |
| Carbon Monoxide       | 8 hours (Lake Tahoe)  | 6 parts per million           | Not Applicable                                                                          | Attainment/ Unclassified               | Not applicable                                |
| Particulate Matter 10 | 24 hours              | 50 micrograms per cubic meter | 150 micrograms per cubic meter (expected number of days above standard < or equal to 1) | Nonattainment                          | Attainment                                    |
| Particulate Matter 10 | annual                | 20 micrograms per cubic meter | Not applicable                                                                          | Nonattainment                          | Not applicable                                |
| v2.5                  | 24 hours              | Not applicable                | 35 micrograms per cubic meter                                                           | Nonattainment                          | Nonattainment                                 |

| <b>Pollutant</b>       | <b>Averaging Time</b>   | <b>State Standard</b>          | <b>Federal Standard</b>                                | <b>State Project Attainment Status</b> | <b>Federal Project Area Attainment Status</b> |
|------------------------|-------------------------|--------------------------------|--------------------------------------------------------|----------------------------------------|-----------------------------------------------|
| Particulate Matter 2.5 | annual                  | 12 micrograms per cubic meter  | 12.0 micrograms per cubic meter                        | Nonattainment                          | Nonattainment                                 |
| Nitrogen Dioxide       | 1 hour                  | 0.18 parts per million         | 0.100 parts per million                                | Attainment                             | Attainment/ Unclassified                      |
| Nitrogen Dioxide       | Annual                  | 0.030 parts per million        | 0.053 parts per million                                | Attainment                             | Attainment/ Unclassified                      |
| Sulfur Dioxide         | 1 hour                  | 0.25 parts per million         | 0.075 parts per million (99th percentile over 3 years) | Attainment                             | Attainment/ Unclassified                      |
| Sulfur Dioxide         | 3 hours                 | Not applicable                 | 0.5 parts per million                                  | Not applicable                         | Attainment/ Unclassified                      |
| Sulfur Dioxide         | 24 hours                | 0.04 parts per million         | 0.14 parts per million (for certain areas)             | Attainment                             | Attainment/ Unclassified                      |
| Sulfur Dioxide         | Annual                  | Not applicable                 | 0.030 parts per million (for certain areas)            | Not applicable                         | Attainment/ Unclassified                      |
| Lead                   | Monthly                 | 1.5 micrograms per cubic meter | Not applicable                                         | Attainment                             | Not applicable                                |
| Lead                   | Calendar Quarter        | Not applicable                 | 1.5 micrograms per cubic meter (for certain areas)     | Not applicable                         | Not applicable                                |
| Lead                   | Rolling 3-month average | Not applicable                 | 0.15 micrograms per cubic meter                        | Not applicable                         | Not applicable                                |

| Pollutant                     | Averaging Time | State Standard                                                                      | Federal Standard | State Project Attainment Status | Federal Project Area Attainment Status |
|-------------------------------|----------------|-------------------------------------------------------------------------------------|------------------|---------------------------------|----------------------------------------|
| Sulfates                      | 24 hours       | 25 micrograms per cubic meter                                                       | Not applicable   | Attainment                      | Not applicable                         |
| Hydrogen Sulfide              | 1 hour         | 0.03 parts per million                                                              | Not applicable   | Unclassified                    | Not applicable                         |
| Visibility Reducing Particles | 8 hours        | Visibility of 10 miles or more (Tahoe: 30 miles) at relative humidity less than 70% | Not applicable   | Unclassified                    | Not applicable                         |
| Vinyl Chloride                | 24 hours       | 0.01 parts per million                                                              | Not applicable   | Attainment                      | Not applicable                         |

See the Air Quality Technical Memorandum for more information on the criteria pollutant standards and attainment status.

The San Joaquin Valley Air Pollution Control District has adopted numerous plans that identify measures needed to attain the increasingly stringent federal and State standards. A full list of these applicable plans and policies is provided in the Air Quality Technical Memorandum.

## ***Environmental Consequences***

### ***Regional Conformity***

Conformity analysis focuses on the net increase in emissions compared to ongoing historical conditions. Per 40 Code of Federal Regulations 93.127, certain highway projects, including interchange reconfiguration projects such as the proposed project, are exempt from regional emissions analyses. Nonetheless, the proposed project is included as Amendments 16 and 23 of the 2025 Federal Transportation Improvement Program and Amendment 2 of the 2022 Regional Transportation Plan.

### ***Project Level Conformity***

For reasons detailed in the Air Quality Technical Memorandum, the proposed project would not be considered a project of air quality concern as defined by 40 Code of Federal Regulations 93.123(b)(1). The proposed project has undergone interagency consultation through San Joaquin Council of Governments' interagency consultation process. The Environmental Protection Agency and Caltrans issued concurrence that the proposed project is not a project of air quality concern on February 18, 2026. A detailed particulate matter hot-spot analysis was not necessary because the federal

Clean Air Act and 40 Code of Federal Regulations 93.116 requirements are met without an explicit hot-spot analysis.

#### *Conflicts or Obstruct Applicable Air Quality Plan*

As noted in the Air Quality Technical Memorandum, the proposed project was analyzed as part of the San Joaquin Council of Governments' Regional Transportation Plan/Sustainable Communities Strategy. A Regional Transportation Plan/Sustainable Communities Strategy is a long-range vision and investment plan that provides a comprehensive look at future transportation needs. Projects included in the Regional Transportation Plan/Sustainable Communities Strategy are projects that are consistent with statewide goals for achieving national ambient air quality standards. Since the proposed project is consistent with achieving statewide goals for achieving national ambient air quality standards and would result in reduced idling emissions at study intersections, the proposed project would not conflict with or obstruct the implementation of any applicable air quality plans.

#### *Net Increase of Any Criteria Air Pollutant*

Construction of the proposed project would result in the temporary generation of criteria air pollutants, including volatile organic compounds, nitrogen oxide, sulfur oxide, and fugitive dust emissions. Generation of criteria air pollutants is associated primarily with the usage of off-road construction equipment, the usage of on-road motor vehicles, soil excavation, and material transport. As detailed in the Air Quality Technical Memorandum, the proposed project would be required to comply with applicable San Joaquin Valley Air Pollution Control District regulations for fugitive dust generated during construction. Therefore, fugitive dust impacts would be maintained at less than significant levels.

Also noted in the Air Quality Technical Memorandum, the proposed project would not generate any new daily trips and would only improve the flow of existing traffic in the project area by reducing intersection delay. Therefore, the proposed project would not exceed San Joaquin Valley Air Pollution Control District significance thresholds during operations. Therefore, the proposed project would have a less than significant impact related to criteria pollutants during operation.

#### *Expose Sensitive Receptors to Substantial Pollutant Concentrations*

##### *Toxic Air Contaminants*

Some members of the population are especially sensitive to air pollutant emissions and should be given special consideration when evaluating air quality impacts from projects. These groups include children, older adults, persons with preexisting respiratory or cardiovascular illness, athletes, and others who engage in frequent exercise. The closest sensitive receptor to the project construction boundary is a single-family residential home located approximately 185 feet northeast of the project construction limits on Interstate 580.

Residential areas are considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to pollutants present. The greatest potential for exposure to toxic air

contaminant emissions at nearby sensitive receptors would result from diesel particulate matter emissions associated with heavy-duty construction equipment activity. However, as noted in the Air Quality Technical Memorandum, this exposure would be limited due to the temporary duration of construction activities relative to the 30-year timeframe for calculating cancer risks, the direction of prevailing wind patterns as a natural dispersal mechanism, and the limited amount of heavy-duty construction equipment that would be used. Therefore, the Air Quality Technical Memorandum concluded that the proposed project would not expose sensitive receptors to substantial construction toxic air contaminant concentrations.

As previously mentioned, the proposed project would not generate any new daily trips and would improve traffic flow by reducing intersection delay. Additionally, the proposed project would not generate diesel particulate matter during regular operations. Therefore, the proposed project would have a less than significant impact related to toxic air contaminants during operation.

### Odors

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature and are expected to cease during drying or hardening. Because of the short-term nature and limited amounts of odor producing materials used, odor impacts would be minimized during construction of the proposed project. Therefore, construction odor impacts would be less than significant.

Post-construction, the proposed project as a roadway improvement would not generate odors. Impacts would be less than significant.

### *Cumulative Impacts*

The proposed project would be constructed to accommodate growth projections resulting from build-out of the Tracy Hills Specific Plan. The proposed project's generation of criteria air pollutants, toxic air contaminants, and odor during construction would be short-term and less than 5 years. Therefore, although the San Joaquin Valley Air Basin is designated as nonattainment for ozone and particulate matter, as noted under the Air Quality Technical Memorandum, these impacts would be less than the San Joaquin Valley Air Pollution Control District significance thresholds. Therefore, the proposed project's impacts on air quality during construction would be less than significant and less than cumulatively considerable.

The proposed project would be constructed to accommodate growth projections resulting from build-out of the Tracy Hills Specific Plan. As such, the proposed project would not result in either direct or indirect increases in regional traffic volumes compared to no-build conditions. Therefore, the Air Quality Technical Memorandum concluded that the proposed project would not induce travel and would not have the potential for meaningful Mobile Source Air Toxic impacts under criteria for Category 1 for projects exempt under the Clean Air Act conformity rule under 40 Code of Federal Regulations 93.126. As previously mentioned, due to these factors and that the proposed project would improve the Level of Service at study intersections, the

proposed project impacts on criteria air pollutants and toxic air contaminants generated during operations would be less than significant and would not be cumulatively considerable. All cumulative projects would also be required to comply with San Joaquin Valley Air Pollution Control District regulations and other applicable standards. Therefore, the proposed project's impacts on air quality during operations would be less than significant and less than cumulatively considerable.

### ***Avoidance, Minimization, and/or Mitigation Measures***

Refer to Section 1.6, Standard Measures and Best Management Practices, for the following standard measures:

- **AQ-1:** Section 10-5: Dust Control
- **AQ-2:** Section 14-9.02: Air Pollution Control

### **2.1.4 Biological Resources**

Considering the information in the Natural Environment Study (Minimal Impacts) dated November 04, 2025, the following significance determinations have been made:

| <b>Question—Would the project:</b>                                                                                                                                                                                                                                                                                                                                                        | <b>CEQA Significance Determinations for Biological Resources</b> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, United States Fish and Wildlife Service, or National Oceanic and Atmospheric Administration Fisheries? | <b>Less Than Significant Impact With Mitigation Incorporated</b> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?                                                                                                                           | <b>Less Than Significant Impact With Mitigation Incorporated</b> |
| c) Have a substantial adverse effect on State or federally protected wetlands (including,                                                                                                                                                                                                                                                                                                 | <b>No Impact</b>                                                 |



| Question—Would the project:                                                                                                                                                                                                        | CEQA Significance Determinations for Biological Resources        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------|
| but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?                                                                                                 |                                                                  |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <b>Less Than Significant Impact With Mitigation Incorporated</b> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?                                                                                                | <b>No Impact</b>                                                 |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan?                                               | <b>No Impact</b>                                                 |

### ***Affected Environment***

The project area was also evaluated as a part of the Tracy Hills Specific Plan environmental reporting, conducted by Tracy Hills Development. This included a Biological Opinion issued by the United States Fish and Wildlife Service on January 28, 2021, which provided various conservation measures for mitigating biological impacts within the Tracy Hills Specific Plan Area.

