

**CONCURRENT REGULAR MEETING OF THE TRACY CITY COUNCIL
AND SPECIAL MEETING OF THE TRACY PUBLIC FINANCING AUTHORITY**



Think Inside the Triangle™

Tuesday, January 16, 2024, 7:00 P.M.

Tracy City Hall Chambers, 333 Civic Center Plaza, Tracy
Web Site: www.cityoftracy.org

**THIS MEETING WILL BE OPEN TO THE PUBLIC FOR IN-PERSON AND REMOTE PARTICIPATION
PURSUANT TO GOVERNMENT CODE SECTION 54953(e).**

**MEMBERS OF THE PUBLIC MAY PARTICIPATE REMOTELY IN THE MEETING VIA THE FOLLOWING
METHOD:**

As always, the public may view the City Council meetings live on the City of Tracy's website at CityofTracy.org or on Comcast Channel 26/AT&T U-verse Channel 99. To view from the City's website, open the "Government" menu at the top of the City's homepage and select "[City Council Meeting Videos](#)" under the "City Council" section.

If you only wish to watch the meeting and do not wish to address the Council, the City requests that you stream the meeting through the City's website or watch on Channel 26.

Remote Public Comment:

During the upcoming City Council meeting public comment will be accepted via the options listed below. If you would like to comment remotely, please follow the protocols below:

- *Comments via:*
 - **Online by visiting** <https://cityoftracyevents.webex.com> and using the following **Event Number: 2557 340 2591** and **Event Password: TracyCC**
 - ***If you would like to participate in the public comment anonymously***, you may submit your comment in WebEx by typing "Anonymous" when prompted to provide a First and Last Name and inserting Anonymous@example.com when prompted to provide an email address.
 - **Join by phone by dialing +1-408-418-9388, enter 25573402591#8722922# Press *3 to raise the hand icon to speak on an item.**

- *Protocols for commenting via WebEx:*
 - *If you wish to comment on the "Consent Calendar", "Items from the Audience/Public Comment" or "Regular Agenda" portions of the agenda:*
 - *Listen for the Mayor to open that portion of the agenda for discussion, then raise your hand to speak by clicking on the Hand icon on the Participants panel to the right of your screen.*
 - *If you no longer wish to comment, you may lower your hand by clicking on the Hand icon again.*
 - *Comments for the "Consent Calendar" "Items from the Agenda/Public Comment" or "Regular Agenda" portions of the agenda will be accepted until the public comment for that item is closed.*
 - *Comments received on Webex outside of the comment periods outlined above will not be included in the record.*

Americans With Disabilities Act - The City of Tracy complies with the Americans with Disabilities Act and makes all reasonable accommodations for the disabled to participate in Council meetings. Persons requiring assistance or auxiliary aids should call City Hall (209/831-6105) 24 hours prior to the meeting.

Addressing the Council on Items on the Agenda - The Brown Act provides that every regular Council meeting shall provide an opportunity for the public to address the Council on any item within its jurisdiction before or during the Council's consideration of the item, provided no action shall be taken on any item not on the agenda. To facilitate the orderly process of public comment and to assist the Council to conduct its business as efficiently as possible, members of the public wishing to address the Council are requested to, but not required to, hand a speaker card, which includes the speaker's name or other identifying designation and address to the City Clerk prior to the agenda item being called. Generally, once the City Council begins its consideration of an item, no more speaker cards will be accepted. An individual's failure to present a speaker card or state their name shall not preclude the individual from addressing the Council. Each citizen will be allowed a maximum of five minutes for input or testimony. In the event there are 15 or more individuals wishing to speak regarding any agenda item including the "Items from the Audience/Public Comment" portion of the agenda and regular items, the maximum amount of time allowed per speaker will be three minutes. When speaking under a specific agenda item, each speaker should avoid repetition of the remarks of the prior speakers. To promote time efficiency and an orderly meeting, the Presiding Officer may request that a spokesperson be designated to represent similar views. A designated spokesperson shall have 10 minutes to speak. At the Presiding Officer's discretion, additional time may be granted. The City Clerk shall be the timekeeper.

Consent Calendar - All items listed on the Consent Calendar are considered routine and/or consistent with previous City Council direction. One motion, a second, and a roll call vote may enact the items listed on the Consent Calendar. No separate discussion of Consent Calendar items shall take place unless a member of the City Council, City staff or the public request discussion on a specific item.

Addressing the Council on Items not on the Agenda – The Brown Act prohibits discussion or action on items not on the posted agenda. The City Council's Meeting Protocols and Rules of Procedure provide that in the interest of allowing Council to have adequate time to address the agenda items of business, "Items from the Audience/Public Comment" following the Consent Calendar will be limited to 15-minutes maximum period. "Items from the Audience/Public Comment" listed near the end of the agenda will not have a maximum time limit. A five-minute maximum time limit per speaker will apply to all individuals speaking during "Items from the Audience/Public Comment". For non-agendized items, Council Members may briefly respond to statements made or questions posed by individuals during public comment; ask questions for clarification; direct the individual to the appropriate staff member; or request that the matter be placed on a future agenda or that staff provide additional information to Council. When members of the public address the Council, they should be as specific as possible about their concerns. If several members of the public comment on the same issue an effort should be made to avoid repetition of views already expressed.

Notice - A 90 day limit is set by law for filing challenges in the Superior Court to certain City administrative decisions and orders when those decisions or orders require: (1) a hearing by law, (2) the receipt of evidence, and (3) the exercise of discretion. The 90 day limit begins on the date the decision is final (Code of Civil Procedure Section 1094.6). Further, if you challenge a City Council action in court, you may be limited, by California law, including but not limited to Government Code Section 65009, to raising only those issues you or someone else raised during the public hearing, or raised in written correspondence delivered to the City Council prior to or at the public hearing.

Full copies of the agenda are available on the City's website: www.cityoftracy.org

Date Posted: January 11, 2024

CALL TO ORDER

ACTIONS, BY MOTION, OF CITY COUNCIL PURSUANT TO AB 2449, IF ANY

ROLL CALL

PLEDGE OF ALLEGIANCE

INVOCATION

PRESENTATIONS

1. Employee of the Month
2. Employee of the Year
3. Certificate of Appointment – Environmental Sustainability Commission
4. Proclamation – Human Trafficking Prevention Month
5. Proclamation – Black History Month

ORDER OF BUSINESS

1. CONSENT CALENDAR

- 1.A. Adoption of December 19, 2023 Closed Session and Regular Meeting Minutes.
- 1.B. Staff recommends that the City Council adopt a Resolution (1) authorizing submittal of a grant application to the United States Bureau of Reclamation for the FY24-25 Water and Energy Efficiency Grant (Grant) in the amount of \$5,000,000 for a City-wide advanced metering infrastructure installation and meter conversion project; and (2) appropriating \$5,000,000 in City Water Funds, for a 50% Grant match requirement, contingent upon receipt of the Grant.
- 1.C. Staff recommends that the City Council approve the selection of the Interstate 580/Corral Hollow Road Interchange project as the City of Tracy 2024 Regional Transportation Project submittal for congressional appropriation requests during San Joaquin Council of Governments' One Voice trip to Washington D.C.
- 1.D. Staff Recommends that the Tracy City Council Receive an informational report regarding the Police Department's update on Crime Statistics of Homicide, Rape, Robbery, and Aggravated Assaults.
- 1.E. Staff recommends that the City Council adopt a resolution (1) accepting public improvements as complete for MacArthur Drive / Grant Line Road Intersection constructed by Prologis, L.P, a Delaware Limited Partnership, (2) authorizing the City Engineer to release bonds in accordance with the Tracy Municipal Code section 12.36.080, for the public improvements, and (3) authorizing the City Clerk to file the Notice of Completion for improvements with the San Joaquin County Recorder's Office.

1.F. Staff recommends that the City Council adopt a resolution (1) finding that DV Electric, Inc. is non-responsive and not responsible; (2) rescinding Resolution No. 2023-131 awarding a construction contract to DV Electric, Inc., for the 384 Arbor Road Main Power Supply Project, CIP 71112; (3) rescinding Resolution No. 2023-132, awarding construction contract to DV Electric, Inc. for the 370 Arbor Road Main Power Supply Project, CIP 71112; (4) rejecting all bids for the 384 Arbor Road Main Power Supply Project, CIP 71112 received May 25, 2023 and the 370 Arbor Road Main Power Supply Project, CIP 71112 received May 17, 2023; and (5) authorizing staff to re-advertise both projects for public bidding.

2. ITEMS FROM THE AUDIENCE

3. REGULAR AGENDA

3.A. Staff recommends that the City Council conduct a public hearing and, upon conclusion, adopt a Resolution: 1) adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, in accordance with the California Environmental Quality Act, for the Multi-Generational Recreation Center Project at El Pescadero Park, and 2) authorizing the City Manager to execute and file the Notice of Determination.

3.B. Staff recommends that the Tracy City Council and the Tracy Public Financing Authority, concurrently, take actions as follows:

Tracy City Council

1) Conduct a public hearing relating to the issuance of lease revenue bonds by the Tracy Public Financing Authority, and upon conclusion of the public hearing 2) Adopt a Resolution: (A) authorizing the issuance and sale of lease revenue bonds in the aggregate principal amount not exceeding \$60,000,000 by the Tracy Public Financing Authority to provide financing for the acquisition and construction of the multi-generational recreation center, improvements to El Pescadero Park and related public improvements, (B) declaring the intention to reimburse expenditures related to such public improvements, (C) rescinding Resolution No. 2022-061, (D) providing for approval of related documents, and (E) directing related actions

Tracy Public Financing Authority

Adopt a Resolution (A) authorizing the issuance and sale of lease revenue bonds to provide financing for the acquisition and construction of the Multi-Generational Recreation Center, improvements to El Pescadero Park and related public improvements, (B) providing for the approval of related documents, and (C) directing related actions.

3.C. Staff recommends that the City Council discuss and, by motion, make appointments of City Councilmembers as representatives on City Council committees and regional and multi-agency committees, boards and commissions.

3.D. Staff recommends that the City Council approve a Resolution amending the Policy for Reimbursement for Travel and Expenses for Elected and Council-Appointed Officials to remove City Council pre-approval for out-of-state travel and to specify a lodging rate in the absence of a group rate.

- 3.E. Staff recommends that the City Council appoint, by motion, two Council Members and an alternate to serve as a selection subcommittee to interview applicants and fill three (3) term vacancies on the Tracy Parks and Community Services Commission.
- 3.F. Staff recommends that the City Council appoint, by motion, Maxine Lees and Cynthia Reis to serve on the City of Tracy's Arts Commission, for term beginning January 17, 2024 and ending December 31, 2028.

- 4. ITEMS FROM THE AUDIENCE
- 5. STAFF ITEMS
- 6. COUNCIL ITEMS
- 7. ADJOURNMENT

TRACY CITY COUNCIL - SPECIAL MEETING MINUTES

December 19, 2023, 5:00 p.m.

Tracy City Hall, 333 Civic Center Plaza, Tracy, CA.

1. Mayor Young called the meeting to order at 5:06 p.m.
 2. There were no actions taken pursuant to AB 2449.
 3. Roll Call found Council Members Arriola, Bedolla, Evans, Mayor Pro Tem Davis and Mayor Young present.
 4. Items from the audience – There was no public comment.
 5. Request to Conduct Closed Session
 - 5.A Conference with Legal Counsel — Existing Litigation (Gov. Code § 54956.9(d)(1))

Rosebrook 58, LLC v City of Tracy, et al. San Joaquin County Superior Court, Case STK-CV-UST-2022-10145
 - 5.B Conference with Legal Counsel — Existing Litigation (Paragraph (1) of subdivision (d) of Section 54956.9)

City of Tracy v. Durkee and Galvao, et al. San Joaquin County Superior Court, Case No. STK-CV-UED-2020-0000544
 - 5.C Personnel Matter (Gov. Code § 54957(b)(1))

Public Employee Evaluation of Performance

Position Title: City Attorney
 - 5.D Personnel Matter (Gov. Code § 54957(b)(1))

Public Employee Evaluation of Performance

Position Title: City Manager
- There was no public comment on items 5.A through 5.D.
- ACTION:** Motion was made by Mayor Pro Tem Davis and seconded by Council Member Arriola to recess to closed session. Roll call found all in favor; passed and so ordered. Time: 5:09 p.m.
6. Mayor Young reconvened the meeting to open session at 6:07 p.m.

7. Report of Final Action, if Any – In the matter of *City of Tracy v Durkee et al*, San Joaquin County Superior Court No. STK-CV-UED-2020-0000544, the City Council, by unanimous vote, approved a final negotiated settlement with (a) Mr. Durkee in the amount of \$150,000 and (b) Mr. Galvao - Council has taken action to settle based on the following terms: cash settlement of \$135,000; reimbursement of up to \$50,000 for the owner to connect to City water and sewer system and abandon the existing septic system as well; waiver of the City's sewer connection fee, but the owner to pay for the water connection fees; City agrees to construction of water and sewer laterals, at City's expense, to the edge of the owner's property.

Rosebrook 58, LLC v City of Tracy, et al. San Joaquin County Superior Court, Case STK-CV-UST-2022-10145 - The City Council, by unanimous vote, accepted Plaintiff's offer to dismiss the action against the City with prejudice in exchange for a waiver of costs.

8. Council Items and Comments - None

9. Adjournment – Time: 6:09 p.m.

ACTION: Motion was made by Council Member Arriola and seconded by Mayor Pro Tem Davis to adjourn. Roll call found all in favor; passed and so ordered.

The above agenda was posted at the Tracy City Hall on December 14, 2023. The above are action minutes. A recording is available at the office of the City Clerk.

Mayor

ATTEST:

City Clerk

December 19, 2023, 7:00 p.m.

City Hall, 333 Civic Center Plaza, Tracy

Web Site: www.cityoftracy.org

Mayor Young called the meeting to order at 7:00 p.m.

There were no actions taken pursuant to AB 2449.

Roll call found Council Members Arriola, Bedolla, Evans, Mayor Pro Tem Davis and Mayor Young present.

Mayor Young led the Pledge of Allegiance.

Pastor Kevin James, New Creation Bible Fellowship offered the invocation.

Mayor Young proclaimed January 15, 2024, as Martin Luther King, Jr. Day.

1. CONSENT CALENDAR – Motion was made by Council Member Arriola and seconded by Mayor Pro Tem Davis to adopt the Consent Calendar. Roll call found all in favor; passed and so ordered. Council Member Evans and Mayor Pro Tem Davis made comments on Item 1.D. Mayor Young opposed on Item 1.E.
 - 1.A. Adoption of December 5, 2023 Closed Session and Regular Meeting Minutes – Minutes were adopted.
 - 1.B. Staff recommends that the City Council adopt a resolution approving the City's Development Impact Fee Annual Report for Fiscal Year 22-23 on Development Impact Fee revenues and expenditures, in accordance with the Mitigation Fee Act.– Resolution 2023-244 approved the City's Development Impact Fee Annual Report for Fiscal Year 22-23.
 - 1.C. Staff recommends that the City Council adopt a resolution approving the Off-site Improvement Agreement between the City of Tracy and Genesis KC Development, LLC for offsite improvements required for the Tracy Medical & Professional Office Center Project.– Resolution 2023-245 approved the Off-site Improvement Agreement with Genesis KC Development, LLC.
 - 1.D. Staff recommends that the City Council waive the second reading and adopt an Ordinance amending Section 4.16.030 of the Tracy Municipal Code to amend the Definitions to include "Sensitive Areas" that consist of designated parks and a 1000-foot buffer around such parks. – Ordinance 1342 was adopted.

Mayor Pro Tem Davis and Council Member Evans requested to make the following comments on Consent Item 1.D.

Mayor Pro Tem Davis expressed her gratitude to Council for supporting Consent Item 1.D regarding the sensitive use areas. It is an important policy that further defines how public parks in the City can be used with the objective of protecting designated areas from conflicting use or that pose health and safety risks to youth in areas that were designed for youth. As public servants of this body it is a primary responsibility to ensure safety of the community especially children who rely on adults to protect them.

Council Member Evans echoed Mayor Pro Tem Davis's sentiments since the public knows Consent Item 1.D pertains to Tracy Municipal Code that will provide for sensitive use areas including Tracy's parks. Once implemented we will be able to ensure our parks are clean and safe again and acknowledged accomplishments by Mayor Pro Tem Davis and Council Member Bedolla on THAC, and for efforts and progress made at El Pescadero Park. With their leadership there are additional shelter units which will be open and accepting people tomorrow and will be able to give El Pescadero back to our youth where they belong.

- 1.E. Staff recommends that the City Council waive the second reading and adopt an Ordinance amending sections 10.08.3196(b) and (d) of the Tracy Municipal Code to expand the definition of youth center and to establish buffers between proposed cannabis uses and (a) sensitive uses and (b) existing cannabis uses.– Ordinance 1343. Mayor Young opposed.
- 1.F. Staff recommends that the City Council adopt a Resolution: 1) approving Subdivision Improvement Agreements between the City and Toll West, Inc. for Phase 2 of Tracy Village, Tracts 4157, 4158, 4159, 4160, and 4161; and 2) authorizing the City Clerk to file each Agreement with the Office of the San Joaquin County Recorder. - Resolution 2023-246 approved the Subdivision Improvement Agreement with Toll West, Inc.
- 1.G. The Tracy Finance Committee recommends that the City Council adopt a resolution: 1) Authorizing the acceptance of a grant award from San Joaquin County American Rescue Plan Act allocation in the amount of \$7,167,798; and 2) Appropriating the total grant funds to the Temporary Emergency Housing project (Capital Improvement Project 71112).– Resolution 2023-247 authorized the acceptance of a grant award from San Joaquin County American Rescue Plan allocation, and appropriating funds to the Temporary Emergency Housing Project.
- 1.H. The Tracy Finance Committee recommends that the City Council adopt a Resolution: 1) Authorizing the acceptance of a grant award from U.S. Department of Housing and Urban Development Economic Development Initiative sponsored by Congressman Josh Harder in the amount of \$3 million; and 2) Appropriating the total grant funds towards the construction of Phase II of the Temporary Emergency Housing Facility project (Capital Improvement Project 71112). – Resolution 2023-248 authorized the acceptance of a grant award from U.S. Department of Housing and Urban Development Economic Development Initiative sponsored by Congressman Josh Harder and appropriated funds toward Phase II of the Temporary Emergency Housing Facility Project.

- 1.I. Staff recommends that the City Council adopt a resolution (1) accepting the construction work completed by Tennyson Electric, Inc. as part of Phase IV of the Temporary Emergency Housing Facility at Arbor Avenue, CIP 71112, (2) authorizing the City Clerk to File the Notice of Completion with the San Joaquin County Recorder's Office, and (3) authorizing the City Engineer to release the bonds and retention payment in accordance with State Law. – **Resolution 2023-249** accepted the construction work completed by Tennyson Electric, Inc.
 - 1.J. Staff recommends that the City Council adopt a Resolution approving, under the existing Master Professional Services Agreement between the City of Tracy and Brandley Engineering, Inc., the following new Task Orders related to construction projects at the Tracy Municipal Airport: (A) Task Order 10 (Capital Improvement Project 77593), with a Not to Exceed amount of \$69,000, (B) Task Order 11 (Capital Improvement Project 77589), with a Not to Exceed amount of \$78,000, and (C) Task Order 12 (Insurance Repair), with a Not to Exceed amount of \$13,500. – **Resolution 2023-250** approved under the existing Master Professional Services Agreement, Task Orders related to the construction projects at the Tracy Municipal Airport.
 - 1.K. Staff recommends that the City Council adopt a Resolution authorizing 1) the purchase of six (2) new vehicles and (4) replacement vehicles for the City's fleet, from the National Auto Fleet Group, for a total amount of \$573,562.04 and 2) retirement of four (4) vehicles that are in poor condition. – **Resolution 2023-251** authorized the purchase of six (2) new vehicles and (4) replacement vehicles for the City's fleet, from National Auto Fleet Group.
 - 1.L. Staff recommends that the City Council adopt a Resolution: (1) Making a determination that compliance with the standard procurement process is not in the best interest of the City and dispense the bidding requirements for the additional scope of work pursuant to California Public Contract Code Section 22050 and Tracy Municipal Code Section 2.20.270(a); (2) Approving the execution of an amendment to the existing contract with GradeTech, Inc., to retroactively expand the scope to include an additional \$38,538.21 of work, for a total not-to-exceed amount of \$468,661.81; (3) Accepting the construction work completed by GradeTech, Inc. as part of Phase IV of the Temporary Emergency Housing Facility at Arbor Avenue; (4) Authorizing the City Clerk to File the Notice of Completion with the San Joaquin County Recorder's Office; and (5) Authorizing the City Engineer to release the bonds and retention payment in accordance with State Law. – **Resolution 2023-252** approved 1) making the determination that compliance with the standard procurement process is not in the best interest of the City and dispense bidding requirements for the additional scope of work and 2) approved the execution of an amendment to the existing contract with GradeTech, Inc. 3) accepted the construction work completed by GradeTech, Inc. 4) authorized the City Clerk to file the Notice of Completion, and 5) authorized the City Engineer to release the bonds and retention payment.
2. ITEMS FROM THE AUDIENCE – Robert Tanner stated he was glad that four out of five Council Members voted for cannabis rules for future applicants, not the current

applicants. The Mayor voted no and is not understanding citizens of Tracy and constituents of San Joaquin County District 5.

Mayor Young disagreed with Mr. Tanner's comments.

Richard Williams congratulated the City and staff for being awarded the 2023 Safe Streets for All Grant on December 13, 2023 which resulted in \$3.7 million federal dollars dedicated for safer improvements within the City. Mr. Williams hoped the City will apply for the 2024 SS4A grant asking for illumination materials before the July 10, 2024 deadline.

Dan Randall expressed concern regarding corporations who are considering leaving the immediate Bay Area. These companies are looking for a new place to call home and it is expensive for them to go to Texas. Tracy is in a perfect position to take advantage of this, and spoke about Tracy having good growth several years ago and recently Tracy is not being aggressive about growth.

Amy Benton, representing the homeless community in Tracy shared concerns about how the homeless community has been treated by Police Officers. Items have been taken from them, citations issued with regards to generators, court appearances made, and there are still no charges filed with the court. They do not know where their generators are and are treated with disrespect and has watched them being dehumanized in the park.

Travis Monteyn stated he represented the homeless community, has been treated badly for years and has been homeless for six years. Things should be done differently, and we should all have the same rights and spoke about discrimination.

Anthony stated he is currently homeless due to Police Officers. Instead of trying to help him with his vehicle they took it from him and asked Council for support to help him. Anthony shared he is having trouble paying the registration as work is not always steady but is doing something to help himself and asked why they are taking everything he owns and leaving him and his dog out in the cold and referred to the Fourteenth Amendment.

Sandy Taylor shared they sent a flyer to the Tracy community, has worked for 20 years collaboratively with previous Councils, staff and Surland to bring an Aquatic Center to Tracy. Over the past couple of years members of the community have been involved in the work to help refine and complete the design documents for the Aquatics Center. As requested by City staff, Surland provided the detailed designed documents to the City late last August.

Molly Lowe stated shockingly City staff refused to evaluate the Aquatic Center design documents and refused to meet with the developer or community aquatic stakeholders which she is one of in order to advance the project. Staff has decided to go in a different direction and start the entire process over for the facility. This makes no sense, is a waste of money, time and City resources, and it is not ok to throw away 20 years of our work.

Michel Bazinet stated the community deserves an Aquatic Center design by aquatic experts to meet the needs of the community. Measure V passed because of interest for a swim center, Mayor Rickman held a groundbreaking ceremony in 2018 touting the

Aquatic Center. Mr. Bazinet shared their goal of the flyer, stated citizens do not want to start over, requested Council accept the available design to fulfil Council promises and shared a Tracy Press article regarding the count down to the Aquatic Center.

Mitchell Harnett stated as part of the Tracy Bike Life Youth Program he got to know youth in Tracy and shared passion for cycling. Mr. Harnett thanked Council for giving the youth and adults places for recreation, asked to create a bike park that was promised in February 2022 and is still listed on City's website, shared support for a BMX pump track and requested an update on the project.

Alice English stated there was no groundbreaking. Council just accepted the land this year so we can start the Aquatic Center. The design was never brought to the public. Ms. English added the Mayor should not be able to vote on Consent Item 1.F as she lives too close to that area.

Mayor Young asked the City Attorney if her understanding was that she was not able to vote on Consent Item 1.F.

Bijal Patel, City Attorney responded she was not aware of the Mayor's residency and could talk off line with the Mayor.

Mayor Young clarified the vote would still stand if she had a conflict as there were four votes in favor and was happy to recuse herself if needed.

Chris Long, Surland Companies stated Surland has worked with the community and the City on the design of the Aquatics Center for many years, there is no reason to start over and the community and Surland does not like it. Mr. Long spoke about the Offer of Dedication (IOD) for the Aquatics Center being unilaterally changed by the City in a product of civil fraud, the community needing assurances that the plans will be realized, they are saddened and disturbed to have to challenge the IOD and will be filing a Government Claim Notice tomorrow to keep the citizen prepared plan in place.

Rosario Arulappan stated he is happy the Aquatics Center project is moving along, the City is appointing a designer to do the design and planning. The project was delayed for 16 years. People are waiting for the pool and the project needs to move ahead without further delay.

Yvonne Boyd asked about the BMX pump bike track that was approved in February 2022. Her husband is part of Tracy Bike Ride and they normally have to leave town to go to a BMX bike park and asked why there is such a delay.

3. REGULAR AGENDA

- 3.A Receive an informational update on City's 2023 Legislative and Lobbying activities, 2) Approve Resolution Adopting The City's 2024 Strategic Funding Priorities and Amend the City's 2023-2025 Biennial Legislative Platform (Platform); Approve by motion, after discussion, City Council attendance for the City's Federal Lobby Trip in Washington DC (April 8-12, 2024).

Karin Schnaider, Assistant City Manager provided the staff report and responded to questions.

Robert Tanner stated the City applied for 36 grants for \$59 million and asked how many of the grants awarded included the Police and how many were driven by the Mayor.

Mayor Young responded to Mr. Tanner's question.

Council comments followed.

ACTION: Motion was made by Council Member Bedolla and seconded by Council Member Evans to adopt **Resolution 2023-253** adopting the City's 2024 Strategic Funding Priorities and amending the City's 2023-2025 Biennial Legislative Platform. Roll call found all in favor; passed and so ordered.

Ms. Schnaider confirmed Council's interest in attending the lobbying trip: Federal lobbying trip to Washington D.C.: Mayor Pro Tem Davis, Council Members Arriola and Bedolla, and Mayor Young

Council Member Evans interested in One Voice.

All Council interested in State lobbying.

3.B Approve, by motion, after discussion, out-of-state travel for designated City Council Members to attend The United States Conference of Mayors 92nd Winter Meeting in Washington, D.C. January 17-19, 2024.

Sheena Stephens, Executive Assistant to City Manager provided the staff report.

Council questions and comments followed.

There was no public comment.

ACTION: Motion was made by Council Member Arriola and seconded by Mayor Pro Tem Davis to approve out-of-state travel for Mayor Young to attend the United States Conference of Mayors 92nd Winter Meeting in Washington, D.C. January 17-19, 2024. Roll call found all in favor; passed and so ordered.

3.C Appointing Midori Lichtwardt as the new City Manager, effective December 19, 2023, and approving an At-Will Employment Agreement, between Midori Lichtwardt and the City of Tracy for a bi-weekly salary of \$11,406.34.

Council Member Bedolla provided the staff report.

Robert Tanner stated he was glad the City went inside to find a City Manager. It should be a unanimous vote.

Mayor Young announced comments were received by email from Karen Moore regarding Items 3.C and 3.D.

Council comments continued.

ACTION: Motion was made by Mayor Pro Tem Davis and seconded by Council Member Evans to adopt **Resolution 2023-254** appointing Midori Lichtwardt as the new City Manager, effective December 19, 2023, and approving an At-Will Employment Agreement between Ms. Lichtwardt and the City of Tracy for a bi-weekly salary of \$11,406.34. Roll call found all in favor; passed and so ordered.

3.D Adopting a Resolution authorizing: 1) Amendments to the Employment Agreement dated April 5, 2022, between Bijal Patel and the City of Tracy, to reflect an increase in bi-weekly base salary from \$9,882.28 to \$10,761.81 for merit and equity adjustments and other term modifications, and 2) Amending the Master Salary Schedule relating to the City Attorney to reflect such amendment.

Council Member Evans provided the staff report.

Robert Tanner stated the City Attorney lost her license, the City was notified, and this is an amendment to the contract so the original portion of the contract should still stand. It was a consensus of Council to keep the City Attorney which was against the contract, should have been terminated, and to give an increase retroactive is not right.

Alice English stated the City Attorney came into turmoil, residents have been saying developers run the City and we need good department heads. The City Attorney has been doing an outstanding job and businesses leaving and going to Lathrop and Manteca has nothing to do with City Attorney. The City Attorney follows policy, conduct and ordinances, is doing what she got hired for and thanked her for hanging in there.

Dotty Nygard agreed with Mr. Tanner, has difficulty with the moral and ethical obligation to a contract when it lapses and need to make sure to respect contracts. Should have been some type of reprimand or probationary period to build trust back and commitment to the community that is to maintain licensure. Must hold people accountable to contracts.

Mayor Young announced there were email comments on the item received from Karen Moore and Steve Abercrombie.

Council comments followed.

Mayor Young asked for her written statement to be included in the record and read out a paragraph from Steve Abercrombie's email.

Mayor Pro Tem Davis objected to Mayor Young's characterization of the Council and the City Attorney. Council Member Evans agreed with Mayor Pro Tem Davis.

Council comments continued.

ACTION: Motion was made by Mayor Pro Tem Davis and seconded by Council Member Bedolla to adopt **Resolution 2023-255** authorizing 1) amendments to the

Employment Agreement dated April 5, 2022, between Bijal Patel and the City of Tracy to reflect an increase in bi-weekly base salary from \$9,882.28 to \$10,761.81 for merit and equity adjustments and other term modifications, and 2) amending the Master Salary Schedule relating to the City Attorney, to reflect such amendment. Roll call found Council Members Bedolla, Evans and Mayor Pro Tem Davis in favor; passed and so ordered. Council Member Arriola and Mayor Young opposed.

3.E Staff recommends that the City Council, by motion, appoint Jenny Wood to serve the remaining vacated term on the Environmental Sustainability Commission.

Adrienne Richardson, City Clerk provided the staff report.

Council questions and comments continued.

Council Member Bedolla stated he came across information regarding a nonprofit and when focusing on the intention of the nonprofit the City is there to support with resources. The Tracy Earth Project has members under their leadership that has continuously participated in the attacking of City staff and projects and has been public record. Council Member Bedolla asked Council if there was an appetite to reopen the recruitment and see if there were other qualified applicants, as is Ms. Wood, but in arm's length with a very political nonprofit, just coming from a word of caution. Council Member Bedolla was ready to go either way.

Council Member Evans responded he was open to discussing options.

Council Member Arriola supported the eligibility list selection.

Dotty Nygard, resident of Tracy and President and CEO of Tracy Earth Project stated they have never endorsed any political candidacy or any political item. They advocate and educate on environmental issues in the community and anything that needs reflection on policy. Jenny has been a member of Tracy Earth Project and stepped down from her association when she resigned and shared support for Ms. Wood.

Council discussion continued.

Bijal Patel, City Attorney responded to questions.

ACTION: Motion was made by Council Member Arriola and seconded by Council Member Bedolla to appoint Jenny Wood to serve the remaining term on the Environmental Sustainability Commission. Roll call found all in favor; passed and so ordered.

3.F Staff recommends that the City Council appoint, by motion, two Council Members and an alternative to serve as a selection subcommittee to interview applicants and fill two term vacancies on the Tracy Arts Commission.

Adrienne Richardson, City Clerk provided the staff report.

Council questions and comments continued.

There was no public comment.

ACTION: Motion was made by Council Member Arriola and seconded by Council Member Bedolla to appoint Mayor Pro Tem Davis and Council Member Bedolla to serve as a selection subcommittee and Mayor Young as alternate to interview applicants and fill two term vacancies on the Tracy Arts Commission. Roll call found all in favor; passed and so ordered.

4. ITEMS FROM THE AUDIENCE – Dan Randall spoke about making Tracy a landing spot for new innovative, diverse businesses. The most important thing Council can do is follow the five-year plan. Tracy has a reputation of not being business friendly, every person or business has a special interest and giving contributions is the way the country works. All development has slowed and going to other cities and will hurt people who built Tracy.

Council Member Evans responded to Mr. Randall's comments regarding developers and special interest groups.

Mayor Young disagreed with Council Member Evans' narrative regarding developers and special interests.

Dotty Nygard asked Council what they are most proud of in 2023. Businesses are still looking for their parklets after three years, second year promised for pump track, and now youth going to social media saying how boring it is to live in Tracy. Ms. Nygard stated she has heard residents and developers at Council meetings share frustration with lack of follow through, wished we could say we have done so much in 2023 to improve quality of life for Tracy and quoted from the City's purpose and vision.

Alice English acknowledged three Council Members and spoke about special interests, lacking amenities, and Aquatic Center being prolonged. The City cannot keep developing, having more industrial and empty warehouses. Need more public safety and law enforcement. The City Manager and City Attorney will keep the vision going forward. Spoke about special interests not giving the pool and threatening Council with more legal to hold it back.

Council Member Arriola objected to the characterization and many of Ms. English's comments.

Mayor Young disagreed with Ms. English's comments.

Mayor Young stated an old flyer is circulating stating the warming center is at the Community Center run by Fix'd.

5. STAFF ITEMS – Midori Lichtwardt, Interim City Manager announced the following:
- Thanked Council for putting trust in her as City Manager.
 - The last public meeting of the year is the Planning Commission meeting scheduled for tomorrow at 7:00 p.m.
 - City offices are closed this Friday and Monday in observance of the holiday, as well as next Friday and Monday for New Year's.

- Wished everyone Happy Holidays and a Happy New Year!

Brian MacDonald, Interim Assistant City Manager provided a post for the warming location on social media stating the emergency shelter on Arbor Road is being used for an overnight warming location. It will be available from 10:00 p.m. to 6:30 a.m. when the national weather forecast is less than 33 degrees in Tracy. Familiar Faces has been very active getting people help they need. Have been hitting parks and other areas and were able to give a hand full of people voucher programs through the County. The 38 beds at the temporary emergency housing facility on Arbor Road will be opening in the coming days. Would prefer people go to the shelter. Staff posted today on Facebook and Instagram to call Salvation Army at 209-208-5701 or Familiar Faces at 209-831-6640 who can connect people to all kinds of services.

6. COUNCIL ITEMS – Council Member Arriola requested that the grant application for the Bureau of Reclamation for FY 2024-2025, water and energy efficiency grant in the amount of \$5 million for installation and conversion of AMI meters be moved to January 16, 2024, Council meeting and skip the Finance Committee. Mayor Pro Tem Davis supported the request.

Karin Schnaider, Assistant City Manager explained there is a deadline for the grant and needs Council authorization to move forward and could not wait until February or staff would miss the grant opening.

Council Member Arriola asked for an update on the bike park in a memo. Mayor Pro Tem Davis supported the request.

Council Member Arriola wished everyone a Merry Christmas, Jewish Kwanzaa, Happy Holidays and a safe and Happy New Year.

Council Member Evans shared last Saturday there was wreath placing for the Tracy Chapter of Wreaths Across America held at Tracy Cemetery spearheaded by Gold Star mum, Julia Conover. It was a great opportunity to recognize local heroes and support our military families and a great time for community service, can either donate or unload wreaths. Council Member Evans and his wife help unload 2,000 wreaths and placed flags to mark each military grave.

Council Member Evans reiterated thank you to Tracy Homeless Advisory Committee, Council Member Bedolla and Mayor Pro Tem Davis, their diligence and good stewardship has led to opening up new shelter beds tomorrow. Council Member Evans wished everyone a Merry Christmas, Happy Holidays to whichever holiday is celebrated and Happy New Year and be safe.

Mayor Pro Tem Davis commended the Southside Community Organization on Posadas on Saturday and Sunday and thanked Assemblymember Villapudua for donating tons of clothes at the Southside Community Organization. Mayor Pro Tem Davis also attended the wreath laying ceremony and thanked Gold Star mum Julia Conover and Loretta Bridges and Jeneice Valacruz. It was very big this year with so many community members supporting the event. Attended SJC County Board of Supervisors holiday open house and commended the Board of Supervisors on their well-attended event and commended our District 5 Supervisor who had an long line.

Mayor Pro Tem Davis asked about the way certificates are handled as she attended Tracy Fireplace and Hot Tubs ribbon cutting today and several other ribbon cuttings where there has been no certificate. Since she attends nearly all the ribbon cuttings, it would be nice to have a certificate in the absence of Mayor Young.

Adrienne Richardson, City Clerk stated there was a certificate prepared for that event.

Mayor Young responded normally if she knows she will not be able to attend a ribbon cutting, certificates are not requested for every event but are for all the Tracy Chamber ribbon cuttings, she notifies the City Clerk. The certificate was signed and in her office, but today she had got caught up and did not realize that. Mayor Young did let the Chamber know and said she would bring the certificate by at another time.

Mayor Pro Tem Davis requested that if none of Council are going to be there it would look more pulled together if we did have a certificate and she is always ready to stand in on behalf of the Mayor and Council. It looks awkward to attend these events, and this is not the first time, as at the Bay Area Retina there was no certificate, she was the only one there and hopes there is a way to continue to present certificates at these events when the Mayor is not there.

Mayor Young stated it is a problem if she is not being notified. Need to make sure we have a streamlined process that we are all aware and the certificates are created.

Ms. Richardson explained there is a new process with the Tracy Chamber regarding invites and certificates for ribbon cuttings.

Mayor Pro Tem Davis spoke about a mailer that has a lot of misinformation regarding Tracy's wastewater rate hikes and the mailer is claiming Council Members Bedolla, Evans and herself just raised the rates and that is not true. Mayor Pro Tem Davis explained back in June there was a unanimous Council vote to increase rates as the City had not raised the rates in ten years. Mayor Pro Tem Davis stated she and Council Members Bedolla and Evans have been here three years or less and previous Council's had plenty of opportunity to raise rates, but they did not so the infrastructure suffered over the years, so it was necessary to do that. Mayor Pro Tem Davis asked the public to be patient while she responds to all the emails regarding the increase which occurred in August. There are FAQ's on the website. Mayor Pro Tem Davis wished everyone a Merry Christmas, Happy New Year, Happy Hanukkah and Happy Kwanzaa.

Council Member Arriola confirmed it was a 5:0 vote, was not sure who put out that flyer and shared the same concerns as Mayor Pro Tem Davis about the flyer.

Mayor Young confirmed it was a 5:0 vote. It is difficult to raise fees as fees are needed to be updated but that comes from education and added she has been pushing to put out information to inform our community and have reasonable set fee increases over the years. Previous leaderships continued to kick the can down the road and are not here to deal with it and recommended continuing with education and looking forward when looking at any other fees.

Mayor Young reported on various events and meetings she has attended and thanked all of those who supported her by donating to bailing her out of jail for Brighter

Christmas. Mayor Young wished everyone a Merry Christmas, Happy Hanukkah, Happy Kwanzaa and Happy New Year. The next Council meeting will be January 16, 2024.

Council Member Bedolla added he attended Las Mañanitas para la Virgen de Guadalupe at Saint Bernard's Church and the Southside Community Organization.

7. ADJOURNMENT – Time: 9:57 p.m.

ACTION: Motion was made by Council Member Arriola and seconded by Mayor Pro Tem Davis to adjourn. Roll call found all in favor; passed and so ordered.

The above agenda was posted at the Tracy City Hall on December 14, 2023. The above are action minutes. A recording is available at the office of the City Clerk.

Mayor

ATTEST:

City Clerk

Agenda Item 1.B

REQUEST

Staff recommends that the City Council adopt a Resolution (1) authorizing submittal of a grant application to the United States Bureau of Reclamation for the FY24-25 Water and Energy Efficiency Grant (Grant) in the amount of \$5,000,000 for a City-wide advanced metering infrastructure installation and meter conversion project; and (2) appropriating \$5,000,000 in City Water Funds, for a 50% Grant match requirement, contingent upon receipt of the Grant.

EXECUTIVE SUMMARY

Staff recommends the City apply for grant funding for the FY24-25 Water and Energy Efficiency Grant (WEEG) from the United States Bureau of Reclamation (USBR) to fund the conversion of the City's outdated water metering infrastructure to Advanced Meter Infrastructure (AMI). This project would include converting approximately 9,285 residential and commercial meters, which are not recording and reporting accurately, and installing fully automated metering infrastructure such as radio towers, remote devices, smart software, etc. The USBR grant requires a resolution authorizing the City to apply for the grant with the appropriation of at least a 50% matching fund. City staff intends to apply for the grant in the maximum amount of \$5,000,000 which requires at least a \$5,000,000 City match to complete the identified project.

BACKGROUND

The USBR is soliciting proposals to eligible applicants to receive grant funding by cost-sharing with USBR on projects that will result in quantifiable water savings and support broader sustainability benefits. It is looking for projects that will conserve and use water more efficiently and accomplish other benefits that contribute to sustainability in the Western United States. Eligible applicants may apply for up to a maximum of \$5,000,000 with a 50% or more match. Approximately 30% of the City's service connections, 9,285 commercial and residential meters, need to be converted to new automated meters. The City also needs to upgrade its infrastructure in these older areas with technologies and communication components to better capture newly transmittable data. This project would result in quantifiable savings and efficiencies aiding both the City and the USBR in their efforts to contribute to a more sustainable water supply. This project would further provide better accounting of actual water use and improve the meter reading process increasing revenues recognized. Finally, it would aid the City in meeting requirements by the Department of Water Resources to reduce water losses and comply with per capita daily water use requirements.

ANALYSIS

In 2015, to further increase the City of Tracy's (City) water supply reliability and support water conservation and management efforts, the City committed to converting all of its nearly 26,500 metered service connections to advanced metering infrastructure (AMI) that would upgrade the City's metering, billing, and management systems. Over the past 9 years, the City has upgraded approximately 17,000 water meters (66% of the City) to AMI at a cost of nearly

\$10,000,000. Of those upgraded metered connections, approximately 8,000 are AMI and the other 9,000 were converted to flex-net. The remaining 9,285 low-resolution meters are between 15 and 25 years old. The average life expectancy of these meters is between 10 and 15 years. The City is targeting those 9,285 low-resolution and past life expectancy meters in this project along with related infrastructure.

This funding request will support the conversion and upgrade of the remaining manual and truck read meters with AMI technologies and installation of all the necessary components including material and equipment (registers, meters, meter boxes, lids, software update, hardware, AMI tower materials), Meter Data Management System (MDMS), leak detection system, interactive web portal installation, as well as pressure-monitoring capabilities. With current staffing levels, the City is able to replace about 1,300 meters each year under the City's current Meter Replacement Program. This translates to over seven (7) years to complete this project under that existing program if staff only concentrated on replacing these project meters annually. This grant has a three (3) year deadline therefore the City will rely on contracted services to aid in the completion of this work and funding is considered in this project.

Through automation, the City will recognize energy savings, as well as carbon and greenhouse gas reductions by eliminating the necessity to travel to obtain monthly water meter reads and reducing the amount of run time on pumps, reservoirs and other fossil fuel demanding equipment due to less demand on the system.

Overall, this will be a transformational project for the City and its water customers with up-to-date consumption data accessible through a software portal enabling both to detect leaks quicker and to see water use as it is happening. AMI will provide real-time operational modeling information, establish a leak detection system, and provide water-consumption data to allow individuals to manage their water usage. Implementation of this project will result in quantifiable water and energy savings, as well as, support broader water reliability benefits by providing the following:

- Estimated minimum water savings of 1,168 acre-feet per year.
- Associated energy savings of 638,463 kilowatt-hours (kWh) per year.
- Streamlined water conservation measures through immediate water leakage detection which can significantly reduce energy consumption and water waste.
- Reduced time, labor, cost, energy, and Greenhouse Gas emissions compared to the existing metering system, which requires personnel to physically drive to and manually read each meter.
- Modernized and increased dependability of the City's aging water infrastructure by embracing new smart metering technologies, and
- Compliance with new water use and water loss mandates from the State Water Resources Control Board and Department of Water Resources.

In the FY22/23 adopted budget, there was an unfunded capital improvement project (CIP #75XXX) for \$10,000,000 to install advanced metering infrastructure and conversion of existing water meter equipment.

Staff recommends that the City Council, by Resolution, authorize submittal of a grant application to the United States Bureau of Reclamation for the FY24-25 Water and Energy Efficiency Grant in the amount of \$5,000,000 for this unfunded CIP, along with appropriation of \$5,000,000 in

Water Funds to meet the 50% match requirement of the grant, contingent upon receipt of the grant funds. Should the grant be awarded, the proceeds would move to the existing, unfunded CIP.

Under the grant guidelines, the full project would be expected to be completed by December 2027.

FISCAL IMPACT

An existing unfunded CIP for Water Meter Infrastructure in the amount of \$10,000,000 is part of the City's five-year Capital Improvement Plan. A City match of \$5,000,000 (50% of the project amount) from the Water Enterprise fund is required to apply for the WEEG from USBR. Staff is requesting the budget appropriation and funding of the existing CIP, if the grant is awarded.

STRATEGIC PLAN

This agenda item is related to the City Council's Strategic Priority for Governance by enhancing fiscal stability, improving technology, and enhancing transparency. It also relates to Quality of Life by enhancing City services and promoting positive change and progress in the community.

RECOMMENDATION

Staff recommends that the City Council adopt a Resolution (1) authorizing submittal of a grant application to the United States Bureau of Reclamation for the FY24-25 Water and Energy Efficiency Grant (Grant) in the amount of \$5,000,000 for a City-wide advanced metering infrastructure installation and meter conversion project; and (2) appropriating \$5,000,000 in City Water Funds, for a 50% Grant match requirement, contingent upon receipt of the Grant awarded.

Prepared by: Stephanie Reyna-Hiestand, Assistant Director of Utilities

Reviewed by: Karin Schnaider, Assistant City Manager
Sara Cowell, Director of Finance
Bijal M. Patel, City Attorney

Approved by: Midori Lichtwardt, City Manager

TRACY CITY COUNCIL

RESOLUTION NO. 2024 - _____

-
- (1) AUTHORIZING THE SUBMITTAL OF A GRANT APPLICATION TO THE UNITED STATES BUREAU OF RECLAMATION FOR THE WATER AND ENERGY EFFICIENCY GRANT (GRANT) IN THE AMOUNT OF \$5,000,000 FOR A CITY-WIDE ADVANCED METERING INFRASTRUCTURE INSTALLATION AND METER CONVERSION PROJECT; AND
- (2) AUTHORIZING THE APPROPRIATION OF \$5,000,000 IN CITY WATER FUNDS FOR A 50% GRANT MATCH REQUIREMENT, CONTINGENT UPON RECEIPT OF THE GRANT

WHEREAS, there is an opportunity to apply for grant funding through the FY24-25 Water and Energy Efficiency Grant (WEEG) from the United States Bureau of Reclamation (USBR) to upgrade the City's water metering infrastructure to Advanced Meter Infrastructure (AMI); and

WHEREAS, this project will include the conversion of existing residential and commercial meters that are not measuring actual use correctly and past their useful life; and

WHEREAS, the City has approximately 9,285 meters (30% of the City's meters) that need to be converted to new automated meters; and

WHEREAS, new meters will track the unaccounted water uses and will provide better communication for customers with up-to-date consumption data accessible through a software portal; and

WHEREAS, the installation and conversion will reduce time, labor, cost, energy, and Greenhouse Gas Emissions; and

WHEREAS, the USBR is soliciting proposals to eligible applicants to receive grant funding by cost-sharing with USBR on projects that will result in quantifiable water savings and support broader sustainability benefits; and

WHEREAS, if the \$5,000,000 grant is awarded as requested, there is a 50% City match required; and

WHEREAS, the City match of \$5,000,000 would be appropriated from the Water Fund; and

WHEREAS, there is an unfunded capital improvement project for \$10,000,000 to install advanced metering infrastructure and existing meter equipment; and

WHEREAS, if the grant is awarded and the \$5,000,000 is appropriated, the unfunded CIP would need to be modified and identified as funded for FY24-25.

NOW, THEREFORE, be it resolved as follows:

RESOLVED, That the above recitals are true and correct; and be it further

RESOLVED, that the City Council of the City of Tracy authorizes submittal of a grant application to the USBR for the Water and Energy Efficiency Grant in the amount of \$5,000,000 for a City-wide advanced metering infrastructure installation and meter conversion project; and be it further

RESOLVED, the City Council of the City of Tracy authorizes the appropriation of \$5,000,000 in City Water Funds for a 50% match requirement of the USBR Water and Energy Efficiency Grant application in the amount of \$5,000,000, contingent upon receipt of the Grant; and be it further

RESOLVED, that this action does not constitute a “project” under California Environmental Quality Act, as subsequent discretionary actions will be required before the project can be implemented.