Impacts would be produced through the following project improvements. The proposed project would widen and upgrade the Corral Hollow Road overpass, add a center-running multi-use path, convert the Interstate 580 ramp intersections to a Diverging Diamond configuration with new two-phase signals, install additional signals at both ramp termini, stripe new crosswalks at the westbound and eastbound ramp intersections, and upgrade the eastbound on-ramp crossing Corral Hollow Creek using either Option A or Option B described below:

- Option A involves 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 involves complete replacement of the existing Corral Hollow Creek Bridge.

Impacts to existing conditions of the site would differ between Option A and Option B and are described in greater detail below.

### *Environmental Conditions*

The biological study area is located on eastern side of the North Diablo Range along the edge of the San Joaquin Valley. The elevation within the biological study area ranges from approximately 240 to 315 feet above mean sea level per the Natural Environment Study (Minimal Impacts) Appendix E. Soils within the biological study area are composed of Carbona clay loam 2 to 8 percent slopes, Dumps, Pleito clay loam 2 to 8 percent slopes, Xerofluvents-Xerorthents complex 1 to 8 percent slopes (occasionally flooded), Zacharias gravelly clay loam 0 to 2 percent slopes, and Zacharias gravelly clay loam 2 to 8 percent slopes.

Based on information from the City of Tracy Pumping Plant (C.W. Bill Jones Pumping Plant), approximately 11 miles northwest of the biological study area, the local area has a mean annual precipitation of 12.03 inches. This station also shows that the local area has mean annual minimum and maximum temperatures of 49.9°F and 74.3°F.

FirstCarbon Solutions identified all biotic habitats within the biological study area during the field survey and mapped the communities on a global positioning system unit. Seven biotic habitats were identified within the 51.98-acre biological study area and included a beardless wild rye planted field, Corral Hollow Creek, developed ornamental woodland, a ruderal/disturbed saltgrass patch, and wild oat-annual brome disturbed grassland. Table 1, below, provides the approximate acreage of each biotic habitat within the biological study area. For a comprehensive list of wildlife and plant species observed, see Appendix F within the Natural Environment Study (Minimal Impacts), Species Compendium.

### *Biotic Habitat*

#### *Beardless Wild Rye Planted Field*

**Vegetation:** There is a patch of planted beardless wild rye (*Elymus triticoides*) surrounding the drainage in the center portion of the biological study area west of Interstate 580. This species is dominant in this vegetation community, with scattered non-native and invasive species, including wild oat, Maltese star thistle, soft brome, ripgut brome, rattail six weeks grass, and short podded mustard. This community corresponds to the 41.080.01 *Leymus triticoides* Association, which is listed as Sensitive on the California Department of Fish and Wildlife California Natural Community List. During the June field survey, it appeared as though this was planted as part of a former mitigation site due to the presence of an adjacent rock slope protection feature and the isolated nature of this vegetation community (Appendix E: Photograph 10 of Natural Environment Study (Minimal Impacts)). Since this community is likely the result of seeding, it would not be considered a natural community as it is not naturally occurring.

### Corral Hollow Creek Vegetation

The bed of Corral Hollow Creek is mostly bare with scattered individual shrubs and forbs, none of which are dominant. Shrubs present in this area include a mix of native and invasive species including saltcedar, smallflower tamarisk, mule fat (*Baccharis salicifolia*), and coyote brush (*Baccharis pilularis*). There was also a single small Fremont cottonwood (*Populus fremontii*) growing in this area. Forbs present in this area include a variety of disturbance-friendly native species, including Great Valley gumweed (*Grindelia camporum*), tarweed (*Holocarpha* sp.), tarweed (*Centromadia* sp.), common sunflower (*Helianthus annuus*), and western vervain (*Verbena lasiostachys*). The banks of the reach of Corral Hollow Creek within the biological study area are armored with cement banks as part of the Interstate 580 overpass construction.

### Developed Vegetation

Much of the biological study area consists of the developed Interstate 580, Corral Hollow Road, and the Interstate 580/Corral Hollow Interchange. Developed land is land that has been constructed upon or otherwise physically altered to an extent that native vegetation is no longer supported. These roadways are subject to high vehicular usage, and there was no vegetation present.

### Ornamental Woodland Vegetation

There is a line of planted trees within the biological study area, north of Corral Hollow Road and east of Interstate 580, along the edge of a fence surrounding the adjacent undeveloped field. This area is highly maintained with no shrub or herbaceous species present.

### Ruderal/Disturbed Vegetation

The areas immediately surrounding the paved areas of Interstate 580, Corral Hollow Road, and the Interstate 580/Corral Hollow Road Interchange are subject to high levels of disturbance from vehicular usage of the surrounding roadways. Vegetation in these areas ranges from nearly bare to small patches of disturbance-tolerant native and non-native forbs, none of which are dominant, including Great Valley gumweed, tarweed, fiddleneck, sacred datura (*Datura wrightii*), common sunflower, turkey-mullein (*Croton setiger*), vinegarweed (*Trichostema lanceolatum*), Maltese star thistle, redstem stork's bill, Russian thistle, short podded mustard, cultivated radish, wild radish (*Raphanus raphanistrum*), and prickly lettuce (*Lactuca serriola*). This area is also likely mowed on a regular basis to prevent traffic obstruction and to mitigate potential fire hazards.

### Saltgrass Patch Vegetation

There is a small patch of saltgrass (*Distichlis spicata*) adjacent to the planted beardless wild rye patch in the center of the biological study area west of Interstate 580 per Natural Environment Study (Minimal Impacts), Appendix E, Photograph 11. Saltgrass is the dominant plant in this herbaceous community, with scattered soft brome and foxtail brome (*Bromus madritensis*). Forbs present in this community include vinegarweed, curly dock, turkey-mullein, Maltese star thistle, Russian thistle, and fiddleneck. This community corresponds to the 41.201.01 *Distichlis spicata* Interior Association, which is not listed as sensitive on the California Department of Fish and Wildlife California Natural Community List.

### Wild Oat-Annual Brome Disturbed Grassland Vegetation

Wild oat-annual brome grassland is present in some sections along the roadway. The dominant plants in this community were grasses including wild oat, false brome, and ripgut brome. There were some individual coast live oak and Peruvian pepper trees present in this community at low cover. There were a few scattered forbs, including Great Valley gumweed, short podded mustard, fiddleneck, and tarweed. This community corresponds to the 42.027.00 *Avena* spp.-*Bromus* spp. Alliance, which is not ranked as sensitive on the California Department of Fish and Wildlife California Natural Community List.

A summary of the impacts for each design option is included in Table 3.

**Table 3: Temporary and Permanent Limits of Impacts on Biological Resources**

| <b>Vegetation<br/>Communities/Land<br/>Cover Type</b> | <b>Total on<br/>Project<br/>Site</b> | <b>Design<br/><u>Option A</u><br/>Temporary<br/>Impacts</b> | <b>Design<br/><u>Option A</u><br/>Permanent<br/>Impacts</b> | <b>Design<br/><u>Option B</u><br/>Temporary<br/>Impacts</b> | <b>Design<br/><u>Option B</u><br/>Permanent<br/>Impact</b> |
|-------------------------------------------------------|--------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------|-------------------------------------------------------------|------------------------------------------------------------|
| Beardless Wild Rye<br>Planted Field                   | 0.14 acre                            | 0.05 acre                                                   | 0.06 acre                                                   | 0.03 acre                                                   | 0.09 acre                                                  |
| Corral Hollow Creek                                   | 0.17 acre                            | 0.15 acre                                                   | 0.02 acre                                                   | 0.14 acre                                                   | 0.03 acre                                                  |
| Developed                                             | 16.57<br>acres                       | 10.37 acre                                                  | 6.51 acre                                                   | 10.60 acres                                                 | 6.71 acres                                                 |
| Ornamental Woodland                                   | 1.25<br>acres                        | 0.29 acre                                                   | 0.99 acre                                                   | 0.29 acre                                                   | 0.99 acre                                                  |
| Ruderal/Disturbed                                     | 19.65<br>acres                       | 11.43 acre                                                  | 5.25 acre                                                   | 11.71 acres                                                 | 6.56 acres                                                 |
| Saltgrass Patch                                       | 0.04 acre                            | 0.00 acre                                                   | 0.04 acre                                                   | 0.00 acre                                                   | 0.04 acre                                                  |
| Wild Oat-Annual Brome<br>Grassland                    | 11.95<br>acres                       | 0.65 acre                                                   | 6.41 acres                                                  | 6.95 acres                                                  | 6.55 acres                                                 |

Source: ESRI Aerial Imagery. Mark Thomas.10/03/2024, updated 01/27/2025, revised 05/16/2025.

## **Environmental Consequences**

### *Special-status Species*

#### Wildlife

The proposed project would result in temporary and permanent impacts on several natural communities that provide habitat for special-status wildlife species, including coast horned lizard, burrowing owl, Swainson's hawk, migratory bird species, and

roosting bats. Caltrans, as the federal Lead Agency on the proposed project, coordinated with the United States Fish and Wildlife Service on March 13, 2026, and determined that the United States Fish and Wildlife Service would support a no effect determination for species such as the California red-legged frog, California tiger salamander, and San Joaquin kit fox. These species are therefore not included in the following analysis.

#### Coast Horned Lizard

Although the potential for coast horned lizard to occur in the project area is low, given the high level of disturbance in the biological study area, construction of the proposed project could result in direct impacts on these species through mortality or injury and may result in permanent and temporary impacts on coast horned lizard habitat. For Design Option A, the proposed project would result in temporary impacts on 6.55 acres of wild oak grassland and permanent impacts on 5.41 acres of wild oak grassland. For Design Option B, the proposed project would result in temporary impacts on 6.95 acres of wild oak grassland and permanent impacts on 5.88 acres of wild oak grassland. Through implementation of mitigation measures listed below, impacts would be less than significant.

#### Burrowing Owl

The presence of the burrowing owls is unlikely given the high degree of habitual disturbance and the lack of suitable burrowing habitat for nesting. However, this species is found in open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. The site does contain suitable culverts that this species is known to nest in. Therefore, although the likelihood of occurrence of this species is low, potential for this species to occur on-site cannot be ruled out. Construction grading, excavation, and the movement of equipment and vehicles could injure and/or kill burrowing owl adults, nestlings, and eggs if they are found to be present on-site prior to construction. Therefore, project implementation may result in direct impacts on these species through mortality or injury and may result in permanent and temporary impacts on suitable dispersal habitat. For Design Option A, the proposed project would result in temporary impacts on 6.55 acres of wild oak grassland and permanent impacts on 5.41 acres of wild oak grassland. For Design Option B, the project would result in temporary impacts on 6.95 acres of wild oak grassland and permanent impacts on 5.88 acres of wild oak grassland. Through implementation of mitigation measures listed below, impacts would be less than significant.

#### Swainson's Hawk

One Swainson's hawk nest was recorded approximately 3.5 miles north of the biological study area in 2016. The biological study area contains large and non-native trees, ornamental woodland, and utility poles adjacent to open space and rolling foothill grasslands which may provide suitable nesting or perching habitat. Therefore, potential direct impacts on nesting or perching habitat, as well as foraging habitat, may result from construction of the proposed project. For Design Option A, the proposed project would result in temporary impacts on 6.55 acres of wild oak grassland and 0.29 acre of ornamental woodland and permanent impacts on 5.41 acres of wild oak grassland and 0.99 acre of ornamental woodland. For Design Option B, the proposed project would

result in temporary impacts on 6.95 acres of wild oak grassland and 0.29 acre of ornamental woodland and permanent impacts on 5.88 acres of wild oak grassland and 0.99 acre of ornamental woodland. Both options would result in the removal of up to 17 coast live oak and Peruvian pepper trees on-site. However, due to the high levels of ongoing disturbance from Interstate 580, the site is unlikely to provide suitable nesting habitat for this species and tree removal would not result in project-related impacts to Swainson's hawk. However, through implementation of mitigation measures, avoidance, and minimization measures listed below, impacts would be less than significant.

### Migratory Birds

#### Golden Eagle

The golden eagle is a species of Special Concern and is a candidate for listing under the Endangered Species Act. Golden eagle habitats include rolling foothills for foraging, including the annual grassland found in the biological study area, in addition to large trees for roosting. Annual grasslands within the biological study area are highly disturbed and contain invasive plant species. Additionally, the existing ornamental woodland and a majority of trees within the biological study area are located adjacent to highly trafficked disturbed areas. However, direct impacts on potential nesting and foraging habitat may result from construction of the proposed project. For Design Option A, the proposed project would result in temporary impacts on 6.55 acres of wild oak grassland and 0.29 acre of ornamental woodland and permanent impacts on 5.41 acres of wild oak grassland and 0.99 acre of ornamental woodland. For Design Option B, the proposed project would result in temporary impacts on 6.95 acres of wild oak grassland and 0.29 acre of ornamental woodland and permanent impacts on 5.88 acres of wild oak grassland and 0.99 acre of ornamental woodland. Both options would result in the removal of up to 17 coast live oak and Peruvian pepper trees on-site. However, through implementation of mitigation measures, avoidance, and minimization measures listed below, impacts would be less than significant.

#### Loggerhead Shrike

The loggerhead shrike is a California State Species of Special Concern and is protected under the Migratory Bird Treaty Act. Loggerhead shrike habitats include trees for nesting, including ornamental woodland, within the biological study area as well as annual grasslands for foraging. Annual grasslands within the biological study area are highly disturbed and contain invasive plant species. Additionally, the existing ornamental woodland and a majority of trees within the biological study area are located adjacent to highly trafficked disturbed areas. However, direct impacts on potential nesting and foraging habitat may result from construction of the proposed project. For Design Option A, the proposed project would result in temporary impacts on 6.55 acres of wild oak grassland and 0.29 acre of ornamental woodland and permanent impacts on 5.41 acres of wild oak grassland and 0.99 acre of ornamental woodland. For Design Option B, the proposed project would result in temporary impacts on 6.95 acres of wild oak grassland and 0.29 acre of ornamental woodland and permanent impacts on 5.88 acres of wild oak grassland and 0.99 acre of ornamental woodland. Both options would result in the removal of up to 17 coast live oak and Peruvian pepper trees on-site. However, through implementation of mitigation measures, avoidance, and minimization measures listed below, impacts would be less than significant.

### White-tailed Kite

The white-tailed kite is a federally protected species under the Endangered Species Act and is protected under the Migratory Bird Treaty Act. White-tailed kite habitats include trees near river bottom lands for nesting and open grasslands for foraging. Annual grasslands within the biological study area are highly disturbed and contain invasive plant species. Additionally, the existing ornamental woodland and a majority of trees within the biological study area are located adjacent to highly trafficked disturbed areas. However, direct impacts on potential nesting and foraging habitat may result from construction of the proposed project. For Design Option A, the project would result in temporary impacts on 6.55 acres of wild oak grassland and 0.29 acre of ornamental woodland and permanent impacts on 5.41 acres of wild oak grassland and 0.99 acre of ornamental woodland. For Design Option B, the project would result in temporary impacts on 6.95 acres of wild oak grassland and 0.29 acre of ornamental woodland and permanent impacts on 5.88 acres of wild oak grassland and 0.99 acre of ornamental woodland. Both options would result in the removal of up to 17 coast live oak and Peruvian pepper trees on-site. However, through implementation of mitigation measures, avoidance, and minimization measures listed below, impacts would be less than significant.

### Roosting Bats

#### Townsend's Big-eared Bat

The Townsend's big-eared bat is a California State Species of Special Concern. Townsend's big-eared bats occur throughout California, but distribution is limited by the availability of cavern-like roost structures, including the Interstate 580 eastbound bridge over Corral Hollow Creek in the biological study area. Additionally, the present foraging area, within annual grasslands in the biological study area, is already highly disturbed and contains invasive species. Therefore, direct impacts on roosting habitat exist. For Design Option A, the proposed project would result in temporary impacts on 0.15 acre of Corral Hollow Creek and permanent impacts on 0.02 acre of Corral Hollow Creek. For Design Option B, the proposed project would result in temporary impacts on 0.14 acre of Corral Hollow Creek and permanent impacts on 0.03 acre of Corral Hollow Creek. Through implementation of mitigation measures listed below, impacts would be less than significant.

#### Pallid Bat

The pallid bat is a California State Species of Special Concern. The pallid bat is found in open, semi-arid to arid habitats, including annual grassland. The species roosts in rocky areas within open, dry habitats. There are no rocky areas within the biological study area that would provide suitable roosting habitat for the species. Additionally, the present foraging area, within annual grasslands in the biological study area, is already highly disturbed and contains invasive species. Therefore, the potential for direct impacts on the species is low. For Design Option A, the proposed project would result in temporary impacts on 6.55 acres of wild oak grassland and permanent impacts on 5.41 acres of wild oak grassland. For Design Option B, the proposed project would result in temporary impacts on 6.95 acres of wild oak grassland and 0.29 acre of ornamental woodland and permanent impacts on 5.88 acres of wild oak grassland. However, to

mitigate impacts on roosting behaviors to the extent feasible, the proposed project would implement mitigation measures listed below.

### *Western Mastiff Bat*

The western mastiff bat is a California State Species of Special Concern. The western mastiff bat is found in open, semi-arid to arid habitats, including annual grassland. The species roosts in trees and tunnels. Therefore, the trees on the project site, including those within the ornamental woodland, and the Interstate 580 eastbound bridge over Corral Hollow Creek in the biological study area, would provide suitable roosting habitat. Both Design Option A and Design Option B would result in the removal of up to 17 coast live oak and Peruvian pepper trees on-site, which could result in impacts to roosting bats if they are present on-site. However, through implementation of mitigation measures listed below, impacts would be reduced less than significant.

### *Riparian Habitats and/or Sensitive Natural Communities*

Natural communities within the project area are highly disturbed due to ongoing vehicular traffic. A query of the California Natural Diversity Database Sensitive Natural Communities in RareFind 5 was performed for the *Tracy, California* United States Geological Survey 7.5-minute Topographic Quadrangle Map and all eight surrounding quadrangles. The California Natural Diversity Database identified the following five sensitive habitats as occurring in the general project region: alkali meadow, Great Valley cottonwood riparian forest, Great Valley valley oak riparian forest, northern claypan vernal pool, and valley sink scrub. The biological study area does not have suitable soil substrates or microclimatic regimes for any of these sensitive habitats. Additionally, the biological study area does not contain any sensitive natural communities as identified by the California Department of Fish and Wildlife California Natural Communities List. No sensitive natural communities are expected to be impacted during project construction. Additionally, the biological study area contains the intermittent Corral Hollow Creek but does not contain any dense emergent riparian vegetation. Therefore, project initiation would not impact any sensitive natural communities or riparian habitats and no impacts would occur.

### *Jurisdictional Waters*

The biological study area contains Corral Hollow Creek, an intermittent tributary of the San Joaquin River. Because of the intermittent nature of the creek located on the biological study area and its downstream connection to the San Joaquin River, it would likely be considered a water of the United States and State. Additionally, the biological study area contains two isolated ephemeral drainage features. One of these features originates with a cement lining and then turns into an erosional drainage feature as it moves south, while the other contains a compacted soil substrate and is the result of runoff scour between two culverts. The two ephemeral drainage features do not contain a hydrological connection to Corral Hollow Creek but would likely be considered waters of the State.

The proposed project would avoid the placement of fill within the bed and/or bank of Corral Creek. Both Design Options would free span Corral Hollow Creek and would not impact the Creek through filling or dredging. Temporary impacts and permanent impacts would occur through both Design Options, with temporary impacts resulting from



potential waste discharge and permanent impacts resulting from shading to the Creek. Design Option A would result in temporary impacts on 0.15 acre of Corral Hollow Creek and permanent impacts on 0.02 acre of Corral Hollow Creek. Design Option B would result in temporary impacts on 0.14 acre of Corral Hollow Creek and permanent impacts on 0.03 acre of Corral Hollow Creek.

Therefore, the proposed project would not require Section 404 or 401 Clean Water Act permitting. The proposed project would require the fill of the two isolated ephemeral drainages within the biological study area. Impacts to these features would likely require a Report of Waste Discharge as these features are likely regulated by the Regional Water Quality Control Board as waters of the State. Additionally, the proposed project would be required to comply with the provisions of Section 1602 of the California Fish and Game Code to mitigate impacts related to shading of Corral Hollow Creek and filling/dredging of the ephemeral drainages. This would minimize impacts related to embankment stability through preparation of a planned project-specific Stormwater Pollution Prevention Plan. Jurisdictional determinations related to extent of waters of the United States can only be made by the United States Army Corps of Engineers, and jurisdictional determinations related to the extent of waters of the State can only be made by the Regional Water Quality Control Board. Through implementation of mitigation measures listed below, impacts to jurisdictional waters would be reduced less than significant.

#### *Wildlife Movement Corridor*

The biological study area provides minimal habitat connectivity for local wildlife, as the majority of the biological study area consists of developed freeway and road. However, the intermittent Corral Hollow Creek runs through the southern portion of the biological study area underneath Interstate 580 that may provide a habitat corridor for local wildlife species. The west side of Interstate 580 is mapped as Conservation Planning Linkages on California Department of Fish and Wildlife's BIOS6 Terrestrial Connectivity Map, and the east side is mapped as having Limited Connectivity Opportunity. However, Corral Hollow Creek is not mapped as a connectivity corridor on the BIOS6 Terrestrial Connectivity Map. Species may disperse from the east side of the biological study area through or near the biological study area in search of areas of higher habitat quality to the west; however, the biological study area should not be considered a significant wildlife movement corridor for the reasons outlined above. Therefore, no impacts would occur to wildlife movement corridors due to project initiation, and no mitigation is required.

#### *Conflict with Approved Conservation Plans*

The project is located within the boundary of the San Joaquin Multi-species Habitat Conservation Plan, in the area between the Southwestern Zone and the Central/Southwest Transition Zone. Participation in the San Joaquin Multi-species Habitat Conservation Plan is voluntary. The project applicant has opted out of coverage under the San Joaquin Multi-species Habitat Conservation Plan and is currently undergoing the consultation process with the United States Fish and Wildlife Service. Therefore, through implementation of all mitigation measures described below, the proposed project would satisfy applicable State and federal environmental regulations (e.g., Endangered Species Act, California Endangered Species Act, CEQA) and no

conflicts with the San Joaquin Multi-species Habitat Conservation Plan would result from the proposed project.