The foregoing Resolution 2024 - _____ was adopted by the Tracy City Council on January 16, 2024, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTENTION: COUNCIL MEMBERS:

NANCY D. YOUNG
Mayor of the City of Tracy, California

ATTEST: _____
ADRIANNE RICHARDSON
City Clerk and Clerk of the Council of
the City of Tracy, California

Agenda Item 1.C

RECOMMENDATION

Staff recommends that the City Council approve the selection of the Interstate 580/Corral Hollow Road Interchange project as the City of Tracy 2024 Regional Transportation Project submittal for congressional appropriation requests during San Joaquin Council of Governments' One Voice trip to Washington D.C.

EXECUTIVE SUMMARY

City Council's approval of the listed project will allow the transportation improvement project to be eligible for inclusion in the San Joaquin Council of Governments' (SJCOG) One Voice trip to Washington D.C. legislative agenda and congressional funding appropriation requests.

BACKGROUND AND LEGISLATIVE HISTORY

Every year the City of Tracy submits a list of projects to SJCOG for consideration in their legislative agenda and congressional appropriation requests during the One Voice trip to Washington D.C. The One Voice trip includes representatives of San Joaquin County, SJCOG, and city elected officials. This year each city was asked to submit one project of regional significance.

City staff worked with consultants at Mark Thomas to prepare the SJCOG One Voice application, attached as Attachment A. This application was submitted to the San Joaquin Council of Governments on or before November 27, 2023.

ANALYSIS

Nominated regional projects must meet the following criteria:

- Be regional in nature and have a federal nexus.
- Must be at or near completion of NEPA (National Environmental Policy Act) clearance, or qualified waiver, for projects seeking ROW (Right-of-Way) or construction funding.
- Be sufficiently developed to suggest federal assistance is warranted (shovel-ready).
- Explain whether the sponsor is utilizing any formula funding for the project elements and detail how formula funds are being applied. If not utilizing formula funds, explain why formula funds are not being applied to the project.
- Projects should be targeted for appropriations in the Federal Fiscal Year 2024 budget or an upcoming notice of agency funding opportunity.
- Demonstrated community support.

Staff has reviewed the existing needs of various transportation projects and is recommending Interstate 580/Corral Hollow Road Interchange Project (Project) for the 2024 One Voice trip.

Project Description:

The Interstate 580/Corral Hollow Road Interchange Project (Project) is located in the City of

Tracy and consists of improvements to the existing Corral Hollow Road interchange. The Project will construct two roundabouts at freeway ramp intersections, widening the overcrossing at Interstate 580, and implementing a Class I bicycle and pedestrian path. The Project is an important component of the regional widening of Corral Hollow Road.

The proposed improvements align with the City's General Plan buildout and focus on enhancing regional safety, mobility, and accessibility, particularly in the USDOT-designated rural areas of Tracy. The upgraded roadway aims to decrease vehicle and freight congestion, improve overall service levels, and enhance safety for vehicles, cyclists, and pedestrians, ensuring efficient emergency vehicle access to approved developments such as Ellis and Tracy Hills. With Corral Hollow Road serving as a crucial bypass route to Interstate 580, the improvements are vital for goods movement and commute routes between the San Joaquin/Central Valley and the Bay Area, minimizing delays, reducing vehicle miles traveled (VMT), and improving air quality in the region. Additionally, the inclusion of bicycle and pedestrian facilities contributes to public health benefits and equitable transportation access.

Project Environmental Benefits:

During the Project development phase, the City emphasized greenhouse gas (GHG) reduction, emphasizing the analysis of air quality and GHG emissions during project development. The Project aims to enhance operations, vehicle speeds, and reduce congestion, resulting in a reduction of harmful emissions over a 20-year period. The Project adheres to local and federal policies by incorporating updated design standards, including stormwater treatment elements, and aligns with the City's Sustainability Action Plan. Additionally, the Project supports climate and environmental justice by addressing disadvantages related to transportation investments in the Project area. The emphasis on multimodal infrastructure, such as pedestrian and bicycle facilities, aims to decrease congestion, reduce GHG emissions, and improve access to affordable homes and employment opportunities. The Project's commitment to environmentally conscious design includes the incorporation of recycled materials and the implementation of stormwater drainage facilities to minimize environmental impact.

The preliminary environmental analyses of the interchanges indicate minimal impacts on special status species, while the overall environmental and traffic assessment highlights improvements in air quality—a crucial goal for San Joaquin County. The Project aims to enhance operations and traffic flow, resulting in reduced greenhouse gas emissions and improved air quality. Despite being located in a non-attainment zone for carbon monoxide, PM2.5, and ozone, the Project is projected to contribute positively to air quality. Considering San Joaquin County's recent F grade in the American Lung Association's 2022 State of the Air Report, with 13,971 children and 52,942 adults at risk of asthma, implementing the proposed Project is expected to have a significant and positive impact on public health.

FISCAL IMPACT

There is no fiscal impact associated with approving the proposed Project for the One Voice trip. The City is requesting approximately \$8.8 million in congressional appropriations. The total cost of the Project is estimated at \$21.1 million. In addition to this funding, the proposed Project will be supported through other funding sources, including developer funding, and development impact fees. If the City can secure additional funding through One Voice and a grant, less local funding would be required.

COORDINATION

City staff worked with consultants at Mark Thomas to prepare the SJCOG One Voice application, attached as Attachment A.

CEQA DETERMINATION

This action is not a "Project" and therefore not subject to CEQA. The submittal of this project for SJCOG's One Voice Trip does not require CEQA analysis.

STRATEGIC PLAN

This agenda item supports City of Tracy's Economic Development Strategic Priority, which is to enhance the competitiveness of the City while further developing a strong and diverse economic base.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council approve the selection of the Interstate 580/Corral Hollow Road Interchange Project as the City of Tracy 2024 regional transportation project for congressional appropriation requests during San Joaquin Council of Governments' One Voice trip to Washington D.C.

Prepared by: Anju Pillai, PE, Senior Civil Engineer

Reviewed by: Koosun Kim, PE, City Engineer / Assistant Director of Development Services
Sara Cowell, Finance Director
Bijal M. Patel, City Attorney
Karin Schnaider, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

ATTACHMENTS

Attachment A – SJCOG One Voice Application 2024



City of Tracy
333 Civic Center Plaza
Tracy, CA 95376

DEVELOPMENT SERVICES

MAIN 209.831.6400
FAX 209.831.6439
www.cityoftracy.org

November 27, 2023

San Joaquin Council of Governments Board
555 E. Weber Avenue
Stockton, CA 95202

RE: City of Tracy – SJCOG 2024 One Voice Application

The City of Tracy is pleased to officially submit the City of Tracy's application for the SJCOG 2024 One Voice Program. Our submission focuses on the Interstate 580/Corral Hollow Road Interchange Project, a vital initiative situated within the City of Tracy community.

The primary objective of the proposed project is to enhance the existing Corral Hollow Road interchange, a critical juncture within our community. Key enhancements include the construction of two roundabouts at freeway ramp intersections, the widening of the overcrossing at I-580, and the establishment of a Class I bicycle and pedestrian path.

This undertaking is an integral component of the broader Corral Hollow Road Corridor Project, a regional initiative aimed at implementing comprehensive improvements throughout the corridor. The Corral Hollow Road Corridor Project including the I-580/Corral Hollow Road Interchange project includes three key elements to significantly enhance the regional infrastructure:

1. I-580/Corral Hollow Road Interchange Improvements, which serve as the primary focus of our application.
2. Improvements to the Corral Hollow Road/Linne Road intersection, featuring the installation of a new traffic signal, turn lanes, and enhancements to the existing at-grade crossing with the Union Pacific Railroad (UPRR) Oakland Subdivision.
3. Widening of Corral Hollow Road from a narrow two-lane to a divided four-lane roadway, thereby addressing current and future traffic demands.


By strategically addressing these components, the Corral Hollow Road Corridor Project aims to comprehensively facilitate improvements in a regionally significant corridor.

We appreciate the opportunity to contribute to the growth and development of our community through this vital project. The City of Tracy is committed to ensuring the success of the Interstate 580/Corral Hollow Road Interchange project, and we look forward to the positive impact it will have on both local and regional transportation infrastructure.

City of Tracy 2024 One Voice Project Application
November 27, 2023
Page 2 of 2

Thank you for considering the City of Tracy's I-580/Corral Hollow Road Interchange project.

Sincerely,

DocuSigned by:

5E962064124242B...
Midori Lichtwardt, City Manager

cc: Karin Schnaider, Assistant City Manager
Koosun Kim, City Engineer
Anju Pillai, Senior Engineer
File

Attachment: City of Tracy: 2024 One Voice Project Application

2024 SJCOG One Voice® Application Form

Project Application Checklist

The San Joaquin Council of Governments Board approved the following project criteria:

- Be regional in nature and have a federal nexus.
- Must be at or near completion of (NEPA) clearance, or qualified waiver, for projects seeking ROW or construction funding.
- Be sufficiently developed to suggest federal assistance is warranted (shovel ready)
- Explain whether the sponsor is utilizing any formula funding for the project elements and detail how formula funds are being applied. If not utilizing formula funds, explain why formula funds are not being applied to the project.
- Projects should be targeted for appropriations in the Federal Fiscal Year 2024 budget or an upcoming notice of agency funding opportunity.
- Demonstrated community support.
- Identify if a project can be submitted as an “earmark” if a congressional call for projects is announced.
- All narrative shall be written in Microsoft Word for ease in cutting and pasting to project sheets.

The following contents are required to be submitted by SJCOG member agencies:

1. Signed cover letter (electronic signature is accepted)
2. Completed One Voice® Application Form
3. Complete Appendix – in order
 - a. A **high-resolution JPEG or PNG photo, graphic, map or diagram** of your project to be included on the project fact sheet.
 - b. **Project talking points** Talking points are limited to ten (10) bullet points, no more than 2-3 sentences each. (These highlights and benefits will be included in the participant binder and used during meetings in Washington, DC).
 - c. In 200 words or less describe the project’s benefit to the region and the scope of the project.
 - d. Attach a copy of the environmental clearance resolution or other signed documentation approving or adopting the environmental document (if completed).
 - e. Projects must be approved by your respective city councils or boards prior to submission to SJCOG. Please provide a copy of the minutes or resolution detailing approval. If the project has not secured this at the time of application submittal, indicate the date when this will be secured.
4. Letters of community support (Minimum 2 / Maximum 5)

One (1) electronic copy must be submitted via email/file sharing site of the complete application packet no later than **4:00 p.m. on November 27, 2023** to:

ATTN: SJCOG 2024 One Voice® Project Submittal
San Joaquin Council of Governments
555 E. Weber Avenue
Stockton, CA 95202
onevoice@sjcog.org

2024 SJCOG One Voice® Application Form

1. Project Title: I-580/Corral Hollow Road Interchange Project

2. Applicant Agency: City of Tracy

3. Agency Address: 333 Civic Center Plaza, Tracy, CA 95376

4. Staff-level Point of Contact/Title: Koosun Kim, City Engineer

Email: koosun.kim@cityoftracy.org **Phone Number:** (209) 831-6452

5. Executive-Point of Contact/Title: Midori Lichtwardt, City Manager

Email: midori.lichtwardt@cityoftracy.org **Phone Number:** (209) 831-6159

6. Project Information:

6.a Provide project talking points. Talking points are limited to ten (10) bullet points, no more than 2-3 sentences each. (These highlights and benefits will be included in the participant binder and used during meetings in Washington, DC).

- The I-580/Corral Hollow Road Interchange project (Project) will occur in the City of Tracy (City) located in the San Joaquin Valley, California.
- The Project involves enhancing the regionally significant Corral Hollow Road through interchange enhancements, including the addition of roundabouts and a multi-use bicycle and pedestrian path.
- The Project aligns with several regional plans and reports including: City General Plan; City Sustainability Action Plan; Northern California Megaregion: Innovative, Connected, and Growing Report; Metropolitan Transportation Commission San Francisco Bay Area Goods Movement Plan; San Joaquin Valley Air Pollution Control District Plan; 2022 SJCOG Regional Transportation Plan/Sustainable Communities Strategy; 2020 SJCOG I-205, I-5, SR 120 & SR99 Congested Corridor Plan; and 2023 Caltrans California Freight Mobility Plan.
- The Project adheres to existing and planned regional developments, addressing current and future vehicle and truck congestion and providing multimodal accessibility.
- Project benefits include: safety, economic, mobility, equity, and environmental.
- Safety benefit- project addresses prevalent crash patterns, such as rear-end collisions and unsafe speed, concentrated around key locations as well as provides dedicated bicycle and pedestrian facilities to separate vulnerable users from vehicles and trucks.
- Economic benefit- bolster economic competitiveness by providing improvements to mobility and goods movement, reducing travel times and transportation costs.
- Mobility benefit- by addressing wear on Corral Hollow Road, proposing infrastructure improvements, and ensuring universal design features for non-motorized travel.
- Equity benefit- ensures equitable access for all users and provides engagement opportunities to influence project design elements.
- Environmental benefit- GHG reduction and improved air quality by reducing congestion, incorporating

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stormwater treatment elements, and supporting climate and environmental justice initiatives.

6.b. Provide a description of the project (project limits, overall scope of work), and federal nexus and provide a high-resolution map, site plan, or diagram. Include description how the project is significantly developed to warrant federal funding.

Project Summary

The Interstate 580/Corral Hollow Road Interchange Project (Project) is located in the City of Tracy and consist of improvements to the existing Corral Hollow Road interchange. The Project will construct two roundabouts at freeway ramp intersections, widening the overcrossing at I-580, and implementing a Class I bicycle and pedestrian path. The Project is a component of the regional Corral Hollow Road Corridor Project Corral Hollow Road Corridor Project. The Corral Hollow Road Corridor Project introduces three components to comprehensively facilitate improvements in the regionally significant corridor. The overall project includes: 1) improvements to the Corral Hollow Road/Linne Road intersection, incorporating a new traffic signal, turn lanes, and enhancements to the existing at-grade crossing with the Union Pacific Railroad (UPRR) Oakland Subdivision. 2) widening Corral Hollow Road from a narrow two-lane to a divided four-lane roadway. 3) I-580/Corral Hollow Road Interchange Improvements- the focus of this.

The proposed improvements align with the City's General Plan buildout and focus on enhancing regional safety, mobility, and accessibility, particularly in the USDOT-designated rural areas of Tracy. The upgraded roadway aims to decrease vehicle and freight congestion, improve overall service levels, and enhance safety for vehicles, cyclists, and pedestrians, ensuring efficient emergency vehicle access to approved developments such as Ellis and Tracy Hills. With Corral Hollow Road serving as a crucial bypass route to I-580, the improvements are vital for goods movement and commute routes between the San Joaquin/Central Valley and the Bay Area, minimizing delays, reducing vehicle miles traveled (VMT), and improving air quality in the region. Additionally, the inclusion of bicycle and pedestrian facilities contributes to public health benefits and equitable transportation access.

Project Limits

The Project is in the southern part of the City of Tracy, San Joaquin County, California, the Project spans an area adjacent to the I-580 freeway outside of the 2010 Census - Urbanized Area (UA) 88273 Area land. The Project is primarily located within census tract 55.02. Approximately three miles northeast of the Project, Census Tracts 54.06, 53.03, and 53.09 have been designated as Areas of Persistent Poverty by the USDOT. The geographical coordinates for the Project are 37°40'52.0"N 121°27'10.2"W.

Scope of Work

The Project constitutes a pivotal segment of an extensive eight-phase initiative, strategically devised to foster lasting advancements in mobility and connectivity for the local community. The interchange improvements are indispensable in promptly addressing immediate community needs, supporting ongoing development, and accommodating the escalating demands of vehicular traffic.

The Project modernizes the current spread diamond interchange through the introduction of multilane roundabouts at ramp terminal intersections. This component entails widening and enhancing the existing

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overcrossing at I-580 for improved traffic operations, accompanied by the addition of a 10-foot multi-use path along the west side of Corral Hollow Road.

Alignment with Federal Funding

State and Federal environmental approval for the Project are ongoing with various agencies such as Caltrans, the Federal Highway Administration, US Army Corps of Engineers, National Resource Conservation Service, and the Regional Water Quality Control Board. The Project anticipates potential impacts on legally protected species under various acts and regulations. The City actively participates in the San Joaquin Mitigation Conservation Plan (SJMCP) to address biological resource impacts in compliance with relevant statutes. Additionally, a thorough risk analysis has been conducted, indicating manageable risks and corresponding mitigation strategies. The City, in collaboration with Caltrans, has initiated the Project, demonstrating technical capacity and experience in delivering funded projects. The City has successfully completed multiple infrastructure projects, including highway interchanges and local roadway widenings, adhering to funding requirements. PA&ED is currently underway for I-580/Corral Hollow Road Interchange Improvements.

6.c Provide a description of how the project provides or improves regional connectivity across a variety of existing or planned developments, resources, facilities, job centers, etc. within the region.

The Project strategically aligns with and enhances existing and planned regional developments, resources, and facilities. Specifically designed to tackle current and projected vehicle congestion stemming from the City's General Plan buildout, the Project plays a vital role in addressing this recognized concern. The comprehensive improvements are instrumental in improving safety and accessibility across the region. The Project improves the Corral Hollow Road corridor, a regionally important route, by implementing intersection upgrades, expanding roadways, and enhancing interchanges. This includes installing traffic signals, turn lanes, facilities for bicycles and pedestrians, as well as incorporating roundabouts.

6.d Provide a description of how the Project supports and/or logically extends existing local and countywide or regional plans, strategies, or programs.

City of Tracy General Plan ([Link](#))

The Project aims to address both existing and future vehicle congestion expected during the City's General Plan buildout. By implementing comprehensive improvements. The Project enhances safety and accessibility for residents.

City of Tracy Sustainability Action Plan ([Link](#))

The Project is expected to improve employment accessibility by a mix of commercial, industrial, and office uses, further supported by the City's Sustainability Action Plan. The Project's impact on job creation is seen as a crucial factor in reducing vehicle miles traveled (VMT) and improving economic opportunities, especially for disadvantaged households in the project area as identified in the plan.

Northern California Megaregion: Innovative, Connected, and Growing Report ([Link](#))

Identified in the 2016 report, the project area faces a housing crisis, heightened traffic, and congestion due to concentrated employment centers and increased goods movement. Before March 2020, over 64,932 commuters traveled from Northern San Joaquin to the Bay Area, with significantly higher home values and 68% of Megaregion jobs located in the Bay Area. Trucks handle 74.1% of freight, resulting in daily volumes of

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15,000 to 37,000 from Northern San Joaquin to the Bay Area. Morning peak period congestion at Altamont Pass on I-580 leads to commute times over 90 minutes from San Joaquin County to the Bay Area, causing delays of 40 to 50 minutes and exacerbating transportation challenges in the region. The Project addresses these concerns identified in the report.

Metropolitan Transportation Commission San Francisco Bay Area Goods Movement Plan ([Link](#))

Positioned near the Bay Area, the region serves as a vital goods distribution center. Challenges identified in the 2016 SF Bay Area Goods Movement Plan include limited rail capacity and numerous at-grade railway-highway crossings, leading to reliance on trucks along the I-580 corridor. The project addresses these identified concerns.

San Joaquin Valley Air Pollution Control District Plan ([Link](#))

The Project aligns with the plan by improving air quality and reducing GHG emissions.

2023 California Freight Mobility Plan ([Link](#))

Recognized in the 2023 California Freight Mobility Plan, I-580 is designated as a key truck corridor, making it eligible for federal investments. The project area handles regional cut-through traffic from communities east of the City, offering an alternative route to avoid congestion on I-205 and I-580. The Project addressed these concerns identified in the plan.

6.e. Describe safety, economic, mobility, equity and environmental and other benefits which are expected upon project completion.

Project Benefit 1- Safety

The Project implements safety countermeasures to address the history of collisions located within the Project footprint. To comprehensively assess the safety benefits of the Project, various tools were employed, including the Transportation Injury Mapping System (TIMS) for collision analysis, the California Benefit/Cost (Cal-B/C) Corridor model for economic safety benefits, and the Highway Safety Manual (HSM) for Build vs. No Build safety scenarios.

Table: Crash reduction rates for the I-580/Corral Hollow Road Interchange

I-580/Corral Hollow Road Interchange	Fatal	Injury	Serious Injury
Reduction Factor	0%	44%	44%
Build Rate (per 100 MVM)	0.0000	1.2913	0.0698
No Build Rate (per 100 MVM)	0.000044%	2.3060	0.1246

The Project implements safety countermeasures to address the history of collisions located within the Project footprint. The Project installs roundabouts at the ramp terminal intersections and a dedicated multi-use path. The roundabouts reduce crashes between turning vehicles by limiting conflict points and reduce congestion that lowers queuing on the ramps and highway mainline. The Project also provides a space for those walking and biking away from the traveling public.

Project Benefit 2- Economic

The Project's location intersects with crucial aspects of the local economy, particularly warehousing, agricultural trade, and the significant goods movement sector. The exponential growth in e-commerce has led to an increase in warehouse and distribution centers throughout the area, contributing to the region's economic success. Freight movement, a vital economic component, has more than \$1 trillion of goods moving through the region annually, with a substantial portion traveling by trucks on highways like I-205 and I-580. The Project,

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strategically sited along the I-580 corridor, aims to support the economic competitiveness of San Joaquin County and the City, providing improvements to enhance access and accommodate significant freight corridors. Additionally, the Project is anticipated to contribute to job creation and economic growth, aligning with the City of Tracy's General Plan projections for industrial, retail, and office development. The employment growth in these areas is expected to be fostered by a mix of commercial, industrial, and office uses, further supported by the City's Sustainability Action Plan. This job creation is seen as a crucial factor in reducing vehicle miles traveled and improving economic opportunities, especially for disadvantaged households in the project area.

Project Benefit 3- Mobility

The Project aims to enhance various infrastructure elements, including bridges, roadways, rail crossings, and freeway overpasses. The overcrossing widening at I-580 will provide a 75 year design life. The Project emphasizes multimodal accessibility and universal design, focusing on non-motorized travel opportunities, expanding connectivity, and providing improved safety features. Additionally, the Project ensures compliance with the Americans with Disabilities Act (ADA) by incorporating curb ramps and ADA path of travel, supporting mobility for users of all abilities.

The benefits created by the Project are vital to improve mobility in the area. The City is positioned at the crossroads of local and regional economic activity. In 2014, Northern California claimed the highest GDP per capita at \$72,582, contributing 5% to the national GDP. The recent MTC Northern California Mega Region Goods Movement Study highlighted the impact of e-commerce growth on the proliferation of warehouse and distribution centers in the region. Warehousing covers 63% of industrial land in the Megaregion, totaling around 940,000,000 square feet, with the average size of buildings tripling over the past decade. Notably, San Joaquin County leads with 81,169,000 square feet of warehousing per square mile, surpassing other counties in Northern California and the Central Valley. In the Northern California Megaregion, freight movement is integral, with over \$1 trillion worth of goods moving annually, and 74% relying on highway freight corridors, mainly using trucks. Notably, I-205 carries 12.38% of truck traffic, and I-580 carries 18%, as reported in the Caltrans 2014 Transportation Route Concept Reports. The Project will improve the mobility of this intricate system.

Additional mobility project benefits will extend to commuters, with an anticipated increase in commuter traffic due to ongoing housing developments in the area. I-580, a vital route to and from Bay Area employment centers, faces significant traffic volumes exacerbated by individuals seeking housing affordability in Tracy and other San Joaquin County communities. Commuters often experience delays both on the highway and at interchange points, as the current configuration lacks operational capacity. The project aims to alleviate congestion by increasing capacity and improving access to I-580, fostering connectivity with the planned Tracy Hills development on both sides of the freeway.

Project Benefit 4- Equity

In August 2020, the City Council approved the Tracy Equity & Empowerment Initiative, establishing the principle of equitable access for anyone engaging with the City, including partner institutions, local schools, and beneficiaries of local funds. The initiative emphasizes data analysis and equity tools to assess policy and service decisions, ensuring infrastructure investments are viewed through an equity lens to prevent

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disproportionate impacts on underserved communities. While the Project is not situated in an Area of Persistent Poverty, it is close to Census Tracts 53.03, 53.09, and 54.06 in downtown Tracy, designated as such. These tracts reflect low educational attainment, and the project aims to benefit residents within commuting distance of employment clusters, especially in the transportation and warehousing sectors. Additionally, the Project addresses climate hazards and enhances safety, access, and transportation choices for marginalized communities. In response to Tracy's population growth surpassing employment growth, the mixed-use Tracy Hills Development is highlighted as a project that will reduce housing cost burdens and provide equitable housing options while increasing employment opportunities. The development prioritizes connectivity, and the Project extends this by incorporating bicycle and pedestrian infrastructure, promoting transportation choices for individuals without cars.

Project Benefit 5- Environmental

During the project development phase, the City emphasized greenhouse gas (GHG) reduction, emphasizing the analysis of air quality and GHG emissions during project development. The Project aims to enhance operations, vehicle speeds, and reduce congestion, resulting in a reduction of harmful emissions over a 20-year period. The Project adheres to local and federal policies by incorporating updated design standards, including stormwater treatment elements, and aligns with the City's Sustainability Action Plan. Additionally, the Project supports climate and environmental justice by addressing disadvantages related to transportation investments in the project area. The emphasis on multimodal infrastructure, such as pedestrian and bicycle facilities, aims to decrease congestion, reduce GHG emissions, and improve access to affordable homes and employment opportunities. The Project's commitment to environmentally conscious design includes the incorporation of recycled materials and the implementation of stormwater drainage facilities to minimize environmental impact.

The preliminary environmental analyses of the interchanges indicate minimal impacts on special status species, while the overall environmental and traffic assessment highlights improvements in air quality—a crucial goal for San Joaquin County. The project aims to enhance operations and traffic flow, resulting in reduced greenhouse gas emissions and improved air quality. Despite being located in a non-attainment zone for carbon monoxide, PM2.5, and ozone, the project is projected to contribute positively to air quality. Considering San Joaquin County's recent F grade in the American Lung Association's 2022 State of the Air Report, with 13,971 children and 52,942 adults at risk of asthma, implementing the proposed project is expected to have a significant and positive impact on public health.

7. Project Readiness:

Attach detailed information on any completed project milestones or phases, and the project schedule. Describe whether the project can be split into clear and distinct phases.

Project Milestone		Proposed (Month/Year)
Begin Environmental (PA&ED) Phase		03/15/2023
Circulate Draft Environmental Document	Document Type	IS/MND and CE
End Environmental Phase (PA&ED Milestone)		08/31/2024
Begin Design (PS&E) Phase		03/01/2024
End Design Phase (Ready to List for Advertisement Milestone)		01/31/2025
Begin Right of Way Phase		09/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		12/31/2025

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Begin Construction Phase (Contract Award Milestone)	06/30/2025
End Construction Phase (Construction Contract Acceptance Milestone)	07/31/2027

7.b If your project is being delivered in phases, indicate the phases that are NOT a part of the project application to provide show the project is part of a larger/ “ultimate” project. Please answer the following questions:

- Describe how the specific stage, segment, phase, or activity fits into a larger project.
- Describe the larger project and additional benefits (not described earlier) of the larger project.

The Corral Hollow Road Corridor Project in the City of Tracy comprises three key components aimed at substantial regional enhancements. These include: 1) upgrading the Corral Hollow Road/Linne Road intersection with a new traffic signal, turn lanes, and improvements to the existing Union Pacific Railroad (UPRR) Oakland Subdivision crossing, 2) transforming Corral Hollow Road from a narrow two-lane to a divided four-lane roadway, and 3) introducing improvements to the 580/Corral Hollow Road Interchange. The overall Corral Hollow Road Corridor Project will have significant benefits in the region.

Corral Hollow Road Corridor Project benefits include:

Safety

Safety concerns in the Northern California Megaregion, particularly on the highway system, have adverse effects. A comprehensive safety analysis utilized tools such as the Transportation Injury Mapping System (TIMS) for collision data, the California Benefit/Cost (Cal-B/C) Corridor model for economic safety benefits, and the Highway Safety Manual (HSM) for Build vs No Build safety scenarios.

Crash History and Countermeasures

Examining collision data on Corral Hollow Road from the I-580 interchange to Linne Road from January 2018 to December 2021, the majority of incidents were rear-end collisions (37%), followed by hit-object (20%) and overturn collisions (13%). Unsafe speed (41%), improper turning (30%), and automobile right of way (13%) were the primary causes of these crashes. Over the 5-year period, 46 crashes were recorded, resulting in one fatality. Key focus areas for Project improvements are the Corral Hollow Road/I-580 interchange, the Corral Hollow Road crossing over the California Aqueduct, and the Corral Hollow Road/Linne Road intersection.

Federal Safety Goals

The Project aligns with the USDOT's 2022 National Roadway Safety Strategy (NRSS) goals for "Safer Roadways" and "Safer Speeds." The multi-lane roundabout at ramp terminal intersections promotes safer intersections and speeds, particularly in rural communities disproportionately affected by collisions. The installation of a traffic signal at Corral Hollow Road and Linne Road aims to slow speeds and enhance safety at the intersection.

Protection of Vulnerable Users

Project enhancements include measures to safeguard vulnerable users, such as a 10-foot multi-use path at the I-580 Interchange and dedicated bicycle lanes and sidewalks along Corral Hollow Road and at the Linne Road Interchange. These improvements provide a dedicated space for pedestrians and cyclists, facilitating access to jobs, shopping, and transit. Additionally, active transportation facilities will connect to the Altamont Corridor Express Tracy Train Station on Linne Road and Tracy Boulevard.

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State of Good Repair

This intricate project necessitates the enhancement of various infrastructure elements, including bridges, roadways, rail crossings, and freeway overpasses. Deficient pavement across the project area, encompassing bridge decks over the California Aqueduct, Delta Mendota Canal, the entire Corral Hollow Road Corridor between I-580 and Linne Road, and the I-580 freeway overcrossing, will be replaced.

Existing Conditions

The existing pavement on Corral Hollow Road exhibits signs of wear with transverse and longitudinal cracking, and fatigue cracking in certain areas. As traffic volumes increase, these issues will escalate, leading to higher rehabilitation costs. The bridges over the aqueducts also display signs of fatigue, with cracking evident on the bridge decks due to vehicle volumes. Failure to rehabilitate or replace these assets would adversely affect regional mobility, with undersized and inefficient facilities impacting travel times, causing increased emissions, and lacking active transportation facilities.

Asset Condition Improvement

The project involves the removal, replacement, or repair of all existing pavements, utilizing a combination of asphalt concrete (AC) and aggregate base (AB) for the reconstruction of Corral Hollow Road. Hot Mix Asphalt (HMA) with a 20-year design life will be used to ensure long-term efficiency and congestion relief for I-580. The Project introduces a new pavement system with a 20-year lifespan, while the I-580 overcrossing widening, California Aqueduct Bridge, and Delta Mendota Canal Bridge replacements are designed for a 100-year lifespan. The project's residual value is estimated at \$17.3 million in undiscounted 2021 dollars and \$1.5 million when discounted at a 7% rate. These improvements align with Caltrans's state of good repair efforts, reducing maintenance costs and optimizing public infrastructure investment.

Future Maintenance

The project is designed for longevity and optimized long-term operations and maintenance (O&M) costs. As current pavement conditions are poor and expected to deteriorate with increased traffic, the City and Caltrans will share maintenance costs through a mutually established agreement during the final PS&E phase. Caltrans' O&M for the interchange will be funded through the State Highway Operation and Protection Program (SHOPP), with future maintenance work covered by the Capital Preventive Maintenance (CAPM) program within SHOPP.

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Economic Impacts, Freight Movement, and Job Creation

Regional and National Economic Stimulation

The economic landscape of the Northern California Megaregion, outlined in the Northern California Megaregion: Innovative, Connected, and Growing report by the Bay Area Council Economic Institute, boasts the highest gross regional product (GRP) per capita among all megaregions in the nation. The surge in warehousing and distribution centers within the Megaregion, facilitating the transport of goods between the Port of Oakland, farms, businesses, and consumers, contributes to this economic growth. With a substantial presence of freeways supporting truck freight, including I-580, enhancements are imperative to sustain the region's competitive edge.

Freight Movement and Job Creation/Preservation

Anticipated changes in travel behavior, resulting in a 1% increase in vehicle miles traveled (VMT) at the interchange (2027), are projected to be offset by a 0.01% decrease in VMT by 2046. The I-580/Corral Hollow Road Interchange is expected to reduce heavy truck vehicle hours traveled by 1.5% (2027) and 1.8% (2046), enhancing truck travel times and reducing idling periods. Job creation and preservation efforts, as outlined in the City of Tracy General Plan and Environmental Impact Report, foresee significant industrial, retail, and office development, supporting an additional 21,300 employees by 2025. These developments, including Ellis and Tracy Hills, contribute to job growth and projected VMT reduction.

The City's Sustainability Action Plan aims to increase local employment for Tracy residents to 72%, reducing commute trips and VMT for city residents. Accessible well-paying jobs within the Project area, particularly for those with lower educational attainment, ensure equal opportunities and enhance the quality of life and budgets for disadvantaged households.

Climate Change, Resiliency, and the Environment

GHG Reduction

The Project's development involved a comprehensive analysis of air quality and greenhouse gas (GHG) emissions, factoring in travel volumes, vehicle types, and speeds. By enhancing operations, increasing vehicle speeds, and reducing congestion, the Project is poised to decrease harmful emissions over a 20-year period. While there is a slight increase in carbon dioxide emissions, the substantial time savings in travel supports local and federal policies addressing the urgent need for short-term GHG reduction in response to the current climate crisis.

Climate Change Mitigation Planning

In alignment with climate change mitigation plans at both the city and regional levels in San Joaquin County, the Project incorporates updated design standards with stormwater treatment elements. Complying with the City's Sustainability Action Plan, which focuses on congestion management and increased transit, the Project aims to reduce GHG emissions and idling time, alleviating bottlenecks. Additionally, adherence to the San

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Joaquin Council of Governments' Climate Adaptation & Resiliency Study (CARS) recognizes I-580 as a critical route for transit-dependent populations, contributing to regional climate goals by reducing GHGs and addressing future traffic increases.

Climate and Environmental Justice

Utilizing the Climate and Economic Justice Screening Tool (CEJST), the Project area, while not officially designated as disadvantaged, faces challenges related to insufficient transportation investments. Air quality concerns, particularly high PM2.5 levels (93rd percentile) and proximity to superfund sites (90th percentile), are highlighted. Notably, the community in the Project Area ranks in the 99th percentile for transportation barriers, emphasizing the significant cost and time burdens for commuting from affordable communities to Bay Area job centers. The Project's proximity to low-income, disadvantaged communities underscores the importance of addressing linguistic barriers, air quality issues, and lower-than-average educational attainment rates.

Modal Shift

Despite being a rural community, the City accommodates various transportation modes and users at the convergence of a major freeway, municipal airport, and rail line. The Project supports a modal shift by providing facilities for pedestrians, cyclists, and transit users, contributing to reduced emissions. While widening the roadway, the Project introduces pedestrian and bicycle facilities, including a 10-foot multi-use path, on-street bike lanes, and sidewalks. Safety measures, such as widened intersections and new crossing gates, aim to encourage bicycle and pedestrian travel, particularly for residents of adjacent developments at Ellis and Tracy Hills.

Equity, Multimodal Options, and Quality of Life

Multimodal Accessibility and Universal Design

The Project has been meticulously planned not only to minimize vehicle conflict points, such as at the freeway interchange, but also to enhance non-motorized travel options, fostering connectivity and mobility for all users. Currently lacking pedestrian and bicycle facilities on Corral Hollow Road between Linne Road and the Tracy Hills development, the Project addresses this by significantly improving pedestrian connectivity to the main arterial. The at-grade Union Pacific Railroad (UPRR) crossing, with limited safety features, will benefit from enhanced lighting and signalization, incorporating more universal design features. ADA compliance will be ensured through the provision of curb ramps and an ADA path of travel, supporting mobility for all users, regardless of abilities.

Reducing Housing Cost Burdens Through Strategic Development

Despite robust employment growth in the City of Tracy, the population has outpaced employment growth, primarily driven by households with Bay Area workers, especially in Alameda County. According to the Sustainability Action Plan, only 20% of Tracy's resident workforce is employed within the city, well below the predicted 73% based on spatial match factors. The mixed-use Tracy Hills Development, classified as an Employment-Generating and High-Density Infill Project, aims to alleviate housing cost burdens by offering equitable housing options for Tracy residents while concurrently expanding employment opportunities. Ellis, identified as a mixed-use and traditional residential development, further contributes to diverse housing options, potentially reducing urban sprawl and lowering VMT as more residents secure local employment.

Promoting High Connectivity in Residential Developments

The Tracy Hills and Ellis developments prioritize extensive connectivity for vehicles, bicycles, and pedestrians. Therefore, the Project seamlessly extends this connectivity by incorporating bicycle and pedestrian infrastructure along Corral Hollow Road, directly serving these developments. This extension enhances

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transportation choices for individuals without cars, fostering a more inclusive and accessible urban environment.

8. Funding Plan for the project being nominated.

This section shows all the funds in each phase of the project. Please copy/paste tables if there is more than one funding source. Indicate in the comments section under “FUNDING AGENCY” whether the funds have been secured/committed or whether the funds are still being sought/not committed. Identify the name of the FUNDING AGENCY.

Feel free to change the names of the phases if they’re not applicable (i.e. substitute capital procurement for “construction” phase).

a. Project Funding Plan For Local Funds, please be specific, e.g., TIMF, RTIF, SB1, Measure K, etc.

Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)				\$740				\$740	City of Tracy
PS&E					\$1,350			\$1,350	City of Tracy
R/W SUP (CT)									
CON SUP (CT)									
R/W					\$1,380			\$1,380	City of Tracy
CON						\$17,608		\$17,608	City of Tracy
TOTAL				\$740	\$2,730		\$17,608	\$21,078	

Fund No. 1: One Voice® Project Funding “Ask”									
Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									TBD
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						\$8,804		\$8,804	
TOTAL						\$8,804		\$8,804	

Fund No. 2: Transportation Impact Mitigation Fee									
Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)				\$740				\$740	City of Tracy
PS&E					\$1,350			\$1,350	
R/W SUP (CT)									
CON SUP (CT)									
R/W					\$1,380			\$1,380	
CON						\$8,804		\$8,804	
TOTAL				\$740	\$2,730	\$8,804	\$8,804	\$12,274	

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Fund No. 3:									Program Code	
		Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

Fund No. 4:									Program Code	
		Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

8b. Explain whether the sponsor is utilizing any formula funding for the project elements and detail how formula funds are being applied. If not utilizing formula funds, explain why formula funds are not being applied to the project.

8c. Provide a Funding Summary:

Line 1: One Voice® Request:	\$8,804,000
Line 2: Funds already secured:	\$12,274,000
Total Project (add lines 1, 2, and 3 above):	\$ 21,078,000

9. Letters of Community Support (or other information that show the project’s history in community engagement/support).

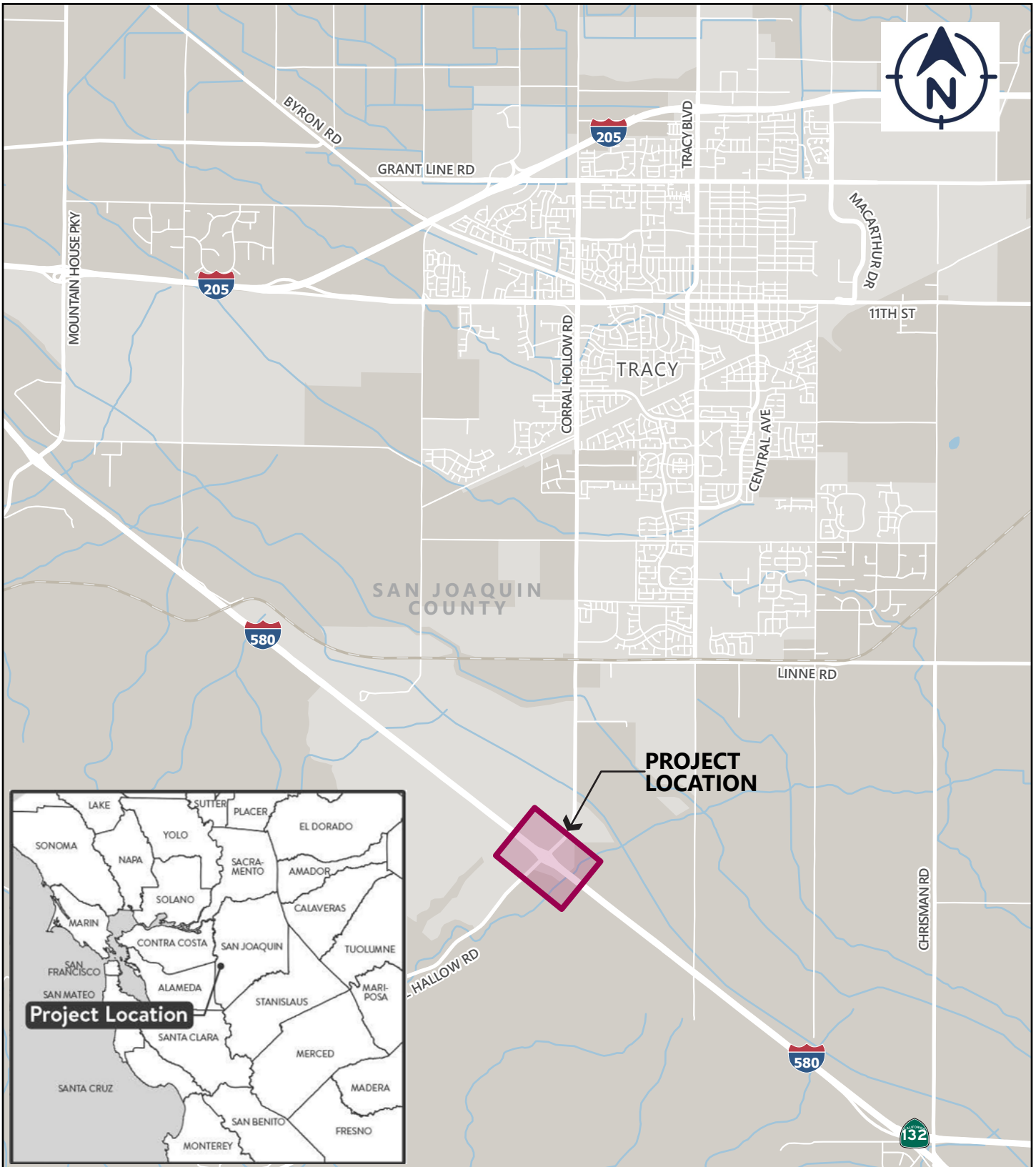
Attach letters of support from interested parties including community groups and other agencies.

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10. Prospective federal funding opportunities that this project will apply to (check all that apply):

Please choose all applicable grants the City can discuss in Washington DC with elected officials, Biden Administration staff, and DOT HQ staff.

- Advanced Transportation Technology and Innovation (ATTAIN) program
- Bridge Investment Program
- Bus and Bus Facilities Competitive Grants
- Capital Investment Grants
- Charging and Fueling Infrastructure Grants (Community Charging)
- Charging and Fueling Infrastructure Grants (Corridor Charging)
- Congestion Relief Program
- Consolidated Rail Infrastructure and Safety Improvement Grants
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
- Low or No Emission (Bus) Grants
- National Culvert Removal, Replacement, & Restoration Grant
- National Infrastructure Project Assistance (Megaprojects)
- Nationally Significant Freight and Highway Projects (INFRA)
- Pilot Program for Enhanced Mobility
- Pilot Program for Transit Oriented Development
- Port Infrastructure Development Program Grants
- Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) - Discretionary
- Railroad Crossing Elimination Grants
- Reconnecting Communities Pilot Program
- Reduction of Truck Emissions at Port Facilities
- Safe Streets and Roads for All
- Strengthening Mobility and Revolutionizing Transportation (SMART) Grants
- Thriving Communities Program
- Wildlife Crossings Pilot Program
- Other: _____



City of Tracy

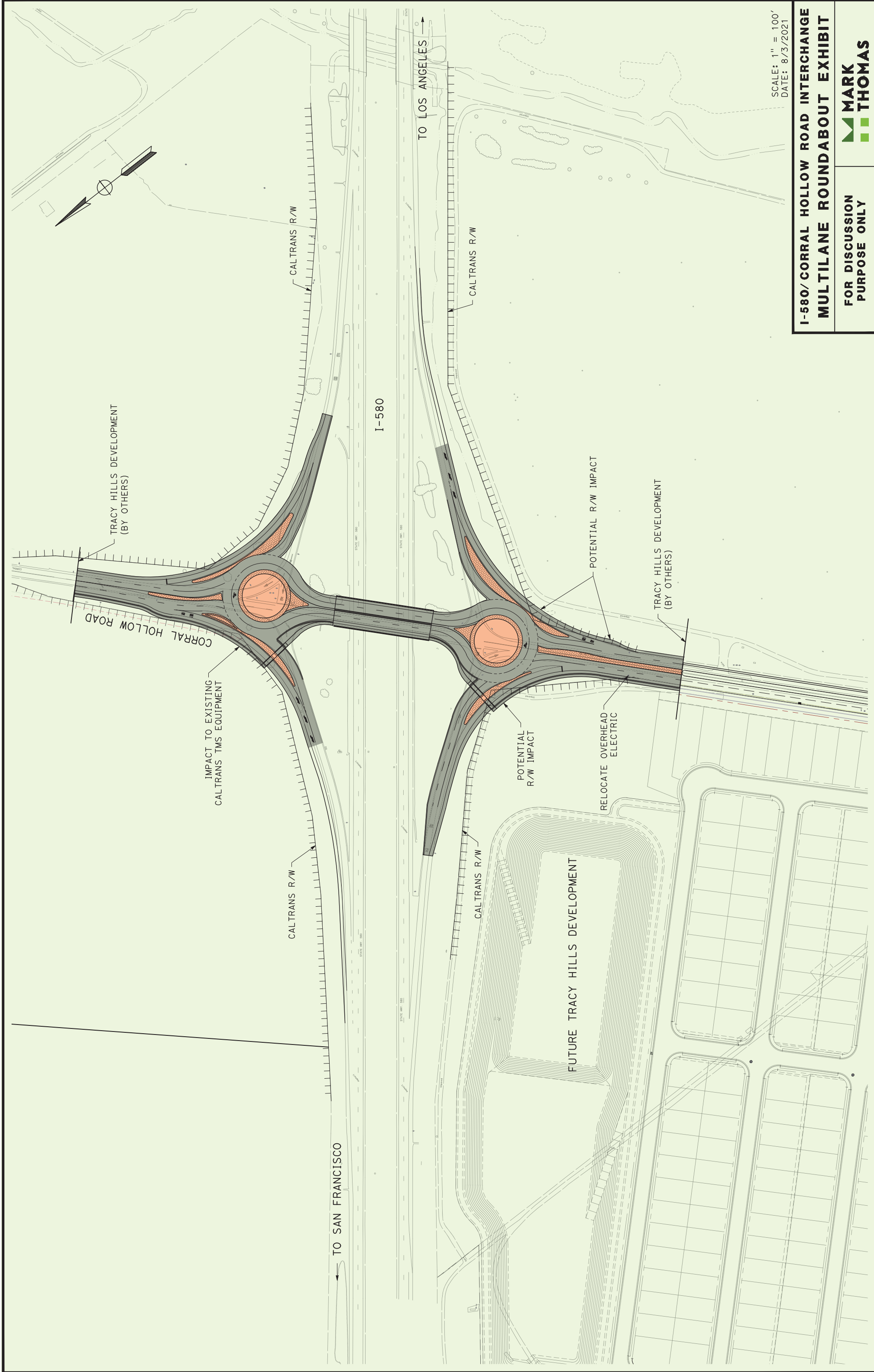
Location Map

I-580/Corral Hollow Road
Interchange Project



LEGEND

 Project Location



SCALE: 1" = 100'
DATE: 8/3/2021

**I-580/ CORRAL HOLLOW ROAD INTERCHANGE
MULTILANE ROUNDABOUT EXHIBIT**

**FOR DISCUSSION
PURPOSE ONLY**



I-580/Corral Hollow Road Interchange Project *Letters of Support*



JOSH HARDER
9TH DISTRICT, CALIFORNIA

COMMITTEE ON APPROPRIATIONS
LABOR, HEALTH AND HUMAN SERVICES,
EDUCATION, AND RELATED AGENCIES
INTERIOR, ENVIRONMENT, AND RELATED AGENCIES

Congress of the United States
House of Representatives
Washington, DC 20515

209 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4540-PHONE
(202) 225-3402-FAX
1776 WEST MARCH LANE
SUITE 360
STOCKTON, CA 95207
(209) 579-5458-PHONE
(209) 702-6569-FAX
HARDER.HOUSE.GOV

September 11, 2023

The Honorable Pete Buttigieg
Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: City of Tracy – Application for the Department of Transportation (DOT) Multimodal Project
Discretionary Grant (MPDG) Program Grant for Corral Hollow Road Corridor Project

Dear Secretary Buttigieg:

I am writing to express my support for the Corral Hollow Road Corridor Project submitted by the City of Tracy for the Multimodal Project Discretionary Grant. The project supports rural mobility, economic development, and sustainability efforts in San Joaquin County.

San Joaquin County has been ranked as the nation's super commuting capital for multiple years. Over eleven percent of residents across the County spend more than ninety minutes driving one way to work, usually commuting to a job in the San Francisco Bay Area. Corral Hollow Road is used as a regional bypass route for commuters avoiding the congested freeways that connect to the Bay Area. The conditions of the corridor and large traffic volumes have led to a deterioration in the quality of life for Tracy residents, increasingly long travel times, poor air quality, as well as a growing number of collisions. This project provides low-cost transportation choices to reduce the cost burden on low-income families and provides access to regional transit facilities, including the existing active transportation network and the Altamont Corridor Express commuter rail system.

This project implements several key elements to holistically improve the Corral Hollow Road Corridor. Funding will be used to construct two roundabouts at the freeway ramp intersections, widen the overcrossing at I-580, install a multi-use path, expand Corral Hollow Road into a divided four-lane roadway with bicycle and pedestrian facilities, as well as replace the bridges over the California Aqueduct and the Delta Mendota Canal. As a project of the National Highway Freight Network and National Highway System, the Corral Hollow Road Corridor Project reduces Vehicle Miles Traveled (VMT). Given that the Central Valley has the highest rate of children with asthma in the state and across the county, this project is critical to lowering greenhouse gas emissions, reducing overall traffic congestion, and improving air quality throughout the region.

Thank you for your full and fair consideration of the City of Tracy's application for the Corral Hollow Road Corridor Project.

Sincerely,



Josh Harder
Member of Congress

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0013
(916) 319-2013
FAX (916) 319-2113

DISTRICT OFFICE
4643 QUAIL LAKES DRIVE, SUITE 200
STOCKTON, CA 95207
(209) 948-7479
FAX (209) 465-5058

E-MAIL
Assemblymember.Villapudua@assembly.ca.gov

Assembly
California Legislature



COMMITTEES
CHAIR: JOBS, ECONOMIC DEVELOPMENT,
AND THE ECONOMY
AGRICULTURE
GOVERNMENTAL ORGANIZATION
HEALTH
WATER, PARKS, AND WILDLIFE

August 10, 2023

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

**RE: City of Tracy – Application for the Department of Transportation (DOT)
Multimodal Project Discretionary Grant (MPDG) Program Grant for Corral
Hollow Road Corridor Project**

Dear Secretary Buttigieg:

I respectfully write to you to express my support for the City of Tracy's (City) pursuit of funding for the right of way and construction phases of the Corral Hollow Road Corridor Project (Project). With Caltrans's support, this project will ensure we meet our federal, state multimodal transportation and equity goals.

The Project is located in the USDOT-designated rural census tracts in the City. The existing corridor is a narrow two-lane road that lacks bicycle and pedestrian facilities that provides a connection to I-580. Corral Hollow Road is used as a regional bypass route for commuters avoiding the congested freeways connecting to the Bay Area. The conditions of the corridor and traffic volumes have led to a deterioration in the quality of life, travel times, and air quality as well as an increasing number of collisions.

The Project implements three key elements to holistically improve the regionally significant Corral Hollow Road corridor. The Project includes the I-580/Corral Hollow Road Interchange improvements to construct two roundabouts at the freeway ramp intersections, widen the overcrossing at I-580, and install a Class I path; the Corral Hollow Road Improvements to widen the narrow two-lane roadway to a divided four-lane roadway with bicycle and pedestrian facilities as well as replacing the bridges over the California Aqueduct and the Delta Mendota Canal; and the Corral Hollow Road/Linne Road Intersection improvements to install a new traffic signal and turn lanes, and improve the existing at-grade crossing with the Union Pacific Railroad (UPRR) Oakland Subdivision.

The comprehensive corridor-wide improvements will enhance safety, multimodal accessibility, and travel times. The Project components when addressed together will ease congestion on the corridor which serves as a bypass route to I-580 from the Bay Area, reduce vehicle miles traveled by providing a more efficient route, provide bicycle and

pedestrian facilities to encourage non-vehicular travel, improve goods movement access to I-580, and reduce greenhouse gas emissions in the San Joaquin County region.

Thank you for your full and fair consideration of the City's application for the DOT's MPDG grant program. If you have any questions, please feel free to contact Israel Landa in my office at Israel.Landa@asm.ca.gov or (916) 319-2019.

Sincerely,

A handwritten signature in black ink that reads "Carlos Villapudua". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Carlos Villapudua
State Assemblymember
13th District of California

California Department of Transportation

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49 | SACRAMENTO, CA 94273-0001
(916) 654-6130 | FAX (916) 653-5776 TTY 711
www.dot.ca.gov



August 21, 2023

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Buttigieg:

The California Department of Transportation (Caltrans) supports the application of the City of Tracy (City) to the United States Department of Transportation (USDOT) Multimodal Project Discretionary Grant (MPDG) opportunity for Fiscal Year 2023 for the Corral Hollow Road Corridor Project (Project).

The City is seeking \$40 million to fund the Project's right of way and construction phases. The Project includes three elements that will significantly improve multimodal travel and reduce construction in the City. These improvements include the construction of two roundabouts, widening the overcrossing, and installing a multi-use trail at the Interstate 580/Corral Hollow Road interchange; widening 1.25 miles of Corral Hollow Road to a four-lane divided arterial with bike lanes and sidewalks as well as replacing bridges over the California Aqueduct and Delta Mendota Canal; and improve the Corral Hollow Road and Linne Road intersection and adjacent Union Pacific Railroad at-grade crossing.

The Project will enhance multimodal safety along the corridor, reduce vehicle congestion, improve goods movement for trucks and trains, provide low-cost transportation alternatives to reduce the transportation-housing cost burden, lower greenhouse gas emissions, and minimizes environmental impacts. The Project also improves public health through improved air quality and access to active transportation facilities for this USDOT-designated rural community.

Caltrans would like to thank USDOT for its consideration of this Project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tony Tavares'.

TONY TAVARES
Director



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202 • P 209.235.0600 • F 209.235.0438 • www.sjcog.org

August 18, 2023

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Robert Rickman

CHAIR

David Bellinger

VICE-CHAIR

Diane Nguyen

EXECUTIVE DIRECTOR

Member Agencies

CITIES OF

ESCALON,

LATHROP,

LODI,

MANTECA,

RIPON,

STOCKTON,

TRACY,

AND

THE COUNTY OF SAN

JOAQUIN

RE: City of Tracy – Application for the Department of Transportation (DOT) Multimodal Project Discretionary Grant (MPDG) Program Grant for Corral Hollow Road Corridor Project

Dear Secretary Buttigieg:

I would like to express my support for the City of Tracy's (City) pursuit of funding for the right of way and construction phases of the Corral Hollow Road Corridor Project (Project).

The Project is located in the USDOT-designated rural census tracts in the City. The existing corridor is a narrow two-lane road that lacks bicycle and pedestrian facilities that provides a connection to I-580. Corral Hollow Road is used as a regional bypass route for commuters avoiding the congested freeways connecting to the Bay Area. The conditions of the corridor and traffic volumes have led to a deterioration in quality of life, travel times, air quality, and an increasing number of collisions.

The Project implements three key elements to holistically improve the regionally significant Corral Hollow Road corridor. The Project includes the I-580/Corral Hollow Road Interchange improvements to construct two roundabouts at the freeway ramp intersections, widen the overcrossing at I-580, and install a Class I path; the Corral Hollow Road Improvements to widen the narrow two-lane roadway to a divided four-lane roadway with bicycle and pedestrian facilities as well as replacing the bridges over the California Aqueduct and the Delta Mendota Canal; and the Corral Hollow Road/Linne Road Intersection improvements to install a new traffic signal and turn lanes, and improve the existing at-grade crossing with the Union Pacific Railroad (UPRR) Oakland Subdivision.

The comprehensive corridor-wide improvements will enhance safety, multimodal accessibility, and travel times. The Project components when addressed together will ease congestion on the corridor which serves as a bypass route to I-580 from the Bay Area, reduce vehicle miles traveled by providing a more efficient route, provide bicycle and pedestrian facilities to encourage non-vehicular travel, improve goods movement access to I-580, and reduce greenhouse gas emissions in the San Joaquin County region.

Thank you for your full and fair consideration of the City's application for the DOT's MPDG grant program. If you have any questions, please do not hesitate to contact me at Nguyen@SJCOG.org or (209) 235-0600.

Sincerely,

A handwritten signature in blue ink that reads "Diane Nguyen".

DIANE NGUYEN
Executive Director



SAN JOAQUIN
— COUNTY —
Greatness grows here.

Board of Supervisors

Robert Rickman, *Chairman, Fifth District*

Miguel Villapudua, *Vice Chair, First District*

Paul Canepa, *Second District*

Tom Patti, *Third District*

Steven J. Ding, *Fourth District*

Rachél DeBord, *Clerk of the Board of Supervisors*

September 14, 2023

Secretary Pete Buttigieg
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: City of Tracy Application for the Department of Transportation (DOT) Multimodal Project Discretionary Grant (MPDG) Program Grant for Corral Hollow Road Corridor Project

Dear Secretary Buttigieg:

As Chairman of the San Joaquin County Board of Supervisors, I would like to express San Joaquin County's support for the City of Tracy's (City) pursuit of funding for the construction phase of the Corral Hollow Road Corridor Project (Project).

The Project is located in the USDOT-designated rural census tracts in the City. The existing corridor is a narrow two-lane road that lacks bicycle and pedestrian facilities that provides a connection to I-580. Corral Hollow Road is used as a regional bypass route for commuters avoiding the congested freeways connecting to the Bay Area. The conditions of the corridor and traffic volumes have led to a deterioration in the quality of life, travel times, and air quality as well as an increasing number of collisions. San Joaquin County has collaborated with the City of Tracy to improve the Corral Hollow Road corridor, including support for this Project.

The Project implements three key elements to holistically improve the regionally significant Corral Hollow Road corridor: (i) improving the I-580/Corral Hollow Road Interchange (constructing two roundabouts at the freeway ramp intersections, widening the I-580 overcrossing, and installing a Class I path); (ii) widening Corral Hollow Road from a narrow two-lane to a divided four-lane roadway with bicycle and pedestrian facilities and bridge replacements over the California Aqueduct and the Delta Mendota Canal; and (iii) improving the Corral Hollow Road / Linne Road Intersection (installing a new traffic signal and turn lanes, and improve the existing at-grade crossing with the Union Pacific Railroad (UPRR) Oakland Subdivision).

The comprehensive corridor will improve safety, multimodal accessibility, and travel times. The Project components when addressed together will ease congestion on the corridor, which serves as a bypass route to I-580 from the Bay Area, reduce vehicle miles traveled by providing a more efficient route, provide bicycle and pedestrian facilities to encourage non-vehicular travel, improve goods movement access to I-580, and reduce greenhouse gas emissions in the San Joaquin County

region. The benefits of this project are consistent with the goals of San Joaquin County to create more vibrant communities while supporting the economic growth of our region.

Thank you in advance for your earnest consideration of the City's application for the DOT's MPDG grant program. If you have any questions, please do not hesitate to contact me at rrickman@sjgov.org or (209) 468-2350.

Sincerely,



Robert Rickman, Chair

San Joaquin County Board of Supervisors

223 East Tenth Street, Tracy, CA 95376
www.tracychamber.org

Phone: (209) 835-2131

August 17, 2023

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: City of Tracy – Application for the Department of Transportation (DOT) Multimodal Project Discretionary Grant (MPDG) Program Grant for Corral Hollow Road Corridor Project

Dear Secretary, Buttigieg:

I would like to express the Tracy Chamber of Commerce's support for the City of Tracy's (City) pursuit of funding for the right of way and construction phases of the Corral Hollow Road Corridor Project (Project).

The Project is located in the USDOT-designated rural census tracts in the City. The existing corridor is a narrow two-lane road that lacks bicycle and pedestrian facilities that provides a connection to I-580. Corral Hollow Road is used as a regional bypass route for commuters avoiding the congested freeways connecting to the Bay Area. The conditions of the corridor and traffic volumes have led to a deterioration in the quality of life, travel times, and air quality as well as an increasing number of collisions.

The Project implements three key elements to holistically improve the regionally significant Corral Hollow Road corridor. The Project includes the I-580/Corral Hollow Road Interchange improvements to construct two roundabouts at the freeway ramp intersections, widen the overcrossing at I-580, and install a Class I path; the Corral Hollow Road Improvements to widen the narrow two-lane roadway to a divided four-lane roadway with bicycle and pedestrian facilities as well as replacing the bridges over the California Aqueduct and the Delta Mendota Canal; and the Corral Hollow Road/Linne Road Intersection improvements to install a new traffic signal and turn lanes, and improve the existing at-grade crossing with the Union Pacific Railroad (UPRR) Oakland Subdivision.

The comprehensive corridor-wide improvements will enhance safety, multimodal accessibility, and travel times. The Project components when addressed together will ease congestion on the corridor which serves as a bypass route to I-580 from the Bay Area, reduce vehicle miles traveled by providing a more efficient route, provide bicycle and pedestrian facilities to encourage non-vehicular travel, improve goods movement access to I-580, and reduce greenhouse gas emissions in the San Joaquin County region. The Project will improve connectivity and movement for business owners, employees, and goods that will help existing businesses and help attract business growth in Tracy and throughout the region.

Thank you for your full and fair consideration of the City's application for the DOT's MPDG grant program. If you have any questions, please do not hesitate to contact me at mvalenzuela@tracychamber.org or (209) 835-2131.

Sincerely,



Maria Valenzuela, CEO

Tracy Chamber of Commerce



August 21, 2023

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: City of Tracy – Application for the Department of Transportation (DOT) Multimodal Project Discretionary Grant (MPDG) Program Grant for Corral Hollow Road Corridor Project

Dear Secretary Buttigieg:

As the owner of the Tracy Hills Project, I would like to express my support for the City of Tracy's (City) pursuit of funding for the right of way and construction phases of the Corral Hollow Road Corridor Project (Project).

The Project is located in the USDOT-designated rural census tracts in the City. The existing corridor is a narrow two-lane road that lacks bicycle and pedestrian facilities that provides a connection to I-580. Corral Hollow Road is used as a regional bypass route for commuters avoiding the congested freeways connecting to the Bay Area. The conditions of the corridor and traffic volumes have led to a deterioration in the quality of life, travel times, and air quality as well as an increasing number of collisions.

The Project implements three key elements to holistically improve the regionally significant Corral Hollow Road corridor. The Project includes the I-580/Corral Hollow Road Interchange improvements to construct two roundabouts at the freeway ramp intersections, widen the overcrossing at I-580, and install a Class I path; the Corral Hollow Road Improvements to widen the narrow two-lane roadway to a divided four-lane roadway with bicycle and pedestrian facilities as well as replacing the bridges over the California Aqueduct and the Delta Mendota Canal; and the Corral Hollow Road/Linne Road Intersection improvements to install a new traffic signal and turn lanes, and improve the existing at-grade crossing with the Union Pacific Railroad (UPRR) Oakland Subdivision.

The comprehensive corridor-wide improvements will enhance safety, multimodal accessibility, and travel times. The Project components when addressed together will ease congestion on the corridor which serves as a bypass route to I-580 from the Bay Area, reduce vehicle miles traveled by providing a more efficient route, provide bicycle and pedestrian facilities to encourage non-vehicular travel, improve goods movement access to I-580, and reduce greenhouse gas emissions in the San Joaquin County region.

Thank you for your full and fair consideration of the City's application for the DOT's MPDG grant program. If you have any questions, please do not hesitate to contact me at jstaneke@integralcommunities.com or (949) 720-3612.

Sincerely,

DocuSigned by:

8FAB56BD3C7049B...
John Stanek
Project Owner



OFFICE OF THE FIRE CHIEF

South San Joaquin Fire Authority
835 N. Central Avenue | Tracy, CA 95376
MAIN 209.831.6700 | FAX 209.831.6703
WWW.SJCFIRE.ORG

August 17, 2023

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: City of Tracy – Application for the Department of Transportation (DOT) Multimodal Project Discretionary Grant (MPDG) Program Grant for Corral Hollow Road Corridor Project

Dear Secretary Buttigieg:

The purpose of this correspondence is to express my support for the City of Tracy's (City) pursuit of funding for the right of way and construction phases of the Corral Hollow Road Corridor Project (Project).

The Project is located in the USDOT-designated rural census tracts in the City. The existing corridor provides a connection to I-580 and is a narrow two-lane road that lacks bicycle and pedestrian facilities. Corral Hollow Road is used as a regional bypass route for commuters avoiding the congested freeways connecting to the Bay Area. The conditions of the corridor and traffic volumes have led to a deterioration in the quality of life, travel times, and air quality as well as an increasing number of collisions.

The South San Joaquin County Fire Authority (SSJCFA) provides fire protection and first responder paramedic services to the City of Tracy and the surrounding communities. Corral Hollow Road bifurcates SSJCFA's 180 square mile response area and is utilized on a daily basis as a primary emergency vehicle response route. Completion of the Corral Hollow Road Corridor Project will improve emergency vehicle response times and improve outcomes to fires, hazardous material emergencies, vehicle accidents and medical emergencies. Completion of the Corral Hollow Corridor Project will also increase the safety of the public and our first responders who are required to navigate the heavily traveled and underdeveloped roadway to access emergencies on I-580 and to respond to emergencies in the communities contiguous with Corral Hollow Road.

The Project implements three key elements to holistically improve the regionally significant Corral Hollow Road corridor. The Project includes the I-580/Corral Hollow Road Interchange improvements to construct two roundabouts at the freeway ramp intersections, widen the overcrossing at I-580, and install a Class I path; the Corral Hollow Road Improvements to widen the narrow two-lane roadway to a divided four-lane roadway with bicycle and pedestrian facilities as well as replacing the bridges over the California Aqueduct and the Delta Mendota Canal; and the Corral Hollow Road/Linne Road Intersection improvements to

install a new traffic signal and turn lanes, and improve the existing at-grade crossing with the Union Pacific Railroad (UPRR) Oakland Subdivision.

Thank you for your full and fair consideration of the City's application for the DOT's MPDG grant program. If you have any questions, please do not hesitate to contact me at Randall.Bradley@sjcfire.org or (209) 831-6700.

Sincerely,

A handwritten signature in black ink that reads "Randall Bradley". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Randall Bradley, Fire Chief



TRACY POLICE DEPARTMENT

September 26, 2023

The Honorable Pete Buttigieg
Secretary of the United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: City of Tracy – Application for the Department of Transportation (DOT) Multimodal Project Discretionary Grant (MPDG) Program Grant for Corral Hollow Road Corridor Project

Dear Secretary Buttigieg:

I would like to express my support for the City of Tracy's (City) pursuit of funding for the construction phase of the Corral Hollow Road Corridor Project (Project).

The Project is located in the USDOT-designated rural census tracts in the City. The existing corridor is a narrow two-lane road that lacks bicycle and pedestrian facilities that provides a connection to I-580. Corral Hollow Road is used as a regional bypass route for commuters avoiding the congested freeways connecting to the Bay Area. The conditions of the corridor and traffic volumes have led to a deterioration in the quality of life, travel times, and air quality as well as an increasing number of collisions.

The Project implements three key elements to holistically improve the regionally significant Corral Hollow Road corridor. The Project includes the I-580/Corral Hollow Road Interchange improvements to construct two roundabouts at the freeway ramp intersections, widen the overcrossing at I-580, and install a Class I path; the Corral Hollow Road Improvements to widen the narrow two-lane roadway to a divided four-lane roadway with bicycle and pedestrian facilities as well as replacing the bridges over the California Aqueduct and the Delta Mendota Canal; and the Corral Hollow Road/Linne Road Intersection improvements to install a new traffic signal and turn lanes, and improve the existing at-grade crossing with the Union Pacific Railroad (UPRR) Oakland Subdivision.

The comprehensive corridor-wide improvements will enhance safety, multimodal accessibility, and travel times. The Project components when addressed together will ease congestion on the corridor which serves as a bypass route to I-580 from the Bay Area, reduce vehicle miles traveled by providing a more efficient route, provide bicycle and pedestrian facilities to encourage non-vehicular travel, improve goods movement access to I-580, and reduce greenhouse gas emissions in the San Joaquin County region.

Thank you for your full and fair consideration of the City's application for the DOT's MPDG grant program. If you have any questions, please do not hesitate to contact me at Sekou.millington@tracypd.com or 209-831-6575.

Sincerely,

Sekou Millington

SERVICE ♦ INTEGRITY ♦ EXCELLENCE

1000 Civic Center Drive ♦ Tracy, Ca. 95376 ♦ Voice: 209.831.6550 ♦ Fax: 209.831.4017

APPROVED AS TO FORM AND LEGALITY

CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION 2024-_____

APPROVING THE SELECTION OF INTERSTATE 580/CORRAL HOLLOW ROAD INTERCHANGE PROJECT AS THE CITY OF TRACY 2024 REGIONAL TRANSPORTATION PROJECT SUBMITTAL FOR CONGRESSIONAL APPROPRIATION REQUESTS DURING SAN JOAQUIN COUNCIL OF GOVERNMENTS' ONE VOICE TRIP TO WASHINGTON D.C.

WHEREAS, the City of Tracy submits a list of projects each year to San Joaquin Council of Governments (SJCOG) for consideration in their legislative agenda and congressional appropriation requests during the One Voice trip to Washington D.C.; and

WHEREAS, this year the City was asked to submit a project of regional significance; and

WHEREAS, staff has reviewed the existing needs of various transportation projects and reviewed the project criteria provided by SJCOG; and

WHEREAS, staff has determined that Interstate 580/Corral Hollow Road Interchange project is best suited for submission to SJCOG; and

WHEREAS, staff submitted the application to SJCOG in November of 2023; and

WHEREAS, staff would like Council approval to continue the process with SJCOG and to include the project in the City Councils' One Voice Trip; now, therefore, be it

RESOLVED: That the City Council approves the selection of the Interstate 580/Corral Hollow Road Interchange project as the City of Tracy 2024 regional transportation project submittal for congressional appropriation requests during San Joaquin Council of Governments' One Voice trip to Washington D.C.

The foregoing Resolution 2024-_____ was adopted by the Tracy City Council on the 16th day of January 2024, by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTENTION:	COUNCIL MEMBERS:

NANCY D. YOUNG
Mayor of the City of Tracy, California

ATTEST: _____
ADRIANNE RICHARDSON
City Clerk and Clerk of the Council of the
City of Tracy, California

Agenda Item 1.D

RECOMMENDATION

Staff Recommends that the Tracy City Council Receive an informational report regarding the Police Department's update on Crime Statistics of Homicide, Rape, Robbery, and Aggravated Assaults.

EXECUTIVE SUMMARY

Tracy Police Department (TPD) presents to the City Council an update to the report for calendar year 2023 violent crime statistics on homicides, rape, robbery, and aggravated assaults. This report update pertains to the third-quarter of 2023, months July through September. The attached crime statistic report provides a breakdown of each category per month with neighboring cities comparisons and a graph providing an overall Per Capita report comparison.

BACKGROUND AND LEGISLATIVE HISTORY

Tracy City Council Member Dan Evans requested an on-going update report to be provided to the Council regarding violent crime. As agreed during discussions with City staff, this report will be provided quarterly as an informational document with monthly statistics unless otherwise requested. This report is an update that covers the months of July-September 2023. An aggregate 9-month chart also cover the 9-month totals for 2023. This report is specific to Homicide, Rape, Robbery and Aggravated Assaults.

Areas of note or clarification:

- Homicides within Tracy increased from 5 total in 2022 to 8 victims (in 7 incidents) in 2023 year to date. The homicide investigations were targeted incidents specific to those involved. At this point there does not appear to be a community danger or acts of random violence as the majority of the homicides were domestic violence related in nature.
- Per Capita chart is a "running log" so it is anticipated that it will continue to go up slightly for second half of 2023 given historical trends.

Highlights:

TPD continues to proactively address crime trends through Prevention Intervention and Enforcement. During this reporting period we deployed directed patrol units in specific sensitive areas based on crime trends or intelligence. We conducted Organized Retail Crime 1 day operation which resulted in 10 arrests.

TPD continues to host a dedicated staff member of San Joaquin County Victim/Witness program via San Joaquin DA's office at TPD to offer victims of violent crime resources to assist them and provide education in efforts to prevent future crimes.

TPD is aggressively seeking alternative funding programs from both State and Federal Grants to assist in the implementation of a Real Time Information Center (RTIC). Grant Funding has been tentatively approved and pending award. This program is one of our Council Strategic Priority Goals for the 2023-2025 plan. Benefits of an RTIC include:

- Force multiplier by utilizing technology
- Real time intelligence video room
- Integration of technology (Fleet 3, Flock, and Drones)
- Integrated to social media platforms
- Assist in adequate and effective resource response

TPD has partnered with Live View Technologies (LVT) to acquire mobile trailer security camera pods to be used in prevention, deterrence, asset protection and investigations.

TPD is partnering with San Joaquin County District Attorney's Office in a newly organized task force/program F.I.R.S.T. (Fentanyl Intervention and Response Safety Team). This program will focus on prevention through education, training for enforcement and adequate prosecutorial process for drug dealers. Drugs often have a nexus to acts of violent crime.

In addition to the attached report, the Public may access crime statistics using the following links:

<https://tracypd.com/crime-mapping>
<https://www.crimemapping.com/Alerts>
<https://www.crimemapping.com/map/agency/377>

FISCAL IMPACT

This informational report has no fiscal impact. The programs outlined in this report are funded through the Tracy Police Department Operations budget.

STRATEGIC PLAN

This agenda item relates to the Council's Strategic Plan in the area of Public Safety, specifically Goal #3: Strengthen community safety through crime prevention reduction activities.

RECOMMENDATION

Staff Recommends that the Tracy City Council Receive an informational report regarding the Police Department's update on Crime Statistics of Homicide, Rape, Robbery, and Aggravated Assaults.

Prepared by: Octavio Lopez, Police Captain

Reviewed by: Sekou Millington, Chief of Police
Sara Cowell, Director of Finance
Bijal Patel, City Attorney

Approved by: Midori Lichtwardt, City Manager

ATTACHMENTS:

Attachment A: Updated Crime Statistics Report (January-September 2023).

Attachment A

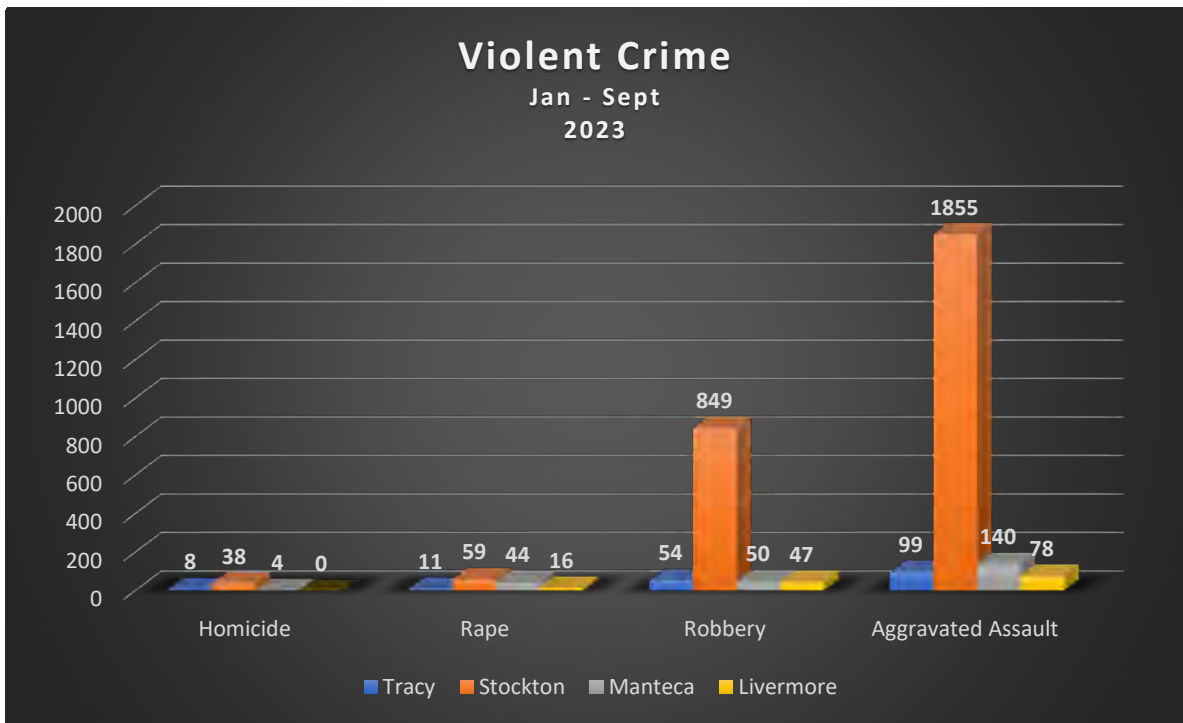
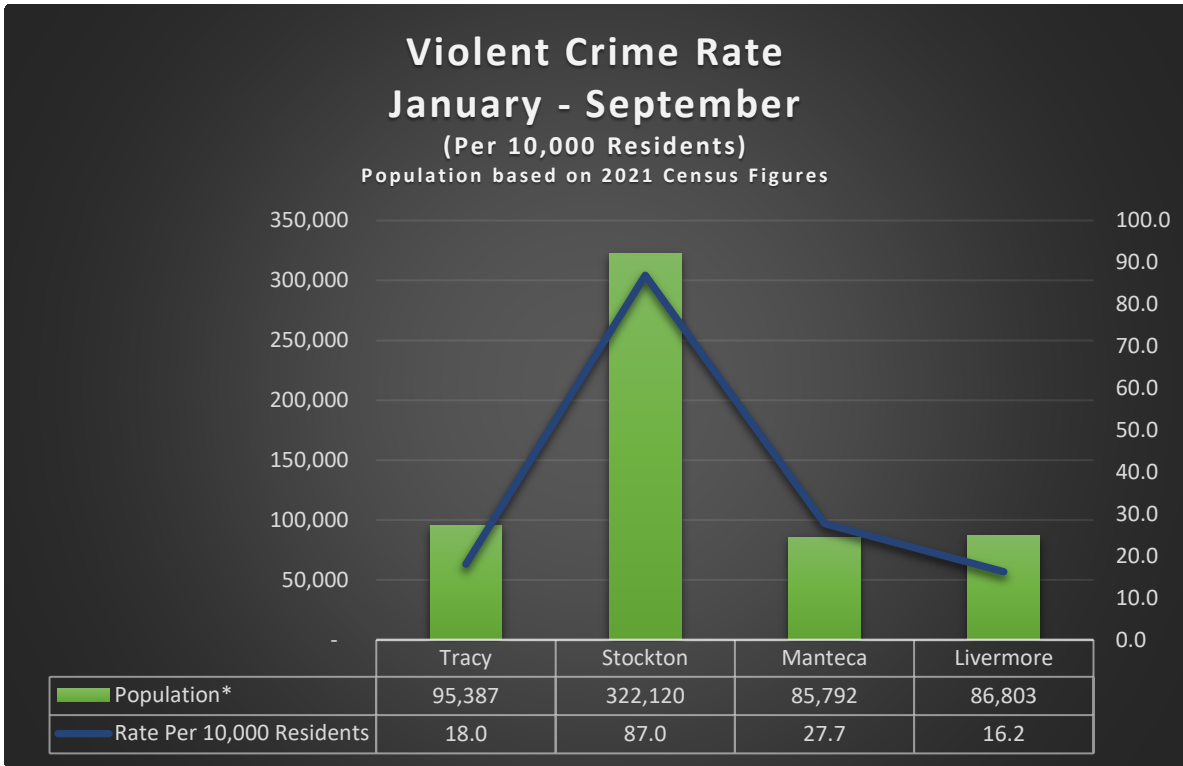
CRIME STATISTICS

January-September 2023

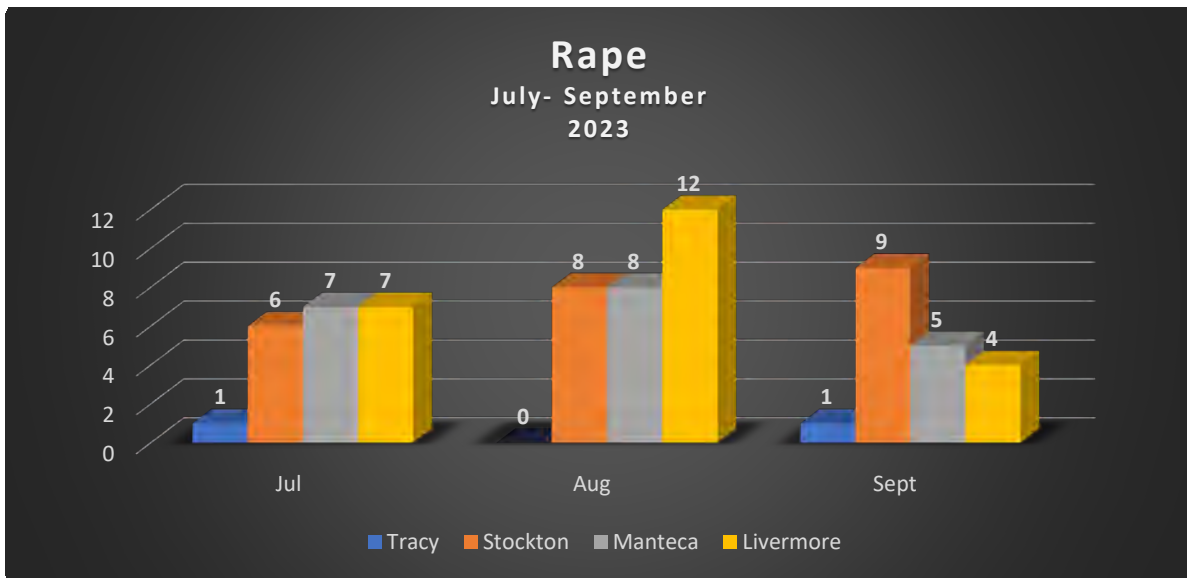
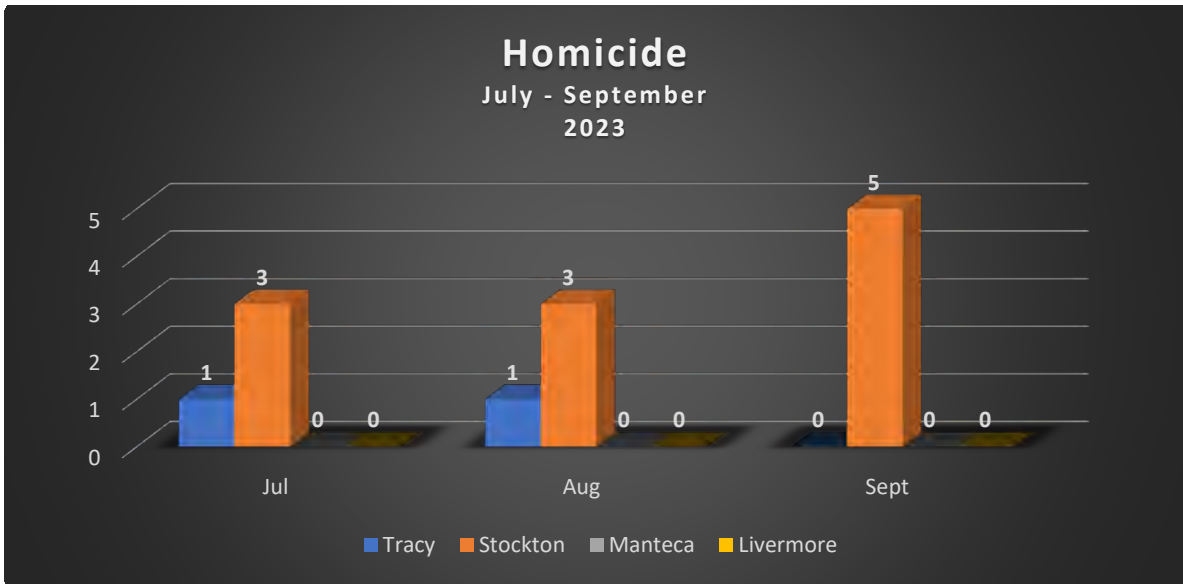
Homicide, Rape, Robbery, Aggravated Assault

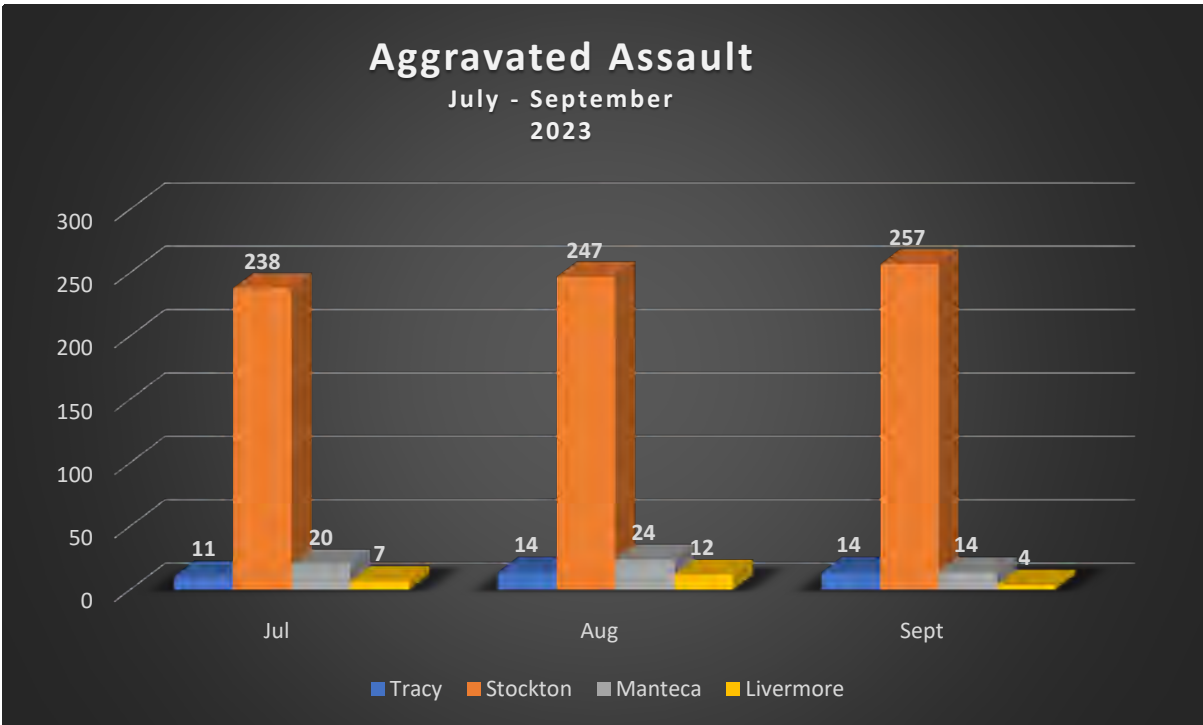
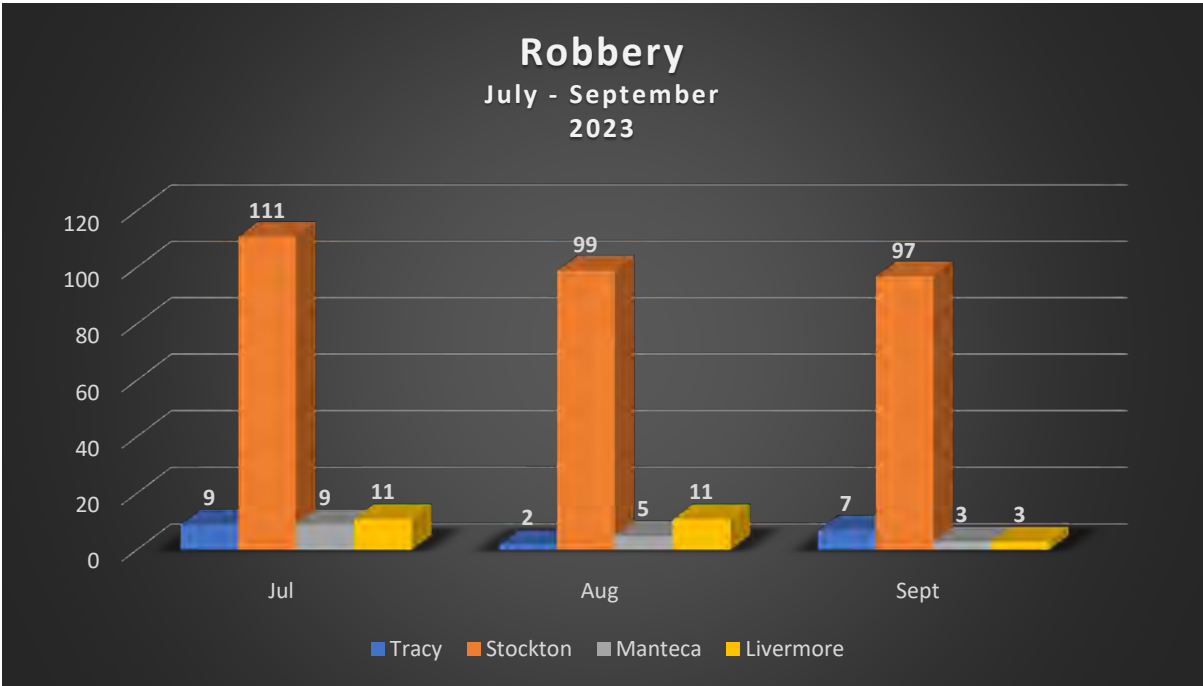


2023 Violent Crime Stats – First 3 Quarters



July-September Comparisons Crime





Agenda Item 1.E

RECOMMENDATION

Staff recommends that the City Council adopt a resolution (1) accepting public improvements as complete for MacArthur Drive / Grant Line Road Intersection constructed by Prologis, L.P, a Delaware Limited Partnership, (2) authorizing the City Engineer to release bonds in accordance with the Tracy Municipal Code section 12.36.080, for the public improvements, and (3) authorizing the City Clerk to file the Notice of Completion for improvements with the San Joaquin County Recorder's Office.

EXECUTIVE SUMMARY

Prologis, L.P., a Delaware Limited Partnership (Developer), has completed public improvements for MacArthur Drive / Grant Line Road Intersection (referred to as "Improvement") in accordance with approved plans. Staff recommends City Council accept the Improvement as completed, authorize the City Clerk to file a Notice of Completion for Improvements, and authorize the City Engineer to release the Developer's bonds for the Improvement.

BACKGROUND AND LEGISLATIVE HISTORY

On November 10, 2020, the City Council approved Developer's Development Review Application No. D20-0017 for the development of "Big Bird" on certain property owned by Developer in the NEI Specific Plan area.

MacArthur Drive / Grant Line Road Intersection Improvements.

The MacArthur Drive / Grant Line Road Intersection improvements were a required mitigation measure for a parking lot expansion on the "Big Bird" site pursuant to Development Review Application D21-0008, approved on May 4, 2021. It included the construction of a new westbound right-turn pocket on East Grant Line Road at the intersection of MacArthur Drive. The Improvements also included curb and gutter, sidewalk, landscaping and irrigation of the park strip, street lighting, and improvements to the traffic signal.

Improvement plans were approved and signed by the City Engineer on January 25, 2022. The plans included ten (10) sheets of civil improvement plans prepared by Kier & Wright Civil Engineers and Surveyors, Inc. of Livermore, California, seven (7) sheets of irrigation and landscape plans prepared by Green Design Landscape Architects, Inc. of Reno, Nevada, and three (3) sheets of traffic signal, signing and striping plans prepared by TJKM of Pleasanton, California. Inspection fees were paid by the developer in the amount of \$27,040 on December 6, 2021.

ANALYSIS

Construction began in June 2022 and was substantially completed in late July 2022. The Big Bird parking lot expansion, for which this work was required as a mitigation measure, was completed and a Temporary Occupancy Permit was issued on June 30, 2022.

The City did not enter into a standard Offsite Improvement Agreement with the Developer in accordance with the Tracy Municipal Code. Staff has developed procedures to ensure proper oversight on future projects. Developer did, however, provide a one-year Warranty bond for all public improvements as well as Performance bonds. Specifically, the following bonds were provided by Developer as follows:

Bond Type	
Faithful Performance	\$291,381
Labor and Material	\$291,381
Warranty	\$29,138

Developer has completed all work and has requested acceptance of the public improvements. The City Engineer has inspected the completed work and confirmed that the improvements conform to the City's design documents and approved plans. The City Clerk will file the Notice of Completion at the San Joaquin County Recorder's Office. Subsequently, performance and materials and labor bonds may be released per Tracy Municipal Code 12.36.080.

The estimated cost of the intersection public improvements is as follows:

Cost Breakdown	
Roadway Improvements	\$93,585
Water	\$6,396
Traffic Signal	\$165,000
Landscaping	\$26,400
Total	\$291,381

Because the Improvements are completed according to the plans, and because the Developer provided Warranty bonds for all public improvements, staff recommends accepting the improvements notwithstanding the lack of an Offsite Improvement Agreement.

Faithful Performance bonds may be released upon acceptance of improvements by the City. Labor and material bonds may be released thirty days after the recordation of the Notice of Completion as the statute of limitations period expires in accordance with Civil Code §9356. Warranty bonds may be released one year after City acceptance of improvements and warranty work is completed.

All lands on which this Project was constructed are owned by the City in fee title. No additional land dedications were required.

FISCAL IMPACT

All Improvements were completed by the Developer in accordance with the approved plans and there is no fiscal impact associated with the requested actions. Upon acceptance, the following asset values will be shown on the City's financial records:

Cost Breakdown	
Roadway Improvements	\$93,585
Water	\$6,396
Traffic Signal	\$165,000

Landscaping	\$26,400
Total	\$291,381

The City will assume maintenance and repair obligations for the foregoing assets, through its already budgeted operations.

PUBLIC OUTREACH / INTEREST

Not applicable.

COORDINATION

Project construction activities were coordinated with City of Tracy Public Works Department.

CEQA DETERMINATION

An analysis of the Project showed that there would be no significant on or off-site impacts as a result of this particular project which were not already evaluated in the Northeast Industrial Specific Plan and General Plan Environmental Impact Reports. There was also no evidence of any significant impacts to occur off-site as a result of the Project, as traffic, air quality, land use and other potential cumulative impacts had already been considered within the original environmental documentation. No new evidence of potentially significant effects had been identified for the Improvements, and therefore no further environmental review was needed prior to Developer's commencement of construction.

STRATEGIC PLAN

This agenda item is consistent with the Council-approved Economic Development Strategy to ensure physical infrastructure necessary for development.

ACTION REQUESTED OF THE CITY COUNCIL

That the City Council adopt a resolution to: (1) accept public improvements as complete for MacArthur Drive / Grant Line Road Intersection constructed by Prologis, L.P, a Delaware Limited Partnership, (2) authorize the City Engineer to release bonds in accordance with the Tracy Municipal Code section 12.36.080, for the public improvements, and (3) authorize the City Clerk to file the Notice of Completion for improvements with the San Joaquin County Recorder's Office.