### *Cumulative Impacts*

#### *Special-status Wildlife*

Construction of the proposed project could contribute to the cumulative loss of coast horned lizard, burrowing owl, Swainson's hawk, migratory birds, and roosting bats. Loss of special-status wildlife and their habitats from project-related development are threats to special-status plant species. The proposed project might contribute to a cumulative loss of habitat and a cumulative impact on the species through direct impacts on individuals. However, implementation of avoidance and minimization measures to conduct surveys and implement protective measures as necessary and to mitigate for any unavoidable permanent impacts, should they result, will ensure that the contribution will not be considerable.

#### *Jurisdictional Features*

Although the proposed project would contribute incrementally to cumulative regional losses of wetlands and other waters, its contribution would not be considerable. The total acreage affected is small, impacts to Corral Hollow Creek are limited to shading and temporary disturbance, and compensatory mitigation for the isolated ephemeral drainages, combined with regulatory compliance and avoidance of direct fill in Corral Hollow Creek, would ensure no net loss of habitat functions or values. Therefore, with implementation of the mitigation measures described below, cumulative impacts on jurisdictional waters would not be cumulative considerable.

### ***Avoidance, Minimization, and/or Mitigation Measures***

Through implementation of avoidance and minimization measures listed below, as well as mitigation measure BIO-11, impacts would be less than significant.

#### *Avoidance and Minimization Measures*

##### *Coast Horned Lizard*

- **BIO-1:** Worker Environmental Awareness Program
- **BIO-2:** Exclusion Fencing
- **BIO-5:** Pre-construction Survey for Coast Horned Lizard

##### *Burrowing Owl*

- **BIO-1:** Worker Environmental Awareness Program
- **BIO-2:** Exclusion Fencing
- **BIO-3:** Pre-construction Survey for Burrowing Owl

##### *Swainson's Hawk*

- **BIO-1:** Worker Environmental Awareness Program

- **BIO-4:** Pre-construction Survey for Swainson's Hawk, Including Avoidance Buffers

*Migratory Birds (Including Golden Eagle, Loggerhead Shrike, and White-tailed Kite)*

- **BIO-6:** Avoidance of Nesting Season
- **BIO-7:** Pre-construction Surveys for Active Nests, Including Buffer Zones for Active Nests

*Roosting Bats (Including Townsend Big-eared Bat, Pallid Bat, and Western Mastiff Bat)*

- **BIO-8:** Avoidance of Roosting Season
- **BIO-9:** Pre-construction Surveys for Active Roosts Within Trees
- **BIO-10:** Pre-construction Surveys for Active Roosts Within Overpasses

*Mitigation Measure*

*Jurisdictional Waters*

The following compensatory measure would also be included to mitigate potentially significant impacts to non-wetland waters of the State.

- **MM BIO-11:** Coordination with Regulatory Agencies and Compensation for Permanent Loss of Waters of the State

Also see Section 1.6 Standard Measures and Best Management Practices Included in All Build Alternatives.

## 2.1.5 Cultural Resources

Considering the information in the Historical Property Survey Report dated June 24, 2026, and the Archaeological Survey Report dated June 24, 2026, the following significance determinations have been made:

| Question—Would the project:                                                                                          | CEQA Significance Determinations for Cultural Resources |
|----------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?      | <b>No Impact</b>                                        |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | <b>No Impact</b>                                        |

| <b>Question—Would the project:</b>                                                      | <b>CEQA Significance Determinations for Cultural Resources</b> |
|-----------------------------------------------------------------------------------------|----------------------------------------------------------------|
| c) Disturb any human remains, including those interred outside of dedicated cemeteries? | <b>No Impact</b>                                               |

### 2.1.6 Energy

Considering the information in the Vehicle Miles Traveled Analysis Memo – Final, dated January 2025; the Traffic Operations Analysis Report dated September 2025; and the Community Impact Assessment Technical Memorandum, dated January 15, 2026, the following significance determinations have been made:

| <b>Question—Would the project:</b>                                                                                                                                               | <b>CEQA Significance Determinations for Energy</b> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? | <b>No Impact</b>                                   |
| b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?                                                                                    | <b>No Impact</b>                                   |

### 2.1.7 Geology and Soils

Considering the information in the Preliminary Materials Memorandum dated January 24, 2025, and the Preliminary Foundation Memorandum dated January 10, 2025, the following significance determinations have been made:

| <b>Question—Would the project:</b>                                                                                                                                                                                                                                                                                       | <b>CEQA Significance Determinations for Geology and Soils</b> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> <li>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State</li> </ul> | <b>No Impact</b>                                              |

| <b>Question—Would the project:</b>                                                                                                                                                                                                     | <b>CEQA Significance Determinations for Geology and Soils</b> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.                                                                                         |                                                               |
| ii) Strong seismic ground shaking?                                                                                                                                                                                                     | <b>No Impact</b>                                              |
| iii) Seismic-related ground failure, including liquefaction?                                                                                                                                                                           | <b>No Impact</b>                                              |
| iv) Landslides?                                                                                                                                                                                                                        | <b>No Impact</b>                                              |
| b) Result in substantial soil erosion or the loss of topsoil?                                                                                                                                                                          | <b>No Impact</b>                                              |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <b>No Impact</b>                                              |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?                                                                                       | <b>No Impact</b>                                              |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?                                                   | <b>No Impact</b>                                              |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?                                                                                                                                | <b>No Impact</b>                                              |

## **2.1.8 Greenhouse Gas Emissions**

Considering the information in the Climate Change and Greenhouse Gas Memorandum dated April 16, 2026, and the Vehicle Miles Traveled Analysis Memo – Final, dated January 2025, the following significance determinations have been made:

| Question—Would the project:                                                                                                      | CEQA Significance Determinations for Greenhouse Gas Emissions |
|----------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?      | <b>Less Than Significant Impact</b>                           |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <b>No impact</b>                                              |

### ***Affected Environment***

The proposed project is near and in the City of Tracy in western San Joaquin County, in the northern part of the San Joaquin Valley. Land use within this area is composed of primarily residential, agriculture, and transportation. The landscape is mostly weedy vegetation and agricultural fields. Under existing conditions, the Interstate 580/Corral Hollow Road Interchange serves traffic to and from the Tracy Hills Specific Plan Area. The Tracy Hills Specific Plan stretches from the Delta-Mendota Canal, located approximately 1.13 miles north of Interstate 580, to rolling slopes located approximately 1.09 miles south of Interstate 580. The Tracy Hills Specific Plan Area also stretches approximately 3.56 miles east-west along Interstate 580 from Corral Hollow Creek Bridge to the Tracy Hills Specific Plan Area's easternmost boundary. Interstate 580/Corral Hollow Road interchange facilitates a large amount of commuter traffic to and from the San Francisco Bay Area.

The San Joaquin Council of Government's Regional Transportation Plan/Sustainable Communities Strategy, the San Joaquin County General Plan 2035, the City of Tracy Transportation Master Plan, and the City of Tracy General Plan guide transportation and housing development in the project area.

### ***Environmental Consequences***

According to the California Emissions Estimator Model analysis prepared for the proposed project, the proposed project would generate a total of approximately 1,254 metric tons of carbon dioxide equivalent during construction. While the proposed project would result in greenhouse gas emissions during the 515 working days year round of construction, it is expected that the proposed project would not result in any increase in operational greenhouse gas emissions at the project site. That is because the proposed project is not likely to significantly induce vehicle miles traveled, per its improvements targeting the provision of high occupancy vehicle preferential lanes; turn lanes; bike and pedestrian infrastructure; and intersection control (safety). As such, the proposed project is unlikely to induce travel demand and generate greenhouse gas emissions related vehicular travel.

The proposed project is intended to improve operations and traffic flow. The proposed project does not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. With implementation of measures listed in Section 1.6 and below, the impact would be less than significant.

### *Cumulative Impacts*

Cumulative impacts on greenhouse gas emissions could occur with past, present, and future projects. With implementation of the avoidance and minimization measures listed below, the proposed project's contribution to any cumulative impacts would not be considerable.

### **Avoidance, Minimization, and/or Mitigation Measures**

The following project-specific avoidance and minimization measures, including the measures listed in Section 1.6 of this document, would be included to reduce less than significant impacts from greenhouse gas emissions during construction. Full descriptions of the measures are included in Appendix B of this environmental document.

- **GHG-1:** Limit Equipment Idling
- **GHG-2:** Schedule Truck Trips
- **GHG-3:** Equipment Fuel Efficiency
- **GHG-4:** Energy-efficient Roadway Lighting

### **2.1.9 Hazards and Hazardous Materials**

Considering the information in the Initial Site Assessment dated December 22, 2025, the following significance determinations have been made:

| <b>Question—Would the project:</b>                                                                                                                                                              | <b>CEQA Significance Determinations for Hazards and Hazardous Materials</b> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?                                                         | <b>Less than Significant Impact</b>                                         |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <b>No Impact</b>                                                            |

| Question—Would the project:                                                                                                                                                                                                                                                         | CEQA Significance Determinations for Hazards and Hazardous Materials |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?                                                                                                                     | <b>No Impact</b>                                                     |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                                      | <b>No Impact</b>                                                     |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | <b>No Impact</b>                                                     |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?                                                                                                                                                           | <b>No Impact</b>                                                     |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?                                                                                                                                             | <b>No Impact</b>                                                     |

### ***Affected Environment***

The project site currently hosts the interchange between Interstate 580 and Corral Hollow Road. Features included in the interchange flyover, on- and off-ramps, highway guardrails, and various signage. Concrete constructed flyover provided passage of Corral Hollow Road. Existing facilities in the local areas include Tracy Hills Fire Station, located on Tracy Hills Drive, 0.1 miles from the project site; Citadel Broadcasting Company, located approximately 1.5 miles southwest of the project site; and the former Corral Hollow Landfill, located approximately 2 miles west of the project area. The closest airport to the project site, Tracy Municipal Airport, is located approximately 0.75 miles northeast of the project site. Although the project site lies within 2 miles of the



Tracy Municipal Airport, as noted in the Noise Element of the County General Plan, the project area is not within either the existing or future airport influence area.

### ***Environmental Consequences***

The following potentially hazardous materials/waste conditions are identified:

- Lead-impacted soil resulting from historical use of leaded gasoline may be encountered along roadways that existed prior to the leaded gasoline ban in the mid-1990s. Interstate 580 and the associated flyover present on the subject property were constructed in 1966, making lead-impacted soil possible on the project site.
- Given the age of the structure on the property parcel, asbestos-containing materials and lead-based paint could be present.
- Additionally, it appears guardrail posts on Interstate 580 may contain chemically treated lumber materials.

Based on a 2011 map of reported historic asbestos mines, historic asbestos prospects, and natural occurrences of asbestos prepared by the United States Geological Survey and California Geological Survey, there are no geologic features normally associated with naturally occurring asbestos (i.e., serpentine rock or ultramafic rock near fault zones) in or near the project area. Interstate 580 and Corral Hollow Road, which may contain asbestos, would be modified during construction. Testing for asbestos has not been conducted at the time of preparation of this environmental analysis. It is not known whether the existing structure contains asbestos. If asbestos is encountered, the proposed project would comply with the Environmental Protection Agency's National Emission Standards for Hazardous Air Pollutants regulations for asbestos (40 Code of Federal Regulations 61 Subpart M) and the California Air Resources Board's asbestos regulations.

Lead is normally not an air quality issue for transportation projects unless the project involves disturbance of soils containing high levels of aerially deposited lead or painting or modification of structures with lead-based coatings. Testing for aerially deposited lead has not been conducted at the time of preparation of this environmental analysis. It is not known whether lead-based paint was used previously for striping on the existing roads. If lead is encountered, disturbance of lead paint must meet Environmental Protection Agency and air district rules, pursuant to Caltrans Standard Specifications. There are no industrial lead sources within the immediate vicinity of the project.

### ***Valley Fever***

Valley Fever is not an air pollutant but is a disease caused by inhaling *Coccidioides immitis* (*C. immitis*) fungus spores. The spores are found in certain types of soil and become airborne when the soil is disturbed. San Joaquin County is the eleventh most affected county by Valley Fever in the State. Although several factors influence receptor exposure and development of Valley Fever, earthmoving activities during construction could release *C. immitis* spores if filaments are present and other soil chemistry and climatic conditions are conducive to spore development. Receptors within several miles

of the construction area may be exposed to an increased risk of inhaling *C. immitis* spores and subsequent development of Valley Fever. Dust control measures identified in the United States Geological Survey's 2000 Operational Guidelines (Version 1.0) for Geological Fieldwork in Areas Endemic for Coccidioidomycosis (Valley Fever) are the primary defense against infection. Implementation of the fugitive Dust Control Plan per San Joaquin Valley Air Pollution Control District Regulation VIII would avoid dusty conditions, and routine watering would reduce the risk of people contracting Valley Fever.

As specified in Regulation VIII, Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities), a Dust Control Plan is subject to review and approval by San Joaquin Valley Air Pollution Control District before any ground-disturbing activity can begin. This requirement is also listed as a project avoidance measure, below. Anyone who prepares or implements a Dust Control Plan must attend a training course conducted by the Air District. (The preparer is usually someone associated with the construction contractor who would implement the dust control measures.) Construction sites are subject to San Joaquin Valley Air Pollution Control District inspections under this Regulation VIII.

Ground-disturbing activity, including excavation, associated with construction of the proposed project may result in the disturbance of contaminated soils, which could expose workers and the public to hazardous materials or wastes. This could pose a threat to human health.

#### *Cumulative Impacts*

Cumulative impacts on hazardous materials could occur with past, present, and future projects. With implementation of the avoidance and minimization measures listed below, the proposed project's contribution to any cumulative impacts would not be considerable.

#### ***Avoidance, Minimization, and/or Mitigation Measures***

With implementation of the following avoidance and minimization measures, impacts would be reduced to less than significant:

- **HAZ-1:** Implement Health and Safety and Soil Management Plans
- **HAZ-2:** Conduct Aerially Deposited Lead Investigation
- **HAZ-3:** Implement Lead-based Paint Testing
- **HAZ-4:** Implement Hazardous Materials Survey
- **AQ-1:** Section 10-5: Dust Control

### 2.1.10 Hydrology and Water Quality

Considering the information in the Stormwater Data Report dated January 22, 2026 and the Drainage Memorandum dated January 26, 2026, the following significance determinations have been made:

| <b>Question—Would the project:</b>                                                                                                                                                                                                                                                            | <b>CEQA Significance<br/>Determinations for Hydrology and<br/>Water Quality</b> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface water or groundwater quality?                                                                                                                                               | <b>No Impact</b>                                                                |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?                                                                                                         | <b>No Impact</b>                                                                |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:<br>(i) result in substantial erosion or siltation on-site or off-site; | <b>No Impact</b>                                                                |
| (ii)substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site;                                                                                                                                                               | <b>No Impact</b>                                                                |
| (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or                                                                                                   | <b>No Impact</b>                                                                |
| (iv) impede or redirect flood flows?                                                                                                                                                                                                                                                          | <b>No Impact</b>                                                                |

| <b>Question—Would the project:</b>                                                                                      | <b>CEQA Significance<br/>Determinations for Hydrology and<br/>Water Quality</b> |
|-------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------|
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?                     | <b>No Impact</b>                                                                |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | <b>No Impact</b>                                                                |

### 2.1.11 Land Use and Planning

Considering the information in the Community Impact Assessment Technical Memorandum dated January 15, 2026, the following significance determinations have been made:

| <b>Question—Would the project:</b>                                                                                                                                                     | <b>CEQA Significance<br/>Determinations for Land Use and<br/>Planning</b> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| a) Physically divide an established community?                                                                                                                                         | <b>No Impact</b>                                                          |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <b>No Impact</b>                                                          |

### 2.1.12 Mineral Resources

Considering the information in the Preliminary Materials Memorandum dated January 24, 2025, the following significance determinations have been made:

| <b>Question—Would the project:</b>                                                                                                     | <b>CEQA Significance<br/>Determinations for Mineral<br/>Resources</b> |
|----------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? | <b>No Impact</b>                                                      |

| <b>Question—Would the project:</b>                                                                                                                                    | <b>CEQA Significance Determinations for Mineral Resources</b> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <b>No Impact</b>                                              |

### 2.1.13 Noise

Considering the information in the Construction Noise Analysis Memorandum dated October 6, 2026, the following significance determinations have been made:

| <b>Question—Would the project result in:</b>                                                                                                                                                                                                                                                              | <b>CEQA Significance Determinations for Noise</b> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?                                                         | <b>Less than Significant Impact</b>               |
| b) Generation of excessive groundborne vibration or groundborne noise levels?                                                                                                                                                                                                                             | <b>No Impact</b>                                  |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <b>No Impact</b>                                  |

### ***Affected Environment***

The project area generally includes residential and rural/vacant land use, and the existing noise levels are moderate, with traffic noise as the dominant ambient noise. There are no sensitive land use receptors, within the project area. In the context of a Title 23 Code of Federal Regulations Part 772 analysis, the term “receptor” means a single dwelling unit or the equivalent of a single dwelling unit. The closest sensitive

receptor to the project construction boundary is a single-family residential land use located approximately 165 feet northeast of the project construction limits on Interstate 580. A residential development is also currently being constructed more than 165 feet to the northeast of the project area.

## ***Environmental Consequences***

### ***Construction Noise***

For the purposes of environmental analysis, it is assumed that project construction would occur over 2 years.

Two types of short-term noise impacts could occur during the construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on access roads leading to the site. The projected construction traffic would be short-term, consisting of construction worker commutes and delivery/removal of construction equipment, causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum noise level of 86 A-weighted decibels [dBA]). The associated short-term noise increase along Interstate 580 and at the nearest sensitive receptors along this roadway would be perceptible; however, such a noise increase would be instantaneous and short-term as a truck passes by. A steady increase in the ambient noise level in the project area would not occur due to construction workers and equipment arriving and departing from the project site along Interstate 580.

The second type of short-term noise impact is related to noise generated during bridge construction. Bridge construction would be performed in discrete steps; each step of bridge replacement has its own mix of equipment and, consequently, its own noise characteristics. These various construction operations would change the character of the noise generated at the project site and, therefore, the ambient noise level as construction progresses. The loudest phase of construction is the excavation and site preparation phase as the noisiest construction equipment is earthmoving equipment.

The closest sensitive receptor to the project construction boundary is a single-family residential land use located approximately 165 feet northeast of the project construction limits on Interstate 580. The calculated reasonable worst-case construction noise levels from multiple pieces of heavy construction equipment operating simultaneously would attenuate to a maximum noise level of 75 dBA as measured at this nearest residential land use.

These reasonable worst-case construction noise levels would only occur periodically throughout the day as construction equipment operates along the nearest project boundaries. Additionally, these noise levels would drop off at a rate of 6 dBA per doubling of distance as the equipment moves over the project site. Therefore, the calculated reasonable worst-case 8-hour average noise level for construction assuming construction equipment moves over the project site would be 63 dBA as measured at the nearest residential receptor.

These calculated conservative worst-case construction noise levels would not exceed the Federal Transit Administration's threshold of an 8-hour average of 80 A-weighted decibels as measured at the nearest residential receptors. In addition, to the project is required to comply with Caltrans Standard Specification Section 14-8.02, Noise Control, the requires compliance with applicable local, State, and federal regulations, and the construction contractor shall implement appropriate noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources if needed.

Therefore, compliance with Caltrans Standard Specification 14-8.02 would ensure that construction noise impacts would be reduced to less than significant.

### *Operational Noise*

A significant impact would occur if project-generated traffic would result in a substantial increase in ambient noise levels compared with those that would exist without the proposed project. The proposed project plans to improve the Interstate 580/Corral Hollow Road Interchange (as described in the project description above) and would not consist of construction of a brand new highway, would not construct a highway on a new location that did not previously have a road, would not consist of physical alteration of an existing highway where there is either a substantial horizontal or substantial vertical alterations, would not increase the number of through-traffic lanes, and would not include stationary noise sources. In addition, while the proposed project would widen the overpass to permit the future addition of through-traffic lanes, the proposed project in itself does not increase the number of through-traffic lanes because that had already been analyzed under a separate project. Furthermore, this proposed project would not alter the existing roadway such that there is either a substantial horizontal or substantial vertical alteration because it would not halve the distance between the traffic noise source and the closest receptor between the existing condition compared to the future build condition.

Since the proposed project plans to only improve the existing roadway, the proposed project would not increase traffic volumes. Therefore, there would be no project operational noise impacts.

### *Groundborne Vibration or Noise*

A significant impact would occur if the proposed project would generate groundborne vibration or groundborne noise levels in excess of established standards. According to the San Joaquin County General Plan, construction projects anticipated to generate a significant amount of vibration are required to ensure acceptable interior vibration levels at nearby vibration-sensitive uses based on Federal Transit Administration criteria. Therefore, for purposes of this analysis, the Federal Transit Administration's vibration impact criteria are utilized. The Federal Transit Administration has established industry accepted standards for vibration impact criteria and impact assessment. These guidelines are published in its Transit Noise and Vibration Impact Assessment Manual.

Groundborne noise is generated when vibrating building components radiate sound, or noise generated by groundborne vibration. In general, if groundborne vibration levels do not exceed levels considered to be perceptible, then groundborne noise levels would not be perceptible in most interior environments. Therefore, this analysis focuses on determining exceedances of groundborne vibration levels.

In extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Common sources of groundborne vibration include construction activities such as blasting, pile driving and operating heavy earthmoving equipment. Construction vibration impacts on building structures are generally assessed in terms of inches per second peak particle velocity.

#### *Short-term Construction Vibration Impacts*

For purposes of this analysis, a significant impact would occur if the proposed project would generate groundborne vibration or groundborne noise levels in excess of the Federal Transit Administration impact assessment criteria for construction (i.e., 0.2 inch per second peak particle velocity for buildings of non-engineer timber and masonry construction).

During construction of the proposed project, construction equipment such as cranes, excavators, graders, loaders backhoes, large vibratory rollers and bulldozers would operate across the project site. Per the design team, pile driving would not be used in construction of this project. Of these types of equipment, the large vibratory rollers would produce the highest groundborne vibration levels. Large vibratory rollers produce groundborne vibration levels ranging up to 0.201 inch per second peak particle velocity at 25 feet from the operating equipment.