Prepared by: Leisser P. Mazariegos, Associate Engineer
Al Gali, Associate Engineer

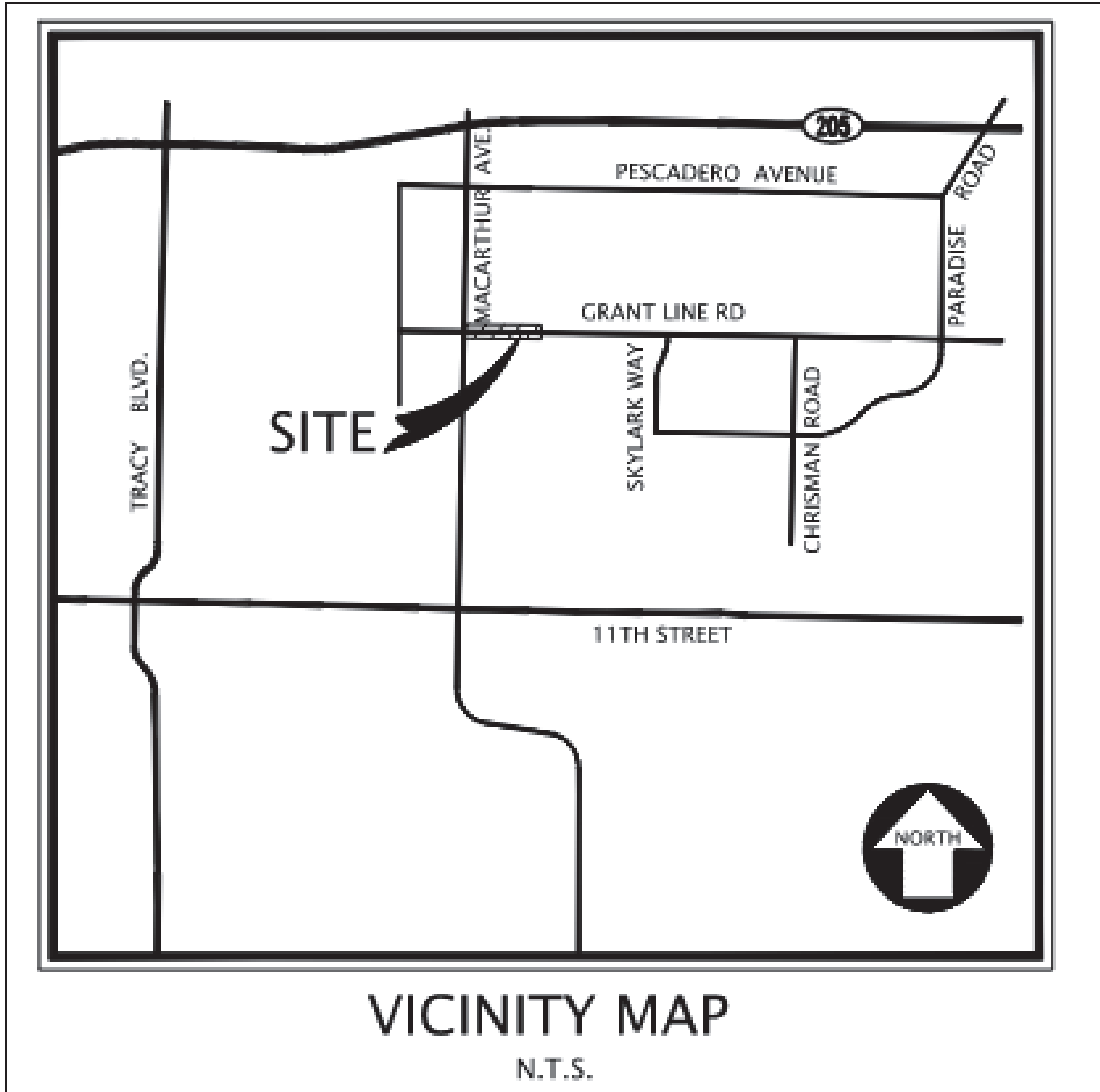
Reviewed by: Koosun Kim, PE, City Engineer / Assistant Director of Development Services
Sara Cowell, Finance Director
Bijal M. Patel, City Attorney
Karin Schnaider, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

ATTACHMENTS

Attachment A – Vicinity Map: Grant Line / MacArthur

ATTACHMENT A
PROJECT LOCATION



CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION 2024-_____

- (1) ACCEPTING PUBLIC IMPROVEMENTS AS COMPLETE FOR MACARTHUR DRIVE / GRANT LINE ROAD INTERSECTION, CONSTRUCTED BY PROLOGIS, L.P, A DELAWARE LIMITED PARTNERSHIP; AND
- (2) AUTHORIZING THE CITY ENGINEER TO RELEASE BONDS IN ACCORDANCE WITH THE TRACY MUNICIPAL CODE SECTION 12.36.080 FOR THE PUBLIC IMPROVEMENTS; AND
- (3) AUTHORIZING THE CITY CLERK TO FILE NOTICE OF COMPLETION FOR IMPROVEMENTS WITH THE SAN JOAQUIN COUNTY RECORDER'S OFFICE.

WHEREAS, Prologis, L.P., a Delaware Limited Partnership (Developer), has completed public improvements for MacArthur Drive / Grant Line Road Intersection (Improvement) in accordance with approved plans; and

WHEREAS, on November 10, 2020, the City Council approved Developer's Development Review Application No. D20-0017 for development of project site known as "Big Bird" on certain property owned by Developer in the NEI Specific Plan area; and

WHEREAS, the Improvements included the construction of a new westbound right-turn pocket on East Grant Line Road at the intersection of MacArthur Drive and were a mitigation measure required for a parking lot expansion on the Big Bird site, Development Review Application D21-0008, approved on May 4, 2021; and

WHEREAS, the Improvements also included curb and gutter, sidewalk, landscaping, and irrigation of the park strip, street lighting, and improvements to the traffic signal; plans were approved and signed by the City Engineer on January 25, 2022; and

WHEREAS, the Improvement plans include ten (10) sheets of civil improvement plans prepared by Kier & Wright Civil Engineers and Surveyors, Inc. of Livermore, California, seven (7) sheets of irrigation and landscape plans prepared by Green Design Landscape Architects, Inc. of Reno, Nevada, and three (3) sheets of traffic signal, signing and striping plans prepared by TJKM of Pleasanton, California; and

WHEREAS, construction of the Improvements began in June 2022 and was substantially complete in late July 2022; and the Temporary Occupancy Permit issued on June 30, 2022; and

WHEREAS, the estimated cost of the public improvements is as follows:

Cost Breakdown	
Roadway Improvements	\$ 93,585
Water	\$ 6,396

Traffic Signal	\$ 165,000
Landscaping	\$ 26,400
Total	\$ 291,381; and

WHEREAS, the City Engineer has inspected the completed work and confirmed that the Improvements conform to the City design documents and approved plans; and

WHEREAS, unfortunately, the City did not enter into a standard Offsite Improvement Agreement with the Developer, in accordance with the Tracy Municipal Code and staff is ensuring such oversight does not occur again; and

WHEREAS, the Developer did, however, provided a one-year Warranty bond for all public improvements. Bonds were provided by Developer as follows:

Bond Type	
Faithful Performance	\$ 291,381
Labor and Material	\$ 291,381
Warranty	\$ 29,138; and

WHEREAS, because the Improvements are completed according to the Plans, staff recommends accepting the improvements notwithstanding the lack of the Offsite Improvement Agreement; and

WHEREAS, Faithful Performance bonds may be released upon acceptance of improvements by the City; Labor and Material bonds may be released thirty days after the recordation of the Notice of Completion as the statute of limitations period expires in accordance with Civil Code §9356; Warranty bonds may be released one year after City acceptance of improvements and warranty work is completed; and

WHEREAS, all lands on which this Improvement was constructed are owned by the City in fee title and no additional land dedications were required; and

WHEREAS, an analysis of the Project showed that there would be no significant on or off-site impacts as a result of this particular project which were not already evaluated in the Northeast Industrial Specific Plan and General Plan Environmental Impact Reports. There was also no evidence of any significant impacts to occur off-site as a result of the Project, as traffic, air quality, land use and other potential cumulative impacts had already been considered within the original environmental documentation; now, therefore, be it

RESOLVED: That City Council hereby accepts the Improvements as complete for MacArthur Drive / Grant Line Road Intersection in accordance with the approved plans; and be it

FURTHER RESOLVED: That the City Council authorizes the City Engineer to release Developer bonds in accordance with Tracy Municipal Code section 12.36.080; and be it

FURTHER RESOLVED: That the City Council hereby determines that this action does not raise any new unforeseen physical impacts not previously analyzed in the Northeast Industrial Specific Plan and General Plan Environmental Impact Reports; no new evidence of potentially significant effects had been identified for the Improvements, and therefore no further

environmental review was needed prior to Developer’s commencement of construction of the Improvements, and be it

FURTHER RESOLVED: That City Council authorize the City Clerk to file Notice of Completion with San Joaquin County Recorder’s Office.

* * * * *

The foregoing Resolution 2024-_____ was adopted by the Tracy City Council on 16th of January, 2024, by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTENTION:	COUNCIL MEMBERS:

NANCY D. YOUNG
Mayor of the City of Tracy, California

ATTEST: _____
ADRIANNE RICHARDSON
City Clerk and Clerk of the Council of
the City of Tracy, California

Agenda Item 1.F

RECOMMENDATION

Staff recommends that the City Council adopt a resolution (1) finding that DV Electric, Inc. is non-responsive and not responsible; (2) rescinding Resolution No. 2023-131 awarding a construction contract to DV Electric, Inc., for the 384 Arbor Road Main Power Supply Project, CIP 71112; (3) rescinding Resolution No. 2023-132, awarding construction contract to DV Electric, Inc. for the 370 Arbor Road Main Power Supply Project, CIP 71112; (4) rejecting all bids for the 384 Arbor Road Main Power Supply Project, CIP 71112 received May 25, 2023 and the 370 Arbor Road Main Power Supply Project, CIP 71112 received May 17, 2023; and (5) authorizing staff to re-advertise both projects for public bidding.

EXECUTIVE SUMMARY

Staff recommends that City Council make a finding that DV Electric, Inc. (Contractor) of San Jose, California, is non-responsive and not responsible, rescind Resolution No. 2023-131 and Resolution No. 2023-132, that awarded construction contracts to the Contractor for the 384 Arbor Road Main Power Supply Project, and the 370 Arbor Road Main Power Supply Project, components of the Temporary Emergency Housing Facility, CIP 71112. Staff also recommends that City Council reject all bids for the 384 Arbor Road Main Power Supply Project, CIP 71112, received May 25, 2023, and reject all bids for the 370 Arbor Road Main Power Supply Project, CIP 71112, received May 17, 2023, given the passage of time since the original bidding process. Finally, staff requests that City Council authorize staff to re-advertise both projects.

BACKGROUND AND LEGISLATIVE HISTORY

Given the complexity and magnitude of the homelessness crisis, further exacerbated by the COVID-19 pandemic, and the limited supply of affordable permanent housing options in the City and throughout San Joaquin County, there is a significant and immediate need for interim housing solutions in the City, including interim emergency housing. Concerns about the public health, safety, and welfare of unsheltered individuals grow as the months progress without options to shelter the unhoused.

On March 10, 2020, the Tracy City Council (Council) adopted Resolution No. 2020-050, which declared a shelter crisis pursuant to California Government Code Section 8698.2. For the following years, the City actively pursued the development and construction of a temporary housing shelter on City-owned land located on Arbor Road to serve as an ongoing full-service temporary housing solution for the City's unsheltered (Temporary Emergency Housing Facility Project, CIP 71112).

On September 1, 2020, Council authorized the creation of a Capital Improvement Project (CIP) for the Temporary Emergency Housing Facility Project on Arbor Road, CIP 71112, to create a safe and dignified facility for residents experiencing homelessness.

To expedite the needed site work for the project, the construction work was divided into a preliminary phase (Phase I), which consisted of demolition, rough grading, and installation of underground utilities, with contract documents prepared by City staff. On April 19, 2022, City

Council awarded a construction contract to GradeTech, Inc., of San Ramon, California and improvements under that contract have been completed.

Phase II Site Improvements bid package, that includes the permanent site improvements, Sprung structure, restroom complex, kitchen, and fencing is currently being prepared for re-bidding, but due to the long lead times of electrical equipment, it was decided that strategically phased components should be bid out separately, in advance of the Phase II improvements, in order to coordinate lead times for the electrical and lift station equipment delivery with Phase II project completion.

Phase III was developed using five leased modular buildings, including four designed for housing, and was opened in November of 2022 to serve 48 unsheltered individuals. Due to the lack of infrastructure on the site, occupancy of Phase III required the lease of portable diesel generators to provide power to the buildings and life safety systems. The 384 Arbor Road and 370 Arbor Road Main Power Supply Projects, CIP 71112, were advertised for bids in an effort to shorten the time period that the temporary power supplies would be required.

Phase IV was completed in December of 2023 and consists of eight (8) Custom Container dormitories manufactured using shipping containers. Phase IV provides an additional thirty-eight (38) beds to serve the unsheltered population in Tracy.

The KPA Group, along with City Engineering staff, prepared the plans and specifications and advertised the 384 Arbor Road Main Power Supply Project, CIP 71112, for competitive bids on April 28, 2023, and May 5, 2023. Bids were received and publicly opened on May 25, 2023, at 2:00 p.m. with the following results:

Contractor	Bid Amount
DV Electric Company, Inc., San Jose, CA	\$373,745
Bockman & Woody Electric, Inc., Stockton, CA	\$406,110

The KPA Group, along with City Engineering staff, prepared the plans and specifications and advertised the 370 Arbor Road Main Power Supply Project, CIP 71112, for competitive bids on April 21, 2023, and April 28, 2023. Bids were received and publicly opened on May 17, 2023, at 2:00 p.m. with the following results:

Contractor	Bid Amount
DV Electric Company, Inc., San Jose, CA	\$208,661
Bockman & Woody Electric, Inc., Stockton, CA	\$336,700

On July 5, 2023, the City Council awarded two separate contracts to DV Electric for CIP 71112 Main Power Supply Project: one for 384 Arbor Road Main Power Supply Project and the second for 370 Arbor Road Main Power Supply Project.

The Notice of Award letters were issued to the Contractor on July 25, 2023, notifying the Contractor of the required documents that must be submitted within ten (10) days, to complete the contract. The bid documents include the ten (10) day requirements in both the Instructions to Bidders and the General Conditions. Article 4 – Bonds, Indemnity, and Insurance of the General Conditions, Section 4.1 Payment and Performance Bonds, requires the Contractor to submit bonds within ten (10) days following issuance of the Notice of Award. Section 4.3 – Insurance, requires the Contractor to procure and provide proof of insurance required by the

Section no later than ten (10) days following issuance of the Notice of Award.

Staff did not receive complete contract documents from the Contractor until September 11, 2023. The Contractor failed to submit the contract documents and additional federal regulatory documents as required by the General Provisions and Instructions to Bidders in the Bid Documents within the timeframe of ten (10) days.

On August 14, 2023, staff made contact with Contractor to attempt retrieval of both contracts with all corresponding documentation. On August 17, 2023, staff received two copies of contracts, one for each project; however, both sets of contract documents were incomplete. On August 21, 2023, staff contacted the Contractor to notify them the package was incomplete and allowed the Contractor 24 hours to submit missing documents. Contractor requested to deliver documents in person to review both sets of contract documents with staff. Staff agreed to meet with Contractor on August 29, 2023, and during that meeting determined that there were still missing required seals on certain documents and Contractor agreed to return in person, with the required seal, to finalized contract documents. On September 5, 2023, Contractor met in person with City staff to review the contract for missing and incomplete documents. Staff completed a final review of contracts for both projects, determined that the files were ready for final review and execution. On September 7, 2023, as part of the risk management review, it was noted by the reviewer that there were missing insurance endorsements. The required correction and endorsement requirements were forwarded by staff to the Contractor. The Contractor returned missing insurance endorsements on September 11, 2023.

ANALYSIS

As noted above, staff had to meet with the Contractor several times after the award of the contract to receive all the requisite documents. The overall time extended well beyond the stipulated ten (10) days. Upon receipt of all documents to complete the contract and submittal for full execution from City, staff met internally to discuss their concerns with working with this Contractor due to their lack of attention to details, lack of responsiveness in completing documents, and inability to follow clearly stated requirements set forth in the General Provisions and Bid Documents. Given the criticality of completing the work with the highest standards and on a timely basis, staff concluded it was in the best interest of the City to seek City Council's authority in rescinding the prior awards and rejecting all bids. Delays by this Contractor in procuring the requisite equipment and performing the work would cause further delays in implementing Phase II and the City may not learn of the delays until well into the contract. Further, due to the passage of time, selecting the second lowest bidder is not an option.

Based on the above, staff has determined that the Contractor is non-responsive and not responsible, and requests that City Council rescind Resolution No. 2023-131 and Resolution No. 2023-132 awarding both contracts to DV Electric, Inc., reject all bids for the 384 Arbor Road Main Power Supply Project, CIP 71112, received May 25, 2023, and for the 370 Arbor Road Main Power Supply Project, CIP 71112, received May 17, 2023, and authorize staff to re-advertise both projects for public bidding.

FISCAL IMPACT

This action has no impact on the Project budget for CIP 71112 Temporary Emergency Housing Project on Arbor Road.

PUBLIC OUTREACH / INTEREST

Not applicable.

COORDINATION

Not applicable.

CEQA DETERMINATION

Government Code Section 8698.4 exempts the application of the California Environmental Quality Act (CEQA) to various actions taken by public agencies to implement the construction of a homeless shelter in response to a declared shelter crisis. In addition, the interim solutions taken thus far are in furtherance of and related to the permanent solution that will be implemented, referred to as the Temporary Emergency Housing Project on Arbor Avenue (CIP 71112). A Notice of Exemption was issued on October 16, 2020, for the Temporary Emergency Housing site at 500 Arbor Avenue in accordance with Government Code sections 65660-65662 for Low Barrier Navigation Centers and Section 15269(c) of the CEQA Guidelines (14 Cal Code Regs. 15269(c) for (Emergency Projects).

STRATEGIC PLAN

This agenda item supports the City of Tracy's Public Safety Strategic Priority and aids in Goal No. 2, "Implement the Adopted Homelessness Strategic Plan".

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council, by resolution (1) find that DV Electric, Inc. is non-responsive and not responsible; (2) rescind Resolution No. 2023-131 awarding a construction contract to DV Electric, Inc., for the 384 Arbor Road Main Power Supply Project, CIP 71112; (3) rescind Resolution No. 2023-132, awarding construction contract to DV Electric, Inc. for the 370 Arbor Road Main Power Supply Project, CIP 71112; (4) reject all bids for 384 Arbor Road Main Power Supply Project, CIP 71112, received May 25, 2023 and for 370 Arbor Road Main Power Supply Project, CIP 71112, May 17, 2023; and (5) authorize staff to re-advertise both projects for public bidding.

Prepared by: Ilene Macintire, PE, Senior Civil Engineer

Reviewed by: Koosun Kim, PE, City Engineer / Assistant Director of Development Services
Sara Cowell, Finance Director
Bijal M. Patel, City Attorney
Karin Schnaider, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION 2024-_____

(1) FINDING THAT DV ELECTRIC, INC. IS NON-RESPONSIVE AND NOT RESPONSIBLE; (2) RESCINDING RESOLUTION NO. 2023-131 AWARDED A CONSTRUCTION CONTRACT TO DV ELECTRIC, INC., FOR THE 384 ARBOR ROAD MAIN POWER SUPPLY PROJECT, CIP 71112; (3) RESCINDING RESOLUTION NO. 2023-132, AWARDED CONSTRUCTION CONTRACT TO DV ELECTRIC, INC. FOR THE 370 ARBOR ROAD MAIN POWER SUPPLY PROJECT, CIP 71112; (4) REJECTING ALL BIDS FOR THE 384 ARBOR ROAD MAIN POWER SUPPLY PROJECT, CIP 71112 RECEIVED MAY 25, 2023 AND THE 370 ARBOR ROAD MAIN POWER SUPPLY PROJECT, CIP 71112 RECEIVED MAY 17, 2023; AND (5) AUTHORIZING STAFF TO RE-ADVERTISE BOTH PROJECTS FOR PUBLIC BIDDING.

WHEREAS, on March 10, 2020, the City Council adopted Resolution No. 2020-050, which declared a shelter crisis pursuant to California Government Code Section 8698.2, and for the following years, the City actively pursued the development and construction of a temporary housing shelter on City-owned land located on Arbor Road to serve as an ongoing full-service temporary housing solution for the City's unsheltered; and

WHEREAS, on September 1, 2020, the City Council authorized the creation of a Capital Improvement Project (CIP) for the Temporary Emergency Housing Project on Arbor Road, CIP 71112, to create a safe and dignified facility for residents experiencing homelessness; and

WHEREAS, to expedite the needed site work for the project, the construction work was divided into a preliminary phase (Phase I), which consisted of demolition, rough grading, and installation of underground utilities, with contract documents prepared by City staff. On April 19, 2022, City Council awarded a construction contract to GradeTech, Inc., of San Ramon, California and improvements under that contract have been completed; and

WHEREAS, Phase II Site Improvements bid package, that includes the permanent site improvements, Sprung structure, restroom complex, kitchen, and fencing is currently being prepared for re-bidding, but due to the long lead times of electrical equipment, it was decided that strategically phased components should be bid out separately, in advance of the Phase II improvements, in order to coordinate lead times for the electrical and lift station equipment delivery with Phase II project completion; and

WHEREAS, Phase III was developed using five leased modular buildings, including four designed for housing, and was opened in November of 2022 to serve 48 unsheltered individuals. Due to the lack of infrastructure on the site, occupancy of Phase III required the lease of portable diesel generators to provide power to the buildings and life safety systems. The 384 Arbor Road and 370 Arbor Road Main Power Supply Projects, CIP 71112, were advertised for bids in an effort to shorten the time period that the temporary power supplies would be required; and

WHEREAS, Phase IV was completed in December of 2023 and consists of eight (8) Custom Container dormitories manufactured using shipping containers; Phase IV provides an additional thirty-eight (38) beds to serve the unsheltered population in Tracy; and

WHEREAS, The KPA Group, along with City Engineering staff, prepared the plans and specifications and advertised the 384 Arbor Road Main Power Supply Project, CIP 71112, for competitive bids on April 28, 2023, and May 5, 2023; Bids were received and publicly opened on May 25, 2023, at 2:00 p.m. with the following results:

Contractor	Bid Amount
DV Electric Company, Inc., San Jose, CA	\$373,745
Bockman & Woody Electric, Inc., Stockton, CA	\$406,110

; and

WHEREAS, The KPA Group, along with City Engineering staff, prepared the plans and specifications and advertised the 370 Arbor Road Main Power Supply Project, CIP 71112, for competitive bids on April 21, 2023, and April 28, 2023. Bids were received and publicly opened on May 17, 2023, at 2:00 p.m. with the following results:

Contractor	Bid Amount
DV Electric Company, Inc., San Jose, CA	\$208,661
Bockman & Woody Electric, Inc., Stockton, CA	\$336,700

; and

WHEREAS, on July 5, 2023, the City Council awarded two separate contracts to DV Electric for CIP 71112 Main Power Supply Project; one for 384 Arbor Road Main Power Supply Project and the second for 370 Arbor Road Main Power Supply Project; and

WHEREAS, the Notice of Award letters were issued to the Contractor on July 25, 2023, notifying the Contractor of the required documents that must be submitted within ten (10) days, to complete the contract; the bid documents include the ten (10) day requirements in both the Instructions to Bidders and the General Conditions. Article 4 – Bonds, Indemnity, and Insurance of the General Conditions, Section 4.1 Payment and Performance Bonds, requires the Contractor to submit bonds within ten (10) days following issuance of the Notice of Award. Section 4.3 – Insurance, requires the Contractor to procure and provide proof of insurance required by the Section no later than ten (10) days following issuance of the Notice of Award; and

WHEREAS, staff communicated with the Contractor on several occasions to request the submittal of the required contract documents; complete contract documents were not received until September 11, 2023; and

WHEREAS, the overall time for the Contractor to comply extended well beyond the stipulated ten (10) days; and

WHEREAS, upon receipt of all documents to complete the contract and submittal for full execution from City on September 11, 2023, staff met internally to discuss their concerns with working with this Contractor due to their lack of attention to details, lack of responsiveness in completing documents, and inability to follow clearly stated requirements set forth in the General Provisions and Bid Documents; and

WHEREAS, completing the proposed work on a timely basis is critical to the completion of Phase II; and

WHEREAS, based on the above, Staff has determined that the Contractor is non-responsive and not responsible, and requests that City Council rescind Resolution No. 2023-131 and Resolution No. 2023-132 awarding both contracts to DV Electric, Inc., reject all bids for the 384 Arbor Road Main Power Supply Project, CIP 71112, received May 25, 2023, and for the 370 Arbor Road Main Power Supply Project, CIP 71112, received May 17, 2023, and authorize staff to re-advertise both projects for public bidding; and

WHEREAS, this action has no impact on the project budget for CIP 71112 Temporary Emergency Housing Project on Arbor Road; now, therefore, be it

RESOLVED: That the City Council hereby finds that this action is exempt from the California Environmental Quality Act (CEQA) pursuant to Government Code Section 8698.4 (emergency shelters); and be it

FURTHER RESOLVED: That the City Council hereby finds that DV Electric, Inc., is non-responsive and not responsible; and be it

FURTHER RESOLVED: That the City Council hereby rescinds Resolution No. 2023-131 awarding a construction contract to DV Electric, Inc., for 384 Arbor Road Main Power Supply Project, CIP 71112; and be it

FURTHER RESOLVED: That the City Council hereby rescinds Resolution No. 2023-132 awarding a construction contract to DV Electric, Inc., for 370 Arbor Road Main Power Supply Project, CIP 71112; and be it

FURTHER RESOLVED: That the City Council hereby rejects all bids for 384 Arbor Road Main Power Supply Project, CIP 71112, received May 25, 2023 and for 370 Arbor Road Main Power Supply Project, CIP 71112, received May 17, 2023; and be it

FURTHER RESOLVED: That the City Council authorizes staff to re-advertise both projects for public bidding.

* * * * *

The foregoing Resolution 2024-_____ was adopted by the Tracy City Council on the 16th day of January 2024 by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTENTION:	COUNCIL MEMBERS:

NANCY D. YOUNG
Mayor of the City of Tracy, California

ATTEST: _____
ADRIANNE RICHARDSON
City Clerk and Clerk of the Council of the
City of Tracy, California

Agenda Item 3.A

RECOMMENDATION

Staff recommends that the City Council conduct a public hearing and, upon conclusion, adopt a Resolution: 1) adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, in accordance with the California Environmental Quality Act, for the Multi-Generational Recreation Center Project at El Pescadero Park, and 2) authorizing the City Manager to execute and file the Notice of Determination.

EXECUTIVE SUMMARY

This request is for the City Council to conduct a public hearing to review and consider a Mitigated Negative Declaration (MND) and Mitigation Monitoring and Reporting Program (MMRP), in accordance with the California Environmental Quality Act, for the Multi-Generational Recreation Center Project at El Pescadero Park, Capital Improvement Project (CIP) 78178 (Project), and upon conclusion of the public hearing, adopt a resolution adopting the MND and MMRP.

BACKGROUND AND LEGISLATIVE HISTORY

The Project has been an approved capital improvement project since 2018. On February 15, 2022, Resolution No. 2022-019 was adopted by the City Council, approving a Professional Services Agreement for LPA, Inc., to lead site feasibility studies, design, development of construction documents, environmental documentation preparation, a traffic study, and more for the Project.

The Project includes the redevelopment of the existing El Pescadero Park on West Grant Line Road to create a new multi-generational recreation center. The proposed multi-generational recreation center would consist of an approximately 61,300-square-foot, two-story building with a maximum height of approximately 35 feet that would include a three-court gymnasium, two multi-purpose rooms, kitchen, entry lobby, bouldering wall, teen lounge and technology area, makers space, restroom, offices, elevated running track and outdoor courtyard. Additional park improvements would include relocation and renovation of the existing dog park, skate park and basketball courts and installation of new trails, landscaping and lighting. In addition, the existing parking lot would be reconfigured, and new parking stalls added to expand the overall parking capacity and the existing access road/driveway from West Grant Line Road would be extended through the existing parking lot and along the southern and eastern boundaries of the site, connecting to West Kavanagh Avenue at the northern boundary of the Project site.

Design and construction documentation is currently complete, and staff is preparing to advertise the Project for bid.

ANALYSIS

The City is the lead agency for California Environmental Quality Act (CEQA) review of the Project. In July 2023, the environmental sub-consultant for the Project, LSA prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the Project (see Attachment A). The Draft

IS/MND was posted on the City's website from July 27, 2023, to August 16, 2023, for comments in accordance with CEQA requirements. Furthermore, the notice was published in Tracy Press on July 28, 2023, and sent to interested agencies and fronting residents for their review and comment. The Notice of Completion (see Attachment B) was submitted to the State Clearinghouse for the MND to begin the requisite review process. The IS/MND determined that the proposed Project will not have significant impacts on the environment, with the inclusion of appropriate avoidance, minimization and mitigation measures included in the Mitigation Monitoring and Reporting Program shown as Attachment C.

Written comments were received from two public agencies. These comment letters are attached as exhibits in the MMRP. Mitigation of the environmental effects was already included in the MND and MMRP, and staff determined, in consultation with its technical consultants, that minor changes to the MND and MMRP were required as a result of these letters. CEQA requires that the lead agency, in this case the City, consider the proposed MND together with any comments received during the public review process.

It should be noted that tree removals have occurred in El Pescadero Park in recent weeks and were done separately from the Project due to the failing condition of the Aleppo pine trees (*Pinus allepo*) creating public safety concerns. The City followed standard protocols for the tree removal work including a complete evaluation of the trees being removed by a certified arborist.

Staff recommends that the City Council adopt a Mitigated Negative Declaration and the related MMRP as the appropriate environmental document. CEQA Section 15074 also requires adoption of an MMRP when an agency adopts an MND to mitigate or avoid significant environmental impacts. Subject to approval by the City Council, staff requests authorization to file the Notice of Determination (see Attachment D) with the County Clerk, which will complete the environmental document process for CIP 78178, in compliance with CEQA.

COORDINATION

Coordination on this agenda item included City staff from various City departments including Parks & Recreation, Development Services, Finance, City Attorney's Office and City Manager's Office along with LPA's sub-consultant LSA.

FISCAL IMPACT

The fiscal impact from environmental analysis required for CEQA and for prequalification of contractors is covered by already approved professional services agreements.

STRATEGIC PLAN

This agenda item supports the City of Tracy's Quality of Life Strategic Priority, and specifically implements the following goals:

Goal 2: Facilitate the Completion of Measure V Amenities; Objective 2: Advance Measure V amenity planning.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council conduct a public hearing and, upon conclusion, adopt a Resolution: 1) adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, in accordance with the California Environmental Quality Act, for the Multi-Generational Recreation Center Project at El Pescadero Park and 2) authorizing the City Manager to execute and file the Notice of Determination.

Prepared by: Richard Joaquin, Parks Planning & Development Manager

Reviewed by: Jolene Jauregui-Correll, Interim Director of Parks and Recreation
Sara Cowell, Director of Finance
Bijal Patel, City Attorney
Brian MacDonald, Interim Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

Attachments:

- Attachment A – Initial Study/Mitigated Negative Declaration
- Attachment B – Notice of Completion
- Attachment C – Response to IS/MND Comments and Mitigation Monitoring and Reporting Program
- Attachment D – Notice of Determination

SCREENCHECK DRAFT

**INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION**

**EL PESCADERO PARK &
MULTI-GENERATIONAL RECREATION CENTER PROJECT
TRACY, CALIFORNIA**



LSA

July 2023

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SCREENCHECK DRAFT

**INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION**

**EL PESCADERO PARK &
MULTI-GENERATIONAL RECREATION CENTER PROJECT
TRACY, CALIFORNIA**

Submitted to:

LPA Design Studios
60 South Market Street, Suite 1250
San Jose, California 95113

Prepared by:

LSA
157 Park Place
Pt. Richmond, California 94801
510.236.6810

Project No. LPX2204



July 2023

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- A: CALEEMOD OUTPUT SHEETS
- B: NOISE MEASUREMENT SHEETS
- C: TRAFFIC VOLUME DATA

LIST OF ABBREVIATIONS AND ACRONYMS

$\mu\text{g}/\text{m}^3$	Micrograms per cubic meter
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AC	asphalt concrete
ADT	average daily trips
AFY	acre-feet per year
AOU	American Ornithologists' Union
APN	Assessor's Parcel Number
BAAQMD	Bay Area Air Quality Management District
Basin Plan	Water Quality Control Plan
BMPs	Best Management Practices
BPS	Best Performance Standards
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen Code	California Green Building Standards Code
California Register	California Register of Historical Resources
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CASQA	California Stormwater Quality Association
CBC	California Building Code

CCaIC	Central California Information Center
CCAP	Climate Change Action Plan
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CGP	Construction General Permit
CGS	California Geological Survey
CH ₄	methane
City	City of Tracy
CNDDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
Cortese List	Cal/EPA Hazardous Waste and Substances Sites List
CVP	Central Valley Project
CWA	Clean Water Act
dB	decibels
dBA	A-weighted decibel(s)
DOC	California Department of Conservation
DOT	Department of Transportation
DTSC	Department of Toxic Substances Control

DWR	California Department of Water Resources
EFZ	Earthquake Fault Zone
EIR	Environmental Impact Report
EO	Executive Order
EOP	Emergency Operations Plan
EQ Zapp	California Earthquake Hazards Zone Application
EV	Electric vehicle
FBI	Federal Bureau of Investigation
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FIRM	FEMA Flood Insurance Rate Map
FTA	Federal Transit Administration
GHG	greenhouse gas
gpd	gallons per day
GSAs	Groundwater Sustainability Agencies
GWP	global warming potential
HCM	Highway Capacity Manual
HVAC	heating, ventilation and air conditioning
I-205	Interstate 205
I-5	Interstate 5
I-580	Interstate 580
in/sec	Inches per second
IPaC	(USFWS) Information for Planning and Consultation

IS/MND	Initial Study/Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
LDR	Low Density Residential
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent continuous sound level
LID	Low Impact Development
L_{max}	maximum A-weighted sound level
LOS	Level of Service
LRA	Local Responsibility Area
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MLD	Most Likely Descendant
mpg	miles per gallon
MRF	Tracy Material Recovery Facility
MS4	Small Municipal Separate Storm Sewer System
MUTCD	California Manual on Uniform Traffic Control Devices
NAHC	Native American Heritage Commission
N_2O	nitrous oxide
NO_2	nitrogen dioxide
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Services
NWIC	Northwest Information Center

OES	Solano County Office of Emergency Services
OPR	(California) Governor’s Office of Planning and Research)
OSHA	Occupational Health and Safety Administration
PCC	Portland cement concrete pavement
PG&E	Pacific Gas & Electric
Phase II MS4 Permit	Water Board Phase II Small Municipal Separate Storm Sewer System Permit
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PM ₁₀	particulate matter less than 10 microns in diameter
ppb	parts per billion
PPV	peak particle velocity
PRC	California Public Resources Code
project	El Pescadero Park & Multi-Generational Recreation Center Project
project site	El Pescadero Park
RCRA	(Federal) Resource Conservation and Recovery Act
RMS	root mean square
ROGs	reactive organic gases
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCWSP	South County Water Supply Project
SDSs	Safety Data Sheets
SF ₆	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SJVAB	San Joaquin Valley Air Basin
SJVAPCD	San Joaquin Valley Air Pollution Control District

SLF	Sacred Lands File
SO ₂	sulfur dioxide
SRAs	State Responsibility Areas
SSJCFA	South San Joaquin County Fire Authority
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TMDLs	Total Maximum Daily Loads
TPD	Tracy Police Department
Tracy Disposal	Tracy Delta Solid Waste Management, Inc.
TUSD	Tracy Unified School District
USDA	United States Department of Agriculture
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VdB	vibration velocity decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
Water Board	Central Valley Regional Water Quality Control Board
WWTP	Wastewater Treatment Plant
ZNC	Zero Net Carbon

1.0 PROJECT INFORMATION

1. Project Title:

El Pescadero Park & Multi-Generational Recreation Center Project

2. Lead Agency Name and Address:

City of Tracy Parks & Recreation Department
333 Civic Center Plaza
Tracy, CA 95376

3. Contact Person and Phone Number:

Richard Joaquin, RLA, ASLA, Parks Planning & Development Manager
(209) 831-6235

4. Project Location:

The project site is located within El Pescadero Park in the northern portion of Tracy, San Joaquin County, California. The approximately 13.9-acre project site (Assessor's Parcel Number [APN] 214-50-001) is located at 250 Kavanaugh Avenue.

5. Project Sponsor's Name and Address:

City of Tracy Parks & Recreation Department
333 Civic Center Plaza
Tracy, CA 95376

6. General Plan Designation:

Park

7. Zoning:

Low Density Residential (LDR)

8. Description of Project:

The proposed project is the redevelopment of the existing El Pescadero Park (project site) to create a new multi-generational recreation center on West Grant Line Road in Tracy. A detailed project description is provided in Chapter 2.0, Project Description.

9. Surrounding Land Uses and Setting:

The project site is bound by West Kavanaugh Avenue to the north, residential uses and North Elementary to the east, West Grant Line Road to the south, and residential and commercial uses to the west. A detailed description of the surrounding land uses and setting is provided in Chapter 2.0, Project Description.

10. Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):

- San Joaquin County Fire Authority
- San Joaquin County Health Department
- Pacific Gas and Electric Company (PG&E)

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resource Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The Native American Heritage Commission (NAHC) provided a list of tribal representatives to be contacted pursuant to the consultation requirements of Assembly Bill (AB) 52 on February 28, 2023. In May 2023, the City of Tracy sent outreach letters via certified mail to the tribal contacts; the letters described the project, provided maps of the project site, and invited the tribes to request consultation should they have any concerns.

On May 24, 2023, Corrina Gould, Tribal Chair of the Confederated Villages of Lisjan Nation responded by email that the Tribe had no further information to supply about the project site and requested that the Tribe be contacted if any resources were found during project development. No additional responses were received.

2.0 PROJECT DESCRIPTION

The following describes the proposed El Pescadero Park & Multi-Generational Recreation Center Project (project) that is the subject of this Initial Study/Mitigated Negative Declaration (IS/MND) prepared pursuant to the California Environmental Quality Act (CEQA). The proposed project is the redevelopment of the existing El Pescadero Park to create a new multi-generational recreation center on West Grant Line Road in Tracy, California.

2.1 PROJECT SITE

The following section describes the project location, existing conditions, parking circulation and access, and the regulatory setting.

2.1.1 Project Location

The project site consists of the existing El Pescadero Park in the northern portion of the City of Tracy in San Joaquin County. The approximately 13.9-acre project site (Assessor's Parcel Number [APN] 214-50-001) is located at 250 Kavanaugh Avenue and is bound by West Kavanaugh Avenue to the north, residential uses and North Elementary to the east, West Grant Line Road to the south, and residential and commercial uses to the west. The project's location and regional vicinity are shown on Figure 2-1, and an aerial photograph of the project site and its surrounding land uses is shown on Figure 2-2.

2.1.2 Existing Conditions

The project site is currently developed with the existing El Pescadero Park, which includes the Cora K-9 Dog Park, the El Pescadero Skate Park, a playground, basketball courts, restrooms and a drinking fountain, parking, and an open lawn area. The Cora K-9 Dog Park occupies approximately 0.5-acre of the site and includes a running area, benches, a fountain, an entryway area, and dog waste disposal. The 13,000-square-foot skate park includes a bowl, a halfpipe, pine ramp, a bank, a roll-in platform, curbs, and a quarter bowl. An existing drainage swale runs through the center of the site. The site currently supports approximately 140 trees. Tracy Interfaith Ministries is located in the southwestern portion of the project site. A building owned by the City of Tracy (City) is located in the southwestern corner of the project site and is used by City of Tracy Fire Support Services.

As shown on Figure 2-2, a variety of land uses are located within the vicinity of the project site. Immediately north of the project site is West Kavanaugh Avenue and single-family residential uses, which also make up the land uses farther north. The project site is bounded to the east by North Elementary School and multi-family residential uses. Farther east are multi-family and single-family residential uses and commercial uses along West Grant Line Road. West Grant Line Road bounds the project site to the south, across which are commercial uses as well as single- and multi-family residential uses. The Brookdale Tracy Assisted Living Facility, North Park Post-Acute Nursing Home, and a single-family residential development bound the site to the west. Farther west is additional commercial and multi-family residential development.

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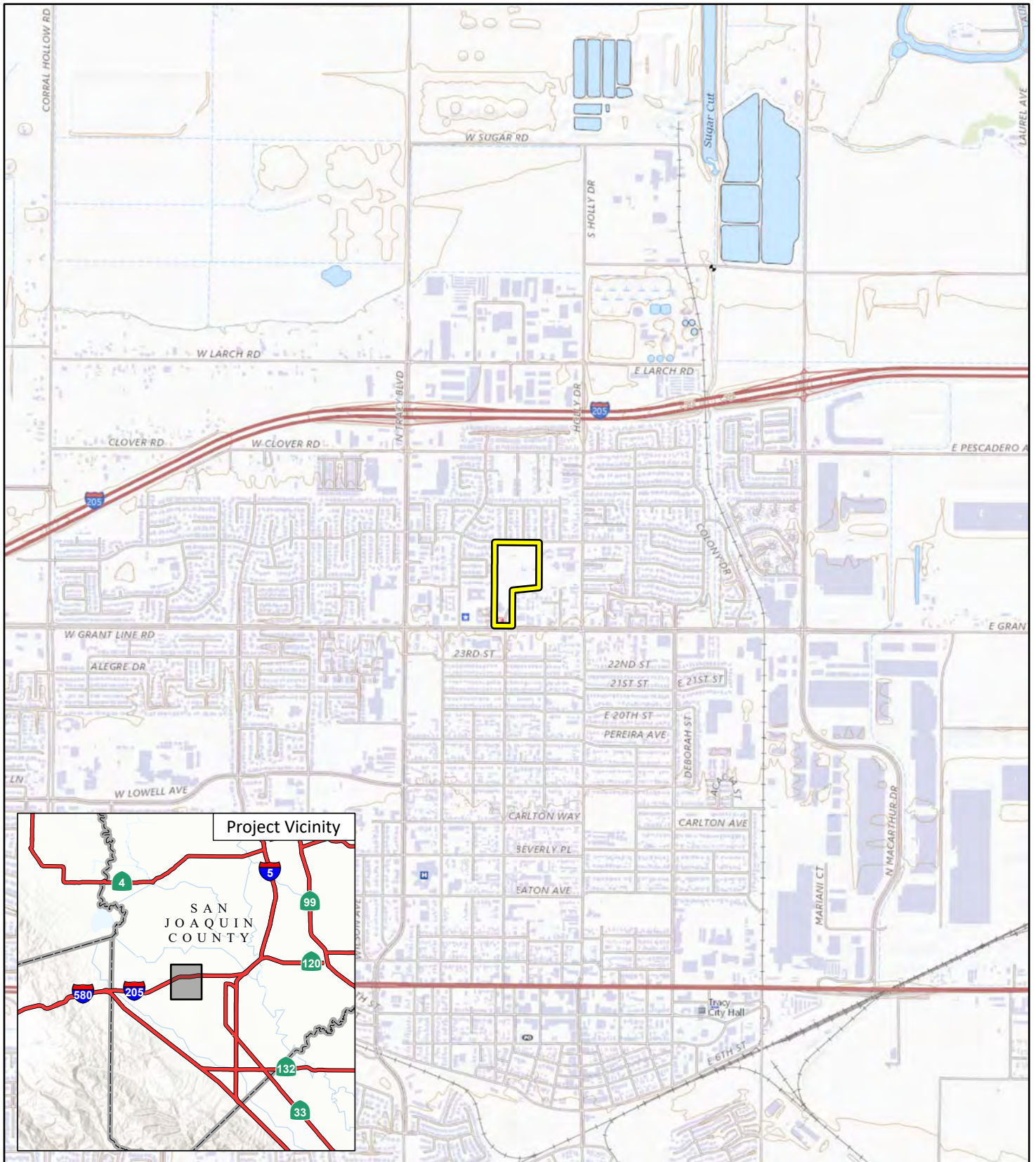

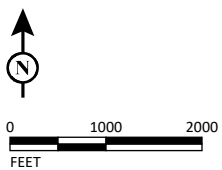


FIGURE 2-1

LSA

 Project Location

El Pescadero Park & Multi-Generational Recreation Center Project
Project Location



SOURCE: USGS The National Map (2017)

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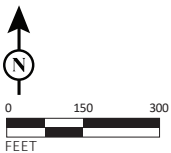
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FIGURE 2-2

LSA

 Project Site Boundary



El Pescadero Park and Multi-Generational Recreation Center Project
 Aerial Photograph of the Project Site and Surrounding Land Uses

SOURCES: Google Earth, 4/6/2022; LSA, 2022

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2.1.3 Parking, Circulation, and Access

A surface parking lot on the southern portion of the project site provides approximately 58 standard parking spaces. The existing site is currently not equipped with electric vehicle (EV) chargers; however, the proposed parking lot would include eight EV chargers for park visitors. The parking lot is also used by visitors to the Tracy Interfaith Ministries. Automobile access to the parking lot is via a driveway off West Grant Line Road. On-street parking is also provided along West Kavanagh Avenue along the northern boundary of the project site. Regional access to the project site is provided by the West Grant Line Road on- and off-ramps of State Route 205 (SR-205). Local access to the project site is provided by West Kavanagh Avenue to the north and West Grant Line Road to the south. Pedestrian access to and throughout the project site is provided by sidewalks and concrete pathways.

2.1.4 Regulatory Setting

The project site is designated as Park on the City's General Plan Land Use Map¹ and is within the Low Density Residential (LDR) zoning district on the City's Zoning Map.²

The Park land use designation refers to established public and private open spaces and recreational facilities (e.g., playing fields, miniparks, and neighborhood and community parks). Currently there are approximately 241 acres of park land, 221 of which occur within the city limits. Parks are typically moderately sized and distributed throughout Tracy, often in the context of playing fields associated with schools.

The LDR Zone is intended to be utilized in the areas designated as low-medium density residential with a density range from 2.0 to 5.8 dwelling units per gross acre by the General Plan. Permitted uses within the LDR Zone include single-family dwellings, accessory dwelling units, mobile homes on an individual lots, crop and tree farming, and public parks, buildings, or schools.

2.2 PROJECT BACKGROUND AND OBJECTIVES

In 2013, the *Citywide Public Facilities Master Plan*³ identified the need for one indoor multi-purpose recreation center to address increasing demands for indoor recreation programming (for all ages) and to meet future needs for gymnasium space within Tracy. The *Citywide Public Facilities Master Plan* recommended a new multi-purpose recreation center of approximately 45,000 square feet with dividable gym space, specialized indoor courts, fitness/exercise rooms, a multi-purpose room, social space, and dedicated spaces for seniors, teens, youth, and pre-school children. In 2016, City of Tracy voters passed Measure V, which enacted a half-cent sales tax to fund City services, including park repair and maintenance and building facilities (e.g., parks and sports fields).

¹ City of Tracy. 2011. City of Tracy General Plan Land Use Map. February 1.

² City of Tracy. 2022. City of Tracy GIS Viewer. Website: <https://www.cityoftracy.org/our-city/about-us/city-maps/gis-web-mapping-application> (accessed December 20, 2022).

³ City of Tracy. 2013. *Final Report Citywide Public Facilities Master Plan City of Tracy, California*. January 15.

In 2022, the City adopted the *Parks, Recreation and Trails Master Plan Update*⁴ and the *Citywide Public Facilities Master Plan Update*.⁵ Policy 8.E. in the *Parks, Recreation and Trails Master Plan Update* states that the “City will continue to work toward the creation of a high-quality indoor recreation space. This may be in the form of a single multi-generational recreation center, or multiple facilities that provide the desired amenities including a gymnasium, a library and educational spaces, a teaching kitchen, administration spaces, multi-purpose rooms, and a lobby and lounge space.” Further, the multi-generational recreation center is identified as one of the eight new Capital Improvement Projects to be constructed over the next 10 years.

In early 2022, the City worked with LPA, the design consultant, to conduct a community-based design process for the proposed multi-generational recreation center. The planning process included numerous meetings with stakeholders and local community organizations, three community workshops, and presentations at public meetings of the City of Tracy City Council. Expressed priorities for the multi-generational recreation center include a gymnasium, outdoor amenities, a library and education space, a lobby/lounge space, and a teaching kitchen. After consideration of several different options for the proposed park improvements and recreation center facility, the City Council selected a preferred site and master plan concept to proceed through final design.

The multi-generational recreation center is intended to supplement the existing Community Center and Senior Center with increased space for community recreation and gathering opportunities.

2.3 PROPOSED PROJECT

The proposed project comprises three components: (1) construction of a multi-generational recreation center; (2) renovation of El Pescadero Park; and (3) and associated improvements. Each of these components is described below and shown on Figure 2-3.

2.3.1 Multi-Generational Recreation Center

The proposed multi-generational recreation center would consist of an approximately 52,244-square-foot, two-story building with a maximum height of approximately 35 feet that would be located in the southeastern portion of the project site. The ground floor would include a three-court gymnasium, two multi-purpose rooms, a food preparation area/catering kitchen, an entry lobby, a bouldering wall, a teen lounge and technology area, a makers space, and a restroom facility. Various offices for recreation and other City staff would also be provided. An outdoor courtyard would connect the north and south wings of the building. An elevated running track, which would encircle the outdoor courtyard, would be provided on the second floor along with a functional fitness area, additional offices, conference rooms, and restrooms. The second floor would also have an outdoor deck facing west to the park.

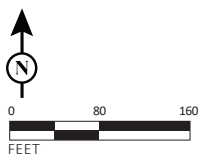
⁴ City of Tracy. 2022. *City of Tracy Citywide Parks, Recreation & Trails Master Plan Update*. August.

⁵ City of Tracy. 2022. *City of Tracy Citywide Public Facilities Master Plan Update*. July.



FIGURE 2-3

LSA



El Pescadero Park and Multi-Generational Recreation Center Project
 Conceptual Site Plan

SOURCE: LPA, 2022

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2.3.2 Renovation of El Pescadero Park

As part of the proposed project, the existing dog park, which is located in the northeastern corner of the park site, would be relocated to the western portion of the site. The approximately 0.67-acre (29,300-square-foot) dog park would be enclosed with 4-foot-high wire mesh fencing to allow voice control for dogs that are off leash. Fencing would also divide the dog park into two distinct areas, one for large dogs and another for small dogs. Each area of the dog park would include a paved walkway and synthetic turf area surrounded by decomposed granite and sod. Agility courses, a water fountain, and other elements would be added to enhance use of the dog park.