The nearest residential structure is located approximately 165 feet from the nearest construction footprint where the construction equipment would potentially operate. At this distance, groundborne vibration levels would range up to 0.012 inch per second peak particle velocity from operation of the types of equipment that would produce the highest vibration levels. This does not exceed the Federal Transit Administration's construction vibration damage criteria of 0.2 inch per second peak particle velocity for this type of structure, a building of nonengineered timber and masonry construction.

Therefore, there would be no impact related to construction-related groundborne vibration.

#### *Operational Vibration Impacts*

Implementation of the proposed project would not include any new permanent sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any existing sensitive land use in the project vicinity. Additionally, there are no active sources of groundborne vibration in the project vicinity that would produce vibration levels that would be perceptible without instruments within the project site. Therefore, there would be no impact related to operational groundborne vibration.



### ***Avoidance, Minimization, and/or Noise Abatement Measures***

Potential construction noise impacts would be minimized through the implementation of Caltrans best management practices and Standard Specifications 14-8.02, as described in Section 1.6 of this document.

#### **2.1.14 Population and Housing**

Considering the information in the Community Impact Assessment Technical Memorandum, dated January 15, 2026, the following significance determinations have been made:

| <b>Question—Would the project:</b>                                                                                                                                                                                  | <b>CEQA Significance Determinations for Population and Housing</b> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <b>No Impact</b>                                                   |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?                                                                                     | <b>No Impact</b>                                                   |

#### **2.1.15 Public Services**

Considering the information in the Community Impact Assessment Technical Memorandum, dated January 15, 2026, the following significance determinations have been made:

| <b>Question:</b>                                                                                                                                                                                                    | <b>CEQA Significance Determinations for Public Services</b> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, | <b>No Impact</b>                                            |

| <b>Question:</b>                                                                                                                                                                                                            | <b>CEQA Significance Determinations for Public Services</b> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
| the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:<br>Fire protection? |                                                             |
| Police protection?                                                                                                                                                                                                          | <b>No Impact</b>                                            |
| Schools?                                                                                                                                                                                                                    | <b>No Impact</b>                                            |
| Parks?                                                                                                                                                                                                                      | <b>No Impact</b>                                            |
| Other public facilities?                                                                                                                                                                                                    | <b>No Impact</b>                                            |

### 2.1.16 Recreation

Considering the information in the Community Impact Assessment Technical Memorandum, dated January 15, 2026, the following significance determinations have been made:

| <b>Question—Would the project:</b>                                                                                                                                                                             | <b>CEQA Significance Determinations for Recreation</b> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <b>No Impact</b>                                       |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <b>No Impact</b>                                       |

### 2.1.17 Transportation

Considering the information in the Vehicle Miles Traveled Analysis Memo – Final, dated January 2025, the Traffic Operations Analysis Report, dated September 29, 2025, and

the Community Impact Assessment Technical Memorandum, dated January 2026, the following significance determinations have been made:

| Question—Would the project:                                                                                                                                      | CEQA Significance Determinations for Transportation |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|
| a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?         | <b>Less than Significant Impact</b>                 |
| b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?                                                                            | <b>Less than Significant Impact</b>                 |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <b>No Impact</b>                                    |
| d) Result in inadequate emergency access?                                                                                                                        | <b>Less than Significant Impact</b>                 |

### ***Affected Environment***

The proposed interchange project is located on Interstate 580, west of the State Route 132 Interchange and east of the Patterson Pass Road/International Parkway Interchange.

The intersection of Interstate 580 and Corral Hollow Road is a four-legged, unsignalized intersection that is currently constructed in a tight diamond lane configuration. Both the Interstate 580 westbound and eastbound off-ramps have one dedicated right turn lane and one through lane.

Interstate 580 is an east–west four-lane freeway with two general-purpose lanes in each direction. Corral Hollow Road is a north–south undivided local collector roadway with two general purpose lanes in each direction. In the vicinity of the project site, Corral Hollow Road extends from the Tracy Hills Road/Corral Hollow Road intersection and residential lands to the north to the Sierra View Drive/Corral Hollow Road intersection and lands designated for residential development under the Tracy Hills Specific Plan to the south.

The Transportation Analysis under CEQA outlines project types that are not likely to lead to a measurable and substantial increase in vehicle miles traveled. 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 at the Corral Hollow Road Interchange include the following:

- Provision of High Occupancy Vehicle 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 queueing 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.

### ***Environmental Consequences***

#### *Conflict with a program, plan, ordinance, or policy addressing the circulation system*

As previously discussed under Section 1.3 Project Description, the proposed project would increase the capacity of the Interstate 580/Corral Hollow overpass from two lanes to four lanes; install a multi-use path for bicycle and pedestrian use; reconfigure the eastbound and westbound Interstate 580 ramp termini intersections into a Diverging Diamond configuration; install a new two-phase signal; and install new traffic signals and striped crosswalks on both the westbound and eastbound Interstate 580 ramp terminus intersections. The proposed project would also install Americans with Disabilities Act compliant curb ramps at all pedestrian crossings.

During construction, short-term freeway closures would occur along Interstate 580 during falsework installation and removal and during foundation construction, and potential short-term lane closures would also occur along Corral Hollow Road during the initial stage of construction.

As noted in the Traffic Operations Analysis Report, the proposed project would result in result in an improvement in traffic levels of service during a 20-year build-out period of the Tracy Hills Specific Plan when compared to the no-build alternative at the Interstate 580/Corral Hollow Road intersection. This would result in an improvement in delay, hours traveled, and travel speed when compared to no-build conditions.

Considering the modifications and enhancements to local streets listed above, the proposed project falls under the types of projects that are unlikely to induce travel

demand, per Transportation Analysis under CEQA guidelines. Additionally, the proposed project would be consistent with key goals of the Tracy Master Plan and General Plan Circulation Element targeting multimodal improvements, including Goal 1 (Complete Streets), Goal 3 (Safe Bicycle and Pedestrian Travel), and Goal 4 (Public Transit). Therefore, no avoidance, minimization, or mitigation measures are necessary. Impacts would be less than significant.

*Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)*

According to the Vehicle Miles Traveled Memorandum prepared for the proposed project, the proposed project falls under projects unlikely to induce travel demand, or vehicle miles traveled, under CEQA. The proposed improvements target the provision of high occupancy vehicle preferential lanes; turn lanes; bike and pedestrian infrastructure; and intersection control (safety). Therefore, the proposed project would not be growth-inducing and would therefore not result in any modifications that would increase vehicle miles traveled. As such, the proposed project is unlikely to induce travel demand and impacts would be less than significant. No avoidance, minimization, or mitigation measures are necessary.

*Substantially increase hazards due to a geometric design feature*

The proposed project would demonstrate greater consistency with City General Plan Circulation Element Goal 3 (Safe Bicycle and Pedestrian Travel) when compared to existing conditions. No avoidance, minimization, or mitigation measures are necessary. There would be no impact.

*Result in inadequate emergency access*

The proposed project would not interfere with emergency operations in the project vicinity. The proposed project would be required to prepare a project-specific Construction Traffic Management Plan in accordance with Caltrans Transportation Management guidelines to reduce impacts on emergency services during project construction and would be required to coordinate with emergency services accordingly.

The proposed project would result in improved emergency access after project completion. During construction, impacts to emergency access would be addressed through standard Caltrans Specifications 12-4 Maintaining Traffic, which would at minimum include procedures for conducting outreach and notification to publicize planned disruptions or delays and the use of portable message signs and would require early coordination with emergency services to reduce impacts. Thus, impacts would be less than significant.

*Cumulative Impacts*

Cumulative impacts on transportation could occur with past, present, and future projects. With implementation of the avoidance and minimization measures listed below, the proposed project's contribution to any cumulative impacts would not be considerable.

### **Avoidance, Minimization, and/or Mitigation Measures**

With implementation of the following avoidance and minimization measures, impacts would be reduced to less than significant:

- **TRANS-4:** Construction Traffic Management Plan

#### **2.1.18 Tribal Cultural Resources**

Considering the information in the Historical Property Survey Report dated June 24, 2026, and the Archaeological Survey Report dated June 24, 2026, the following significance determinations have been made:

Would the proposed project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

| <b>Question:</b>                                                                                                                                                                                                                                                                                                                                                                                                         | <b>CEQA Significance Determinations for Tribal Cultural Resources</b> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or                                                                                                                                                                                                                           | <b>No Impact</b>                                                      |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe. | <b>No Impact</b>                                                      |

#### **2.1.19 Utilities and Service Systems**

Considering the information in the Community Impact Assessment Technical Memorandum, dated January 15, 2026, the following significance determinations have been made:

| <b>Question—Would the project:</b>                                                                                                                                                                                                                                                  | <b>CEQA Significance Determinations for Utilities and Service Systems</b> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <b>No Impact</b>                                                          |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?                                                                                                                           | <b>No Impact</b>                                                          |
| c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?                                                   | <b>No Impact</b>                                                          |
| d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?                                                                                             | <b>No Impact</b>                                                          |
| e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?                                                                                                                                                                  | <b>No Impact</b>                                                          |

### **2.1.20 Wildfire**

Considering the information derived from California Department of Forestry and Fire Protection regarding fire hazard zones and wildfire risk areas, the project site is not in any known wildfire risk area and the following significance determinations have been made:

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones:

| <b>Question—Would the project:</b>                                                                                                                                                                                                                                 | <b>CEQA Significance Determinations for Wildfire</b> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan?                                                                                                                                                                           | <b>No Impact</b>                                     |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?                                                        | <b>No Impact</b>                                     |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <b>No Impact</b>                                     |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?                                                                            | <b>No Impact</b>                                     |

### **2.1.21 Mandatory Findings of Significance**

| <b>Question:</b>                                                                                                                                                                                                                                                                                                                                      | <b>CEQA Significance Determinations for Mandatory Findings of Significance</b> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of | <b>Less Than Significant Impact With Mitigation Incorporated</b>               |



| <b>Question:</b>                                                                                                                                                                                                                                                                                                                               | <b>CEQA Significance<br/>Determinations for Mandatory<br/>Findings of Significance</b> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?                                                                                                                                                                                                                 |                                                                                        |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <b>Less Than Significant Impact<br/>With Mitigation Incorporated</b>                   |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?                                                                                                                                                                                                    | <b>No Impact</b>                                                                       |

### ***Affected Environment***

The proposed project is near and in the City of Tracy in western San Joaquin County, in the northern part of the San Joaquin Valley. Land uses within the project corridor are primarily residential, agriculture, and transportation amid gently rolling terrain and undeveloped lands.

### ***Environmental Consequences***

The proposed project may cause impacts to air quality, greenhouse gas emissions, hazardous materials, and transportation. With the implementation of avoidance and minimization measures as discussed in Chapter 2, the effects of these impacts would be less than significant.

The proposed project may also impact biological resources, but with the implementation of avoidance, minimization, and mitigation measures as discussed in Section 2.1.4, the effects would be less than significant with mitigation incorporated.

### ***Cumulatively Considerable Impacts***

Cumulative impacts on transportation, air quality, and biological resources (wetlands and other waters, plant species, animal species, threatened and endangered species, and invasive species) are expected with past, present, and future projects. Although

past, present, and future projects in the area may result in cumulative impacts on some resource areas, with the implementation of avoidance, minimization, and mitigation measures identified in Chapter 2 and Chapter 3, the proposed project's contribution to those cumulative impacts would not be considerable.

Through implementation of Construction Traffic Management Plans, local coordination efforts, and compliance with the existing provisions of the Tracy Hills Specific Plan, impacts related to transportation would be reduced to a level that is less than significant. Additionally, the long-term impact of the proposed project would enhance emergency service response times due to improved circulation. As such, impacts would not be cumulatively considerable.

### ***Avoidance, Minimization, and/or Mitigation Measures***

With implementation of avoidance, minimization, and mitigation measures discussed in *Sections 2.1.3, 2.1.4, 2.1.8, 2.1.9, and 2.1.17* of this document, along with implementation of mitigation measure BIO-11, the project will have a less than significant impact on the environment. All other impacts will be minimized through the implementation of Caltrans best management practices, Standard Specifications, and Standard Special Provisions. Therefore, the project will not have a significant impact on species, habitat, or any other natural or historical resource. A summarized list of the measures by section is below:

#### ***Section 2.1.3 Air Quality***

- Refer to AQ-1 and AQ-2.

#### ***Section 2.1.4 Biological Resources***

- Refer to BIO-1 through BIO-11.

#### ***Section 2.1.8 Greenhouse Gas Emissions***

- Refer to GHG-1 through GHG-4.

#### ***Section 2.1.9 Hazards and Hazardous Materials***

- Refer to HAZ-1 through HAZ-4 and AQ-1.

#### ***Section 2.1.17 Transportation***

- Refer to TRANS-4.

## Chapter 3 Coordination

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The following agency coordination took place during preparation of the technical studies and the Draft Initial Study.

- Coordination for cultural resources included contacts as discussed below.
- Central California Information Center: A cultural resources records search was obtained from the Central California Information Center on April 2, 2025.
- California Native American Heritage Commission: A letter was sent on April 29, 2026, to the California Native American Heritage Commission to request a search of the Sacred Lands File and to request a list of Native American representatives who may be able to provide information about resources of concern to them located within or next to the area of potential effects. The Native American Heritage Commission responded on May 4, 2026, provided a list of Native American contacts, and stated that the Sacred Lands File had no records of sacred lands in the immediate vicinity of the area of potential effects.

Letters requesting consultation under Section 106 of the National Historic Preservation Act, and under CEQA Section 5097.94 as amended and Public Resources Code 21080.31 (also known as Assembly Bill 52) were sent out on May 21, 2026, to Native American representatives on the list provided by the Native American Heritage Commission and to those Native American groups that had requested to be notified of projects undertaken by Caltrans. The letters also established Caltrans as the lead agency under NEPA/CEQA.

On October 3, 2025, Katherine Perez of the Nototomne Cultural Preservation Northern Valley Yokut/Costanoan responded via email to request consultation (with the City of Tracy). Follow up coordination between Caltrans and the tribe occurred on April 29, 2026, to establish the tribes' desire to consult. On June 4, 2026, Katherine expressed desire to have a final follow up phone call with Caltrans. The meeting between the tribe, Caltrans and the City of Tracy occurred on June 16, 2026, wherein the tribes' concerns were reiterated, in addition to the tribe's desires to distribute a copy of Section 14 of Caltrans Standard Specifications regarding Unidentified Cultural Materials procedures to the construction crew as part of the cultural sensitivity training.

On May 29, 2026, Jon Kunkel, of the Confederate Villages of Lisjan Nation, responded via email indicating that Tribe would like to request consultation on this project. The tribe requested the results of the Native American Heritage Commission Sacred Lands Files records search and the California Historical Records Information System records request search, in addition to any cultural resource reports prepared for the project and any specific information about proposed ground disturbance of this project. The requested information was sent to the tribe on June 1, 2026. FirstCarbon Solutions followed up with a phone call on June 4 and per the tribes' request, resent the information to Cheyenne Gould. The draft Archaeological Survey Report was sent to the tribe on June 12, 2026, for their review.

On June 4, 2026, Bernadette Quiroz, of the Muwekma Ohlone Tribe of the San Francisco Bay Area, responded via phone call and requested consultation. Meeting with the tribe was held on June 12, 2026, wherein the tribe expressed concerns regarding the sensitivity of the project area and the tribe's desire to conduct construction monitoring. The Archaeological Survey Report was sent to the tribe on June 12, 2026, to review and on June 14, 2026, Bernadette replied requesting that the report acknowledge Muwekma's expressed concerns regarding the sensitivity of the project area.

The proposed project underwent Interagency Consultation through the San Joaquin Council of Governments Interagency Consultation process, in which memos requesting concurrence were circulated to the Interagency Consultation partners (the Environmental Protection Agency and Caltrans since the proposed project qualifies for NEPA Categorical Exclusion (23 United States Code 326)).

The Environmental Protection Agency and Caltrans concurred that the proposed project is not a project of air quality concern on February 18, 2026. A summary is provided in Appendix C and the full documentation is included in Volume 2.

# Appendix A Title VI Policy Statement

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CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

## California Department of Transportation

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September 2025

### TITLE VI/NON-DISCRIMINATION POLICY STATEMENT

It is the policy of the California Department of Transportation (Caltrans), in accordance with Title VI of the Civil Rights Act of 1964 and the assurances set forth in the Caltrans' Title VI Program Plan, to ensure that no person in the United States shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Related non-discrimination authorities, remedies, and state law further those protections, including sex, disability, religion, sexual orientation, age, low income, and Limited English Proficiency (LEP).

Caltrans is committed to complying with 23 C.F.R. Part 200, 49 C.F.R. Part 21, 49 C.F.R. Part 303, and the Federal Transit Administration Circular 4702.1B. Caltrans will make every effort to ensure nondiscrimination in all of its services, programs, and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin (including LEP). In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a non-discriminatory manner.

The overall responsibility for this policy is assigned to the Caltrans Director. The Caltrans Title VI Coordinator is assigned to the Caltrans Office of Civil Rights Deputy Director, who then delegates sufficient responsibility and authority to the Office of Civil Rights' managers, including the Title VI Branch Manager, to effectively implement the Caltrans Title VI Program. Individuals with questions or requiring additional information relating to the policy or the implementation of the Caltrans Title VI Program should contact the Title VI Branch Manager at [title.vi@dot.ca.gov](mailto:title.vi@dot.ca.gov) or at (916) 639-6392, or visit the following web page: <https://dot.ca.gov/programs/civil-rights/title-vi>.

A handwritten signature in blue ink, appearing to read 'Dina El-Tawansy'.

Dina El-Tawansy (Sep 12, 2025 16:52:12 PDT)

DINA A. EL-TAWANSY  
Director



## **Appendix B**   Avoidance, Minimization, and Mitigation Measures

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The following avoidance and minimization measures would be included to reduce the proposed project's potential impacts to resources discussed in Chapter 2. BIO 11 is a mitigation measure proposed for biological resources, as discussed in Section 2.1.4 of this document.

### **Air Quality**

**AQ-1 SJVAPCD Regulation VIII, Rule 8021 Dust Control Plan:** As specified in Regulation VIII, Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities), a Dust Control Plan is subject to review and approval by San Joaquin Valley Air Pollution District (SJVAPCD) before any ground-disturbing activity can begin. Regulation VIII and its constituent rules pertaining to construction activities generally require the following dust control measures:

- Effective dust suppression (e.g., watering) for land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities.
- Effective stabilization of all disturbed areas of a construction site, including storage piles, not used for 7 or more days.
- Control of fugitive dust from on-site unpaved roads and off-site unpaved access roads.
- Removal of accumulations of mud or dirt at the end of the workday or once every 24 hours from public paved roads, shoulders, and access ways adjacent to the site.
- Cease outdoor construction activities that disturb soils during periods with high winds.
- Record keeping for each day dust control measures are implemented.
- Limit traffic speeds on unpaved roads to 15 miles per hour.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Landscape or replant vegetation in disturbed areas as quickly as possible.
- Prevent the tracking of dirt on public roadways. Limit access to the construction sites, so tracking of mud or dirt on public roadways can be prevented. If necessary, use wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.

- Suspend grading activity when winds (instantaneous gusts) exceed 25 miles per hour or dust clouds cannot be prevented from extending beyond the site.
- Anyone who prepares or implements a Dust Control Plan shall attend a training course conducted by the Air District (preparer is usually someone associated with the construction contractor who would implement the dust control measures). Construction sites are subject to San Joaquin Valley Air Pollution Control District inspections under this Regulation VIII.

## Biology

**BIO-1: Worker Environmental Awareness Program:** Prior to the start of work, a qualified Biologist(s) shall conduct Worker Environmental Awareness Program (WEAP) for all construction personnel, including contractors, subcontractors, and contractor's representatives, covering sensitive habitats (including non-wetland waters); the status of all listed species; how to identify these species and their habitats (including burrowing owl, Swainson's hawk, and coast horned lizard,); how to avoid impacts on the species; what to do if these species are encountered during construction activities; and the laws that protect them. In addition, the training shall review the required permits and associated permit conditions that the contractor should be aware of during construction. New construction personnel who are added to the project after the training is first conducted shall also be required to take the training. Documentation of the training, including sign-in sheets, shall be kept on file.

**BIO-2: Exclusion Fencing:** Barrier fencing shall be installed around the worksite, including sensitive habitats (non-wetland waters) to prevent sensitive species (including burrowing owl, Swainson's hawk, and coast horned lizard) from entering the work area. A qualified Biologist shall be present during the installation of exclusion fencing. Barrier fencing shall be removed within 72 hours of completion of work.

**BIO 3: Pre-construction Survey for Burrowing Owl:** A qualified Biologist shall survey the Biological Study Area (biological study area ) no more than 14 days before the onset of work activities and within 24 hours of the start of ground-disturbing activities within suitable habitat. If any life stage of the burrowing owl is detected, construction activities shall not be allowed to commence until consultation with the California Department of Fish and Wildlife has occurred.

**BIO 4: Pre-construction Surveys for Swainson's Hawk, Including Avoidance Buffers:** Prior to ground disturbance that occurs during the nesting season for Swainson's hawk (generally March 20 to July 20), a qualified Biologist shall conduct Swainson's hawk nesting surveys within a 0.5-mile radius of the project site to determine whether nests are occupied. Pre-construction surveys shall be completed for at least the two survey periods immediately prior to the proposed project's initiation, with the latest survey no more than 10 days prior to the start of subject ground-disturbing activities. Occupancy shall be determined through observation of all accessible areas, including from public roads or other publicly accessible observation areas of Swainson's hawk activity (e.g., foraging) on and near the project site. The qualified Biologist shall follow the survey protocol outlined in the



California Department of Fish and Wildlife's Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley, which recommends surveys according to the following survey periods:

- January–March 20: Conduct one survey total.
- March 20–April 5: Conduct three surveys total. Surveys shall be conducted between sunrise to 10:00 a.m. and/or 4:00 p.m. to sunset.
- April 5–April 20: Conduct three surveys total. Surveys shall be conducted between sunrise to 12:00 p.m. and/or 4:30 p.m. to sunset.
- April 21–June 10: Initiating surveys are not recommended. Monitoring of known nest sites only.
- June 10–July 30: (post-fledging) Conduct three surveys total. Surveys shall be conducted between sunrise to 12:00 p.m. and/or 4:00 p.m. to sunset.