A series of decomposed gravel trails would be installed in the northwestern corner of the project site that would weave through a natural area with existing and newly planted trees and shrubs. Site furnishings, including benches and trash receptacles, would be provided along the proposed pathways.

The existing skate park would be relocated from its current location just north of Tracy Interfaith Ministries to the northeastern corner of the site. The basketball court would also be moved from its current location within the park to the eastern side of the park and adjacent to the proposed skate park. Light standards would be installed around the proposed basketball court to accommodate evening use. Additional site furnishings, including picnic tables, trash receptacles, and benches, would also be installed around the proposed basketball court and skate park.

The existing playground and restroom facility along West Kavanagh Avenue would remain in its current location, with a new splash pad added just north of the existing playground.

2.3.2.1 Operation

Similar to existing conditions, El Pescadero Park would be open daily to informal use, including walking, biking, picnicking, pick-up sports, and the general use of park facilities. The park hours are from dawn to 10:00 p.m. Maintenance activities would be similar to existing conditions and would be performed by existing Parks and Recreation staff and maintenance contractors hired by the City. Maintenance activities include mowing, facility cleaning, vegetation management, tree care, and general maintenance of the recreation facilities.

2.3.3 Associated Improvements

In addition to the elements described above, the proposed project would result in the construction of related improvements to enhance the existing park and complement the new recreation center, including parking, landscaping, lighting, and utilities. These improvements are described below.

2.3.3.1 Parking

Existing parking at the project site consists of approximately 58 on-site parking stalls in the dedicated parking area off of West Grant Line Road. Approximately 25 on-street parking spaces are available along West Kavanagh Avenue. As part of the proposed project, the existing parking lot would be reconfigured and new parking stalls added to expand the overall parking capacity to approximately 190 on-site parking stalls. The existing access road/driveway from West Grant Line Road would be extended through the existing parking lot and along the southern and eastern boundaries of the site,

connecting to West Kavanagh Avenue at the northern boundary of the project site. The project would also result in the construction of additional bike/pedestrian paths to enhance activity within the park and to provide connectivity to other adjacent residential neighborhoods. Bike racks would also be provided within the park as part of the proposed project.

2.3.3.2 Landscaping

Existing landscaping in the park includes 147 existing trees. The existing mature tree canopy at the park is a significant contributor to the park's character, and the project proposes to retain approximately 83 of the park's existing trees. As part of the proposed project, approximately 64 trees would be removed to accommodate planned amenities, road realignments, and parking lots. However, the proposed project would include installation of new landscaping, including trees, shrubs, grasses, and groundcovers throughout the park. Landscaping would consist of native or drought-tolerant species for water conservation. The turf grass areas would require typical maintenance such as fertilizer and irrigation. An automatic irrigation system would be designed to minimize water use and be adapted to weather conditions.

2.3.3.3 Lighting

Additional LED pathway safety lighting, fixtures, and poles would be installed along pathways and parking lots for security lighting. New lights at the relocated basketball court would also be installed to accommodate use during the early evening hours.

2.3.3.4 Drainage and Utilities

The new recreation center would connect to existing utility infrastructure located within and in the immediate vicinity of the site. The proposed project includes the installation of a new 8-inch-diameter wastewater line that would connect to the existing 8-inch-diameter main line within West Kavanagh Avenue. The proposed project would also include the installation of new water lines connecting to the existing 6-inch-diameter water service line that currently traverses the site from north to south.

The proposed storm drainage infrastructure would discharge into an existing underground storm drain at the northeastern edge of the project site. Stormwater treatment is proposed using a combination of bioretention basins and modular wetlands. The number of drainage management areas would be determined as part of the final design. The bioretention basins would be vegetated with a layer of special soil and a layer of permeable rock. Overflow would be discharged from the stormwater treatment areas to the on-site storm drain system, which would connect to an existing 12-inch-diameter storm drain pipe at the northeast corner of the site.

2.3.3.5 Sustainability Features

The multi-generational recreation center would achieve Leadership in Energy and Environmental Design (LEED) certified at the Gold Level. The design of the building would maximize sustainable approaches (e.g., implementation of Zero Net Carbon [ZNC], use of solar energy, and/or use of battery storage) to meet peak demands. All project elements would be designed and constructed in compliance with the current version of the California Building Code (CBC). Proposed design features would include:

- Replacement of nearly 60 percent of the existing water-intensive turf grass planting with a drought-tolerant plant palette with drip irrigation and a weather-sensing smart controller;
- Biodiverse plantings to create pollinator pathways, seasonal interest, and long-term soil health;
- On-site stormwater run-off capture and treatment through biofiltration media;
- Planting of an additional 209 trees to manage stormwater, sequester carbon, provide shade, and support habitat for endemic species;
- LED outdoor lighting; and
- Use of high albedo paving materials to reduce the heat island effect.

2.3.4 Construction

Construction of the proposed project would commence in December 2023 and would extend for approximately 24 months. Construction hours would occur during daylight hours, from approximately 7:00 a.m. to 7:00 p.m. daily consistent with Policy P4. Under objective N-1.2 in the Noise Element of the City of Tracy General Plan. Construction staging would occur on the project site in areas not proposed to support planned improvements. Construction workers, equipment, and deliveries would access the site via West Grant Line Road.

The proposed recreation center at the site would be supported by conventional shallow foundations with interior concrete slabs on-grade. Pavements would likely consist of asphalt concrete (AC) and/or rigid Portland cement concrete (PCC) pavement. Project construction would require approximately 39,800 cubic yards of cut and approximately 24,600 cubic yards of fill, for a net export of approximately 15,200 cubic yards. It is anticipated that the maximum depth of construction-related excavations would be approximately 8 feet below surface for utility trenching and 5 feet below surface across the remainder of the project site.

2.4 PROJECT APPROVALS

A number of permits and approvals would be required for the proposed project. While the City is the Lead Agency for the project, other agencies also have discretionary authority related to the project and approvals. A list of these agencies and potential permits and approvals that may be required is provided in Table 2.4.A.

Table 2.4.A: Potential Permits and Approvals

Lead Agency	Potential Permits/Approvals
City of Tracy	<ul style="list-style-type: none"> • Project approval • IS/MND adoption • Provision of grading, demolition, construction, tree removal, parking, traffic, erosion, and Storm Water Pollution Prevention Plan permits and approvals • Approval of water lines, water hookups, wastewater lines, wastewater hookups
Other Agencies	
San Joaquin County Fire Authority	Review/Approve fire truck access and site fire flow design
San Joaquin County Health Department	Review/Approve multi-generational kitchen facilities
Pacific Gas and Electric Company (PG&E)	Connection of electricity

Source Compiled by LSA Associates, Inc. (2023).
IS/MND = Initial Study/Mitigated Negative Declaration

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3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist in Chapter 3.0.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

3.1 DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “Potentially Significant Impact” or “Potentially Significant Unless Mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

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4.0 CEQA ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project have a substantial effect on a scenic vista? (Less Than Significant Impact)*

A scenic vista is generally defined as a public vantage point with an expansive view of a significant landscape feature. The project site is not designated as a scenic vista in the City of Tracy General Plan⁶ or the San Joaquin County General Plan.⁷ Although the City of Tracy General Plan does not specifically designate any scenic viewsheds within the city, as indicated in the General Plan Draft Environmental Impact Report (EIR), scenic vistas and views consist primarily of surrounding natural hillsides in the western portion of Tracy as well as views of agricultural land from highways and other roadways.⁸

The project site is located in an urban area, is surrounded by urban uses, and is currently developed with existing park facilities, which include a dog park, skate park, and children’s play area. Due to the relative flat topography of the site and the surrounding urban development, the project site offers limited views of the surrounding landscape. The proposed project would renovate and relocate existing park features and construct a new, two-story multi-generational recreation center.

⁶ City of Tracy. 2011. *City of Tracy General Plan*. February 1. Website: <https://www.cityoftracy.org/our-city/departments/planning/general-plan-zoning-ordinance> (accessed December 2022).

⁷ County of San Joaquin. 2016. *San Joaquin County General Plan*. December. Website: <https://www.sjgov.org/commdev/cgi-bin/cdyn.exe/file/Planning/General%20Plan%202035/GENERAL%20PLAN%202035.pdf> (accessed May 15, 2023).

⁸ City of Tracy. 2005. *City of Tracy General Plan Draft Environmental Impact Report*. Website: <https://www.cityoftracy.org/our-city/departments/planning/general-plan-zoning-ordinance> (accessed January 2023).

Implementation of the project would result in construction of a new two-story building on the site. The building height would be 34 feet and 8 inches to the top of the parapet, which is within the 35 foot height limit of two and one-half stories established in the City of Tracy Municipal Code.⁹ With the photovoltaic array, the height would extend to 36 feet and 10 inches to the top of the support steel. However, the City of Tracy Municipal Code allows for mechanical equipment (e.g., photovoltaic panels, elevators, etc.) to exceed the building height limits. Therefore, the proposed building would be consistent with the maximum height limits established in the City's Municipal Code and would be generally consistent with surrounding urban development, which includes 1- to 2-story single-family and multi-family residential development, and 1-2-story commercial development. The existing park is primarily open with mature trees along the perimeter. The proposed project would not be readily visible from any scenic vista, nor would the project block existing public views of a scenic vista. Therefore, the proposed project would have a less-than-significant impact on publicly accessible scenic vistas.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Less Than Significant Impact)

There are two officially designated Scenic Highway segments in Tracy that are located approximately 5 miles and 12 miles, respectively, from the project site: (1) portions of Interstate 580 (I-580) between Interstate 205 (I-205) and Interstate 5 (I-5), and (2) I-5 between I-205 and the Stanislaus County border.¹⁰ The project site is not visible from these roadways due to the distance from the site and intervening topography. Therefore, the proposed project would have no impact related to proximity to a State-designated scenic highway.

c. In non-urbanized areas, would the project 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? (Less Than Significant Impact)

The visual character of the project area is characterized by urban development. As outlined in Chapter 2.0, Project Description, the project site consists of the existing El Pescadero Park, which includes the Cora K-9 Dog Park, the El Pescadero Skate Park, a playground, basketball courts, parking, and an open lawn area. Under current conditions, areas of the park are occupied by homeless tents, their occupants, and dogs and sections of the project site, where the homeless tents had previously been situated, have been fenced off to allow vegetation to recover. Tracy Interfaith Ministries is located in the southwestern portion of the project site. A building owned by the City that is located in the southwestern corner of the project site is used for the City of Tracy Fire Support Services. The

⁹ City of Tracy. 2023. City of Tracy Code of Ordinances. Website: https://library.municode.com/ca/tracy/codes/code_of_ordinances (accessed May 2023).

¹⁰ California Department of Transportation (Caltrans). 2018. California State Scenic Highway Mapping System. Website: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa> (accessed May 2023).

project site is bound by West Kavanagh Avenue to the north, residential uses and North Elementary School to the east, West Grant Line Road to the south, and residential and commercial uses to the west.

The project site is located within an urbanized area. As noted in Chapter 2.0, Project Description, the project site is designated as Park on the City's General Plan Land Use Map¹¹ and is within the Low Density Residential (LDR) zoning district on the City's Zoning Map.¹² Development of the proposed project would consist of a 52,244 square-foot, two-story, multi-generational recreation center with a maximum height of approximately 35 feet, which would be located in the southeastern portion of the project site. In addition, existing park facilities (e.g., dog park, skate park, basketball courts) would be renovated and relocated. Additional improvements, including walkways, picnic areas, recreation facilities (e.g., courts, play areas), and landscaping, would be provided and would enhance the visual character of the project site, by providing newly renovated facilities and eliminating existing homeless encampments and associated refuse.

The Park land use designation refers to established public and private open spaces and recreational facilities (e.g., playing fields, miniparks, and neighborhood and community parks). The LDR Zone is intended to be utilized in the areas designated as low-medium density residential with a density range of 2.0 to 5.8 dwelling units per gross acre by the General Plan. Permitted uses within the LDR zone include single-family dwellings, accessory dwelling units, mobile homes on individual lots, crop and tree farming, and public parks, buildings, or schools. The proposed project would undergo Development Review consistent with Section 10.08.1260 of the City of Tracy Municipal Code. These existing requirements would include review of the physical improvements to the project site (e.g., overall building scale, massing, and design) to ensure compatibility and compliance with City requirements governing scenic quality. Compliance with the design standards and guidelines outlined for the Park land use designation and LDR Zone would ensure that the proposed project would preserve and enhance the desired character of the existing surrounding residential neighborhoods. Therefore, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality, and this impact would be less than significant.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Less Than Significant Impact)

The project site is located in a developed area. Streetlights, vehicle head and taillights on area roadways, and lighting associated with adjacent development are the existing sources of light and glare in the project area. As part of the proposed project, lighting would be installed for safety and night use (e.g., light-emitting diodes, fixtures, and poles) along pathways and parking lots. Additionally, new lighting would be installed for the relocated basketball court to accommodate early evening use.

Title 10.08.4000 of the Tracy Municipal Code requires that the site plan and final architectural design include the existing lighting standards and devices and be reviewed by the Development and

¹¹ City of Tracy. 2011. City of Tracy General Plan Land Use Map. February 1.

¹² City of Tracy. 2022. City of Tracy GIS Viewer. Website: <https://www.cityoftracy.org/our-city/about-us/city-maps/gis-web-mapping-application> (accessed December 20, 2022).

Engineering Services Department. Consistent with the policies outlined in the City's Municipal Code, each light fixture would be directed downward and away from adjoining properties and public right-of-way, so that no on-site light fixture would directly illuminate any off-site areas. With adherence to these requirements, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. This impact would be less than significant.

4.2 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 the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
e. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Conflict with existing zoning for, 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (No Impact)

The project site is currently developed and located within an urbanized area of Tracy. No agricultural uses are located within or adjacent to the project site. Additionally, the project area is classified as “Urban and Built-Up Land” by the State Department of Conservation;¹³ therefore, the proposed project would not involve the conversion of agricultural land to a non-agricultural use. The proposed

¹³ State of California, Department of Conservation. 2022. California Important Farmland Finder. Website: <https://maps.conservation.ca.gov/dlrp/ciff> (accessed January 2023).

project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. No impact would occur.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? (No Impact)

The project site is zoned as LDR with a density range of 2.0 to 5.8 dwelling units per gross acre. In addition, the project site is not subject to a Williamson Act contract. Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

c. Would the project conflict with existing zoning for, 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))? (No Impact)

The project site is currently developed with an existing park. Land use surrounding the project site is primarily residential with some lands zoned for commercial use. The project site is zoned as LDR, which does not allow development of the project site for timberland use. No parcels adjacent to or near the project site are zoned for forest land, timberland, or timberland production. The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland, nor would it result in the loss of forest land or conversion of forest land to non-forest uses. As such, **no impact** to forest land or timberland would occur.

d. Would the project result in the loss of forest land or conversion of forestland to non-forest use? (No Impact)

Refer to Section 4.2.c above. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses. Therefore, the proposed project would have no impact related to loss of forest land or conversion of forest land.

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (No Impact)

Refer to Sections 4.2.a and 4.2.c above. The proposed project would not involve any other changes to the existing environment which, due to their location or nature, could result in conversion of Farmland to a non-agricultural use, or conversion of forest land to a non-forest use. No impact would occur.

4.3 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project conflict with or obstruct implementation of the applicable air quality plan? (Less Than Significant with Mitigation Incorporated)

The City of Tracy is part of the San Joaquin Valley Air Basin (SJVAB), which is within the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The SJVAPCD is responsible for air quality regulation within the eight-county San Joaquin Valley region. Both the State and the federal government have established health-based Ambient Air Quality Standards (AAQS) for six criteria air pollutants: carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), lead, and suspended particulate matter (PM_{2.5} and PM₁₀). The SJVAB is designated as non-attainment for O₃ and PM_{2.5} for federal standards and non-attainment for O₃, PM₁₀, and PM_{2.5} for State standards.

CEQA requires that certain proposed projects be analyzed for consistency with the applicable air quality plan. An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a non-attainment area. The main purpose of the air quality plan is to bring the area into compliance with the requirements of the federal and State air quality standards. To bring the SJVAB into attainment, the SJVAPCD adopted the 2022 Plan for the 2015 8-Hour Ozone Standard in December 2022 to satisfy Clean Air Act requirements and ensure attainment of the 70 parts per billion (ppb) 8-hour ozone standard.

To ensure the SJVAB’s continued attainment of the U.S. Environmental Protection Agency (USEPA) PM₁₀ standard, the SJVAPCD adopted the 2007 PM₁₀ Maintenance Plan in September 2007. SJVAPCD Regulation VIII (Fugitive PM₁₀ Prohibitions) is designed to reduce PM₁₀ emissions generated by human activity. The SJVAPCD adopted the 2018 plan for the 1997, 2006, and 2012 PM_{2.5} standards to address the USEPA federal annual PM_{2.5} standard of 12 µg/m³, established in 2012.

For a project to be consistent with SJVAPCD air quality plans, the pollutants emitted from a project should not exceed the SJVAPCD emission thresholds or cause a significant impact on air quality. In

addition, emission reductions achieved through implementation of offset requirements are a major component of the SJVAPCD air quality plans. As discussed below, construction of the proposed project would not result in the generation of criteria air pollutants that would exceed SJVAPCD thresholds of significance. Implementation of Mitigation Measure AIR-1, described in Section 4.3.b. would further reduce construction dust impacts. As discussed below, long-term operational emissions associated with the proposed project, including area, energy, and mobile source emissions, would also not exceed SJVAPCD established significance thresholds. Therefore, impacts related to the proposed project's potential to conflict with or obstruct implementation of the applicable air quality plan would be less than significant with mitigation incorporated.

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? (Less Than Significant with Mitigation Incorporated)

The SJVAB is designated as non-attainment for O₃ and PM_{2.5} for federal standards and non-attainment for O₃, PM₁₀, and PM_{2.5} for State standards. The SJVAPCD's non-attainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in non-attainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the SJVAPCD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is unnecessary. The following analysis assesses the potential project-level construction- and operation-related air quality impacts.

Short-Term Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by grading, paving, building, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, reactive organic gases (ROGs), directly emitted particulate matter (PM_{2.5} and PM₁₀), and toxic air contaminants (TACs) such as diesel exhaust particulate matter.

Project construction activities would include site preparation, grading, building construction, paving, and architectural coating activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM₁₀ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM₁₀ emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment.

Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The SJVAPCD has implemented Regulation VIII measures for reducing fugitive dust emissions (PM₁₀). With the implementation of Regulation VIII measures, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM₁₀ emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO₂, NO_x, ROG, and some soot particulate (PM_{2.5} and PM₁₀) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

The SJVAPCD has established construction emissions thresholds on an annual basis as shown in Table 4.3.A below. Construction emissions for the proposed project were analyzed using the California Emissions Estimator Model (CalEEMod) version 2022.1. Construction of the proposed project is anticipated to begin in December 2023 and continue for a period of 24 months, ending in 2025. Based on the proposed project grading plans, approximately 39,800 cubic yards of soil would be cut and approximately 24,600 cubic yards of soil would be fill, for a net total of 15,200 cubic yards of soil cut, which was included in CalEEMod. Other precise details of construction activities are unknown at this time; therefore, default assumptions (e.g., construction worker and truck trips and fleet activities) from CalEEMod were used. Construction-related emissions are presented in Table 4.3.A. CalEEMod output sheets are included in Appendix A.

Table 4.3.A: Project Construction Emissions (Tons per Year)

Construction Year	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2023	<0.1	0.4	0.3	<0.1	0.1	0.1
2024	0.1	3.1	2.5	<0.1	0.3	0.1
2025	0.1	2.4	2.1	<0.1	0.2	0.1
Maximum Annual Construction Emissions	0.1	3.1	2.5	<0.1	0.3	0.1
SJVAPCD Significance Threshold	10.0	10.0	100.0	27.0	15.0	15.0
Exceed Threshold?	No	No	No	No	No	No

Source: LSA (May 2023).

CO = carbon monoxide

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

ROG = reactive organic gas

SJVAPCD = San Joaquin Valley Air Pollution Control District

SO_x = sulfur oxides

As shown in Table 4.3.A, construction emissions would not exceed the SJVAPCD threshold for annual construction emissions for the proposed project. In addition to the construction period thresholds of significance, the SJVAPCD has implemented Regulation VIII measures for dust control during construction to reduce construction fugitive dust impacts to a less than significant level. These measures are required by Mitigation Measure AIR-1, as follows:

Mitigation Measure AIR-1: Consistent with SJVAPCD Regulation VIII (Fugitive PM₁₀ Prohibitions), the following controls are required to be included as specifications for the proposed project and implemented at the construction site:

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover.
- All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- When materials are transported off site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden).
- Following the addition of materials to, or the removal of materials from, the surface of out-door storage piles, said piles shall be effectively stabilized of fugitive dust emission utilizing sufficient water or chemical stabilizer/suppressant.

Implementation of the fugitive dust control measures outlined in Mitigation Measure AIR-1 would ensure that the proposed project complies with Regulation VIII and further reduces the short-term construction period air quality impacts. Therefore, with implementation of Mitigation Measure AIR-1, construction of the proposed project would result in a less-than-significant impact related to a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State AAQS.

Long-Term Operational Emissions. Long-term air pollutant emission impacts associated with the proposed project are those related to mobile sources (e.g., vehicle trips), energy sources (e.g.,

natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment).

PM₁₀ emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Entrainment of PM₁₀ occurs when vehicle tires pulverize small rocks and pavement and the vehicle wakes generate airborne dust. The contribution of tire and brake wear is small compared to the other PM emission processes. Gasoline-powered engines have small rates of particulate matter emissions compared with diesel-powered vehicles.

Energy source emissions result from activities in buildings for which natural gas is used. The quantity of emissions is the product of usage intensity (i.e., the amount of natural gas) and the emission factor of the fuel source. Greater building or appliance efficiency reduces the amount of energy for a given activity and thus lowers the resultant emissions. The emission factor is determined by the fuel source, with cleaner energy sources, like renewable energy, producing fewer emissions than conventional sources. The proposed recreational center would be designed to maximize sustainable approaches, such as the implementation of Zero Net Carbon (ZNC), the use of solar energy and/or the use of battery storage to meet peak demands. The proposed recreational center would also be Gold LEED certified, which would help reduce energy consumption associated with the project by implementing best practices for energy use, water use, indoor environmental quality, material selection, and site and location within the surrounding community. However, no reductions were accounted for in the analysis to reflect LEED certification since the precise features and associated energy savings have not yet been determined.

Typically, area source emissions consist of direct sources of air emissions located at the project site, including architectural coatings and the use of landscape maintenance equipment. Area source emissions associated with the project would include emissions from the use of landscaping equipment and the use of consumer products.

Emission estimates for operation of the proposed project were calculated using CalEEMod. Model results are shown in Table 4.3.B. Trip generation rates for the proposed project were based on the project's trip generation estimate, as identified in Section 4.17, Transportation. As discussed in Section 4.17, Transportation, the proposed project would generate approximately 1,760 average daily trips.

The primary emissions associated with the proposed project are regional in nature, meaning that air pollutants are rapidly dispersed on release or, in the case of vehicle emissions associated with the proposed project; emissions are released in other areas of the Air Basin. The annual emissions associated with project operational trip generation and area sources are identified in Table 4.3.B.

Table 4.3.B: Project Operation Emissions (Tons per Year)

	ROG	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
Mobile Source Emissions	1.2	1.1	7.8	<0.1	0.6	0.1
Area Source Emissions	0.3	<0.1	0.5	<0.1	<0.1	<0.1
Energy Source Emissions	0.0	0.0	0.0	0.0	0.0	0.0
Total Project Operation Emissions	1.5	1.1	8.3	<0.1	0.6	0.1
SJVAPCD Significance Threshold	10.0	10.0	100.0	27.0	15.0	15.0
Exceed Threshold?	No	No	No	No	No	No

Source: LSA (May 2023).

CO = carbon monoxide

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

ROG = reactive organic gas

SJVAPCD = San Joaquin Valley Air Pollution Control District

SO_x = sulfur oxides

The results shown in Table 4.3.B indicate the proposed project’s operational emissions would not exceed the significance criteria for annual CO, NO_x, ROG, SO_x, PM₁₀, or PM_{2.5} emissions. Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the proposed project region is in non-attainment under an applicable federal or State AAQS. As a result, impacts would be less than significant with mitigation incorporated.

c. Would the project expose sensitive receptors to substantial pollutant concentrations? (Less Than Significant Impact)

Sensitive receptors are defined as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units. The closest sensitive receptors are the residences located west and southeast, approximately 10 feet from the project site boundary.

Construction of the proposed project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce or eliminate emissions by following the Regulation VIII, Fugitive PM₁₀ Prohibitions as required by Mitigation Measure AIR-1. Project construction emissions would be below the SJVAPCD significance thresholds. Once the proposed project is constructed, the proposed project would not be a significant source of long-term operational emissions. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations during project operation. This impact would be less than significant.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Less Than Significant Impact)

During construction, the various diesel-powered vehicles and equipment in use on the site would create localized odors. These odors would be temporary and are not likely to be noticeable for extended periods of time beyond the project site. The potential for diesel odor impacts is therefore

considered less than significant. In addition, the proposed uses that would be developed within the project site are not expected to produce any offensive odors that would result in frequent odor complaints. The proposed project would not create objectionable odors affecting a substantial number of people during project construction or operation, and this impact would be less than significant.

4.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Most of the project site consists of grass fields, playground structures, parking lots, and landscaping, including trees. Trees observed include mostly ornamental trees, such as lodgepole pine (*Pinus contorta*), deodar cedar (*Cedrus deodara*), and black locust (*Robinia pseudoacacia*). Nonnative grasses and forbs were growing in the centrally located field and in patches underneath the trees.

The project site is located within a developed area with planted trees, grass fields, and patches of ruderal vegetation. Trees on the project site provide nesting habitat for bird species, such as California scrub-jay (*Aphelocoma californica*) and Anna’s hummingbird (*Calypte anna*). Some birds could also nest in the eaves of the buildings. The terra cotta roofing of the existing Tracy Interfaith Ministries building provides suitable nesting habitat for house sparrow (*Passer domesticus*).

Wildlife observed during the field survey consists of mourning dove (*Zenaida macroura*), Anna’s hummingbird (*Calypte anna*), black phoebe (*Sayornis nigricans*), American crow (*Corvus brachyrhynchos*), rock pigeon (*Columba livia*), northern mockingbird (*Mimus polyglottos*), western bluebird (*Sialia mexicana*), American robin (*Turdus migratorius*), house sparrow (*Passer domesticus*), house finch (*Haemorhous mexicanus*), lesser goldfinch (*Spinus psaltria*), dark-eyed junco (*Junco hyemalis*), white-crowned sparrow (*Zonotrichia leucophrys*), and yellow-rumped warbler (*Setophaga*

coronate). Bats could roost in the trees and buildings, but no bats or sign of roosting bats were observed during the field survey. The following analysis assumes many additional species are likely to occur on the project site throughout the year.

a. Would the project 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 Game or U.S. Fish and Wildlife Service? (Less Than Significant with Mitigation Incorporated)

Special-status species are defined as follows:

- Species that are listed, formally proposed for listing, or designated as candidates for listing as threatened or endangered under the Federal Endangered Species Act;
- Species that are listed, or designated as candidates for listing, as rare, threatened, or endangered under the California Endangered Species Act;
- Plant species on California Rare Plant Rank Lists 1A, 1B, and 2 in the CNPS Inventory of Rare and Endangered Plants;
- Animal species designated as Species of Special Concern or Fully Protected by the California Department of Fish and Wildlife (CDFW);
- Species that meet the definition of rare, threatened, or endangered under Section 15380 of the *CEQA Guidelines*; and
- Species considered being a taxon of special concern by the relevant local agencies.

To identify special-status plant and wildlife species known to occur or potentially occurring in the project site vicinity, the following resources were queried: (1) California Department of Fish and Wildlife California, Natural Diversity Database (CNDDDB¹⁴) for species records in the project vicinity; (2) California Native Plant Society's (CNPS) Inventory of Rare and Endangered Plants of California¹⁵ for records of special-status plant species in the United States Geological Survey (USGS) *Union Island* 7.5-minute quadrangle; and (3) United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) on-line system.¹⁶

A reconnaissance-level field survey was conducted at the project site on February 21, 2023. During this survey, preliminary information on vegetation types, wildlife habitat, and potential jurisdictional features (e.g., wetlands) was collected.

¹⁴ California Department of Fish and Wildlife (CDFW). 2023. California Natural Diversity Database, commercial version. February.

¹⁵ California Native Plant Society (CNPS). 2023. Rare Plant Program, Rare Plant Inventory (online edition, v9.5). Website: <https://www.rareplants.cnps.org> (accessed February 20, 2023).

¹⁶ United States Fish and Wildlife Service (USFWS). 2023. Information for Planning and Consultation (IPaC). February 20.

The scientific and vernacular nomenclature for the plant and wildlife species used in this analysis are from the following standard sources: (a) Plants¹⁷ and updates listed on the Jepson Herbarium website,¹⁸ (b) amphibians and reptiles,¹⁹ (c) birds through 2022,²⁰ and (d) mammals.²¹

Special-Status Plants. The project site is completely developed, does not contain any natural habitat, and therefore does not provide suitable habitat for any special-status plants.

Special-Status Wildlife. Based on the results of the database search and literature review and as shown in Table 4.4.A, four special-status species were evaluated for the proposed project: Swainson's hawk (*Buteo swainsoni*), western burrowing owl (*Athene cunicularia*), Townsend's western big-eared bat (*Corynorhinus townsendii*), and pallid bat (*Antrozous pallidus*). Based on the results of the reconnaissance-level field survey, two of the four aforementioned special-status wildlife species were determined to be potentially present on the project site due to the presence of suitable habitat: Townsend's western big-eared bat (a California Species of Special Concern) and pallid bat (also a California Species of Special Concern).

¹⁷ Baldwin, B.G., D.H. Goldman, D.J. Keil, R. Patterson, T.J. Rosatti, and D.H. Wilken, eds. 2012. *The Jepson Manual: Vascular Plants of California, Second Edition*. University of California Press, Berkeley.

¹⁸ University of California, Berkeley. 2023. Jepson Herbarium website: <https://ucjeps.berkeley.edu/eflora/> (accessed February 28, 2022).

¹⁹ Crother, B.I. (ed.). 2017. Scientific and Standard English Names of Amphibians and Reptiles of North America North of Mexico, with Comments Regarding Confidence in Our Understanding, pp. 1-102. SSAR Herpetological Circular No. 43.

²⁰ American Ornithologists' Union (AOU). 1998. Checklist of North American Birds. 7th Edition. American Ornithologists' Union, Washington, D.C.

²¹ Bradley, R.D., L.K. Ammerman, R.J. Baker, L.C. Bradley, J.A. Cook, R.C. Dowler, D.J. Schmidly, F.B. Stangl, Jr., R.A. Van Den Bussche, and B. Würsig. 2014. Revised Checklist of North American Mammals North of Mexico, 2014. Occasional Papers, Museum of Texas Tech University No. 237.

Table 4.4.A: Special-Status Species Evaluated for the Project

Species	Status ¹	Habitat/Blooming Period	Discussion
Birds			
Swainson's hawk <i>Buteo swainsoni</i>	ST	Open grasslands, meadows, or agriculture fields. Requires tall lone trees for nesting and perching.	No suitable nesting habitat is present on the project site. Trees are relatively close together.
Western burrowing owl <i>Athene cucularia</i>	SSC	Dry open grasslands and meadows. Requires mammal ground burrows for nesting.	No suitable habitat or ground burrows observed on the project site.
Mammals			
Townsend's western big-eared bat <i>Corynorhinus townsendii</i>	SSC	Found in wooded areas with caves or old buildings for roost sites.	Suitable roosting and hibernating habitat may be present in buildings along the southwest corner of the project site; could forage over the site.
Pallid bat <i>Antrozous pallidus</i>	SSC	Roosts in caves, tunnels, buildings, under bridges, and in tree hollows; forages over variety of habitats.	Suitable roosting habitat may present in buildings along the southwest corner of the project site; this bat species could occasionally occur as a transient while foraging at night. No trees with large hollows observed during the field survey.

Source: Compiled by LSA Associates Inc. (2023).

¹ Status Codes:

SSC = California Species of Special Concern

ST = State Listed as Threatened

Two special-status wildlife species are known to occur or have the potential to occur at the project site (see Table 4.4.A). This section describes the types of impacts that could affect these special-status wildlife species and the associated mitigation measures that would be implemented to minimize and mitigate impacts. Special-status wildlife species could be impacted both directly and indirectly during construction activities. The potential for protected resources to be impacted by construction of the proposed project are a function of the likelihood the species is present when the project is constructed, as well as the type and duration of construction activities. Another factor is the sensitivity of the species or resource to disturbance. For example, roosting bats may not react to construction activities near its roost during the day, whereas a raptor may abandon its nest if construction is within 100 feet from the nest.

Nesting Birds. The site contains a few large mature trees or shrubs that may provide some shelter and nesting habitat for resident and migratory bird species occurring in the region (e.g., scrub jay, northern mocking bird, American crow, collared dove, and mourning dove). Although the species likely to use the project site are considered common and widespread, their active nests are protected from removal by a variety of State and federal laws, including California Fish and Game Code Sections 3503, 3503.5, and 3513 and the Migratory Bird Treaty Act (MBTA).

If construction would be conducted during the nesting season, potential disturbance or loss of nesting birds protected under California Fish and Game Code Sections 3503, 3503.5, and 3513 and the MBTA could occur as a result of construction activity. This impact would be considered significant. Implementation of Mitigation Measure BIO-1 would reduce this impact to nesting and breeding birds to less than significant by avoiding the nesting season, identifying the presence or absence of active migratory bird nests, and if present, preventing the loss of eggs or young. With implementation of Mitigation Measure BIO-1, this impact would be less than significant.

Mitigation Measure BIO-1:

Prior to construction activities occurring during the nesting bird season (February 1 through August 31), pre-construction activity surveys for nesting birds shall be conducted by a qualified biologist to ensure that no nests will be disturbed during project implementation. Surveys shall be conducted no more than 7 days prior to the initiation of construction activities. During this survey, the biologist shall inspect all trees and other potential nesting habitats (e.g., shrubs, ground, and structures) in the impact area plus a surrounding 300-foot buffer for nests. If removal of potential nesting substrate or project grading will occur during more than one nesting season, or in different parts of the project site in phases over the course of a single season, then additional pre-activity surveys must be performed within 7 days prior to initiation of work in any particular area. If the pre-construction activity survey does not identify the presence of any active nests on or within 300 feet of the site, construction activities may proceed.

If nests known to have eggs or young, or that cannot be confirmed to be inactive or to lack eggs or young, are found, or adults are demonstrating nesting behavior, a qualified biologist shall establish an appropriate construction-free buffer around each nest. Generally, a buffer of 300 feet for raptors or 100 feet for songbirds is adequate to avoid causing nest abandonment. The buffer shall remain in place until the qualified biologist has confirmed that the nest is no longer active.

If less than a 100-foot nest buffer is necessary and determined to be appropriate for a particular nest or nests, a qualified biologist shall monitor the nest(s) before construction to document baseline nesting behavior, and then monitor the nest during construction to ensure nesting birds are not exhibiting signs of stress and territorial behavior. If signs of stress are observed during the monitoring, construction activities shall cease or the buffer shall be increased, as determined by a qualified biologist, to a sufficient distance such that the nesting birds are no longer exhibiting signs of stress.

To prevent encroachment, the buffer shall be clearly marked for avoidance. The established buffer shall remain in effect until the young have fledged or the nest is no longer active as confirmed by the biologist.

Implementation of Mitigation Measure BIO-1 requires avoiding tree removal and other work activities during the nesting season and, if possible, conducting pre-construction surveys for nesting migratory birds prior to any work during the nesting season, as well as additional measures to ensure avoidance of any “take”. Implementation of Mitigation Measure BIO-1 would reduce potential

construction-related impacts, both permanent and temporary in nature, on nesting migratory birds to a less-than-significant level with mitigation incorporated.

Pallid Bat and Roosting Bats. The pallid bat is a California Species of Special Concern that could roost and/or forage within the site. Pallid bats roost in caves, tunnels, and occasionally buildings and hollow trees. Suitable roosting habitat may be present in the structures and larger trees on and adjacent to the site. No bat roosts or signs of roosting bats were observed in the on-site structure or trees during the reconnaissance-level survey.

Bats, including special-status bats such as the pallid bat, could roost in the structures and large trees in the project area and forage on the project site. Roosting bats could be disturbed, killed, or injured by tree removal and/or building demolition activities, if present in construction areas. Disturbance of roosting special-status bats would be a potentially significant impact. Implementation of the following mitigation measure would reduce potential impacts to roosting bats to a less-than-significant level. **Mitigation Measure BIO-2:** Prior to any tree removal, a qualified biologist shall conduct a habitat assessment for bats within the project site. The habitat assessment shall include a visual inspection of potential roosting features (e.g., cavities, crevices in wood and bark, exfoliating bark for colonial species, and suitable canopy for foliage roosting species). If suitable habitat trees are found, they shall be flagged or otherwise clearly marked and tree trimming or removal shall not proceed unless the following occur:

In trees with suitable habitat, presence of bats is presumed, or documented during the surveys described below and removal using a two-step removal process detailed below occurs only during seasonal periods of bat activity, from approximately March 1 through April 15 and September 1 through October 15; or

After a qualified biologist conducts night emergence surveys or completes visual examination of roost features that establish absence of roosting bats.

Two-step tree removal shall be conducted over two consecutive days as follows:

- The first day (in the afternoon), under the direct supervision and instruction by a qualified biologist with experience conducting two-step tree removal, limbs and branches shall be removed by a tree cutter using chainsaws only. Limbs with cavities, crevices, and deep bark fissures shall be avoided.
- The second day the entire tree shall be removed.

Implementation of Mitigation Measure BIO-2 would require a focused habitat assessment, pre-construction survey, tree and structure removal (as needed), and measures for bat exclusion (as needed). Implementation of Mitigation Measure BIO-2 would reduce potential construction-related

impacts, both permanent and temporary in nature, on special-status bats to a less-than-significant level with mitigation incorporated.

- b. Would the project 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 Game or U.S. Fish and Wildlife Service? (No Impact)*

The CDFW tracks the occurrences of natural plant communities that are of limited distribution Statewide or within a county or region and that are often vulnerable to environmental effects of projects. *A Manual of California Vegetation, Second Edition*,²² lists vegetation alliances with State rarity rankings of S1-S3 as considered “highly imperiled” and project impacts to “high-quality occurrences” of these alliances could be considered significant under CEQA. Most types of wetlands, including alkali wetlands, and riparian communities are also considered sensitive natural communities due to their limited distribution in California. The CNDDDB does not identify any sensitive natural communities on the site,²³ and no sensitive plant communities were observed during the reconnaissance-level survey. No riparian habitat or other sensitive natural communities occur at the project site. Therefore, the proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. No impact would occur.

- c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (No Impact)*

The project site does not contain any wetlands or other potential jurisdictional features. Therefore, the proposed project would not have a substantial adverse effect on State or federally protected wetlands. No impact would occur.

- d. Would the project 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? (Less Than Significant Impact)*

Wildlife Movement Corridors. Wildlife movement includes migration (i.e., usually annual roundtrip), inter-population movement (i.e., long-term genetic flow), and small travel pathways (i.e., daily movement corridors within an animal’s territory). While small travel pathways usually facilitate movement for daily home range activities such as foraging or escape from predators, they also provide connection between outlying populations and the main corridor, permitting an increase in gene flow among populations. Landscape elements that facilitate local and/or regional wildlife movement include stream drainages, canyons, ridges, or other prominent natural or man-made landscape features.

The project site is currently developed with an existing park and is surrounded by urban development. Wildlife that currently move through or around the project site would likely continue

²² Sawyer, J.O., T. Keeler-Wolf, and J.M. Evens. 2009. *A Manual of California Vegetation*. Second edition. California Native Plant Society Press, Sacramento.

²³ California Department of Fish and Wildlife. 2023. op. cit.

to move through or around the site during and after construction of the project since most of the species that likely occur in the area are generalists that are adept at moving through urban landscapes. Therefore, impacts to wildlife movement corridors would be less than significant.

Nursery Sites. The project site does not contain native wildlife nursery sites (e.g., heron rookeries or salmonid spawning areas). Implementation of Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts to any bat roosts or bird nests, if present, to a less-than-significant level.

Given that the proposed project would not 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, related impacts would be less than significant.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (No Impact)

Chapter 7.08 of the City Municipal Code protects trees and shrubs growing within the City's public right-of-way. The City right-of-way refers to the portion of the public street right-of-way between the curb, or curb line, and the adjacent property line used for the purpose of planting and maintaining City street trees. A permit from the City would be required for the removal of any trees and shrubs within the City right-of-way. Since the proposed project would not impact any street trees within the City right-of-way, no permits would be required. The proposed project would not conflict with any local policies or ordinances protecting biological resources. No impact would occur.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (No Impact)

The proposed project is not located within any approved local, regional, or State conservation plan. Therefore, the project would not conflict with any approved local, regional, or State habitat conservation plan. No impact would occur.

4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? (Less Than Significant with Mitigation Incorporated)

CEQA defines a “historical resource” as a resource that meets one or more of the following criteria:

- Listed in, or eligible for listing in, the California Register of Historical Resources (California Register);
- Listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k);
- Identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or
- Determined to be a historical resource by a project’s lead agency (PRC Section 21084.1 and CEQA Guidelines Section 15064.5[a]).

The California Register defines a “historical resource” as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation. Under CEQA, historical resources can include pre-contact (i.e., Native American) archaeological deposits, historic-period archaeological deposits, historic buildings, and historic districts.

A Cultural Resources Study²⁴ was conducted for the proposed project that consisted of background research and a field survey. The results of the study are summarized below.

²⁴ LSA Associates, Inc. 2023. Cultural Resource Study for the El Pescadero Park & Multi-Generational Recreation Center Project, Tracy, San Joaquin County, California (LSA Project No. LPX2204). April.

On January 24, 2023, the staff of the Central California Information Center (CCaIC) conducted a records search (#12423L) of the project site and vicinity. The CCaIC, an affiliate of the State of California Office of Historic Preservation, is the official State repository of cultural resource records and reports for San Joaquin County. As part of the background research, local and State inventories for cultural resources were also reviewed, and the Native American Heritage Commission (NAHC) was contacted. No recorded cultural resources were identified within the project site or within a 0.5-mile radius of the project site.

LSA submitted a request to the NAHC to search the Sacred Lands File (SLF) for Native American cultural resources that may be impacted by the proposed project. The NAHC maintains the SLF database and is the official State repository of Native American sacred-site location records in California. Pricilla Torres-Fuentes, NAHC Cultural Resources Analyst, responded to the SLF search request on February 28, 2023, stating that the results were negative and that there were no known Native American cultural resources in the project site.

A pedestrian survey of the project site was conducted on February 21, 2023. No archaeological evidence was observed during the field survey.

No archaeological resources were identified within the project site during the course of the Cultural Resources Study. Background research indicated that development of the project site began in the late 1960s or early 1970s after the project site was designated as El Pescadero Park. By 1974, the extant park entrance road and parking lot had been constructed, as well as an intermittent pond and an unidentified structure in the center of the park, and a pathway extending through the center and along the eastern side of the park that connected the parking lot and West Kavanagh Avenue. The pond, structure, and early pathway were removed between 1993 and 2005 and replaced by the current configuration of park elements.

Although the Cultural Resources Study did not yield historically significant resources, there is a possibility that construction of the proposed project could impact as-yet-unrecorded subsurface deposits on the project site. Should archaeological deposits be encountered during project ground disturbance, a substantial adverse change in the significance of a historical resource would occur from its demolition, destruction, relocation, or alteration such that the significance of the resource would be materially impaired (*CEQA Guidelines* Section 15064.5(b)(1)). Implementation of Mitigation Measure CULT-1 would reduce potential impacts to historical resources to a less-than-significant level.

Mitigation Measure CULT-1: If deposits of pre-contact or historical archaeological materials are encountered during project activities, all work within 25 feet of the discovery shall be redirected, and the qualified archaeologist should assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any archaeological materials. Archaeological materials can include flaked-stone tools (e.g., projectile points, knives, and choppers) or obsidian, chert, basalt, or quartzite toolmaking debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and

charcoal, shellfish remains, bones, and other cultural materials); and stone-milling equipment (e.g., mortars, pestles, and handstones). Pre-contact archaeological sites often contain human remains. Historic-period materials can include wood, stone, concrete, or adobe footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, metal, and other refuse.

Impacts to archaeological cultural resources shall be avoided by project activities. If such deposits cannot be avoided, the City of Tracy (City) should, in consultation with local California tribal groups, evaluate the significance of the find under the California Environmental Quality Act (CEQA). If the find is determined to qualify as a historical resource (Public Resources Code [PRC] Section 21084.1) or unique archaeological resource (PRC Section 21083.2), impacts to the deposit will need to be avoided or such impacts must be treated. If treatment is required, a plan shall be developed to mitigate, avoid, or minimize impacts to cultural resources. Treatments may consist of, but are not necessarily limited to, systematic recovery and analysis of archaeological deposits; recording the resource; preparing a report of findings; accessioning recovered archaeological materials at an appropriate curation facility; and community outreach. All reports produced as part of the evaluation and treatment of cultural resources identified during the project shall be submitted to the City for review and comment. All final documents shall be submitted to the Central California Information Center (CCaIC).

With implementation of Mitigation Measure CULT-1, which requires work stoppage in the event of an archaeological discovery, potential impacts to archaeological historical resources would be reduced to a less-than-significant level with mitigation incorporated.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Less Than Significant with Mitigation Incorporated)

According to the *CEQA Guidelines*, “When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource” (*CEQA Guidelines* Section 15064.5(c)(1)). Those archaeological sites that do not qualify as historical resources shall be assessed to determine if they qualify as “unique archaeological resources” (California PRC Section 21083.2).

Archaeological deposits identified during project construction would be treated by the City—in consultation with a qualified archaeologist meeting the Secretary of the Interior’s Professional Qualifications Standards for Archaeology—in accordance with Mitigation Measure CULT-1. With implementation of Mitigation Measure CULT-1, identified above, impacts to archaeological resources would be reduced to a less-than-significant level with mitigation incorporated.

c. Would the project disturb any humans remains, including those interred outside of formal cemeteries? (Less Than Significant Impact)

Based on previous archaeological investigation and analysis, there is a low potential for the disturbance of archaeological cultural resources or human remains at the project site. However, if human remains are encountered at the project site, State Health and Safety Code Section 7050.5 and *CEQA Guidelines* Section 15064.5(e)(1) state that no further disturbance shall occur to the area of the find until the County Coroner has made a determination of origin and disposition of the human bone pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately and shall make a determination within two working days of being notified. If the remains are determined to be Native American, the County Coroner shall notify the NAHC by phone within 24 hours, and the NAHC shall then immediately determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection and make recommendations or preferences for treatment of the remains within 48 hours of being granted access to the site. MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment.

Compliance with Section 7050.5 of the California Health and Safety Code and PRC Section 5097.98 regarding the treatment of human remains would ensure that potential impacts to human remains would be less than significant.

4.6 ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? (Less Than Significant Impact)*

The discussion and analysis provided below is based on data included in the CalEEMod output, which is included in Appendix A.

Construction-Period Energy Use. The anticipated construction schedule assumes that the proposed project would be built over approximately 24 months. The proposed project would require grading, site preparation, and building activities during construction.

Construction of the proposed project would require energy for the manufacture and transportation of construction materials, preparation of the site for demolition and grading activities, and construction of the residences. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. Construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State’s available energy sources. Therefore, the proposed project would result in a less-than-significant impact during project construction.

Operational Energy Use. Operational energy usage is typically associated with natural gas use, electricity consumption, and fuel used for vehicle trips. As described in Chapter 2.0, Project Description, the proposed project would include the construction of a new recreation center and the renovation of El Pescadero park and dog park.

The proposed multi-generational recreation center would be designed to Gold LEED Standards, which would further reduce energy associated with the project by implementing best practices for energy use, water use, indoor environmental quality, material selection, and site and location within the surrounding community. However, no reductions were accounted for in the analysis to reflect LEED since the precise features and associated energy savings have not yet been determined. In addition, the proposed project would maximize sustainable approaches, such as Zero Net Carbon, solar energy and/or battery storage, which was included in CalEEMod. The proposed project would be constructed using energy efficient modern building materials and construction practices, and the

proposed project would also use new modern appliances and equipment, in accordance with the Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608). The proposed project would also be constructed to meet the 2022 Title 24 standards. Therefore, based on the nature of the proposed project and the building design features, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources.

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. Based on the CalEEMod analysis, the proposed project would result in approximately 4,175,094 vehicle miles traveled (VMT) per year. The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 miles per gallon (mpg) in 1980 to 22.9 mpg in 2020, the year for which the most recent data is available.²⁵ Therefore, using the average fuel economy estimates for 2020 the proposed project would result in the consumption of approximately 144,646 gallons of gasoline per year and approximately 104,593 gallons of diesel fuel per year. Based on fuel consumption obtained from EMFAC2021, approximately 92 million gallons of diesel and approximately 286 million gallons of gasoline will be consumed from vehicle trips in San Joaquin County in 2023. Therefore, gasoline and diesel fuel demand generated by vehicle trips associated with the proposed project would increase the annual fuel use in San Joaquin County by approximately 0.05 percent for gasoline fuel usage and 0.1 percent for diesel fuel usage. Fuel consumption associated with vehicle trips generated by project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

Therefore, the proposed project would result in a less-than-significant impact during project operation. As such, the proposed project would not result in a potential significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be less than significant.

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (Less Than Significant Impact)

In 2002, the Legislature passed Senate Bill 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

²⁵ U.S. Department of Transportation (DOT). "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: <https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles> (accessed May 2023).

The most recently CEC adopted energy reports are the 2021 Integrated Energy Policy Report²⁶ and 2022 Integrated Energy Policy Report Update.²⁷ The Integrated Energy Policy Reports provide the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The Integrated Energy Policy Reports cover a broad range of topics, including implementation of Senate Bill 350, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to Senate Bill 1383), updates on Southern California electricity reliability, natural gas outlook, and climate adaptation and resiliency.

As indicated above, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Because California's energy conservation planning actions are conducted at a regional level, and because the proposed project's total impact to regional energy supplies would be minor, the proposed project would not conflict with California's energy conservation plans as described in the CEC's Integrated Energy Policy Reports. Impacts would be less than significant, and no mitigation is required.

²⁶ California Energy Commission, 2021. *2021 Integrated Energy Policy Report*. California Energy Commission. Docket # 21-IEPR-01. (accessed May 2023)

²⁷ California Energy Commission, 2022. *2022 Integrated Energy Policy Report Update*. California Energy Commission. Docket # 22-IEPR-01.

4.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (No Impact)*

The State of California enacted the Alquist-Priolo Earthquake Fault Zoning Act in 1972, requiring the State Geologist to delineate Earthquake Fault Zones (EFZs) along known active faults that have high potential for fault rupture. Active faults are defined as a fault that has surface displacement within the last 11,000 years.²⁸ State regulations prohibit habitable structures from being sited within 50 feet of an active fault. The project site is not located within or adjacent to an Alquist-Priolo Earthquake

²⁸ State of California. 2023. Department of Conservation. Alquist-Priolo Earthquake Fault Zones. Website: <https://www.conservation.ca.gov/cgs/alquist-priolo> (accessed January 19, 2023).

Fault Zone.²⁹ Therefore, fault rupture through the site is not anticipated, and the proposed project would not directly or indirectly cause substantial adverse effects related to fault rupture. No impact would occur.

ii. Strong seismic ground shaking? (Less Than Significant Impact)

The project site is located in an area of low to moderate seismicity and there are no known active faults that cross the project site. The nearest earthquake fault zoned as active by the State of California Geological Survey is the Vernalis Fault, which is located approximately 2.7 miles northeast of the project site. Other faults capable of producing ground shaking at the project site include the Black Butte Fault (5.6 miles southwest of the site), Midway Fault (7.0 miles southwest of the site), San Joaquin Fault (8.7 miles southwest of the site), Corral Hollow-Carnegie Fault (14.2 miles southwest of the site), and Greenville Fault (15.5 miles southwest of the site). Any one of these faults could generate an earthquake capable of causing strong ground shaking at the subject site. While this area is not within an area of high seismic activity, relatively large earthquakes are known to occur nearby along the margins of the Central Valley; the greatest potential for significant ground shaking would occur along the Calaveras, Hayward, San Andreas, and Greenville Faults.

Seismic ground shaking generally refers to all aspects of motion of the earth's surface resulting from an earthquake and is normally the major cause of damage in seismic events. The extent of ground shaking is controlled by the magnitude and intensity of the earthquake, distance from the epicenter, and local geologic conditions. The magnitude of a seismic event is a measure of the energy released by an earthquake; it is assessed by seismographs that measure the amplitude of seismic waves. The intensity of an earthquake is a subjective measure of the perceptible effects of a seismic event at a given point. The Modified Mercalli Intensity (MMI) scale is the most commonly used scale to measure the subjective effects of earthquake intensity. It uses values ranging from I to XII.³⁰

The most significant adverse impact associated with strong seismic shaking is potential damage to structures and improvements and possible injury or loss of life. The proposed project would renovate and relocate existing park features and construct a new, two-story multi-generational recreation center. Implementation of the proposed project would increase the use of the project site and result in the construction of improvements in areas subject to seismic shaking. The risk of ground shaking impacts is reduced through adherence to the design and materials standards set forth in building codes. The City of Tracy has adopted the 2022 California Building Code (CBC) (Title 24, Part 2 of the California Code of Regulations [CCR]), which provides for stringent construction requirements on projects in areas of high seismic risk. The design and construction for the proposed project would be required to conform with, or exceed, current best standards for earthquake-resistant construction in accordance with the most recent CBC adopted by the City and with the generally accepted standards of geotechnical practice for seismic design in Northern California.

²⁹ California Geological Survey. 2021. California Earthquake Hazards Zone Application. Website: <https://maps.conservation.ca.gov/cgs/EQZApp/app/> (accessed January 19, 2023).

³⁰ United States Geological Survey (USGS). n.d. The Modified Mercalli Intensity Scale. Website: <https://www.usgs.gov/programs/earthquake-hazards/modified-mercalli-intensity-scale> (accessed January 19, 2023).

Adherence to the 2022 CBC requires a site-specific geotechnical investigation to be performed for the proposed project to evaluate soil stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on soil-bearing capacity, compressibility, liquefaction, and expansiveness, as well as a geotechnical report prepared to provide recommendations on foundation type and design criteria.

In addition, the Safety Element of the City of Tracy General Plan includes several goals, objectives, and policies to reduce the risks to the community from earthquakes and other geologic hazards. In particular, the following policies would apply to the project site:

- **SA-1.1, Policy P2:** Geotechnical reports shall be required for development in areas where potentially serious geologic risks exist. These reports should address the degree of hazard, design parameters for the project based on the hazard, and appropriate mitigation measures.
- **SA-1.2, Policy P1:** All construction in Tracy shall conform to the California Building Code and the Tracy Municipal Code, including provisions addressing unreinforced masonry buildings.

Compliance with the requirements of the CBC and the City of Tracy General Plan policies identified above would ensure that impacts associated with seismic hazards would be less than significant.

iii. Seismic-related ground failure, including liquefaction? (Less Than Significant Impact)

Liquefaction is the transformation of loose, fine-grained sediment to a fluid-like state similar to quicksand. This phenomenon occurs due to strong seismic activity and lessens the soil's ability to support a structural foundation. The primary factors affecting the possibility of liquefaction in soil are: (1) intensity and duration of earthquake shaking; (2) soil type and relative density; (3) overburden pressures; and (4) depth to groundwater. Soil most susceptible to liquefaction is clean, loose, fine-grained sands and non-plastic silts that are saturated.

The California Geological Survey (CGS) has mapped Seismic Hazard Zones that delineate areas susceptible to liquefaction and/or landslides for which proposed new developments are required to conduct additional investigations to determine the extent and magnitude of potential ground failure. According to CGS data, the project site is located in an area that has not been evaluated for liquefaction hazards. The proposed project would be designed and constructed consistent with the most current earthquake resistance standards for Seismic Zone 3 in the CBC, which includes specifications for site preparation (e.g., compaction requirements for foundations). The potential for substantial adverse effects to the project due to seismic-related ground failure, including liquefaction, would therefore be less than significant.

iv. Landslides? (Less Than Significant Impact)

The project site is relatively flat, does not have any substantial slopes, and is not adjacent to an area with substantial slopes. The project site is not located along riverbanks, foothills, or mountain terrain that would make it susceptible to landslides. As such, the project site is exposed to little or no risk from landslides. This impact would be less than significant.

b. Would the project result in substantial soil erosion or the loss of topsoil? (Less Than Significant Impact)

Grading and earthmoving during project construction has the potential to result in erosion and loss of topsoil. The potential for soil erosion exists during the period of earthwork activities between the time when earthwork is completed and new vegetation is established or hardscape is installed. Exposed soils could be entrained in stormwater runoff and transported off the project site. Because the proposed project would involve over 1 acre of land disturbance, it would be required to comply with the Construction General Permit,³¹ which requires preparation and implementation of a Stormwater Pollution and Prevention Plan (SWPPP) prior to any ground-disturbance activities. Although designed primarily to protect stormwater quality, the SWPPP would provide the details of the erosion control measures to be applied on the project site during the construction period, including Best Management Practices (BMPs) for erosion control that are recognized by the Regional Water Quality Control Board (RWQCB). Additional details regarding the SWPPP are provided in Section 4.10, Hydrology and Water Quality. Compliance with the requirements of the Construction General Permit would ensure that the proposed project would result in less-than-significant impacts related to soil erosion or the loss of topsoil.

c. Would the project 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- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Less Than Significant Impact)

The proposed project would be designed and constructed in accordance with standard engineering practices and the CBC. The project site is not anticipated to become unstable as a result of the proposed project, or potentially result in on- or off-site landslides, liquefaction, or lateral spreading. Further, compliance with the CBC and City of Tracy General Plan policies, which require preparation of a site-specific geotechnical evaluation and implementation of proposed geotechnical recommendations, would ensure that the proposed project would not result in a geologic hazard from landslide, lateral spreading, subsidence, liquefaction, or collapse. This impact would be less than significant.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? (Less Than Significant Impact)

Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. Shrink-swell potential is influenced by the amount and type of clay minerals present and can be measured by the percentage of change in the soil volume. Soils underlying the project site are composed of Capay-Urban land complex, 0 percent

³¹ State Water Resources Control Board (SWRCB), Division of Water Quality. 2022. National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Permit) Order WQ 2022-0057-DWQ, NPDES No. CAS000002 Website: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2022/wqo_2022-0057-dwq.pdf (accessed February 2023).

slopes, according to the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey.³²

The Capay series consists of very deep, moderately well and somewhat poorly drained soils that formed in fine-textured alluvium derived from mostly sandstone and shale. According to the San Joaquin County District Viewer, soils on the project are classified as having very high soil expansion potential. As described above, the proposed project would be required to comply with the CBC and the geotechnical recommendations identified in the site-specific geotechnical investigation, as required by the CBC and the City of Tracy General Plan. Compliance with geotechnical recommendations and the CBC during design and construction would ensure that the potential impacts associated with expansive soils would be less than significant.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (No Impact)

The proposed project would connect to the existing wastewater conveyance system. On-site treatment and disposal of wastewater is not proposed for the project; therefore, the proposed project would have no impacts associated with soils incapable of supporting alternative wastewater disposal systems.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Less Than Significant with Mitigation Incorporated)

There are no known paleontological resources located in the project area. However, development of the proposed project could result in the discovery and disturbance of previously unknown or undiscovered paleontological resources. While fossils are not expected to be discovered during construction, it is possible that significant fossils could be discovered during excavation activities. Even in areas with a low likelihood of occurrence, fossils encountered during excavation could be inadvertently damaged.

If a unique paleontological resource is discovered, the impact to the resource could be substantial. Mitigation Measure GEO-1 would require that a qualified paleontologist monitor grading and excavation activities, and a paleontologist be notified if paleontological resources are found. If any scientifically important large fossil remains are uncovered, the paleontologist would have the authority to divert heavy equipment away from the fossil site. With implementation of Mitigation Measure GEO-1 and consistency with City ordinances, policies, and goals, impacts associated with paleontological resources would be less than significant.

Mitigation Measure GEO-1: Paleontological Resources. If paleontological resources are encountered during the course of ground disturbance, work in the immediate area of the find shall be redirected and a paleontologist shall be contacted to assess the find for scientific significance.

³² United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS). n.d. Web Soil Survey. Website: websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx (accessed February 2023).

If determined to be significant, the fossil shall be collected from the field. The paleontologist may also make recommendations regarding additional mitigation measures, such as paleontological monitoring. Scientifically significant resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. If scientifically significant paleontological resources are collected, a report of findings shall be prepared to document the collection.

Implementation of Mitigation Measure GEO-1 would reduce the level of the potential impact through the identification of paleontological resources during construction; the evaluation of unanticipated discoveries; and the recovery of significant paleontological data from those resources that warrant such investigation. This process would recover scientifically consequential information from at-risk resources to offset their potential loss. Therefore, with implementation of Mitigation Measure GEO-1, this impact would be less than significant with mitigation incorporated.

4.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Greenhouse gas emissions (GHGs) are present in the atmosphere naturally, and are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. However, over the last 200 years, human activities have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere, and enhancing the natural greenhouse effect, which is believed to be causing global climate change. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO₂)
- Methane (CH₄)
- Nitrous oxide (N₂O)
- Hydrofluorocarbons
- Perfluorocarbons
- Sulfur Hexafluoride

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and the length of time that the gas remains in the atmosphere (“atmospheric lifetime”). The GWP of each gas is measured relative to CO₂, the most abundant GHG; the definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO₂ over a specified time period. GHG emissions are typically measured in terms of pounds or tons of “CO₂ equivalents” (CO₂e).

The *State CEQA Guidelines* indicate that a project would normally have a significant adverse greenhouse gas emission impact if the project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reduction the emissions of greenhouse gases.

Section 15064.4 of the State CEQA Guidelines states that: “A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project.” In performing that analysis, the lead agency has discretion to determine whether to use a model or methodology to quantify GHG emissions, or to rely on a qualitative analysis or performance-based standards. In making a determination as to the significance of potential impacts, the lead agency then considers the extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting, whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project, and the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Neither the City of Tracy, nor the SJVAPCD has developed or adopted numeric GHG significance thresholds. Therefore, this analysis evaluates the GHG emissions based on the project’s design elements consistent with the Bay Area Air Quality Management District (BAAQMD) GHG thresholds. The BAAQMD GHG thresholds would be applicable to projects in the SJVAPCD because the thresholds were developed using the approach endorsed by the California Supreme Court in *Center for Biological Diversity v. Department of Fish & Wildlife (2015) (62 Cal.4th 204)*, which evaluates a project based on its effect on California’s efforts to meet the State’s long-term climate goals.³³ As the Supreme Court held in that case, a project that would be consistent with meeting those goals can be found to have a less-than-significant impact on climate change under CEQA. If a project would contribute its “fair share” of what will be required to achieve those long-term climate goals, then a reviewing agency can find that the impact will not be significant because the project will help to solve the problem of global climate change (62 Cal.4th 220–223). Applying this approach, the BAAQMD has analyzed what will be required of new land use development projects to achieve California’s long-term climate goal of carbon neutrality by 2045.³⁴ As such, since the BAAQMD’s GHG thresholds are based on the State’s GHG reduction goals, these thresholds would be applicable to the proposed project.

³³ Bay Area Air Quality Management District (BAAQMD). 2022. *Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans*. April.

³⁴ Ibid.

a. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Less Than Significant with Mitigation Incorporated)*

The following includes a discussion of the project's potential impact related to the release of GHG emissions for both construction and project operation.

Construction Emissions. Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. Furthermore, CH₄ is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The City of Tracy does not have an adopted threshold of significance for construction related GHG emissions. As mentioned above, emissions that would occur during construction were quantified and are disclosed for informational purposes. Using CalEEMod, it is estimated that construction of the proposed project would generate approximately 953.0 metric tons of CO₂e. Details are provided in the CalEEMod output in Appendix A.

Even though the City of Tracy does not have any adopted GHG emission thresholds, the emission results would be temporary in nature, and would only occur for the duration construction. Therefore, impacts would be less than significant.

Operational GHG Emissions. Long-term GHG emissions are typically generated from mobile sources (e.g., cars, trucks, and buses), area sources (e.g., maintenance activities and landscaping), indirect emissions from sources associated with energy consumption, waste sources (land filling and waste disposal), and water sources (water supply and conveyance, treatment, and distribution). Mobile-source GHG emissions would include project-generated vehicle trips to and from the project site. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site. Energy source emissions would be generated at off-site utility providers as a result of increased electricity demand generated by the project. The proposed recreational center would be designed to maximize sustainable approaches, such as the implementation of Zero Net Carbon, the use of solar energy, and/or the use of battery storage to meet peak demands. The proposed recreational center would also be Gold LEED certified, which would help reduce energy consumption. However, no reductions were accounted for in the analysis to reflect LEED certification since the precise features and associated energy savings have not yet been determined. Waste source emissions generated by the proposed project include energy generated by land filling and other methods of disposal related to transporting and managing project-generated waste. In addition, water source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

The SJVAPCD has not established a numeric threshold for GHG emissions. As such, emission estimates for operation of the proposed project are quantified and disclosed for informational purposes. Table 3 shows the emissions sources by category; mobile source emissions are the largest

category, at approximately 86 percent of total CO₂e emissions, followed by energy source emissions at approximately 6 percent of the total, waste source emissions at approximately 5 percent of the total, water source emissions at approximately 3 percent of the total emissions, and area source emissions at less than 1 percent of the total. As shown in Table 4.8.A, the proposed project would generate approximately 1,901.2 metric tons of CO₂e annually. CalEEMod output sheets are included in Appendix A.

Table 4.8.A: Operational Greenhouse Gas Emissions

Emissions Category	Operational Emissions (Metric Tons per Year)				
	CO ₂	CH ₄	N ₂ O	CO ₂ e	Percent of Total
Mobile Source	1,605.0	0.1	0.1	1,636.0	86
Area Source	1.9	<0.1	<0.1	1.9	<1
Energy Source	106.0	<0.1	<0.1	108.0	6
Water Source	18.7	1.4	<0.1	62.1	3
Waste Source	26.6	2.7	0.0	93.2	5
Total Operational				1,901.2	100.0

Source: Compiled by LSA (May 2023).

Note = Some values may not appear to add up correctly due to rounding.

CH₄ = methane

CO₂e = carbon dioxide equivalent

CO₂ = carbon dioxide

N₂O = nitrous oxide

As discussed above, the significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds or consistency with a regional GHG reduction plan (such as a Climate Action Plan). Neither the City of Tracy, nor the SJVAPCD has developed or adopted numeric GHG significance thresholds. Therefore, the proposed project was evaluated for consistency with the BAAQMD’s GHG thresholds. The BAAQMD adopted the Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans³⁵ document which identifies applicable GHG significance thresholds, which would be applicable for the proposed project. These thresholds evaluate a project based on its effect on achieving California’s long-term climate goal of carbon neutrality by 2045. Based on this research, the BAAQMD has determined that new land use development projects must incorporate specified design elements to contribute the “fair share” towards implementation of the goal of carbon neutrality by 2045. If a project is designed and built to incorporate the identified design elements, then it would contribute its portion of what is necessary to achieve California’s long-term climate goals—its “fair share”—and an agency reviewing the project under CEQA can conclude that the project would not make a cumulatively considerable contribution to global climate change. The document concludes that if a project does not incorporate these design elements, then it should be found to result in a significant climate impact because it would hinder California’s efforts to address climate change. A project would have a less than significant impact related to GHG emissions if it would:

- a. Include, at a minimum, the following project design elements:

³⁵ Bay Area Air Quality Management District (BAAQMD). 2022. op. cit.

1. Buildings

- a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
- b. The project will not result in any wasteful, inefficient, or unnecessary electrical usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.

2. Transportation

- a. Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's *Technical Advisory on Evaluating Transportation Impacts in CEQA*:
 1. Residential projects: 15 percent below the existing VMT per capita
 2. Office projects: 15 percent below the existing VMT per employee
 3. Retail projects: no net increase in existing VMT
 - b. Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.
- b. Or be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).

Therefore, this section evaluates the proposed project's consistency with these project design elements.

Natural Gas Usage. A less than significant GHG impact would occur if the project does not include natural gas appliances or natural gas plumbing. Electricity and gas service is currently provided to the project site by Pacific Gas & Electric Company (PG&E). The proposed project would not include the use of natural gas. Therefore, the proposed project would be consistent with this design element.

Energy Usage. The project must not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under Section 21100(b)(3) and Section 15126.2(b) of the *State CEQA Guidelines*. Energy use consumed by the proposed project would be associated with fuel used for vehicle trips associated with the project. Energy consumption was estimated for the project using default energy intensities by land use type in the CalEEMod output, which is included in Appendix A.

As discussed in Section 4.6, Energy, the proposed project would be designed to Gold LEED Standards, which would reduce energy usage associated with the project by implementing best practices for

energy use, water use, indoor environmental quality, material selection, and site and location within the surrounding community. In addition, the proposed project would maximize sustainable approaches, such as the implementation of ZNC, solar energy and/or battery storage. The proposed project would be constructed using energy efficient modern building materials and construction practices, and the proposed project would also use new modern appliances and equipment, in accordance with the Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608). The proposed project would also be constructed to meet the 2022 Title 24 standards. Therefore, based on the nature of the proposed project and the building design features, the proposed project would not be expected to generate energy emissions during operation of the proposed project.

In addition, the proposed project would result in energy usage associated with gasoline to fuel project-related trips. As discussed in Section 4.6, Energy, vehicle trips associated with the proposed project would result in the consumption of approximately 144,646 gallons of gasoline per year and approximately 104,593 gallons of diesel fuel per year. Based on fuel consumption obtained from EMFAC2021, approximately 92 million gallons of diesel and approximately 286 million gallons of gasoline will be consumed from vehicle trips in San Joaquin County in 2023. Therefore, gasoline and diesel fuel demand generated by vehicle trips associated with the proposed project would increase the annual fuel use in San Joaquin County by approximately 0.05 percent for gasoline fuel usage and 0.1 percent for diesel fuel usage. Fuel consumption associated with vehicle trips generated by project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region.

As such, based on this analysis, as required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the *State CEQA Guidelines*, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy and energy efficiency measures into the building design, equipment use, and transportation. As such, the proposed project would be consistent with this design element.

Vehicle Miles Traveled. To meet the BAAQMD's VMT threshold, the project must achieve a reduction in project generated VMT below the regional average consistent with the current version of the California Climate Change Scoping Plan or meet a locally adopted SB 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA. As discussed in Section 4.17, Transportation, the proposed project would have a less-than-significant VMT impact. As such, the proposed project would be consistent with this design element.

Electric Vehicle Requirements. This criterion requires that the project achieve compliance with off-street electric vehicle requirements in the most recently adopted version of the California Green Building Standards Code (CALGreen) Tier 2 measures. It is not yet known whether the proposed project would include electric vehicle charging; therefore, implementation of Mitigation Measure GHG-1 would be required to ensure the proposed project would provide electric vehicle charging.

Mitigation Measure GHG-1 In order to meet the Bay Area Air Quality Management District (BAAQMD) greenhouse gas (GHG) threshold requirements, the proposed project shall provide electric vehicle charging capabilities

consistent with the most recently adopted version of the California Green Building Standards Code (CALGreen) Tier 2 measures.

With implementation of Mitigation Measure GHG-1, the proposed project would be consistent with the project design elements that would achieve California's long-term climate goals. As such, the proposed project would not generate significant GHG emissions that would have a significant effect on the environment, and this impact would be less than significant with mitigation incorporated.

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Less Than Significant Impact)

The SJVAPCD has adopted a Climate Change Action Plan (CCAP), which includes suggested best performance standards (BPS) for proposed development projects. However, the SJVAPCD's CCAP was adopted in 2009 and was prepared based on the State's 2020 GHG targets, which are now superseded by State policies (i.e., the 2019 California Green Building Code) and the 2030 GHG targets, established in SB 32. As such, the proposed project was analyzed for consistency with the goals of the 2022 Scoping Plan. The following discussion evaluates the proposed project according to the goals of the 2022 Scoping Plan, Executive Order (EO) B-30-15, SB 32, and Assembly Bill (AB) 197.

EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. CARB released a second update to the Scoping Plan, the 2017 Scoping Plan,³⁶ to reflect the 2030 target set by EO B-30-15 and codified by SB 32. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. SB 32 builds on AB 32 and keeps us on the path toward achieving the State's 2050 objective of reducing emissions to 80 percent below 1990 levels. The companion bill to SB 32, AB 197, provides additional direction to the CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

In addition, the 2022 Scoping Plan assesses progress toward the statutory 2030 target, while laying out a path to achieving carbon neutrality set by AB 1279 no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan states that in almost all sectors, electrification will play an important role. The 2022 Scoping Plan evaluates clean energy and technology options and the transition away from fossil fuels, including adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply. As discussed in the 2022 Scoping Plan, EO N-79-20 requires that all new

³⁶ California Air Resources Board (CARB). 2017. *California's 2017 Climate Change Scoping Plan*. November.

passenger vehicles sold in California will be zero-emission by 2035, and all other fleets will have transitioned to zero-emissions as fully possible by 2045, which will reduce the percentage of fossil fuel combustion vehicles.

Energy efficient measures are intended to maximize energy efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. As mentioned above, the proposed project would be designed to Gold LEED Standards and would implement ZNC, solar energy and/or battery storage. In addition, the proposed project would also comply with the CALGreen Code, regarding energy conservation and green building standards. Therefore, the proposed project would comply with applicable energy measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. As noted above, the project would comply with the CALGreen Code, which includes a variety of different measures, including the reduction of wastewater and water use. The proposed project would be required to comply with the California Model Water Efficient Landscape Ordinance. In addition, the proposed project would also include drought tolerant landscape and implement drip irrigation systems. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. Specific regional emission targets for transportation emissions would not directly apply to the proposed project. The second phase of Pavley standards will reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025, resulting in a 3 percent decrease in average vehicle emissions for all vehicles by 2020. Vehicles traveling to the project site would comply with the Pavley II (LEV III) Advanced Clean Cars Program. Therefore, the proposed project would not conflict with the identified transportation and motor vehicle measures. Therefore, the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the GHG emissions. This impact would be less than significant.

4.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Less Than Significant Impact)

Small quantities of commercially available hazardous materials (e.g., paint, cleaning supplies) would be routinely used at the project site and in the new community center during operation. However, the City would be required to comply with existing government regulations³⁷ regarding the use of such materials and their disposal, and those materials would not be used in sufficient strength or quantity to create a substantial risk to human or environmental health. Therefore, the proposed project would have a less-than-significant impact related to the routine transport, use, or disposal of hazardous materials.

³⁷ The United States Environmental Protection Agency regulates “small-quantity generators” (SQGs) of hazardous wastes, which are defined as facilities that generate more than 100 kg (approximately 220 lbs), but less than 1,000 kg (2,200 lbs), of hazardous waste per month.

b. Would the project 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? (Less Than Significant Impact)

As described above, small quantities of common hazardous materials would be used at the project site during construction and operation of the proposed project. Improper use, storage, or handling could result in a release of hazardous materials into the environment that could pose a risk to construction workers and the public. However, the City would be required to comply with existing government regulations regarding the use and disposal of those materials, and such materials would not be used in sufficient strength or quantity to create a substantial risk to human or environmental health.

Construction of the proposed project would involve the transport, use, and disposal of chemical agents, solvents, paints, fuel and oil for construction equipment, and other hazardous materials that are commonly associated with construction activities. The routine handling and use of hazardous materials by construction workers would be performed in accordance with Occupational Safety and Health Administration (OSHA) regulations, which include training requirements for construction workers and a requirement that hazardous materials be accompanied by manufacturers' Safety Data Sheets (SDSs). California Occupational Safety and Health Administration (Cal/OSHA) regulations include requirements for protective clothing, training, and limits on exposure to hazardous materials. Compliance with these existing regulations would ensure that construction workers are protected from exposure to hazardous materials that may be used on site.

Because the proposed project would result in soil disturbance greater than 1 acre, management of hazardous materials during construction activities would be subject to the requirements of the Stormwater Construction General Permit, which requires preparation and implementation of an SWPPP that includes hazardous materials storage requirements. For example, construction site operators must store chemicals in watertight containers (with appropriate secondary containment to prevent any spillage or leakage) or in a storage shed that is completely enclosed.

In 1990 and 1994, the federal Hazardous Material Transportation Act was amended to improve the protection of life, property, and the environment from the inherent risks of transporting hazardous material in all major modes of commerce. The Department of Transportation (DOT) developed hazardous materials regulations that govern the classification, packaging, communication, transportation, and handling of hazardous materials as well as employee training and incident reporting. The transportation of hazardous materials is subject to both federal Resource Conservation and Recovery Act (RCRA) and DOT regulations. The California Highway Patrol, California Department of Transportation (Caltrans), and the Department of Toxic Substances Control (DTSC) are responsible for enforcing federal and State regulations pertaining to the transportation of hazardous materials.

The proposed project would comply with existing government regulations (federal, State, regional, and local) regarding the transport, use, and disposal of hazardous materials. Therefore, the proposed project would have a less-than-significant impact related to the potential release of hazardous materials commonly associated with construction activities into the environment.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Less Than Significant Impact)

Schools nearest the project site include North Elementary School (2875 Holly Drive), which borders the project site to the east; Millennium Charter School (51 East Beverly Place), which is approximately 0.6 mile southeast of the project site; and Monte Vista Middle School (751 West Lowell Avenue), which is approximately 0.5 mile southwest of the project site. The City would be required to comply with all applicable local, State, and federal regulations and standards related to hazardous emissions and materials. As noted above, compliance with all applicable regulations would reduce any significant hazards to the public or the environment related to hazardous materials, and the proposed project would have a less-than-significant impact.

d. Would the project 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? (Less Than Significant Impact)

The project site does not include any active storage sites listed on the State Water Resources Control Board (SWRCB) Leaking Underground Storage Tanks (LUST) database or the SWRCB's site cleanup program database,³⁸ which are two of the component databases that comprise the Cal/EPA Hazardous Waste and Substances Sites List (Cortese List) of known hazardous materials compiled pursuant to Government Code Section 65962.5. Active sites are not listed for the project on other components of the Cortese List, including the DTSC hazardous waste and substance list.³⁹ Therefore, no impacts associated with locating a project on a site included on a list of hazardous materials is expected to occur.

The project site and a 0.5-mile radius around the project site were reviewed via the State Water Resources Control Board (SWRCB) GeoTracker database,⁴⁰ the DTSC EnviroStor database,⁴¹ and the Cortese List⁴² for the purposes of identifying recognized environmental conditions or historical recognized environmental conditions. A total of 13 properties with recognized environmental conditions or historical recognized environmental conditions were identified within 1 mile of the project site, as detailed in Table 4.9.A.

³⁸ State Water Resources Control Board (SWRCB). 2023. GeoTracker. Website: <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=301+West+Grant+Line+Road> (accessed May 15, 2023).

³⁹ State of California, Department of Toxic Substances Control (DTSC). 2023a. Hazardous Waste and Substances Site List (Cortese). Website: https://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=CSIT ES,FUDS&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29 (accessed May 15, 2023).

⁴⁰ State Water Resources Control Board (SWRCB). 2023. op. cit.

⁴¹ State of California, Department of Toxic Substances Control (DTSC). 2023b. EnviroStar Database. Website: <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=301+West+Grant+Line+Road%2C+Tracy%2C+CA> (accessed January 24, 2023).

⁴² State of California, Department of Toxic Substances Control (DTSC). 2023a. op. cit.

Table 4.9.A: Hazardous Materials Database Search

Property	Historical Recognized Environmental Condition	Location Relative to the Project Site	Status of the Property
7-11 at 455 West Grant Line Road	LUST – Contamination of groundwater used for drinking water supply.	Approximately 910 feet southwest	Completed – Case closed as of 9/23/99.
California Highway Patrol at 385 West Grant Line Road	LUST – Contamination of groundwater used for drinking water supply.	Approximately 700 feet southwest	Completed – Case closed as of 1/30/2006.
Chevron #9-8632 at 575 West Grant Line Road	LUST – Contamination of groundwater used for drinking water supply	Approximately 1,350 feet southwest	Completed – Case closed as of 3/19/2019.
Food & Liquor located at 15 East Grant Line Road	LUST – Contamination of groundwater used for drinking water supply	Approximately 1,270 feet southeast	Completed – Case closed as of 1/27/2014.
Former BP 11194 located at 2375 North Tracy Boulevard	LUST – Contamination of groundwater used for drinking water supply	Approximately 1,270 feet southwest	Completed – Case closed as of 3/20/2013.
Jordan, WT at 298 West Grant Line Road	LUST – Contamination of groundwater used for drinking water supply	Approximately 560 feet south	Completed – Case closed as of 1/6/2000.
Palladin Mileage Center at 2421 Holly Drive	LUST – Contamination of groundwater used for drinking water supply	Approximately 1,275 feet southeast	Completed – Case closed as of 8/27/2002.
Quality Meats at 301 West Grant Line Road	LUST – Contamination of soil	Approximately 500 feet south	Completed – Case closed as of 9/26/1991.
Steve’s Rentals at 275 East Grant Line Road	LUST – Contamination of soil	Approximately 2,600 feet southeast	Completed – Case closed as of 11/19/1997.
Tosco c/o ConocoPhillips at 2375 Tracy Boulevard	LUST – Contamination of groundwater used for drinking water supply	Approximately 2,600 feet southeast	Completed – Case closed as of 3/20/2013.
Unocal at 574 West Grant Line Road	LUST – Contamination of groundwater used for drinking water supply	Approximately 1,423 feet southwest.	Completed – Case closed as of 12/22/2011.
Wheel Country at 474 West Grant Line Road	LUST – Contamination of soil	Approximately 1,000 feet southwest	Completed – Case closed as of 7/8/1997.

Source 1: State Water Resources Control Board, 2023. op. cit.

Source 2: California Department of Toxic Substances Control, 2023a. op. cit.

Source 3: California Department of Toxic Substances, 2023b. op. cit.

LUST = Leaking Underground Storage Tank

REC = Recognized Environmental Condition

As shown in Table 4.9.A, the status of listed sites within 1 mile of the project site is closed. A closed site indicates that regulatory requirements for response actions (e.g., site assessment and remediation) have either been completed or were not necessary; therefore, potential migration of residual contaminants in groundwater beneath the project site does not likely pose a risk to human health and the environment. This impact would be less than significant.

- e. *Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 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? (Less Than Significant Impact)*

The project site is not located within an Airport Land Use Plan, or within 2 miles of a public airport or public use airport. The Tracy Municipal Airport, located approximately 4.5 miles to the south, is the closest airport to the project site. The airport overflight and approach zones do not cross the project site, nor are there any airport-related land use or height restrictions that apply to the project site. The proposed project would include development of a new recreation center and renovation of the existing public park. The proposed project would not increase residential density, would not be an incompatible land use, would not increase the height such that it would create a hazard or obstruction, and would not result in the addition of a characteristic that would create a hazard to air navigation. Therefore, the proposed project would have a less-than-significant impact related to airport safety hazards.

- f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Less Than Significant Impact)*

The San Joaquin County Office of Emergency Services (OES) coordinates county-wide emergency response efforts, including the preparation and implementation of the Alameda County Emergency Operations Plan (EOP)⁴³ and the *San Joaquin County Local Hazard Mitigation Plan*.⁴⁴ The City of Tracy also has an adopted Local Hazard Mitigation Plan. None of these plans identify specific evacuation routes within the City or the County.

The proposed project would be consistent with the policies outlined in the City of Tracy General Plan Safety Element. The proposed project would not alter or block adjacent roadways, and implementation of the proposed project would not be expected to impair the function of nearby emergency evacuation routes. In addition, operation of the proposed project would not cause permanent alterations to vehicle circulation routes and patterns or impede public access or travel upon public rights-of-way. Prior to approval of final maps and improvement plans for any development project within Tracy, plan review and approval by the South San Joaquin Fire Authority is required. Internal roadways and ingress/egress points would be required to meet State and local standards regarding turning radius, road width, and emergency vehicle access. Therefore, potential impacts to an adopted emergency response plan or emergency evacuation plan would be less than significant.

⁴³ County of San Joaquin. 2022. *County of San Joaquin Emergency Operations Plan*. February 17. Website: https://www.sjgov.org/docs/default-source/office-of-emergency-services-documents/emergency-plans/2022-sjc-emergency-operations-plan.pdf?sfvrsn=6fdd3c17_3 (accessed May 2023).

⁴⁴ County of San Joaquin County. 2023. *San Joaquin County Local Hazard Mitigation Plan*. April. Website: https://www.sjgov.org/docs/default-source/covid-19/2023-lhmp-final-.pdf?Status=Master&sfvrsn=62a3c44d_3 (accessed May 2023).

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (Less Than Significant Impact)

According to the California Department of Forestry and Fire Protection (CAL FIRE), the project site is within a Local Responsibility Area (LRA), meaning the local government is financially responsible for wildland fire protection, but the project site is not considered to be within a Very High Fire Hazard Severity Zone (VHFHSZ).⁴⁵

Construction of the proposed project would involve the use of some flammable materials such as gasoline, diesel fuel, hydraulic oils, paints, solvents, or other wastes. During construction, there would be increased human activity and ignition sources, including equipment that could create spark, be a source of heat, or leak flammable materials on the project site. However, all construction equipment is required to have fire suppression equipment (such as a fire extinguisher) on board or at the work site, secondary containment would be required for fuel-powered equipment, and a spill kit would be required to be kept on site during construction for use in case of any leaks or spills of flammable materials. These existing requirements would reduce the potential exacerbation of wildfire risks related to construction activities.

The operation of the proposed project would be similar to existing conditions on the site. The proposed project would be subject to the design standards and guidelines as outlined in the City of Tracy Municipal Code and would undergo development review to ensure that proposed structures conform with all applicable regulations.

The proposed project would also be subject to requirements in Section 13000 et seq. of the California Health and Safety Code, the CBC, and the California State Fire Code, which include regulations concerning the following: building standards for fire protection; fire protection and notification systems such as extinguishers and smoke alarms; safety for firefighters and emergency responders during emergency operations; minimum standards for hazardous vegetation and fuel management, defensible space, and building construction; and minimum standards for emergency access and water supply for fire response.

Compliance with these existing regulatory requirements would ensure that the proposed project would not exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.

⁴⁵ California Department of Forestry and Fire Protection (CAL FIRE). 2023. Fire Hazard Severity Zone (FHSZ) Viewer. Website <https://egis.fire.ca.gov/FHSZ/> (accessed May 2023).

4.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? (Less Than Significant Impact)

The SWRCB and nine RWQCBs regulate water quality of surface water and groundwater bodies throughout California. In San Joaquin County, including the project site, the Central Valley RWQCB is responsible for implementation of the Water Quality Control Plan (Basin Plan). The Basin Plan establishes beneficial water uses and water quality objectives for waterways and water bodies within the region. Section 303(d) of the federal Clean Water Act (CWA) requires that states identify water bodies (including bays, rivers, streams, creeks, and coastal areas) that do not meet water quality standards as well as the pollutants that are causing the impairment. Total Maximum Daily Loads (TMDLs) describe the maximum amount of a pollutant that a water body can receive while still meeting established water quality standards. A TMDL establishes limits for pollutant discharges into impaired water bodies. Stormwater from the project site ultimately discharges to Old River.⁴⁶ Sections 303(d) and 305(b) of the SWRCB Surface Water Quality Assessment 2020-2022 Integrated

⁴⁶ City of Tracy. 2005. *City of Tracy General Plan Draft Environmental Impact Report*. October 4.

Report for Clean Water Act lists Old River as impaired for indicator bacteria, manganese, dissolved oxygen, specific conductivity, chlorpyrifos, and total dissolved solids.⁴⁷

Runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the federal CWA). The NPDES Program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES Program is administered by the Central Valley Regional Water Quality Control Board (Water Board). According to the water quality control plans of the Water Board, any construction activities, including grading, that would result in the disturbance of 1 acre or more would require compliance with the SWRCB's Construction General Permit,⁴⁸ which requires preparation of an SWPPP and implementation of Construction BMPs during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs, which are designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. The project site is approximately 13.9 acres and, as such, would be required to comply with the Construction General Permit.

The proposed project would be subject to the Water Board Phase II Small Municipal Separate Storm Sewer System (MS4) Permit (Phase II MS4 Permit), implemented in February 2013 by Order 2013-0001-DWQ.⁴⁹ Provision E.12 of the Phase II MS4 Permit requires all projects that create and/or replace 5,000 square feet or more of impervious surface (Regulated Projects) to implement measures for site design, source control, runoff reduction, stormwater treatment, and baseline hydromodification management. Consistent with Provision E.12 and the *Multi-Agency Post-Construction Stormwater Standards Manual*,⁵⁰ the preparation and submittal of a Project Stormwater Plan would be required for the project site. The purpose of a Project Stormwater Plan is to detail the design elements and implementation measures necessary to meet the post-construction stormwater control requirements of the Phase II MS4. In particular, the Project Stormwater Plan must include Low Impact Development (LID) design measures, which reduce water quality impacts by preserving and recreating natural landscape features, minimizing imperviousness, and using stormwater as a resource rather than a waste product.

Construction. The proposed project includes the renovation of an existing City park and development of a new recreation center with associated landscaping and parking improvements. Construction of the proposed project would result in the disturbance of approximately 13 acres of

⁴⁷ State Water Resources Control Board (SWRCB). 2023. *2020-2022 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report)*. Website: https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2020_2022_integrated_report.html (accessed May 6, 2023).

⁴⁸ State Water Resources Control Board (SWRCB), Division of Water Quality. 2022. op. cit.

⁴⁹ State Water Resources Control Board (SWRCB). 2019. Small MS4 General Permit WQ Order 2013-0001-DWQ as amended by Orders WQ 2015-0133-EXEC, WQ 2016-0069-EXEC, WQ 2018-0001-EXEC, and WQ 2018-0007-EXEC. January 1. Website: https://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/remediated_phase2ms4permit_v2.pdf (accessed May 6, 2023).

⁵⁰ Larry Walker Associates. 2015. *Multi-Agency Post-Construction Stormwater Standards Manual*. June. Website: <https://www.cityoftracy.org/home/showpublisheddocument/3158/637522653643300000> (accessed May 6, 2023).

land. Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked, and they have the potential to be transported via stormwater runoff into receiving waters.

Because construction of the proposed project would disturb greater than 1 acre of soil, the project is subject to the requirements of the Construction General Permit, which requires preparation of an SWPPP and implementation of construction BMPs during construction activities. Construction BMPs would include but are not limited to Erosion Control and Sediment Control BMPs, which are designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. BMP implementation shall be consistent with the BMP requirements in the most recent version of the California Stormwater Quality Association (CASQA) *Stormwater Best Management Handbook: Construction*. The SWPPP would also include a construction site monitoring program that identifies requirements for dry weather visual observations of pollutants at all discharge locations and, as appropriate (depending on the Risk Level), sampling of the site effluent and receiving waters. A Qualified SWPPP Practitioner will be responsible for implementing the BMPs at the site and performing all required monitoring and inspection/maintenance/repair activities.

Additionally, the preparation and implementation of erosion and sediment control plans would be required per Chapter 11.34 of the City of Tracy Municipal Code, which would include measures to prevent increased discharge of sediment at all stages of grading and development from initial disturbance of the ground to project completion and detailed cross-referencing to each element of the SWPPP, including the planned BMPs and descriptions of the required monitoring programs. Erosion and sediment control plans shall include an effective revegetation program to stabilize all disturbed areas that will not be otherwise protected.

Construction of the proposed project would require excavation for utility lines, storm drains, shade structures, playground equipment footings, and bioretention basins. Therefore, dewatering of groundwater may be required during construction activities involving excavation. Release of dewatered groundwater to surface waters can introduce total dissolved solids and other constituents to surface waters and could cause degradation of the receiving water quality. In the event that groundwater is encountered during construction and groundwater dewatering is necessary, any groundwater dewatering during excavation would be conducted in accordance with the requirements of the Construction General Permit, which allows the discharge of dewatering effluent if the source of the water is uncontaminated groundwater and is properly filtered or treated using appropriate technology.

Adherence with the Construction General Permit (including implementation of the required SWPPP, Construction BMPs, and dewatering requirements) as well as compliance with the City of Tracy Municipal Code, which includes preparation of erosion and sediment control plans, would ensure

construction impacts related to surface water quality standards, waste discharge requirements, and surface water quality would be less than significant.

Operation. Pollutants of concern from long-term operations include pathogens (bacteria/viruses), metals, nutrients, motor vehicle lubricants, toxic organic compounds, pesticides/herbicides, sediments/total suspended solids, trash and debris, and oil and grease. The City of Tracy is under the purview of the Phase II MS4 Permit. Therefore, the proposed project would be subject to the requirements of Provision E.12 of the Phase II MS4 Permit because the project would develop more than 5,000 square feet of impervious surfaces. In compliance with Provision E.12 of the Phase II MS4 Permit, the City would be required to prepare and implement a Stormwater Plan. The Stormwater Plan would act as the overall program document designed to provide measures to mitigate potential water quality impacts associated with the operation of the proposed project. The Project Stormwater Plan will be prepared in accordance with the requirements and guidelines set forth in the *Multi-Agency Post-Construction Stormwater Standards Manual*.⁵¹

The proposed project would include bioretention basins and modular wetlands that would be used for stormwater control, infiltration, and treatment to reduce pollutants of concern in stormwater prior to release into the storm drain system. Therefore, compliance with the requirements of the Phase II MS4 Permit and City of Tracy Municipal Code would ensure that operational impacts to water quality would be less than significant.

Overall, because the proposed project would be required to comply with existing regulations, including the Construction General Permit, Phase II MS4 Permit, and City of Tracy Municipal Code requirements, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Impacts would be less than significant.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (Less Than Significant Impact)

The City of Tracy overlies the Tracy Subbasin of the San Joaquin Valley Groundwater Basin. The Tracy Subbasin covers an area of approximately 373 square miles.

Temporary dewatering from isolated areas of deeper excavation may be necessary during construction. However, such dewatering would be localized and temporary and would not result in the lowering of surrounding groundwater levels. Water supply to the proposed project would be provided by the City of Tracy water system, which is supplied from both surface and groundwater sources.⁵² Although a portion of the City's water supply comes from groundwater, approximately 6 percent of the City's water supply was from local groundwater supply wells during 2020.⁵³ Because

⁵¹ Larry Walker Associates. 2015. *Multi-Agency Post-Construction Stormwater Standards Manual*. June. Website: <https://www.cityoftracy.org/home/showpublisheddocument/3158/637522653643300000> (accessed May 6, 2023).

⁵² City of Tracy. 2021. *City of Tracy Urban Water Management Plan 2020*. June.

⁵³ Ibid.

such a limited portion of the City's municipal water supply comes from groundwater, water use during operation of the proposed project would not affect groundwater.

Development of the proposed project would result in an increase in impervious surfaces on the project site, which could reduce groundwater recharge compared to existing conditions. However, in compliance with the Phase II MS4 Permit and City of Tracy Municipal Code, the proposed project would include bioretention basins and modular wetlands that would be used for stormwater control, infiltration, and treatment. Due to the incorporation of bioretention basins and modular wetlands and the implementation of LID techniques as required by the Phase II MS4 Permit and City of Tracy Municipal Code, the proposed project would not result in a significant decrease in groundwater recharge that would result in a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, the proposed project would not interfere with groundwater recharge.

For the reasons listed above, impacts related to the decrease of groundwater supplies or interference with groundwater recharge would be less than significant.

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:

i. Result in substantial erosion or siltation on- or off-site? (Less Than Significant Impact)

During construction activities, more than 1 acre of soil would be disturbed. Soil would be exposed and drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. Compliance with the Construction General Permit requires the preparation of an SWPPP to identify construction BMPs to be implemented as part of the proposed project to reduce impacts on water quality during construction, including those impacts associated with soil erosion and siltation. Additionally, the preparation and implementation of erosion and sediment control plans would be required per Chapter 11.34 of the City of Tracy Municipal Code, which would include measures to prevent increased discharge of sediment at all stages of grading and development from initial disturbance of the ground to project completion. With compliance with the requirements in the Construction General Permit, City of Tracy Municipal Code, and implementation of construction BMPs, construction impacts related to on- or off-site erosion or siltation would be less than significant.

After the completion of project construction, operation of the proposed project would result in an increase in impervious surfaces on the project site that would result in a net increase in stormwater runoff that can lead to downstream erosion in receiving waters. However, as discussed above, the bioretention basins and modular wetlands included in the project's design in compliance with the Phase II MS4 Permit would be used for stormwater control, infiltration, and treatment. Due to the incorporation of bioretention basins and modular wetlands and the implementation of LID techniques as required by the Phase II MS4 Permit and City of Tracy Municipal Code, operational impacts related to on- or off-site erosion or siltation would be less than significant.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite? (Less Than Significant Impact)

Development of the proposed project would result in an increase in impervious surfaces on the project site that could have the potential to increase the volume and rate of stormwater runoff discharged from the project site. However, as previously discussed, the bioretention basins and modular wetlands included in the project's design in compliance with the Phase II MS4 Permit would be used for stormwater control, infiltration, and treatment. The proposed drainage facilities and BMPs needed to accommodate stormwater runoff would be appropriately sized so that on-site flooding would not occur. Therefore, due to the implementation of LID techniques as required by the Phase II MS4 Permit and City of Tracy Municipal Code, the proposed project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site. Impacts would be less than significant.