If nests are located and determined to be occupied, minimization measures must be implemented and construction monitoring conducted as follows:

- Construction activities shall be prohibited within 0.25 mile of an active and occupied Swainson's hawk nest or within 0.25 mile of nests under construction, to prevent nest abandonment.
- Notwithstanding the foregoing, if site-specific conditions or the nature of the construction activity (e.g., other nearby development, limited activities) indicate that a smaller buffer, or no buffer at all, could be used, the project applicant may seek approval from the qualified Biologist, who in coordination with the California Department of Fish and Wildlife shall determine the appropriate buffer size which, once approved, shall govern.
- No tree containing an active Swainson's hawk nest shall be removed.

**BIO 5: Pre-construction Surveys for Coast Horned Lizard:** A qualified Biologist shall survey the biological study area no more than 3 days before the onset of work activities. If any life stage of the coast horned lizard is detected, construction activities shall not be allowed to commence until consultation with the California Department of Fish and Wildlife has occurred.

**BIO 6: Avoidance of Nesting Season:** To the extent practicable, vegetation and/or tree removal shall be scheduled to avoid the avian nesting season. The nesting season typically runs from February 1 through August 31.

**BIO-7: Pre-construction Surveys for Active Nests, Including Buffer Zones for Active Nests :** If the proposed project requires vegetation and/or tree removal to be removed during the nesting season (February 1 to August 31), pre-construction nesting bird surveys shall be conducted no more than 5 days prior to the start of ground or vegetation disturbance (including tree removal). These surveys shall include all suitable habitat with a 500-foot buffer of the biological study area, where accessible.

- If an active nest is located during pre-construction surveys, a qualified Biologist shall determine an appropriately sized avoidance buffer based on the species and anticipated disturbance level. The California Department of Fish and Wildlife recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors.) A qualified Biologist shall delineate the avoidance buffer using Environmentally Sensitive Area fencing, pin flags, and/or yellow caution tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently, as confirmed by a qualified Biologist. No construction activities or construction foot traffic is allowed to occur within the avoidance buffer(s). In consultation with the California Department of Fish and Wildlife, the qualified Biologist shall monitor the active nest during the subject construction activities and modify the protection zone accordingly to prevent project-related nest disturbance until the young have fledged.

**BIO 8: Avoidance of Roosting Season:** To the extent practicable and to avoid and minimize impacts on maternity roosts and hibernating bat species, trees shall be removed or pruned between September 1 and October 30.

**BIO 9: Pre-construction Survey for Active Roosts Within Trees:** A qualified Biologist (i.e., a Biologist with experience with tree roosting habitats and life histories of local bats) shall examine trees for suitable bat roosting habitat (e.g., large tree cavities, loose or peeling bark, basal hollows, large snags) 7 to 14 days before tree removal or pruning. Trees shall also be evaluated to determine whether they provide suitable habitat for foliage roosting bats. If the Biologist determines that trees to be removed or pruned provide suitable bat roosting habitat, the Biologist shall monitor tree removal and pruning. The Biologist shall make recommendations to implement measures to avoid and minimize disturbance or mortality of bats, such as conducting pruning and removal in the late afternoon or evening, close to the time that bats would normally arouse; removing the tree in pieces rather than felling an entire tree; and gently shaking each tree with construction equipment and waiting several minutes before felling trees or removing limbs to allow bats time to arouse and leave the tree. The Biologist shall search downed vegetation for dead and injured bats. The presence of dead or injured bats that are Species of Special Concern shall be reported to California Department of Fish and Wildlife. The Biologist shall prepare a biological monitoring report, which shall be provided to the project lead and California Department of Fish and Wildlife.

**BIO 10: Pre-construction Survey for Active Roosts Within Overpasses:** Pre-construction roost surveys for bats shall be conducted by a qualified Biologist 14 days prior to structure modification. The type of pre-construction survey (i.e., emergence survey, acoustic survey etc.) shall be determined by the qualified Biologist in discussion with the California Department of Transportation (Caltrans). If bat roosts are observed, structure disturbance shall be postponed until bats have relocated or exited the structure.

- If roost habitat needs to be physically altered, then bat exclusion shall be considered. If possible, roost entrances shall be fitted with one-way doors or

other exclusionary devices that allow bats to exit but not enter to encourage bats to relocate.

- If a maternity roost is determined, the structure with the maternity roost shall be avoided and bat relocation efforts shall be postponed until young have fledged.
- If roost avoidance is not feasible, depending on the species of bat present, size of the bat roost, and timing of construction activities, additional protective measures may be necessary. Appropriate measures shall be determined in coordination with the California Department of Fish and Wildlife.

#### **MM BIO-11: Coordination With Regulatory Agencies and Compensation for**

**Permanent Loss of Waters of the State:** The project applicant shall coordinate to the extent required with the Regional Water Quality Control Board and the California Department of Fish and Wildlife to obtain the applicable regulatory permits for the loss of non-wetland waters of the State.

- To compensate for the permanent loss of 1,134 square feet/1,134 linear feet (0.02 acre) and the temporary loss 130 square feet/130 linear feet (0.002 acre) under both Design Options A and B of non-wetland waters of the State associated with proposed project activities, the applicant shall purchase credits at an approved mitigation bank or contribute to an agency-approved in lieu fee program to ensure no net loss of aquatic resource functions and values. The compensation ratio shall be a minimum of 1:1 (1 acre of aquatic resource habitat credit for every 1 acre of impact) to ensure no net loss of habitat functions and values.

## **Greenhouse Gas Emissions**

**GHG-1 Limit equipment idling:** All on-road and off-road diesel equipment shall not idle for more than 5 minutes. The contractor would post signs in the designated waiting areas and/or job sites to remind drivers and operators of the 5-minute idling limit. For non-diesel equipment, idling time for lane closure during construction shall be restricted to 10 minutes in each direction.

**GHG-2 Schedule truck trips:** The contractor shall schedule truck trips and routes outside of peak travel times as much as possible to avoid vehicles idling along local roads.

**GHG-3 Equipment fuel efficiency:** The contractor shall improve fuel efficiency from construction equipment by maintaining equipment in proper working conditions, using the right size equipment for the job, and using equipment with new technologies where feasible.

**GHG-4: Energy Efficient Lighting Fixtures:** Light-emitting diode lighting fixtures would be installed alongside project roadways in accordance with Caltrans Standard specifications for a nominal correlated color temperature of 3,000 kelvins. All light-emitting diode lighting fixtures would be installed in accordance with the Caltrans standards listed in Chapter 205 of the Caltrans Traffic Operations Manual.

## Hazardous Materials

**HAZ-1: Implement Health and Safety and Soil Management Plans:** Contractors shall be required to work under a health and safety plan and soil management plan.

These plans shall be prepared to address worker safety when working with potentially hazardous materials, including potential asbestos-containing materials, lead-based paint, soils potentially containing aerially deposited lead, pesticides, herbicides, and other construction-related materials within the project right-of-way.

The plans shall provide for identification of potential hazardous materials at the work site and for specific actions to avoid worker exposure.

**HAZ-2: Conduct Aerially Deposited Lead Investigation:** To prevent exposure of workers and the public to contaminated soils, requirements detailed under the July 1, 2016, Aerially Deposited Lead Agreement between the California Department of Transportation (Caltrans) and the Department of Toxic Substances Control (DTSC) shall be followed. Surface soils from potentially contaminated areas shall be screened and contaminated soils disposed of appropriately. The Aerially Deposited Lead Agreement allows such soils to be safely reused within the project limits as long as all requirements are met. Soil excavated from the surface to a depth of 1 foot can be reused within the Caltrans right-of-way if covered with at least 1 foot of clean soil or pavement structure. If soil excavated from the top 1 foot would not be reused within the Caltrans right-of-way, then the excavated soil should be either: (1) managed and disposed of as a California hazardous waste, or (2) stockpiled and resampled to confirm waste classification in accordance with specific disposal facility acceptance criteria, if applicable.

- If soils are to be moved from a roadway-adjacent parcel to another parcel, the project would conduct a preliminary investigation and screening for aerially deposited lead before construction to assess lead levels in the surface and near-surface soils along the project alignment. If soils contain aerially deposited lead in excess of established thresholds, soils would be disposed of in a manner compliant with the San Joaquin County Certified Unified Program Agencies regulatory requirements.

**HAZ-3: Implement Lead-based Paint Testing:** To protect workers and the public from lead exposure, pavement striping subject to construction disturbance or removal shall be tested for lead-based paints prior to disturbance or removal. All aspects of the proposed project associated with removal, storage, transportation, and disposal of yellow pavement striping shall be in strict accordance with appropriate regulations of the California Health and Safety Code. Disposal of the stripes shall be at a Class 1 disposal facility. The responsibility for implementing this measure shall be outlined in the contract between the City of Tracy and its contractors.

**HAZ-4: Implement Hazardous Materials Survey:** To prevent exposure of workers and the public to asbestos and lead, a hazardous materials survey shall be conducted prior to demolition or significant renovation of any structures. If lead or asbestos is found in these structures, an abatement plan shall be developed prior to removal or renovation. The abatement plan would provide for a California-certified asbestos consultant and California Department of Health Services-certified lead project

designer who shall prepare hazardous materials specifications for the abatement of the asbestos-containing materials and lead-containing paint. The specification would be the basis for selecting qualified contractors to perform the proposed asbestos and lead abatement work. A California-licensed asbestos abatement contractor shall be retained to perform the abatement of any asbestos-containing construction materials and lead-based paint deemed potentially hazardous. Abatement of hazardous building materials shall be completed prior to any work on these structures.



## **Appendix C** Air Quality Documentation

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The project was included in San Joaquin Council of Government's Federal Transportation Improvement Program Formal Amendment No. 23 and No.16. Interagency consultation was conducted through the San Joaquin Valley Project-Level Conformity Group, culminating in a February 18, 2026 meeting where the Environmental Protection Agency and Caltrans reviewed the project and concurred with the determination that the project is not a Project of Air Quality Concern. Project materials were publicly noticed and made available for review from February 3 through February 16, 2026, during which no comments were received. Consultation outcomes, including agency comments and responses, are documented in the conformity checklist and meeting minutes.

The full project conformity determination documentation is included in Volume 2.

## **List of Technical Studies**

- Air Quality Report
- Air Quality Conformity Determination Documentation
- Climate Change Technical Memorandum
- Noise Memorandum
- Stormwater Data Report
- Community Impact Assessment Memorandum
- Natural Environment Study
- Drainage Report
- Historical Property Survey Report
- Archaeological Survey Report
- Initial Site Assessment
- Visual Impact Checklist
- Paleontology Identification Report
- Preliminary Foundation Memorandum
- Preliminary Materials Memorandum
- Water Quality Technical Memorandum

To obtain a copy of one or more of these technical studies/reports or the Initial Study, please send your request to the following email address:

Jonathan Coley  
District 10 Environmental Division  
California Department of Transportation  
1976 East Doctor Martin Luther King Junior Boulevard, Stockton, CA 95205

Or send your request via email to: [Jonathan.Coley@dot.ca.gov](mailto:Jonathan.Coley@dot.ca.gov)  
Or call: 209-479-4083

Please provide the following information in your request:

Project title: Interstate 580/Corral Hollow Road Interchange Bridge Improvement Project

General location information: Interstate 580/Corral Hollow Interchange between in San Joaquin County

District number-county code-route-post mile: 10-SJ-580-7.6 to 8.6

Project ID number: 10-1Q550/1023000035