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? (Less Than Significant Impact)

The proposed storm drainage infrastructure would discharge into an existing underground storm drain at the northeastern edge of the project site. Stormwater treatment is proposed using a combination of bioretention basins and modular wetlands. The number of drainage management areas would be determined as part of the final design. The bioretention basins would be vegetated with a layer of special soil and a layer of permeable rock. Overflow would be discharged from the stormwater treatment areas to the on-site storm drain system, which would connect to an existing 12-inch-diameter storm drain pipe at the northeast corner of the site.

The proposed project would be required to comply with the Phase II MS4 Permit and City of Tracy Municipal Code and would include the incorporation of LID design features. The proposed drainage facilities and BMPs needed to accommodate stormwater runoff would be appropriately sized such that drainage facility capacity would not be exceeded during a design storm. Therefore, the proposed project would not result in an exceedance of planned or existing stormwater drainage systems, and impacts would be less than significant.

As discussed in Section 4.10.a, pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals, and each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. Drainage patterns would be temporarily altered during grading and other construction activities, and construction-related pollutants could be spilled, leaked, or transported via storm runoff into adjacent drainages and downstream receiving waters. However, as previously discussed, the proposed project would be required to comply with the requirements set forth by the Construction General Permit and SWPPP, which would specify BMPs to be implemented to control the discharge of pollutants in stormwater runoff as a result of construction activities. Additionally, the preparation and implementation of erosion and sediment control plans would be required per Chapter 11.34 of the City of Tracy Municipal Code, which would include measures to prevent increased discharge of sediment at all stages of grading and development from initial disturbance of the ground to project completion. With compliance with the requirements in the Construction

General Permit, City of Tracy Municipal Code, and implementation of construction BMPs, construction impacts related to on- or off-site erosion or siltation would be less than significant.

Expected pollutants of concern from long-term operations include pathogens (bacteria/viruses), metals, nutrients, motor vehicle lubricants, coolants, disc brake dust, toxic organic compounds, pesticides/herbicides, sediments/total suspended solids, trash and debris, and oil and grease. As previously discussed, compliance with the Phase II MS4 Permit and City of Tracy Municipal Code and the implementation of LID techniques would ensure that the proposed project would not discharge substantial sources of polluted runoff from the project site. Operation-related impacts would be less than significant.

iv. Impede or redirect flood flows? (No Impact)

The project site is not located within a Federal Emergency Management Agency (FEMA) designated 100-year or 500-year floodplain.⁵⁴ According to FEMA Flood Insurance Rate Map (FIRM) No. 06077C0595F, the project site is located within Zone X, which is defined as an area of minimal flood hazard.⁵⁵ Because the proposed project would not place improvements and structures directly within a 100-year floodplain, the project would not impede or redirect flood flows, and there would be no impact.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? (No Impact)

The project site is not located within a FEMA-designated 100-year or 500-year floodplain.⁵⁶ According to FEMA FIRM No. 06001C0278G, the project site is located within Zone X, which is defined as an area of minimal flood hazard.⁵⁷ The project site is not located in an area mapped by the California Emergency Management Agency as being potentially inundated by a tsunami.⁵⁸ Seiches are waves that are created in an enclosed body of water such as a bay, lake, or harbor and go up and down or oscillate and do not progress forward like standard ocean waves. The nearest enclosed water bodies are the Clifton Court Forebay (approximately 8.87 miles northwest of the project site) and Oakwood Lake (approximately 6.5 miles east of the project site). Due to the distance between Oakwood Lake and the project site, the project site would not be inundated in the event of a seiche. Therefore, there would be no impacts related to the release of pollutants in the event of inundation due to flood hazard, tsunamis, or seiches.

⁵⁴ Federal Emergency Management Agency (FEMA). 2009. Flood Insurance Rate Map (FIRM) No. 06001C0278G, effective October 16. Website: <https://msc.fema.gov/portal/search?AddressQuery=301%20WEst%20Grant%20Lie%20Road%2C%20Tracy%2C%20Ca#searchresultsanchor> (accessed May 6, 2023).

⁵⁵ Ibid.

⁵⁶ Ibid.

⁵⁷ Ibid.

⁵⁸ California Department of Conservation (DOC). 2023. *California Tsunami Maps*. Website: <https://www.conservation.ca.gov/cgs/tsunami/maps> (accessed May 6, 2023).

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Less Than Significant Impact)

In San Joaquin County, including the project site, the Water Board is responsible for implementation of the Basin Plan, which establishes beneficial water uses for waterways and water bodies within the region. As previously discussed, the proposed project would comply with existing NPDES permit requirements, including the Construction General Permit and Phase II MS4 Permit, and would implement construction and operational BMPs to reduce pollutants of concern in stormwater runoff. Compliance with these regulatory requirements would ensure that the proposed project would not degrade or alter water quality, thereby causing the receiving waters to exceed the water quality objectives or impair the beneficial use of receiving waters. As such, the proposed project would not result in water quality impacts that would conflict with the Basin Plan. Construction and operational impacts related to a conflict with the Basin Plan would be less than significant.

The project site is located within the Tracy Subbasin, a mapped Division of Water Rights (DWR) groundwater basin boundary. The Tracy Subbasin is designated as a medium priority basin under DWR's 2019 Phase 2 Basin Prioritization. As a DWR-designated medium priority basin, the Tracy Subbasin is subject to the requirements of the Sustainable Groundwater Management Act (SGMA). The City of Tracy, Byron-Bethany Irrigation District, Banta-Carbona Irrigation District, City of Lathrop, San Joaquin County, and Stewart Tract are the six Groundwater Sustainability Agencies (GSAs) formed in the Tracy Subbasin and are working cooperatively to develop a single Groundwater Sustainability Plan. Nevertheless, the proposed project would not interfere with groundwater recharge in the vicinity of the project site as discussed in Section 4.10.b. Therefore, the proposed project would not conflict with or obstruct the implementation of a sustainable groundwater management plan, and this impact would be less than significant.

4.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project physically divide an established community? (Less Than Significant Impact)

The physical division of an established community typically refers to the construction of a feature (e.g., an interstate highway or railroad tracks) or removal of a means of access (e.g., a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas. For instance, the construction of an interstate highway through an existing community may constrain travel from one side of the community to another; similarly, such construction may also impair travel to areas outside of the community.

The project site is an existing City park that is located in an urban area and surrounded by commercial, residential, and public uses. The proposed project would result in the development of a new recreation center, the renovation of the existing El Pescadero Park, and construction of associated parking and landscaping improvements. Access to the project site would be via the existing signalized intersection at West Grant Line Road and Parker Avenue and a new connection off Kavanagh Avenue. The proposed project would not result in the realignment, widening, or closure of any existing roads. Therefore, the proposed project would not result in the physical division of an established community or adversely affect the continuity of land uses in the vicinity, and this impact would be less than significant.

b. Would the project 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? (Less Than Significant Impact)

The project site is designated as Park on the City’s General Plan Land Use Map⁵⁹ and is within the LDR zoning district on the City’s Zoning Map.⁶⁰ Permitted uses established for the Park designation include: active playing fields, parks, and recreation facilities; urban parks and plazas; bicycle and walking trails; fountains; landscaped areas and corridors; natural open space and wildlife areas; and

⁵⁹ City of Tracy. 2011. City of Tracy General Plan Land Use Map. February 1.

⁶⁰ City of Tracy. n.d. City of Tracy GIS Viewer. Website: <https://www.cityoftracy.org/our-city/about-us/city-maps/gis-web-mapping-application> (accessed December 20, 2022).

water recharge and detention facilities. Permitted uses in the LDR zoning district include single-family dwellings, accessory dwelling units, crop and tree farming, public parks, and schools.⁶¹

Per *CEQA Guidelines*, policy conflicts do not, in and of themselves, constitute significant environmental impacts. Policy conflicts are considered to be environmental impacts only when they would result in direct physical impacts or where those conflicts relate to avoiding or mitigating environmental impacts. As such, associated physical environmental impacts are discussed in this Initial Study under specific topical sections.

The project site is located in an urban area in the City of Tracy, within San Joaquin County. It is surrounded by single- and multi-family residential uses, commercial uses and public facilities. The proposed project would renovate and improve an existing City park to include a new recreational center. The proposed project would remain consistent with surrounding land uses. Therefore, the project would not 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; impacts would be less than significant.

⁶¹ City of Tracy. 2023. City of Tracy Municipal Code, Chapter 10.08 Zoning Regulations. Website: https://library.municode.com/ca/tracy/codes/code_of_ordinances?nodeId=TIT10PLZO_CH10.08ZORE (accessed March 22, 2023).

4.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project 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? (No Impact)

Minerals are any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances including, but not limited to, coal, peat, and oil-bearing rock but excluding geothermal resources, natural gas, and petroleum. Rock, sand, gravel, and earth are also considered minerals by the Department of Conservation when extracted by surface mining operations. The project site is currently developed with an existing City park. It is not located in a designated mineral resource area. Therefore, the project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. No impact would occur.

b. Would the project 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? (No Impact)

Please refer to Section 4.12.a above. The proposed project would not result in the loss of availability of any known locally important mineral resource recovery site. Therefore, no impact related to the availability of mineral resources to a recovery site would occur.

4.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 2 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness; and similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is normally measured through the A-weighted sound level (dBA), and this scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements which better represent how humans are more sensitive to sound at night.

As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (L_{eq}) is the total sound energy of time varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} , the community noise equivalent level (CNEL), and the day-night average level (L_{dn}) based on A-weighted decibels (dBA). CNEL is the time varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale, but without the adjustment for events occurring during the evening relaxation hours. CNEL and L_{dn} are within one dBA of each other and are normally

exchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

A project would result in a significant noise effect if it would substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of applicable regulatory agencies, including, as appropriate, the City of Tracy.

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The project site is generally surrounded by residential uses. The closest sensitive receptors are the residences located west and southeast, approximately 10 feet from the project site boundary.

Existing noise sources at the project site are primarily associated with traffic on surrounding roadways, including Grant Line Road and West Kavanagh Avenue.

The City of Tracy General Plan addresses noise in the Noise Element. The Noise Element contains goals and policies for noise control and abatement in the City. The goals and policies contained in the Noise Element address noise in relation to land use planning, the noise environment, transportation noise, construction and industrial noise, population and housing noise, and public health and safety. General noise goals for Tracy aim to attain a healthier and quieter environment for all citizens while maintaining a reasonable level of economic progress and development.

The City has established land use compatibility guidelines for determining acceptable noise levels for specified land uses as shown in Table 4.13.A. The land use compatibility guidelines are intended to be an advisory resource when considering changes in land use and policies, such as zoning modifications. The Noise Element also limits noise generated by construction. Policy P4, under objective N-1.2, Control sources of excessive noise, states that all construction in the vicinity of noise sensitive land uses, such as residences, hospitals, or convalescent homes, shall be limited to daylight hours of 7:00 a.m. to 7:00 p.m. In addition, the following construction noise control measures shall be included as requirements at construction sites to minimize construction noise impacts:

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- Utilize “quiet” air compressors and other stationary noise sources where technology exists.

The City of Tracy addresses noise impacts in Article 9: Noise Control, of the Municipal Code. Article 9: Noise Control, establishes noise limits for the generation of sound within the City. The maximum noise levels vary based on the receiving land use type and the cumulative duration of noise. For residential districts, 55 dBA L_{eq} is the sound level limit.

Table 4.13.A: Community Noise Exposure L_{dn}

Land Use Category	Exterior Noise Exposure (L _{dn})					
	55	60	65	70	75	80
Single-Family Residential						
Multi-Family Residential, Hotels, and Motels		(a)				
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches						
Office Buildings, Business Commercial, and Professional						
Auditoriums, Concert Halls, Amphitheaters						

(a) Residential development sites exposed to noise levels exceeding 60 L_{dn} shall be analyzed following protocols in Appendix Chapter 12, Section 1208A, Sound Transmission Control, California Building Code.

Normally Acceptable

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements.

Conditionally Acceptable

Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

Unacceptable

New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

To assess existing noise levels, LSA conducted noise monitoring to establish the existing ambient noise environment at the project site. Four short-term (15-minute) and one long-term (24-hour) noise measurements were conducted at the project site from February 15, 2023 to February 16, 2023. Noise measurement data collected during the noise monitoring are summarized in Table 4.13.B. As shown in Table 4.13.B, the short-term noise measurements indicate that ambient noise in the project site vicinity ranges from approximately 51.6 dBA to 64.0 dBA L_{eq} . The long-term measurement resulted in a daily noise level of 65.5 dBA L_{dn} . Vehicle traffic on Grant Line Road and West Kavanagh Avenue was reported as the primary noise source. Noise measurement sheets are provided in Appendix B. Figure 4.13-1 shows the long-term noise monitoring locations.

Table 4.13.B: Short-Term Ambient Noise Monitoring Results, dBA

Location Number	Location Description	Start Time	L_{eq}/L_{dn}^a	L_{max}^b	L_{min}^c	Primary Noise Sources
ST-1	Northwest area of park, approximately 30 ft from W Kavanagh Avenue centerline.	2:14 p.m.	60.0	72.3	49.1	Traffic on Kavanagh Ave
ST-2	Northeast area of park, approximately 30 ft from W Kavanagh Avenue centerline.	2:31 p.m.	64.0	82.8	47.9	Traffic on Kavanagh Ave
ST-3	Southeast area of park, approximately 50 ft north of residence property line.	2:52 p.m.	51.6	59.6	47.7	Background traffic noise from Grant Line Rd
ST-4	South side of project near entrance, approximately 150 ft from Grant Line Road centerline.	3:10 p.m.	59.4	74.3	46.0	Traffic on Grant Line Rd
LT-1	West side of project on a fence west of parking lot, by the gate entrance for Tracy interfaith Ministries.	2:00 p.m.	57.4/ 65.5	68.4	49.5	Background traffic and parking lot activities

Source: LSA (2023).

- ^a L_{eq} represents the average of the sound energy occurring over the measurement time period for the short-term noise measurements. L_{dn} is the day-night average level, represents the 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 decibels to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
- ^b L_{max} is the highest sound level measured during the measurement time period.
- ^c L_{min} is the lowest sound level measured during the measurement time period.

Because the City does not have construction noise level limits, construction noise was assessed using criteria from the *Transit Noise and Vibration Impact Assessment Manual*.⁶² Table 4.13.C shows the FTA’s Detailed Analysis Construction Noise Criteria based on the composite noise levels per construction phase.

Table 4.13.C: Detailed Assessment Construction Noise Criteria

Land Use	Daytime 1-hour L_{eq} (dBA)
Residential	80
Commercial	85
Industrial	90

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

dBA = A-weighted decibels

L_{eq} = equivalent continuous sound level

Vibration standards included in the FTA Manual are used in this analysis for ground-borne vibration impacts on human annoyance. The criteria for environmental impact from ground-borne vibration and noise are based on the maximum levels for a single event. Table 4.13.D provides the criteria for assessing the potential for interference or annoyance from vibration levels in a building.

Table 4.13.D: Interpretation of Vibration Criteria for Detailed Analysis

Land Use	Max L_v (VdB) ¹	Description of Use
Workshop	90	Vibration that is distinctly felt. Appropriate for workshops and similar areas not as sensitive to vibration.
Office	84	Vibration that can be felt. Appropriate for offices and similar areas not as sensitive to vibration.
Residential Day	78	Vibration that is barely felt. Adequate for computer equipment and low-power optical microscopes (up to 20×).
Residential Night and Operating Rooms	72	Vibration is not felt, but ground-borne noise may be audible inside quiet rooms. Suitable for medium-power microscopes (100×) and other equipment of low sensitivity.

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

¹ As measured in 1/3-Octave bands of frequency over the frequency range 8 to 80 Hertz.

FTA = Federal Transit Administration

L_v = velocity in decibels

VdB = vibration velocity decibels

Max = maximum

Table 4.13.E lists the potential vibration building damage criteria associated with construction activities, as suggested in the FTA Manual. FTA guidelines show that a vibration level of up to 0.5 in/sec in PPV is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For non-engineered timber and masonry buildings, the construction building vibration damage criterion is 0.2 in/sec in PPV.

⁶² Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*. September.

Table 4.13.E: Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
Reinforced concrete, steel, or timber (no plaster)	0.50
Engineered concrete and masonry (no plaster)	0.30
Non-engineered timber and masonry buildings	0.20
Buildings extremely susceptible to vibration damage	0.12

Source: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).

FTA = Federal Transit Administration

PPV = peak particle velocity

in/sec = inch/inches per second

- a. *Would the project result in 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? (Less Than Significant with Mitigation Incorporated)*

Construction-Period Impacts. Construction of the proposed project could include construction activities that would result in a temporary increase in ambient noise levels in the project site vicinity. Maximum construction noise levels would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of noise impacts generally would be from one day to several days depending on the phase of construction. Consistent with CalEEMod assumptions, project construction would occur for approximately 24 months. The level and types of noise impacts that would occur during construction are described below.

Short-term noise impacts would occur during paving and site preparation activities. Table 4.13. lists maximum noise levels recommended for noise impact assessments for typical construction equipment, based on a distance of 50 feet between the equipment and a noise receptor. Construction-related short-term noise levels would be higher than existing ambient noise levels currently in the project area but would no longer occur once construction of the project is completed.

Two types of short-term noise impacts could occur during construction of the proposed project. The first type involves construction crew commutes and the transport of construction equipment and materials to the site for the proposed project, which would incrementally increase noise levels on roads leading to the site. As shown in Table 4.13., there would be a relatively high single-event noise exposure potential at a maximum level of 85 dBA L_{max} with trucks passing from 50 feet.

The second type of short-term noise impact is related to noise generated during site preparation, excavation, grading, and construction on the project site. Construction is performed in discrete steps, or phases, each with its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase.

Average maximum noise levels range up to 90 dBA L_{max} at 50 feet during the noisiest construction phases. The site preparation and grading phases, including excavation of the site, tend to generate the highest noise levels because earthmoving machinery is the noisiest construction equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.

As identified above, the project site is generally surrounded by residential uses. The closest sensitive receptors include the residences located southeast of the project site approximately 120 feet from the center of project site. The 120-foot distance would decrease the noise level by approximately 8 dBA compared to the noise level measured at 50 feet (88 dBA L_{eq}) from the construction activity.

Table 4.13.F: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)	Maximum Noise Level (L_{max}) at 50 Feet ¹
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Pick-up Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Welder	40	73

Source: Roadway Construction Noise Model (FHWA 2006).

Note: Noise levels reported in this table are rounded to the nearest whole number.

¹ Maximum noise levels were developed based on Spec 721.560 from the Central Artery/Tunnel (CA/T) program to be consistent with the City of Boston’s Noise Code for the “Big Dig” project.

L_{max} = maximum instantaneous sound level

Therefore, the closest off-site receptors may be subject to short-term construction noise levels of 80 dBA L_{eq} when construction is occurring at the center of project site. These predicted noise levels would only occur when all construction equipment is operating simultaneously; and therefore, the noise levels are assumed to be rather conservative in nature. While construction-related short-term

noise levels have the potential to be higher than existing ambient noise levels in the project area under existing conditions, the noise impacts would no longer occur once project construction is completed.

Compliance with the allowed construction hours in the City's Noise Ordinance would ensure that construction noise does not disturb residents during typical sleeping hours or during hours when ambient noise levels are likely to be lower (i.e., at night). In addition, the proposed project would implement several best practices for reducing construction noise, including, but not limited to, maximizing the distance between noise sources and sensitive receptors during construction activities, equipping construction equipment with properly operating and maintained noise mufflers, and establishing a noise disturbance coordinator for the proposed project. These best practices are included in Mitigation Measure NOI-1, provided below. Additionally, with the incorporation of Mitigation Measure NOI-1, all feasible and reasonable measures to reduce construction noise would be implemented, and a less than significant impact would occur.

Mitigation Measure NOI-1: Construction Noise and Vibration. Prior to issuance of grading permits, the City Engineer of the City of Tracy shall verify that grading and construction plans include the following requirements:

- Ensure that the greatest distance between noise sources and sensitive receptors during construction activities has been achieved.
- Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained noise mufflers consistent with manufacturers' standards.
- Construction staging areas shall be located away from off-site sensitive uses during the later phases of project development.
- The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site whenever feasible.
- The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible.
- A sign, legible at a distance of 50 feet, shall also be posted at the construction site. All notices and the signs shall indicate the dates and duration of construction activities, as well as provide a telephone number for the "noise disturbance coordinator."
- The Construction Manager shall be responsible for responding to any local complaints about construction noise. The Construction Manager shall determine the cause of the noise complaint (e.g.,

starting too early, bad muffler, etc.) and shall be required to implement reasonable measures to reduce noise levels. All signs posted at the construction site shall list the telephone number for the Construction Manager.

Implementation of Mitigation Measure NOI-1 would reduce the level of the potential impact by requiring that the project contractor implement best practices for reducing construction noise, including, but not limited to, maximizing the distance between noise sources and sensitive receptors during construction activities, equipping construction equipment with properly operating and maintained noise mufflers, and establishing a noise disturbance coordinator for the proposed project. Therefore, with implementation of Mitigation Measure NOI-1, this impact would be less than significant with mitigation incorporated.

Operational Noise Impacts. The project would generate long-term noise impacts from both traffic and stationary noise sources, as discussed below.

Traffic Noise Impacts. Motor vehicles with their distinctive noise characteristics are the dominant noise source in the project vicinity. The amount of noise varies according to many factors, such as volume of traffic, vehicle mix (percentage of cars and trucks), average traffic speed, and distance from the observer. Implementation of the proposed project would result in new daily trips on local roadways in the project site vicinity. A characteristic of sound is that a doubling of a noise source is required in order to result in a perceptible (3 dBA or greater) increase in the resulting noise level.

Trip generation rates for the project were based on the trip generation analysis, which indicates that the project would generate approximately 1,760 net new trips. The adjacent Grant Line Road carries approximately 17,602 average daily trips. Project trips would represent a small increase in noise level, up to approximately 0.4 dBA CNEL based on the following equation:

$$\text{Change in (dBA)} = 10 * \log_{10} \left(\frac{\text{Current Volume}}{\text{Future Volume}} \right)$$

Therefore, project daily trips would not result in a perceptible noise increase along any roadway segment in the project vicinity; therefore, impacts associated with traffic noise would be less than significant.

Stationary Noise Impacts. The proposed project would renovate an existing community park, which could result in an increase in ambient noise levels in the vicinity of the project area associated with outdoor play, parking lot noise, and mechanical equipment at the Multi-Generational Recreation Center.

Outdoor Facilities. Implementation of the proposed project could result in the shifting of noise levels in the vicinity of the project site associated with the following adjusted facilities:

- Multi-functional lawn

- Playground and splash pad
- Dog Park
- Skate Park
- Basketball Court

The proposed uses are expected to be similar to those of the existing community park. The proposed project does not contain uses which are expected to utilize amplified speech or music and would not host sporting events. Any instances in which noise levels generated result in a disturbance, the City's Municipal Code would be utilized to minimize the operational impacts which are classified as nuisance issues.

Multi-Generational Recreation Center. It is expected that the proposed recreation center would install heating, ventilation, and air conditioning (HVAC) equipment. It is expected that the equipment installed would comply with the City's noise standards of 55 dBA L_{eq} . The specific design of onsite mechanical equipment associated with the proposed structure has not yet been determined. However, mechanical equipment systems would typically be shielded from direct public exposure and usually housed on rooftops, within equipment rooms, or within exterior enclosures. The use of building mechanical systems is typically intermittent, would likely be limited to the daytime hours of operation, and would be largely masked by ambient traffic noise levels.

In addition to building mechanical equipment, the proposed recreation center would include various noise-generating interior recreational uses, including gymnasiums, exercise rooms, and multi-purpose rooms. In general, noise generated by interior recreational activities would typically not be detectable within approximately 50 feet of the exterior of the structure. Predicted noise levels at the nearest noise-sensitive land uses would be largely masked by ambient traffic noise levels and would not be anticipated result in a significant increase in ambient noise levels that would exceed the City's noise standard of 55 dBA L_{eq} .

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Vibration energy propagates from a source, through intervening soil and rock layers, to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by the occupants as the motion of building surfaces, rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 dB or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of groundborne vibration are construction activities (e.g., pavement breaking and operating heavy-duty earthmoving equipment), rail activity, and occasional traffic on rough roads. In general, groundborne vibration from standard construction practices is only a potential issue when within 25 feet of sensitive uses. Groundborne vibration levels from construction activities very rarely reach levels that can damage structures; however, these levels are perceptible near the active construction site. With the exception of older buildings built prior to the 1950s or buildings of historic significance, potential structural damage from heavy construction activities rarely occurs. When roadways are smooth, vibration from traffic (even heavy trucks) is rarely perceptible.

The roadways surrounding the project area, including Grant Line Road and West Kavanagh Avenue, are paved, smooth, and unlikely to cause significant groundborne vibration. In addition, the rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause groundborne noise or vibration problems. It is, therefore, assumed that no such vehicular vibration impacts would occur, and no vibration impact analysis of on-road vehicles is necessary.

The following vibration impact analysis discusses the level of human annoyance using vibration levels in VdB and assesses the potential for structural damages using vibration levels in PPV (in/sec) because vibration levels calculated in RMS are best for characterizing human response to building vibration, while vibration level in PPV is best used to characterize potential for damage.

Construction Vibration. Construction of the proposed project could result in the generation of groundborne vibration. This construction vibration impact analysis discusses the level of human annoyance using vibration levels in VdB and will assess the potential for building damages using vibration levels in PPV (in/sec) because vibration levels calculated in RMS are best for characterizing human response to building vibration, while vibration level in PPV is best used to characterize potential for damage. The FTA Transit Noise and Vibration Impact Assessment guidelines indicate that a vibration level up to 0.5 in/sec in PPV is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 0.2 in/sec in PPV.

Table 4. shows the PPV and VdB values at 25 feet from a construction vibration source. As shown in Table 4., bulldozers and other heavy-tracked construction equipment (except for pile drivers and vibratory rollers) generate approximately 87 VdB of groundborne vibration when measured at 25 feet, based on the Transit Noise and Vibration Impact Assessment. At this level, groundborne vibration would result in potential annoyance to residents and workers, but would not cause any damage to the buildings. Construction vibration, similar to vibration from other sources, would not have any significant effects on outdoor activities (e.g., those outside of residences and commercial/office buildings in the project vicinity). Outdoor site preparation for the proposed project is expected to include the use of bulldozers and loaded trucks. The greatest levels of vibration are anticipated to occur during the site preparation phase. All other phases are expected to result in lower vibration levels.

Table 4.13.G: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L _v at 25 feet	
	PPV (in/sec)	L _v (VdB) ^a
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Sources: *Transit Noise and Vibration Impact Assessment* (FTA 2018).

^a RMS vibration velocity in decibels (VdB) is 1 μin/sec.

μin/sec = micro-inches per second

FTA = Federal Transit Administration

in/sec = inches per second

L_v = velocity in decibels

PPV = peak particle velocity

RMS = root-mean-square

VdB = vibration velocity decibels

The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts occur normally within the buildings. The formula for vibration transmission is provided below.

$$L_v\text{dB} (D) = L_v\text{dB} (25 \text{ ft}) - 30 \text{ Log} (D/25)$$

$$PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}$$

As shown in Table 4.13.D, above, the threshold at which vibration levels would result in annoyance would be 78 VdB for daytime residential uses. As shown in Table 4.13.E, the FTA guidelines indicate that for a non-engineered timber and masonry building, the construction vibration damage criterion is 0.2 in/sec in PPV. The reference distance for potential vibration annoyance impacts at nearest receptors is associated with the average condition, identified by the distance from the center of construction activities to surrounding uses, while the reference distance for potential construction vibration damage impacts at nearest receptor is associated with the peak condition, identified by the distance from the perimeter of construction activities to surrounding structures.

For potential construction vibration annoyance, vibration levels are expected to approach 67 VdB at the closest residential uses located approximately 120 feet southeast of the center of construction activities, which is below the 78 VdB threshold for annoyance.

For potential construction vibration damage, the closest surrounding buildings to the project site include the existing residential uses located approximately 10 feet southeast of the project site boundary. At 10 feet, the structure would experience vibration levels of up to 0.352 PPV in/sec. This vibration level at the nearest building from construction equipment would exceed the 0.2 PPV in/sec damage threshold considered safe for non-engineered timber and masonry buildings, which would result in a potentially significant impact. Vibration levels at all other buildings would be lower. With

implementation of Mitigation Measure NOI-2, impacts associated with construction vibration would be less than significant.

Mitigation Measure NOI-2

Construction Vibration Damage. Due to the close proximity to surrounding structures, the City Engineer of the City of Tracy shall verify prior to issuance of demolition or grading permits, that the approved plans require that the construction contractor shall implement the following mitigation measures during project construction activities to ensure that damage does not occur at surrounding structures:

- A 15-foot buffer between existing structures and the Project site area shall be clearly delineated with stakes, fencing or other conspicuous boundary markings, to outline the area in which the use of heavy equipment shall be avoided.
- The use of heavy construction shall be avoided within 15 feet of existing surrounding structures.
- However, if the use of heavy equipment is required within 15 feet of surrounding structures, the following measures should be employed:
 - Identify structures that are located within 15 feet of heavy construction activities and that have the potential to be affected by ground-borne vibration. This task shall be conducted by a qualified structural engineer as approved by the City's Director of Community Development, or designee.
 - Develop a vibration monitoring and construction contingency plan for approval by the Director of Community Development, or designee, to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies would be identified for when vibration levels approached the limits.
 - At a minimum, monitor vibration during initial demolition activities. Monitoring results may indicate the need for more or less intensive measurements.
 - When vibration levels approach limits, suspend construction and implement contingencies as identified in the approved

vibration monitoring and construction contingency plan to either lower vibration levels or secure the affected structures.

Implementation of Mitigation Measure NOI-2 would reduce the level of the potential impact through the development and implementation of a vibration monitoring and construction contingency plan; monitoring of vibration during site preparation activities; and suspension of construction and implementation of contingencies, if needed. This process would ensure that damage does not occur at surrounding structures should heavy equipment be necessary within 15 feet of surrounding structures. Therefore, with implementation of Mitigation Measure NOI-2, this impact would be less than significant with mitigation incorporated.

- 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 2 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? (No Impact)*

The project area is not located within an airport land use plan, or within two miles of a public airport or public use airport. The closest airport to the project site is Tracy Municipal Airport, which is located approximately 4.6 miles south of the project site. Based on Figure 9-2 of the City's General Plan, the site does not lie within the 65 dBA CNEL noise contour or within the 2028 noise exposure contour-marginal effect. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels due to the proximity of a public airport and there would be no impact.

4.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a. Would the project 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)? (Less Than Significant Impact)

The proposed project would develop a new recreation center and improve El Pescadero Park for use by existing residents of Tracy. No new housing, commercial, or industrial space would be developed as part of the proposed project. The proposed project would not result in the conversion of adjacent land uses or provide access to previously inaccessible areas. It would not provide additional major infrastructure or increase the capacity of the existing water system. Therefore, the proposed project would not directly or indirectly induce substantial population growth.

The proposed project would be undertaken to provide the residents of Tracy with a new recreation center and improved park facilities and parking. The proposed project does not include residential units and would not directly induce population growth on the project site. The proposed recreation center would provide employment for up to 25 full-time employees. A fraction of these employees may move to the area solely for reasons of employment, although employees would likely commute from various locations in Tracy. Therefore, the proposed project would not directly or indirectly induce substantial population growth on the site or in the surrounding area through the increase in employment on the site. This impact would be less than significant.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (No Impact)

The project site is currently developed with park uses and public facilities, which do not include any residential units. Implementation of the proposed project would not result in the displacement of existing housing. Therefore, the proposed project would have no impact related to the displacement of homes.

4.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. 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, 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:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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, 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:

i. Fire protection? (Less Than Significant Impact)

The South San Joaquin County Fire Authority (SSJCFA) provides fire protection and life and safety services to Tracy from seven fire stations and one Fire Administration building within a 170 square mile jurisdictional area. Four stations are located within the incorporated boundaries of Tracy while three additional fire stations are located within the boundaries of the Tracy Rural Fire Protection District. The SSJCFA is currently staffed with 102 employees and 5 civilian part-time staff. There were 876 total reported incidents in the month of November 2022. Incidents requiring emergency medical services comprised 65 percent of all calls for service.⁶³ The closest fire station to the project site is Fire Station 92 (1035 East Grant Line Road), which is located approximately 1 mile east of the project site.

The proposed project would construct a new recreation center that would provide programming to better serve the community, and thus could result in an increase in use and related daytime population of the project site, thereby incrementally increasing the demand for emergency fire service and emergency medical services compared to existing conditions. However, the proposed project would be required to comply with all applicable codes for fire safety and emergency access.

⁶³ South San Joaquin Fire Authority. 2022. Monthly Fire Chief Update. November. Website: <https://www.sjcfire.org/home/showpublisheddocument/687/638059384614270000> (accessed January 24, 2023).

In addition, the SSJCFA would also review the project site plans to ensure that adequate emergency access is provided prior to issuance of building permits.

The SSJCFA would continue providing services to the project site and would not require additional firefighters to serve the proposed project. The construction of a new or expanded fire station would not be required because the proposed project would include the development of a recreation use within an existing park site and would not result in a permanent population increase within Tracy, as noted in Section 4.14, above. The proposed project would not result in a significant impact on the physical environment due to the increase in demand for fire protection and life safety services, and the potential increase in demand for services is not expected to adversely affect existing response times to the site or within Tracy. Therefore, construction and operation of the proposed project would have a less-than-significant impact on fire protection and safety services and facilities.

ii. Police protection? (Less Than Significant Impact)

The Tracy Police Department (TPD) provides police protection services within the City. The TPD headquarters is located at 1000 Civic Center Drive, which is approximately 1.3 miles southeast of the project site. With a current population of 95,387,⁶⁴ the TPD employs 136 total law enforcement officers and 89 sworn-in officers.⁶⁵ Existing staffing levels for the TPD are approximately 0.89 sworn-in officers per 1,000 residents. The proposed project would not substantially result in a direct or indirect increase in population within Tracy. The proposed project would result in an increase in the daytime population of the project site and incrementally increase demand for emergency police services to the project site compared to existing conditions. However, the TPD would continue to provide services to the project site and would not require additional officers to serve the project site. The construction of new or expanded police facilities would not be required. In addition, it is anticipated that increased activity and use of the park site, resulting from development of the new recreation center would act as a deterrent to current illegally activity at the park (e.g., homeless encampments). Therefore, the proposed project would not result in a substantial adverse impact associated with the provision of additional police facilities or services, and impacts to police services represent a less-than-significant impact.

iii. Schools? (No Impact)

The Tracy Unified School District (TUSD) comprises three comprehensive high schools, two alternative education high schools, one community school, two middle schools, four K-8 schools, and seven K-5 elementary schools. The TUSD currently serves approximately 16,000 students.⁶⁶ The proposed project does not include the construction of any new residential uses. As described in Section 4.14, Population and Housing, the proposed project would not substantially induce housing

⁶⁴ United States Census Bureau. 2022. U.S. Census QuickFacts, City of Tracy Population Estimates. July 1. Website: <https://www.census.gov/quickfacts/tracycitycalifornia> (accessed January 24, 2022).

⁶⁵ Federal Bureau of Investigation (FBI). 2018. California Full-Time Law Enforcement Employees by City. Website: <https://ucr.fbi.gov/crime-in-the-u.s/2018/crime-in-the-u.s.-2018/tables/table-78/table-78-state-cuts/california.xls> (accessed January 24, 2023).

⁶⁶ Tracy Unified School District. n.d. Schools. Website: <https://www.tracy.k12.ca.us/schools> (accessed January 24, 2023).

or population growth, either directly or indirectly, within Tracy. Therefore, the proposed project would not result in an increase in the number of school-age children in the area. As such, the proposed project would not increase demand for schools, and no impact would occur.

iv. Parks? (Less Than Significant Impact)

The project site consists of the existing El Pescadero Park, which includes the Cora K-9 Dog Park, the El Pescadero Skate Park, a playground, basketball courts, a restroom and drinking fountain, parking, and an open lawn area. As a part of the proposed project, improvements would be made to El Pescadero Park, including the relocation and renovation of the skate park, dog park, and basketball courts as well as construction of a new recreation center within the project site. During construction, portions of El Pescadero Park would be inaccessible during construction of the proposed project; therefore, slightly increasing demand for other nearby parks. However, this impact would be temporary in nature and would subside after construction of the proposed project is complete. Therefore, the proposed project would have a less-than-significant impact related to the provision of park facilities.

v. Other public facilities? (No Impact)

As noted above, the proposed project does not include the construction of any new residential uses and would not substantially induce housing or population growth, either directly or indirectly, within Tracy. The multi-generational recreation center is intended to supplement the existing Community Center and Senior Center with increased space for community recreation and gathering opportunities. Therefore, the proposed project would not result in increased demand for other public facilities (e.g., libraries or community centers), and no impact would occur.

4.16 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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? (Less Than Significant Impact)

The proposed project would temporarily increase the use of other parks and recreation facilities during a portion of the construction period because access to the existing park would be limited during this time. These parks and recreation facilities could include the Ritter Family Ball Park, Kenner Park, Dr. Powers Park, Lincoln Park, and other dog parks in the area, including Mossdale Landing Community Park in Lathrop and Manteca Dog Park in Manteca. The increased use at surrounding parks and recreational facilities would be temporary in nature and would subside after construction of the proposed project is complete. Additionally, the proposed multi-generational recreation center may decrease use at other parks and recreation facilities once the project is complete because the proposed project would provide additional recreational opportunities for the community. Therefore, the proposed project would have a less-than-significant impact on existing parks or other recreational facilities.

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? (Less Than Significant with Mitigation Incorporated)

The proposed project would renovate and improve an existing City park. Proposed improvements include development of a new recreation center, the renovation and relocation of existing recreational facilities, and the construction of associated landscape and parking improvements. Potential adverse effects on the environment related to the development of the proposed project have been evaluated in this IS/MND. Implementation of the mitigation measures described in this IS/MND would ensure that proposed improvements would not have an adverse physical effect on the environment. With implementation of the mitigation measures described herein, environmental impacts associated with the construction of proposed recreational facilities would be less than significant with mitigation incorporated.

4.17 TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (Less Than Significant Impact)

The City of Tracy General Plan established Objective CIR-1.3, which determines that the City should adopt level of service (LOS) standards that provide a high level of mobility and accessibility for all modes, residents, and workers. Under this objective, Policy P1 strives to maintain LOS D or better on all streets and intersections with some exceptions such as allowing LOS E on streets and intersections within 0.25 mile of any freeway and within the Downtown and Bowtie areas. Based on an evaluation of LOS at intersections surrounding the project site, it was determined that the target LOS established by Objective CIR-1.3 Policy P1 is maintained with implementation of the proposed project.

Short-Term Construction Impacts. Construction is anticipated to require approximately 12 months. Construction would require use of typical construction equipment for preparation of the site and construction of the new recreation center. Construction would occur during daylight hours, from approximately 7:00 a.m. to 7:00 p.m., daily. Construction staging would occur on the project site. Construction workers, equipment and deliveries would access the site via Grant Line Road (at Parker Avenue) and Kavanagh Avenue. Given the size of the project site, it is anticipated that fewer than 100 construction workers would be required on any given day, resulting in fewer than 100 peak hour trips, which is less than the traffic generated during operation of the project. Therefore, the traffic effects during construction would be equal to or less than the operational effects analyzed below.

Operational Impacts. The project would improve El Pescadero Park by reconstructing two existing park elements (the dog park and skate park) in new locations, constructing a new 52,244-square-foot recreation center, expanding the existing parking lot from 58 spaces to approximately 190 spaces, and extending an internal roadway from the parking lot to Kavanagh Avenue. The only project element with potential new travel demand not present in the existing condition is the proposed recreation center. Trip generation rates provided in the Institute of Transportation

Engineers (ITE) *Trip Generation Manual*, Eleventh Edition⁶⁷ identify vehicle trips associated with various land uses based on surveys of similar sites around the country. Data for the trip generating characteristics of a recreational community center (similar to the proposed project) are available in this reference. As shown in Table 4.17.A, application of the ITE trip rates for a recreational community center result in an estimate of 1,506 new daily trips to and from El Pescadero Park including 100 that would occur in the AM peak hour and 131 that would occur in the PM peak hour.

Table 4.17.A: Trip Generation Summary

Land Use (Land Use Code)	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates¹									
Recreational Community Center (495)		TSF	28.82	1.26	0.65	1.91	1.18	1.32	2.50
Trip Generation									
Multi-generational Recreation Center	52,244	TSF	1,506	66	34	100	62	69	131

¹ Trip rates referenced from the ITE *Trip Generation Manual*, 11th Edition

ADT = average daily trips

TSF = thousand square feet

ITE = Institute of Transportation Engineers

Roadway and intersection turn volume data was collected in the vicinity of the project. These data were collected on a typical weekday, Thursday, March 16, 2023. Traffic volume data is provided in Appendix C. Table 4.17.B shows the daily traffic volume currently using area roadways.

The proposed project includes the extension of a roadway accessing parking areas to Kavanagh Avenue. Approximately 25 of the total 190 parking spaces would be located along this internal roadway. Approximately 25 parallel parking spaces are located along the south side of Kavanagh Avenue adjacent to the park. It is anticipated that some patrons would park in these areas and approach the project site from Kavanagh Avenue. To further distribute the project traffic, existing traffic data and assigned turning movements were evaluated based on existing traffic patterns.

The resulting daily traffic volume on the surrounding roadways, without and with project traffic, is shown in Table 4.17.B. The traffic volumes are within the typical daily traffic volume for these classifications of roadway.

Table 4.17.B: Roadway Traffic Volume

	Existing Daily Traffic	Project Daily Traffic	Existing Plus Project Daily Traffic
Tracy Boulevard between Kavanagh Avenue and Grant Line Road	22,260	206	22,466
Kavanagh Avenue between Tracy Boulevard and Holly Drive	2,941	188	3,129
Holly Drive between Kavanagh Avenue and Grant Line Road	7,575	168	7,743
Grant Line Road between Tracy Boulevard and Holly Drive	17,602	678	18,280

⁶⁷ Institute of Transportation Engineers (ITE). 2021. *ITE Trip Generation*, Eleventh Edition.

The project would create a new intersection on Kavanagh Avenue created by the extension of an internal roadway from the parking area. This new intersection is close to the existing intersection of Elsinore Drive/Kavanagh Avenue. Although it is offset by approximately 40 feet, vehicles approaching from the north or the south would likely wait for each other to pass before entering Kavanagh Avenue and this analysis treats the offset legs as one intersection (Intersection #7).

This LOS analysis was conducted using Highway Capacity Manual (HCM)⁶⁸ methodology within Synchro traffic analysis software consistent with San Joaquin County standards. Existing intersection turn volume data was collected simultaneous with roadway traffic volume data. Project traffic volumes during the AM and PM peak hour were overlaid on the existing traffic volumes to develop the existing plus project condition. Intersection LOS worksheets are provided in Appendix B. Table 4.17.C summarizes the analysis results.

Table 4-17.C: Vehicle Level of Service Summary

Intersection	Existing No Project				Existing Plus Project				Change With Project	
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM	PM
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS		
1. Tracy Blvd/Kavanagh Ave	12.0	B	13.4	B	12.1	B	13.5	B	0.1	0.1
2. Tracy Blvd/Grant Line Rd	31.7	C	41.3	D	32.5	C	43.4	D	0.8	2.1
3. Buthmann Ave/Kavanagh Ave ¹	8.4	A	8.1	A	8.5	A	8.1	A	0.1	0
4. Buthmann Ave/Grant Line Rd ¹	18.0	C	16.5	C	18.5	C	17.1	C	0.5	0.6
5. Coventry Dr/Kavanagh Ave ¹	9.5	A	9.1	A	9.5	A	9.1	A	0	0
6. Dovenshire Dr/Kavanagh Ave ¹	9.6	A	9.1	A	9.6	A	9.2	A	0	0.1
7. Elsinore Dr/Kavanagh Ave ¹	9.5	A	9.3	A	9.7	A	9.6	A	0.2	0.3
8. Parker Ave/Grant Line Rd	33.9	C	37.8	D	34.1	C	38.6	D	0.2	0.8
9. Holly Dr/Kavanagh Ave ¹	9.1	A	9.6	A	9.1	A	9.7	A	0	0.1
10. Holly Dr/Grant Line Rd	23.9	C	23.9	C	24.4	C	24.8	C	0.5	0.7

Source: Compiled by LSA (2023) using Synchro 11 modeling software.

¹ Unsignalized intersection

LOS = level of service sec = seconds

As Table 4.17.C shows, the analyzed intersections operate at satisfactory LOS in the existing condition and are anticipated to continue to operate at satisfactory LOS with the addition of project traffic.

Because the surrounding intersections would continue to operate consistent with Objective CIR-1.3, Policy P1 with the addition of project traffic and the project does not interfere with transit, bicycle, or pedestrian facilities, the project would have a less-than-significant impact related to conflict with

⁶⁸ Transportation Research Board of the National Academies. 2016. HCM Sixth Edition Highway Capacity Manual.

a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

b. Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)? (Less Than Significant Impact)

CEQA Guidelines §15064.3, subdivision (b) seeks to evaluate a project's potential impact related to its vehicle miles traveled (VMT). The Draft Citywide Roadway and Transportation Master Plan⁶⁹ includes guidelines for analysis of VMT. The guidelines are consistent with the State of California Governor's Office of Planning and Research *Technical Advisory On Evaluating Transportation Impacts in CEQA* dated December 2018⁷⁰ (Technical Advisory).

The City's draft guidelines provide screening criteria for types of projects that would be anticipated to have a less than significant impact on VMT and not require further evaluation. These include small projects generating fewer than 110 trips per day, projects near high quality transit, local serving retail, affordable housing, local essential services, projects located in VMT efficient areas, and redevelopment projects with overall lower VMT.

Local Essential Services, including government uses with in-person services such as the proposed project, generate non-discretionary trips. Expanding these types of uses can shorten the trips by putting options for these uses closer to residents, thus resulting in an overall reduction in VMT. For example, the Larch Clover Community Center and the Tracy Community Center are located more than a mile from the project site. Residents currently using these facilities who are located closer to the existing facilities than the project site would continue to use the existing facilities. Residents located closer to the project site than the existing facilities would visit the proposed project resulting in a shorter trip and fewer VMT.

The draft guidelines suggest that a local essential service, such as the proposed project, could be presumed to cause a less-than-significant impact if it is less than 50,000 square feet, unless the nature of the service is regionally focused as determined by the City. The proposed 52,244-square-foot recreation center (as measured by the outside walls) would have an inside assignable area of 46,687 square feet, which is less than the size stated in the draft guidelines.

Furthermore, the proposed project would present an intervening use as described above and is anticipated to result in a redistribution of trips, resulting in shorter trips. Therefore, in accordance with the Technical Advisory description of improved destination proximity, the project impacts related to CEQA Guidelines section 15064.3, subdivision (b) would be less than significant.

⁶⁹ City of Tracy. 2022. *DRAFT Citywide Roadway and Transportation Master Plan*. August.

⁷⁰ State of California Governor's Office of Planning and Research. 2018. *Technical Advisory On Evaluating Transportation Impacts in CEQA*. April. Website: https://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf (accessed May 15, 2023).

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Less Than Significant Impact)

As mentioned previously, the proposed project would expand the parking area, maintain vehicle access at the main entrance at Parker Avenue, and extend a new access point from the parking area to Kavanagh Avenue. This new access point would be offset with the existing intersection of Elsinore Drive with Kavanagh Avenue. Local bicycle/pedestrian access at Kavanagh Avenue roughly opposite Coventry Drive and Dovenshire Drive would be retained. The new access point at Kavanagh Avenue would be constructed consistent with City design standards with signing and striping consistent with the California Manual on Uniform Traffic Control Devices (MUTCD).⁷¹ As shown in Table 4.17.C, the project access intersections are anticipated to operate at satisfactory LOS with the addition of project traffic. Therefore, the project would not create a hazard due to a geometric design feature or dangerous intersection. Travel modes to the proposed project, including pedestrian, bicycle, and automobile are compatible with the surrounding neighborhood and infrastructure. Therefore, the proposed project would result in a less-than-significant impact related to hazards associated with a design feature or incompatible uses.

d. Would the project result in inadequate emergency access? (Less Than Significant Impact)

The proposed project would provide access for emergency vehicles from Kavanagh Avenue and Grant Line Road (at Parker Avenue). As shown in Table 4.17.B, the proposed project would add a modest amount of traffic to roadways that operate within the daily traffic volume anticipated for local roadways. Therefore, the project's impact would be less than significant.

⁷¹ California State Transportation Agency and Department of Transportation. 2023. California Manual on Uniform Traffic Control Devices 2014 Revision 7. March.

4.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. 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:				
i. 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. *Would the 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:*
 - i. *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*
 - ii. *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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (Less Than Significant with Mitigation Incorporated)*

Assembly Bill (AB) 52, which became law on January 1, 2015, provides for consultation with California Native American tribes during the CEQA environmental review process, and equates significant impacts to “tribal cultural resources” with significant environmental impacts. PRC Section 21074 states that “tribal cultural resources” are:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are one of the following:
 - Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - Included in a local register of historical resources as defined in subdivision (k) of PRC Section 5020.1.
 - 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 PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

A “historical resource” (PRC Section 21084.1), a “unique archaeological resource” (PRC Section 21083.2(g)), or a “nonunique archaeological resource” (PRC Section 21083.2(h)) may also be a tribal cultural resource if it is included or determined to be eligible for inclusion in the California Register.

The consultation provisions of the law require that a public agency consult with local Native American tribes that have requested placement on that agency’s notification list for CEQA projects. Within 14 days of determining that a project application is complete, or a decision by a public agency to undertake a project, the lead agency must notify tribes of the opportunity to consult on the project, should a tribe have previously requested to be on the agency’s notification list. California Native American tribes must be recognized by the NAHC as traditionally and culturally affiliated with the project site and must have previously requested that the lead agency notify them of projects. Tribes have 30 days following notification of a project to request consultation with the lead agency.

The purpose of consultation is to inform the lead agency in its identification and determination of the significance of tribal cultural resources. If a project is determined to result in a significant impact on an identified tribal cultural resource, the consultation process must occur and conclude prior to adoption of a Negative Declaration or Mitigated Negative Declaration, or certification of an Environmental Impact Report (PRC Sections 21080.3.1, 21080.3.2, 21082.3).

Tribal Outreach and Consultation. The City sent letters describing the proposed project and maps depicting the project site to Native American tribes that the NAHC identified as traditionally and culturally affiliated with the project area in February 2023. To date, no California Native American tribes formally requested consultation with the City of Tracy, consistent with the requirements of PRC 21080.3.1.

Tribal Cultural Resources. As discussed in Section 4.5, Cultural Resources, a records search was conducted at the Northwest Information Center of the California Historical Resources Information System, which identified no archaeological or historical resources within the boundary of the project site.

The project site is currently developed with an existing park. No known significant archaeological or tribal cultural resources are located within the project site. Additionally, there are no tribal cultural

resources within the project site that have been determined by the lead agency to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. The proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource defined as 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 listed or eligible for listing in the California Register or in a local register of historical resources as defined in PRC Section 5020.1(k). With implementation of Mitigation Measure CULT-1, as detailed in Section 4.5, Cultural Resources, and compliance with Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the PRC, the potential construction-period discovery of previously unidentified human remains, which may be of tribal origin, would be reduced to a less-than-significant level.

4.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project 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? (Less Than Significant Impact)

A variety of local and regional purveyors in this area provide and maintain utility and service system facilities associated with electricity, water, stormwater, wastewater, solid waste, and communications. These existing services and potential impacts to these services are discussed below.

Wastewater. The City of Tracy maintains existing sewer lines within the vicinity of the project site. The proposed project includes the installation of a new 8-inch-diameter wastewater line that would connect to the existing 8-inch-diameter main line within West Kavanagh Avenue. The new sanitary sewer line would be constructed in conformance with City standards, and its construction would not cause significant environmental effects.

Water. The City provides water service to all of its residents and to approximately 400 residents of the Larch-Clover County Services District.⁷² The City also provides water service to the unincorporated Patterson Business Park. The City obtains water from both surface water and groundwater sources. The City purchases imported surface water from two wholesale water suppliers: the United States Bureau of Reclamation, which supplies the City with Central Valley Project (CVP) water via the Delta-Mendota Canal and the South San Joaquin Irrigation District, which

⁷² City of Tracy. 2005. *City of Tracy General Plan Draft Environmental Impact Report*. October 4.

supplies Stanislaus River water through the South County Water Supply Project (SCWSP).⁷³ The City's purchases of surface water are supplemented by local groundwater. Approximately 6 percent of the City's water supply came from local groundwater supply wells during 2020.⁷⁴ The City of Tracy's existing water system facilities include a water treatment plant, pump stations, wells, water mains, and storage reservoirs.

As discussed in Section 4.19.b, below, the proposed project would not substantially increase demand for water and would therefore not exceed the capacity of existing water treatment facilities. The proposed project would not require the construction of new water treatment facilities or the expansion of existing facilities other than those already planned. The proposed project would include the installation of new water lines connecting to the existing 6-inch-diameter water service line that currently traverses the site from north to south. The proposed project would connect directly to existing mains, which have sufficient capacity to accommodate the proposed project. Therefore, the impact of the proposed project on water infrastructure would be less than significant.

Stormwater. The proposed storm drainage infrastructure would discharge into an existing underground storm drain at the northeastern edge of the project site. Stormwater treatment is proposed using a combination of bioretention basins and modular wetlands. The number of drainage management areas would be determined as part of the final design. The stormwater treatment area's bioretention basins would be vegetated with a layer of bioretention special soil and a layer of permeable rock. Overflow would be discharged from the stormwater treatment areas to the on-site storm drain system, which would connect to an existing 12-inch-diameter storm drain pipe at the northeast corner of the site. As discussed in Section 4.10, Hydrology and Water Quality, implementation of hydromodification management measures in compliance with Provision E.12 of the Phase II MS4 Permit would ensure that post-project runoff does not exceed estimated pre-project rates and durations. Therefore, the proposed project would not require the construction of any new or expanded stormwater infrastructure beyond that which is already analyzed as a part of the proposed project, and this impact would be less than significant.

Electricity. The project site is currently served by electrical, and telecommunications infrastructure. The proposed project would connect directly to existing infrastructure and therefore would not require any new or expanded facilities.

Because the proposed project would connect to existing utility services within or adjacent to the project site, the relocation or reconstruction of new or expanded water, wastewater system, stormwater drainage, electric power, or telecommunications facilities would not be required, and this impact would be less than significant.

⁷³ City of Tracy. 2021. *City of Tracy Urban Water Management Plan 2020*. June.

⁷⁴ Ibid.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (Less Than Significant Impact)

The City's current supply sources include purchased water from the CVP and SCWSP, as well as groundwater from the local Tracy Subbasin. The City's 2020 Urban Water Management Plan (UWMP) describes the existing and planned sources of water available in the water system service area in 5-year increments for the next 20 years. Total potable water demand in 2020 was 19,527 acre-feet (AF). During 2016 and 2020, the City's total supplies ranged from 15,360 acre-feet per year (AFY) to 19,527 AFY. On average, 95 percent of the supplies were from purchased water. The City estimates that approximately 33,868 AFY of potable water supply and 6,300 AFY of non-potable water supply will be available in 2045 under normal conditions.⁷⁵ The City is expected to have adequate water supplies during normal years to meet its projected demands through 2045 and has developed strategies and actions to address projected shortfalls during dry and multiple dry years.

At buildout, the proposed project would have an average water demand of approximately 19,865 gallons per day (gpd) including 4,500 gpd for the proposed recreation center, 14,927 gpd for proposed park irrigation, 160 gpd for the proposed splash pad and an additional 278 gpd for park facilities (e.g., restrooms and drinking fountains). This estimated water demand, which equates to 22 AFY represents approximately 0.05 percent of the City's anticipated water supply. The proposed project's incremental increase in water demand would be included in the anticipated growth within the City. Therefore, existing water entitlements are sufficient to serve the proposed project, and impacts related to water supply would be less than significant.

c. Would the project 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? (Less Than Significant Impact)

Wastewater service for the project site is provided by the City of Tracy. The City operates and maintains the wastewater collection system, which consists of approximately 210 miles of sanitary sewer pipelines ranging from 4 inches to 48 inches in diameter, as well as three wastewater lift stations, and the Wastewater Treatment Plant (WWTP).⁷⁶ The City has a municipal wastewater system handling both domestic and industrial wastewater. Wastewater flows toward the northern part of Tracy, where it is treated at the WWTP and then discharged into the Old River in the southern Sacramento-San Joaquin Delta.⁷⁷

The WWTP, which is operated by the City, has a design capacity of 9.0 million gallons per day (mgd) and a corresponding NPDES permit that allows the City to discharge up to 9.0 mgd average dry weather flow of treated effluent to the Old River.⁷⁸ The WWTP currently treats approximately 7.35 mgd of average dry weather influent flows. The influent is comprised of both municipal and industrial waste streams, with the primary industrial contributor being Leprino Foods. The treatment

⁷⁵ Ibid.

⁷⁶ Carollo Engineers, Inc. 2022. *City of Tracy Wastewater Master Plan Update*. September.

⁷⁷ City of Tracy. 2005. *City of Tracy General Plan Draft Environmental Impact Report*. October 4.

⁷⁸ Ibid.

facility operates municipal, industrial, and solids treatment processes.⁷⁹ According to the Wastewater Master Plan, the current WWTP capacity is not sufficient for the existing flows, in particular the outfall and secondary treatment system. However, both the outfall pipeline and secondary treatment system are currently undergoing expansion, which will increase the capacity to meet current influent flows.⁸⁰

The proposed project would include the redevelopment of the existing park site and construction of the proposed recreation center. In total, the proposed project would add approximately 52,244 square feet of new building space to the project site. The proposed project would generate additional domestic wastewater, which would be treated by the WWTP. The increase in daytime population during operation hours that would result from the proposed project would incrementally increase the amount of wastewater generated on the project site. Additional wastewater generated by the proposed project would be minimal when compared to the average daily flow from the city to the WWTP and would not exceed the capacity of the WWTP. Therefore, the proposed project would have a less-than-significant impact related to wastewater treatment requirements.

d. Would the project 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? (Less Than Significant Impact)

Solid waste and recycling pickup and disposal in the City is provided by Tracy Delta Solid Waste Management, Inc. (Tracy Disposal). Solid waste, recycling, and organics collected by Tracy Disposal are transported to the Tracy Material Recovery Facility (MRF) and Transfer Station on South MacArthur Drive. The Tracy MRF and Transfer Station has a maximum daily permitted throughput of 1,800 tons per day.⁸¹ Solid waste is then transported to the Foothill Sanitary Landfill, which is 48 miles northeast of Tracy. Foothill Sanitary Landfill has a maximum daily permitted throughput of 1,500 tons per day and a remaining capacity of 125 million cubic yards. Foothill Sanitary Landfill's estimated closure date is currently January 2082.⁸²

On average, public/institutional uses generate 0.007 pound per square foot or garbage per day.⁸³ Therefore, because the proposed project would result in the addition of 52,244 square feet of building space, the proposed project would result in the generation of 366 pounds of solid waste per day, or 0.18 ton. Therefore, the proposed project would reduce the maximum daily permitted throughput of the Tracy MRF and Transfer Station by 0.01 percent, and Foothill Sanitary Landfill by

⁷⁹ Carollo Engineers, Inc. 2022. City of Tracy Wastewater Master Plan Update. September.

⁸⁰ Ibid.

⁸¹ California Department of Resources Recycling and Recovery (CalRecycle). 2019. Solid Waste Information System Facility Detail: Tracy Material Recovery & T.S. (39-AA-0024). Website: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1450?siteID=3115> (accessed May 6, 2023).

⁸² California Department of Resources Recycling and Recovery (CalRecycle). 2019. Facility/Site Summary Details: Foothill Sanitary Landfill (39-AA-0004). Website: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1424?siteID=3097> (accessed May 6, 2023).

⁸³ California Department of Resources Recycling and Recovery (CalRecycle). 2019. Estimated Solid Waste Generation Rates. Website: <https://www2.calrecycle.ca.gov/wastecharacterization/general/rates> (accessed May 6, 2023).

0.012 percent. As noted above, Foothill Sanitary Landfill has adequate capacity to serve the proposed project. As such, the proposed project would be not generate solid waste in excess of State or local standard, or in excess of the capacity of the local infrastructure, and impact associated with the disposition of solid waste would be less than significant.

*e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste? **(Less Than Significant Impact)***

The proposed project would comply with all federal, State, and local solid waste statutes and/or regulations related to solid waste. Also refer to Section 4.19.d. Therefore, the proposed project would have a less-than-significant impact related to solid waste regulations.

4.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan? (Less Than Significant Impact)

The project site and adjacent areas are not located in a VHFHSZ as mapped by CAL FIRE⁸⁴ or located within any State Responsibility Areas (SRAs) for fire service. Additionally, the project site is not located within an area identified by CAL FIRE as a community at risk for wildland fire. Due to the nature of the proposed project, no impairment or interference with emergency response or emergency evacuation plans would occur (as described in Section 4.9.f). Therefore, this impact would be less than significant.

b. Would the project, 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? (Less Than Significant Impact)

The proposed project would consist of the development of a new recreation center and redevelopment of a neighborhood park within an existing residential neighborhood. The proposed project is located in a relatively flat urbanized area with some vegetation along the park perimeter and scattered within the park; however, the project site is not a wildland nor is it close to any wildlands that may pose a fire risk. Additionally, the proposed project would not involve the construction of residential structures. The construction of community structures such as the new

⁸⁴ California Department of Forestry and Fire (CAL FIRE). 2022. Fire Hazard Severity Zones in State Responsibility Area. November 21. Website: <https://osfm.fire.ca.gov/divisions/community-wildfire-preparedness-and-mitigation/wildfire-preparedness/fire-hazard-severity-zones/> (accessed May 2023).

recreation center would be for a limited duration of time. Therefore, the proposed project would not exacerbate wildfire risks, and this impact would be less than significant.

- c. Would the project 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? (Less Than Significant Impact)*

Refer to Sections 4.20.a and 4.20.b. The project site is located in a developed area within an existing neighborhood park. Construction and operation of the proposed project would not require the installation or operation/maintenance of infrastructure within undeveloped areas that may exacerbate wildfire risks. Therefore, this impact would be less than significant.

- d. Would the project 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? (Less Than Significant Impact)*

Refer to Sections 4.20.a and 4.20.b. As described in Chapter 2.0, Project Description, the project site is relatively flat and is not located within an SRA for fire service or VHFHSZ. The proposed project would not expose people or structures to significant risks associated with downslope or downstream flooding or landslides as a result of increased fire hazards or post-fire conditions. This impact would be less than significant.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Less Than Significant with Mitigation Incorporated)

Implementation of Mitigation Measure CULT-1 would ensure that potential impacts to cultural resources that could be uncovered during construction activities would be reduced to a less than significant level. Implementation of Mitigation Measures BIO-1 and BIO-2 would ensure that potential impacts to special-status species (e.g., nesting birds and roosting bats) are reduced to a less than significant level. Therefore, with the incorporation of mitigation measures, development of the proposed project would not: (1) degrade the quality of the environment; (2) substantially reduce the habitat of a fish or wildlife species; (3) cause a fish or wildlife species population to drop below self-sustaining levels; (4) threaten to eliminate a plant or animal community; (5) reduce the number or restrict the range of a rare or endangered plant or animal; or (6) eliminate important examples of the major periods of California history. With implementation of the mitigation measures identified herein, this impact would be less than significant with mitigation incorporated.

- 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)? (Less Than Significant with Mitigation Incorporated)*

The proposed project's impacts would be individually limited and not cumulatively considerable. The potentially significant impacts that can be reduced to a less-than-significant level with implementation of recommended mitigation measures include the topics of air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, and noise. For the topic of air quality, potentially significant impacts to air quality standards would be reduced to less-than-significant levels with implementation of Mitigation Measure AIR-1. For the topic of biological resources, implementation of Mitigation Measures BIO-1 and BIO-2 would ensure that impacts to special-status species are reduced to less-than-significant levels. For the topic of cultural resources, potentially significant impacts to archaeological resources and paleontological resources would be reduced to less-than-significant levels with implementation of Mitigation Measure CULT-1. For the topic of geology and soils, implementation of Mitigation Measure GEO-1 would ensure that impacts associated with paleontological resources would be less than significant. For the topic of greenhouse gas emissions, implementation of Mitigation Measure GHG-1 would ensure that impacts related to electric vehicle charging are reduced to less than significant levels. For the topic of noise, implementation of Mitigation Measures NOI-1 and NOI-2 would ensure that potentially significant impacts associated with construction noise and vibration are reduced to less-than-significant levels.

For the topics of aesthetics, agricultural and forestry resources, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation, tribal cultural resources, and utilities and service systems, the project would have no impacts or less-than-significant impacts; therefore, the project would not substantially contribute to any potential cumulative impacts for these topics. All environmental impacts that could occur as a result of the proposed project would be reduced to less-than-significant levels through the implementation of the mitigation measures recommended in this document.

Implementation of these measures would ensure that the impacts of the project would be below established thresholds of significance and that these impacts would not combine with the impacts of other cumulative projects to result in a cumulatively considerable impact on the environment as a result of project development. Therefore, this impact would be less than significant with mitigation incorporated.

- c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (No Impact)*

The proposed project would not result in any environmental effects that would cause substantial direct or indirect adverse effects to human beings. No impact would occur.

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APPENDIX A

CALEEMOD OUTPUT SHEETS

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Tracy Recreational center Project Custom Report

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4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Tracy Recreational center Project
Construction Start Date	12/4/2023
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.40
Precipitation (days)	6.60
Location	301 W Grant Line Rd, Tracy, CA 95376, USA
County	San Joaquin
City	Tracy
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2136
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.11

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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City Park	9.90	Acre	9.90	0.00	431,244	431,244	—	—
Government (Civic Center)	52.2	1000sqft	2.50	52,244	0.00	—	—	—
Parking Lot	190	Space	1.50	76,000	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-11	Limit Vehicle Speeds on Unpaved Roads
Energy	E-16	Require Zero Net Energy Buildings
Water	W-5	Design Water-Efficient Landscapes

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.94	20.9	18.6	0.03	0.76	0.65	1.41	0.71	0.16	0.87	3,666	0.14	0.13	3,712
Mit.	0.94	20.9	18.6	0.03	0.76	0.65	1.41	0.71	0.16	0.87	3,666	0.14	0.13	3,712
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.51	54.8	37.5	0.09	1.44	7.81	8.93	1.32	3.97	4.99	11,293	0.38	0.78	11,534
Mit.	1.51	54.8	37.5	0.09	1.44	7.81	8.93	1.32	3.97	4.99	11,293	0.38	0.78	11,534
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.66	17.2	13.8	0.03	0.56	0.83	1.40	0.52	0.27	0.79	3,109	0.11	0.14	3,156
Mit.	0.66	17.2	13.8	0.03	0.56	0.83	1.40	0.52	0.27	0.79	3,109	0.11	0.14	3,156
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.12	3.14	2.52	< 0.005	0.10	0.15	0.25	0.10	0.05	0.14	515	0.02	0.02	523
Mit.	0.12	3.14	2.52	< 0.005	0.10	0.15	0.25	0.10	0.05	0.14	515	0.02	0.02	523
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.87	19.8	17.3	0.03	0.70	0.57	1.27	0.65	0.14	0.79	3,463	0.13	0.13	3,508
2025	0.94	20.9	18.6	0.03	0.76	0.65	1.41	0.71	0.16	0.87	3,666	0.14	0.13	3,712
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.15	39.9	29.2	0.05	1.12	7.81	8.93	1.02	3.97	4.99	5,448	0.22	0.05	5,468
2024	1.51	54.8	37.5	0.09	1.44	7.81	8.93	1.32	3.97	4.99	11,293	0.38	0.78	11,534
2025	0.91	21.0	17.9	0.03	0.76	0.65	1.41	0.71	0.16	0.87	3,615	0.13	0.13	3,656
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.06	2.19	1.60	< 0.005	0.06	0.43	0.49	0.06	0.22	0.27	299	0.01	< 0.005	300
2024	0.66	17.2	13.8	0.03	0.56	0.83	1.40	0.52	0.27	0.79	3,109	0.11	0.14	3,156
2025	0.59	13.3	11.4	0.02	0.49	0.40	0.89	0.46	0.10	0.55	2,276	0.08	0.08	2,303

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.01	0.40	0.29	< 0.005	0.01	0.08	0.09	0.01	0.04	0.05	49.5	< 0.005	< 0.005	49.6
2024	0.12	3.14	2.52	< 0.005	0.10	0.15	0.25	0.10	0.05	0.14	515	0.02	0.02	523
2025	0.11	2.42	2.08	< 0.005	0.09	0.07	0.16	0.08	0.02	0.10	377	0.01	0.01	381

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.87	19.8	17.3	0.03	0.70	0.57	1.27	0.65	0.14	0.79	3,463	0.13	0.13	3,508
2025	0.94	20.9	18.6	0.03	0.76	0.65	1.41	0.71	0.16	0.87	3,666	0.14	0.13	3,712
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.15	39.9	29.2	0.05	1.12	7.81	8.93	1.02	3.97	4.99	5,448	0.22	0.05	5,468
2024	1.51	54.8	37.5	0.09	1.44	7.81	8.93	1.32	3.97	4.99	11,293	0.38	0.78	11,534
2025	0.91	21.0	17.9	0.03	0.76	0.65	1.41	0.71	0.16	0.87	3,615	0.13	0.13	3,656
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.06	2.19	1.60	< 0.005	0.06	0.43	0.49	0.06	0.22	0.27	299	0.01	< 0.005	300
2024	0.66	17.2	13.8	0.03	0.56	0.83	1.40	0.52	0.27	0.79	3,109	0.11	0.14	3,156
2025	0.59	13.3	11.4	0.02	0.49	0.40	0.89	0.46	0.10	0.55	2,276	0.08	0.08	2,303
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.01	0.40	0.29	< 0.005	0.01	0.08	0.09	0.01	0.04	0.05	49.5	< 0.005	< 0.005	49.6
2024	0.12	3.14	2.52	< 0.005	0.10	0.15	0.25	0.10	0.05	0.14	515	0.02	0.02	523
2025	0.11	2.42	2.08	< 0.005	0.09	0.07	0.16	0.08	0.02	0.10	377	0.01	0.01	381

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	9.34	5.42	53.3	0.10	0.09	3.22	3.32	0.09	0.58	0.67	11,264	24.9	0.71	12,135
Mit.	9.34	5.42	53.3	0.10	0.09	3.22	3.32	0.09	0.58	0.67	11,196	24.8	0.71	12,066
% Reduced	—	—	—	—	—	—	—	—	—	—	1%	< 0.5%	< 0.5%	1%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	7.78	6.23	43.6	0.09	0.09	3.22	3.31	0.08	0.58	0.66	10,511	24.9	0.75	11,359
Mit.	7.78	6.23	43.6	0.09	0.09	3.22	3.31	0.08	0.58	0.66	10,442	24.9	0.75	11,291
% Reduced	—	—	—	—	—	—	—	—	—	—	1%	< 0.5%	< 0.5%	1%
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	8.26	5.88	45.4	0.10	0.09	3.22	3.31	0.09	0.58	0.67	10,692	24.9	0.73	11,549
Mit.	8.26	5.88	45.4	0.10	0.09	3.22	3.31	0.09	0.58	0.67	10,624	24.9	0.73	11,480
% Reduced	—	—	—	—	—	—	—	—	—	—	1%	< 0.5%	< 0.5%	1%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.51	1.07	8.29	0.02	0.02	0.59	0.60	0.02	0.11	0.12	1,770	4.12	0.12	1,912
Mit.	1.51	1.07	8.29	0.02	0.02	0.59	0.60	0.02	0.11	0.12	1,759	4.12	0.12	1,901
% Reduced	—	—	—	—	—	—	—	—	—	—	1%	< 0.5%	< 0.5%	1%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.05	5.38	47.7	0.10	0.09	3.22	3.31	0.08	0.58	0.66	10,256	0.49	0.50	10,456
Area	2.28	0.05	5.58	< 0.005	0.01	—	0.01	0.01	—	0.01	22.9	< 0.005	< 0.005	23.0
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	643	0.10	0.01	649
Water	—	—	—	—	—	—	—	—	—	—	181	8.17	0.20	444
Waste	—	—	—	—	—	—	—	—	—	—	161	16.1	0.00	563
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13
Total	9.34	5.42	53.3	0.10	0.09	3.22	3.32	0.09	0.58	0.67	11,264	24.9	0.71	12,135
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.41	6.23	43.6	0.09	0.09	3.22	3.31	0.08	0.58	0.66	9,525	0.57	0.54	9,703
Area	1.37	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	643	0.10	0.01	649
Water	—	—	—	—	—	—	—	—	—	—	181	8.17	0.20	444
Waste	—	—	—	—	—	—	—	—	—	—	161	16.1	0.00	563
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13
Total	7.78	6.23	43.6	0.09	0.09	3.22	3.31	0.08	0.58	0.66	10,511	24.9	0.75	11,359
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.44	5.85	42.7	0.10	0.09	3.22	3.31	0.08	0.58	0.66	9,695	0.53	0.52	9,881
Area	1.82	0.02	2.75	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	11.3	< 0.005	< 0.005	11.4
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	643	0.10	0.01	649
Water	—	—	—	—	—	—	—	—	—	—	181	8.17	0.20	444
Waste	—	—	—	—	—	—	—	—	—	—	161	16.1	0.00	563
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13
Total	8.26	5.88	45.4	0.10	0.09	3.22	3.31	0.09	0.58	0.67	10,692	24.9	0.73	11,549

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.18	1.07	7.79	0.02	0.02	0.59	0.60	0.01	0.11	0.12	1,605	0.09	0.09	1,636
Area	0.33	< 0.005	0.50	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.87	< 0.005	< 0.005	1.88
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	106	0.02	< 0.005	108
Water	—	—	—	—	—	—	—	—	—	—	30.0	1.35	0.03	73.5
Waste	—	—	—	—	—	—	—	—	—	—	26.6	2.66	0.00	93.2
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02
Total	1.51	1.07	8.29	0.02	0.02	0.59	0.60	0.02	0.11	0.12	1,770	4.12	0.12	1,912

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.05	5.38	47.7	0.10	0.09	3.22	3.31	0.08	0.58	0.66	10,256	0.49	0.50	10,456
Area	2.28	0.05	5.58	< 0.005	0.01	—	0.01	0.01	—	0.01	22.9	< 0.005	< 0.005	23.0
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	643	0.10	0.01	649
Water	—	—	—	—	—	—	—	—	—	—	113	8.16	0.19	375
Waste	—	—	—	—	—	—	—	—	—	—	161	16.1	0.00	563
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13
Total	9.34	5.42	53.3	0.10	0.09	3.22	3.32	0.09	0.58	0.67	11,196	24.8	0.71	12,066
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.41	6.23	43.6	0.09	0.09	3.22	3.31	0.08	0.58	0.66	9,525	0.57	0.54	9,703
Area	1.37	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	643	0.10	0.01	649
Water	—	—	—	—	—	—	—	—	—	—	113	8.16	0.19	375

Waste	—	—	—	—	—	—	—	—	—	—	161	16.1	0.00	563
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13
Total	7.78	6.23	43.6	0.09	0.09	3.22	3.31	0.08	0.58	0.66	10,442	24.9	0.75	11,291
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.44	5.85	42.7	0.10	0.09	3.22	3.31	0.08	0.58	0.66	9,695	0.53	0.52	9,881
Area	1.82	0.02	2.75	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	11.3	< 0.005	< 0.005	11.4
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	643	0.10	0.01	649
Water	—	—	—	—	—	—	—	—	—	—	113	8.16	0.19	375
Waste	—	—	—	—	—	—	—	—	—	—	161	16.1	0.00	563
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13
Total	8.26	5.88	45.4	0.10	0.09	3.22	3.31	0.09	0.58	0.67	10,624	24.9	0.73	11,480
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.18	1.07	7.79	0.02	0.02	0.59	0.60	0.01	0.11	0.12	1,605	0.09	0.09	1,636
Area	0.33	< 0.005	0.50	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.87	< 0.005	< 0.005	1.88
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	106	0.02	< 0.005	108
Water	—	—	—	—	—	—	—	—	—	—	18.7	1.35	0.03	62.1
Waste	—	—	—	—	—	—	—	—	—	—	26.6	2.66	0.00	93.2
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02
Total	1.51	1.07	8.29	0.02	0.02	0.59	0.60	0.02	0.11	0.12	1,759	4.12	0.12	1,901

3. Construction Emissions Details

3.1. Site Preparation (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	39.9	28.3	0.05	1.12	—	1.12	1.02	—	1.02	5,295	0.21	0.04	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	2.18	1.55	< 0.005	0.06	—	0.06	0.06	—	0.06	290	0.01	< 0.005	291
Dust From Material Movement	—	—	—	—	—	0.42	0.42	—	0.22	0.22	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.40	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	48.0	< 0.005	< 0.005	48.2
Dust From Material Movement	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.08	0.08	0.86	0.00	0.00	0.15	0.15	0.00	0.03	0.03	153	0.01	0.01	155
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	8.58	< 0.005	< 0.005	8.71
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.42	< 0.005	< 0.005	1.44
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2023) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	39.9	28.3	0.05	1.12	—	1.12	1.02	—	1.02	5,295	0.21	0.04	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	2.18	1.55	< 0.005	0.06	—	0.06	0.06	—	0.06	290	0.01	< 0.005	291
Dust From Material Movement	—	—	—	—	—	0.42	0.42	—	0.22	0.22	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.40	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	48.0	< 0.005	< 0.005	48.2
Dust From Material Movement	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.86	0.00	0.00	0.15	0.15	0.00	0.03	0.03	153	0.01	0.01	155
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	8.58	< 0.005	< 0.005	8.71
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.42	< 0.005	< 0.005	1.44

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	39.9	28.3	0.05	1.12	—	1.12	1.02	—	1.02	5,296	0.21	0.04	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.39	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	51.8	< 0.005	< 0.005	52.0
Dust From Material Movement	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.07	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	8.58	< 0.005	< 0.005	8.61

Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.79	0.00	0.00	0.15	0.15	0.00	0.03	0.03	149	0.01	0.01	152
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.50	< 0.005	< 0.005	1.52
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.25	< 0.005	< 0.005	0.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.4. Site Preparation (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	39.9	28.3	0.05	1.12	—	1.12	1.02	—	1.02	5,296	0.21	0.04	5,314
Dust From Material Movement	—	—	—	—	—	7.67	7.67	—	3.94	3.94	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.39	0.28	< 0.005	0.01	—	0.01	0.01	—	0.01	51.8	< 0.005	< 0.005	52.0
Dust From Material Movement	—	—	—	—	—	0.08	0.08	—	0.04	0.04	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.07	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	8.58	< 0.005	< 0.005	8.61
Dust From Material Movement	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.07	0.07	0.79	0.00	0.00	0.15	0.15	0.00	0.03	0.03	149	0.01	0.01	152
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	1.50	< 0.005	< 0.005	1.52
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.25	< 0.005	< 0.005	0.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.33	48.8	35.3	0.06	1.36	—	1.36	1.23	—	1.23	6,598	0.27	0.05	6,621
Dust From Material Movement	—	—	—	—	—	3.60	3.60	—	1.43	1.43	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	4.01	2.91	0.01	0.11	—	0.11	0.10	—	0.10	542	0.02	< 0.005	544
Dust From Material Movement	—	—	—	—	—	0.30	0.30	—	0.12	0.12	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.73	0.53	< 0.005	0.02	—	0.02	0.02	—	0.02	89.8	< 0.005	< 0.005	90.1
Dust From Material Movement	—	—	—	—	—	0.05	0.05	—	0.02	0.02	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.90	0.00	0.00	0.17	0.17	0.00	0.04	0.04	171	0.01	0.01	173
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.10	5.84	1.30	0.03	0.08	1.17	1.26	0.08	0.32	0.41	4,524	0.10	0.72	4,740
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	14.4	< 0.005	< 0.005	14.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.47	0.11	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	372	0.01	0.06	390
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.38	< 0.005	< 0.005	2.42

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.09	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	61.5	< 0.005	0.01	64.5

3.6. Grading (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.33	48.8	35.3	0.06	1.36	—	1.36	1.23	—	1.23	6,598	0.27	0.05	6,621
Dust From Material Movement	—	—	—	—	—	3.60	3.60	—	1.43	1.43	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.11	4.01	2.91	0.01	0.11	—	0.11	0.10	—	0.10	542	0.02	< 0.005	544
Dust From Material Movement	—	—	—	—	—	0.30	0.30	—	0.12	0.12	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.73	0.53	< 0.005	0.02	—	0.02	0.02	—	0.02	89.8	< 0.005	< 0.005	90.1

Dust From Material Movement	—	—	—	—	—	0.05	0.05	—	0.02	0.02	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.90	0.00	0.00	0.17	0.17	0.00	0.04	0.04	171	0.01	0.01	173
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.10	5.84	1.30	0.03	0.08	1.17	1.26	0.08	0.32	0.41	4,524	0.10	0.72	4,740
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	14.4	< 0.005	< 0.005	14.6
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.47	0.11	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	372	0.01	0.06	390
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	2.38	< 0.005	< 0.005	2.42
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.09	0.02	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	61.5	< 0.005	0.01	64.5

3.7. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	2,398	0.10	0.02	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	2,398	0.10	0.02	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	11.7	8.87	0.01	0.43	—	0.43	0.40	—	0.40	1,487	0.06	0.01	1,492
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	2.14	1.62	< 0.005	0.08	—	0.08	0.07	—	0.07	246	0.01	< 0.005	247
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.15	2.77	0.00	0.00	0.41	0.41	0.00	0.10	0.10	460	0.02	0.02	467
Vendor	0.02	0.77	0.27	< 0.005	0.01	0.16	0.17	0.01	0.04	0.05	605	0.01	0.09	635
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.20	2.19	0.00	0.00	0.41	0.41	0.00	0.10	0.10	415	0.03	0.02	421

Vendor	0.02	0.82	0.27	< 0.005	0.01	0.16	0.17	0.01	0.04	0.05	606	0.01	0.09	634
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.11	1.39	0.00	0.00	0.25	0.25	0.00	0.06	0.06	264	0.01	0.01	268
Vendor	0.01	0.50	0.17	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	376	0.01	0.06	393
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.25	0.00	0.00	0.05	0.05	0.00	0.01	0.01	43.7	< 0.005	< 0.005	44.4
Vendor	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	62.2	< 0.005	0.01	65.1
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	2,398	0.10	0.02	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	2,398	0.10	0.02	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.38	11.7	8.87	0.01	0.43	—	0.43	0.40	—	0.40	1,487	0.06	0.01	1,492
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	2.14	1.62	< 0.005	0.08	—	0.08	0.07	—	0.07	246	0.01	< 0.005	247
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.15	2.77	0.00	0.00	0.41	0.41	0.00	0.10	0.10	460	0.02	0.02	467
Vendor	0.02	0.77	0.27	< 0.005	0.01	0.16	0.17	0.01	0.04	0.05	605	0.01	0.09	635
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.20	2.19	0.00	0.00	0.41	0.41	0.00	0.10	0.10	415	0.03	0.02	421
Vendor	0.02	0.82	0.27	< 0.005	0.01	0.16	0.17	0.01	0.04	0.05	606	0.01	0.09	634
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.11	1.39	0.00	0.00	0.25	0.25	0.00	0.06	0.06	264	0.01	0.01	268
Vendor	0.01	0.50	0.17	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	376	0.01	0.06	393
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.25	0.00	0.00	0.05	0.05	0.00	0.01	0.01	43.7	< 0.005	< 0.005	44.4
Vendor	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	0.01	0.01	62.2	< 0.005	0.01	65.1
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	2,398	0.10	0.02	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	2,398	0.10	0.02	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	11.5	8.70	0.01	0.42	—	0.42	0.39	—	0.39	1,459	0.06	0.01	1,464
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	2.10	1.59	< 0.005	0.08	—	0.08	0.07	—	0.07	242	0.01	< 0.005	242
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.14	2.54	0.00	0.00	0.41	0.41	0.00	0.10	0.10	450	0.02	0.02	457
Vendor	0.02	0.74	0.25	< 0.005	0.01	0.16	0.17	0.01	0.04	0.05	595	0.01	0.09	623

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.18	2.01	0.00	0.00	0.41	0.41	0.00	0.10	0.10	407	0.01	0.02	412
Vendor	0.02	0.79	0.26	< 0.005	0.01	0.16	0.17	0.01	0.04	0.05	596	0.01	0.09	622
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.09	1.25	0.00	0.00	0.25	0.25	0.00	0.06	0.06	254	0.01	0.01	257
Vendor	0.01	0.47	0.16	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	362	0.01	0.05	379
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.23	0.00	0.00	0.05	0.05	0.00	0.01	0.01	42.0	< 0.005	< 0.005	42.6
Vendor	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	60.0	< 0.005	0.01	62.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	2,398	0.10	0.02	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.62	18.9	14.3	0.02	0.69	—	0.69	0.64	—	0.64	2,398	0.10	0.02	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	11.5	8.70	0.01	0.42	—	0.42	0.39	—	0.39	1,459	0.06	0.01	1,464
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	2.10	1.59	< 0.005	0.08	—	0.08	0.07	—	0.07	242	0.01	< 0.005	242
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.14	2.54	0.00	0.00	0.41	0.41	0.00	0.10	0.10	450	0.02	0.02	457
Vendor	0.02	0.74	0.25	< 0.005	0.01	0.16	0.17	0.01	0.04	0.05	595	0.01	0.09	623
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.19	0.18	2.01	0.00	0.00	0.41	0.41	0.00	0.10	0.10	407	0.01	0.02	412
Vendor	0.02	0.79	0.26	< 0.005	0.01	0.16	0.17	0.01	0.04	0.05	596	0.01	0.09	622
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.11	0.09	1.25	0.00	0.00	0.25	0.25	0.00	0.06	0.06	254	0.01	0.01	257
Vendor	0.01	0.47	0.16	< 0.005	0.01	0.10	0.10	0.01	0.03	0.03	362	0.01	0.05	379
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.02	0.02	0.23	0.00	0.00	0.05	0.05	0.00	0.01	0.01	42.0	< 0.005	< 0.005	42.6
Vendor	< 0.005	0.09	0.03	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	60.0	< 0.005	0.01	62.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	13.3	10.6	0.01	0.58	—	0.58	0.54	—	0.54	1,511	0.06	0.01	1,517
Paving	0.26	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.55	0.44	< 0.005	0.02	—	0.02	0.02	—	0.02	62.1	< 0.005	< 0.005	62.3
Paving	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.10	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	10.3	< 0.005	< 0.005	10.3
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.62	0.00	0.00	0.13	0.13	0.00	0.03	0.03	125	< 0.005	0.01	127
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	5.28	< 0.005	< 0.005	5.36
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.87	< 0.005	< 0.005	0.89
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	13.3	10.6	0.01	0.58	—	0.58	0.54	—	0.54	1,511	0.06	0.01	1,517

Paving	0.26	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.55	0.44	< 0.005	0.02	—	0.02	0.02	—	0.02	62.1	< 0.005	< 0.005	62.3
Paving	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.10	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	10.3	< 0.005	< 0.005	10.3
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.62	0.00	0.00	0.13	0.13	0.00	0.03	0.03	125	< 0.005	0.01	127
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	5.28	< 0.005	< 0.005	5.36
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.87	< 0.005	< 0.005	0.89

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	134	0.01	< 0.005	134
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	134	0.01	< 0.005	134
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.67	0.59	< 0.005	0.04	—	0.04	0.04	—	0.04	82.3	< 0.005	< 0.005	82.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.12	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	13.6	< 0.005	< 0.005	13.7
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.51	0.00	0.00	0.08	0.08	0.00	0.02	0.02	90.0	< 0.005	< 0.005	91.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.40	0.00	0.00	0.08	0.08	0.00	0.02	0.02	81.3	< 0.005	< 0.005	82.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.25	0.00	0.00	0.05	0.05	0.00	0.01	0.01	51.4	< 0.005	< 0.005	52.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	8.51	< 0.005	< 0.005	8.63
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	134	0.01	< 0.005	134
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	134	0.01	< 0.005	134
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.67	0.59	< 0.005	0.04	—	0.04	0.04	—	0.04	82.3	< 0.005	< 0.005	82.6
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.12	0.11	< 0.005	0.01	—	0.01	0.01	—	0.01	13.6	< 0.005	< 0.005	13.7
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.51	0.00	0.00	0.08	0.08	0.00	0.02	0.02	90.0	< 0.005	< 0.005	91.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.40	0.00	0.00	0.08	0.08	0.00	0.02	0.02	81.3	< 0.005	< 0.005	82.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.25	0.00	0.00	0.05	0.05	0.00	0.01	0.01	51.4	< 0.005	< 0.005	52.1
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	8.51	< 0.005	< 0.005	8.63
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	1.02	0.77	6.88	0.01	0.01	0.46	0.48	0.01	0.08	0.10	1,478	0.07	0.07	1,506
Government (Civic Center)	6.04	4.60	40.8	0.09	0.07	2.76	2.83	0.07	0.50	0.57	8,779	0.42	0.43	8,949
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	7.05	5.38	47.7	0.10	0.09	3.22	3.31	0.08	0.58	0.66	10,256	0.49	0.50	10,456
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—

City Park	0.92	0.90	6.28	0.01	0.01	0.46	0.48	0.01	0.08	0.10	1,372	0.08	0.08	1,398
Government (Civic Center)	5.49	5.33	37.3	0.08	0.07	2.76	2.83	0.07	0.50	0.57	8,153	0.49	0.47	8,305
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	6.41	6.23	43.6	0.09	0.09	3.22	3.31	0.08	0.58	0.66	9,525	0.57	0.54	9,703
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.17	0.15	1.12	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.02	231	0.01	0.01	236
Government (Civic Center)	1.01	0.91	6.67	0.01	0.01	0.50	0.52	0.01	0.09	0.10	1,374	0.07	0.07	1,400
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.18	1.07	7.79	0.02	0.02	0.59	0.60	0.01	0.11	0.12	1,605	0.09	0.09	1,636

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	1.02	0.77	6.88	0.01	0.01	0.46	0.48	0.01	0.08	0.10	1,478	0.07	0.07	1,506
Government (Civic Center)	6.04	4.60	40.8	0.09	0.07	2.76	2.83	0.07	0.50	0.57	8,779	0.42	0.43	8,949
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	7.05	5.38	47.7	0.10	0.09	3.22	3.31	0.08	0.58	0.66	10,256	0.49	0.50	10,456
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—

City Park	0.92	0.90	6.28	0.01	0.01	0.46	0.48	0.01	0.08	0.10	1,372	0.08	0.08	1,398
Government (Civic Center)	5.49	5.33	37.3	0.08	0.07	2.76	2.83	0.07	0.50	0.57	8,153	0.49	0.47	8,305
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	6.41	6.23	43.6	0.09	0.09	3.22	3.31	0.08	0.58	0.66	9,525	0.57	0.54	9,703
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.17	0.15	1.12	< 0.005	< 0.005	0.08	0.09	< 0.005	0.02	0.02	231	0.01	0.01	236
Government (Civic Center)	1.01	0.91	6.67	0.01	0.01	0.50	0.52	0.01	0.09	0.10	1,374	0.07	0.07	1,400
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.18	1.07	7.79	0.02	0.02	0.59	0.60	0.01	0.11	0.12	1,605	0.09	0.09	1,636

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	611	0.10	0.01	617
Parking Lot	—	—	—	—	—	—	—	—	—	—	32.0	0.01	< 0.005	32.3
Total	—	—	—	—	—	—	—	—	—	—	643	0.10	0.01	649

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	611	0.10	0.01	617
Parking Lot	—	—	—	—	—	—	—	—	—	—	32.0	0.01	< 0.005	32.3
Total	—	—	—	—	—	—	—	—	—	—	643	0.10	0.01	649
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	101	0.02	< 0.005	102
Parking Lot	—	—	—	—	—	—	—	—	—	—	5.30	< 0.005	< 0.005	5.35
Total	—	—	—	—	—	—	—	—	—	—	106	0.02	< 0.005	108

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	611	0.10	0.01	617
Parking Lot	—	—	—	—	—	—	—	—	—	—	32.0	0.01	< 0.005	32.3
Total	—	—	—	—	—	—	—	—	—	—	643	0.10	0.01	649

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	611	0.10	0.01	617
Parking Lot	—	—	—	—	—	—	—	—	—	—	32.0	0.01	< 0.005	32.3
Total	—	—	—	—	—	—	—	—	—	—	643	0.10	0.01	649
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	101	0.02	< 0.005	102
Parking Lot	—	—	—	—	—	—	—	—	—	—	5.30	< 0.005	< 0.005	5.35
Total	—	—	—	—	—	—	—	—	—	—	106	0.02	< 0.005	108

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Government (Civic Center)	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Government (Civic Center)	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Government (Civic Center)	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Government (Civic Center)	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Government (Civic Center)	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Government (Civic Center)	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.37	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.92	0.05	5.58	< 0.005	0.01	—	0.01	0.01	—	0.01	22.9	< 0.005	< 0.005	23.0
Total	2.28	0.05	5.58	< 0.005	0.01	—	0.01	0.01	—	0.01	22.9	< 0.005	< 0.005	23.0

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.37	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.37	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.08	< 0.005	0.50	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.87	< 0.005	< 0.005	1.88
Total	0.33	< 0.005	0.50	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.87	< 0.005	< 0.005	1.88

4.3.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.37	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.92	0.05	5.58	< 0.005	0.01	—	0.01	0.01	—	0.01	22.9	< 0.005	< 0.005	23.0
Total	2.28	0.05	5.58	< 0.005	0.01	—	0.01	0.01	—	0.01	22.9	< 0.005	< 0.005	23.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.37	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.37	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Consumer Products	0.25	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.08	< 0.005	0.50	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.87	< 0.005	< 0.005	1.88
Total	0.33	< 0.005	0.50	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	1.87	< 0.005	< 0.005	1.88

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	26.2	< 0.005	< 0.005	26.4
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	155	8.17	0.20	418
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	181	8.17	0.20	444
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	26.2	< 0.005	< 0.005	26.4
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	155	8.17	0.20	418
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	181	8.17	0.20	444
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—

City Park	—	—	—	—	—	—	—	—	—	—	4.33	< 0.005	< 0.005	4.38
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	25.7	1.35	0.03	69.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	30.0	1.35	0.03	73.5

4.4.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	-42.0	-0.01	> -0.005	-42.4
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	155	8.17	0.20	418
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	113	8.16	0.19	375
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	-42.0	-0.01	> -0.005	-42.4
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	155	8.17	0.20	418
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	113	8.16	0.19	375
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—

City Park	—	—	—	—	—	—	—	—	—	—	-6.95	> -0.005	> -0.005	-7.01
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	25.7	1.35	0.03	69.1
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	18.7	1.35	0.03	62.1

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.46	0.05	0.00	1.61
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	160	16.0	0.00	562
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	161	16.1	0.00	563
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.46	0.05	0.00	1.61
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	160	16.0	0.00	562
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00

Total	—	—	—	—	—	—	—	—	—	—	161	16.1	0.00	563
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.08	0.01	0.00	0.27
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	26.6	2.66	0.00	93.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	26.6	2.66	0.00	93.2

4.5.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.46	0.05	0.00	1.61
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	160	16.0	0.00	562
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	161	16.1	0.00	563
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.46	0.05	0.00	1.61
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	160	16.0	0.00	562
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00

Total	—	—	—	—	—	—	—	—	—	—	161	16.1	0.00	563
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	0.08	0.01	0.00	0.27
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	26.6	2.66	0.00	93.0
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	26.6	2.66	0.00	93.2

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00
Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	0.13
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
City Park	—	—	—	—	—	—	—	—	—	—	—	—	—	0.00

Government (Civic Center)	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
----------	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-----	-----	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	12/4/2023	1/5/2024	5.00	25.0	—
Grading	Grading	1/8/2024	2/16/2024	5.00	30.0	—
Building Construction	Building Construction	2/19/2024	11/7/2025	5.00	450	—

Paving	Paving	11/10/2025	11/28/2025	5.00	15.0	—
Architectural Coating	Architectural Coating	1/27/2025	12/5/2025	5.00	225	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 2	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 2	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Tier 2	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Tier 2	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 2	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Tier 2	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Tier 2	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Tier 2	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 2	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Tier 2	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Tier 2	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 2	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Tier 2	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 2	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 2	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 2	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 2	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 2	4.00	8.00	84.0	0.37
Grading	Graders	Diesel	Tier 2	1.00	8.00	148	0.41
Grading	Excavators	Diesel	Tier 2	2.00	8.00	36.0	0.38
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 2	2.00	8.00	84.0	0.37
Grading	Scrapers	Diesel	Tier 2	2.00	8.00	423	0.48
Grading	Rubber Tired Dozers	Diesel	Tier 2	1.00	8.00	367	0.40
Building Construction	Forklifts	Diesel	Tier 2	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Tier 2	1.00	8.00	14.0	0.74
Building Construction	Cranes	Diesel	Tier 2	1.00	7.00	367	0.29
Building Construction	Welders	Diesel	Tier 2	1.00	8.00	46.0	0.45
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 2	3.00	7.00	84.0	0.37
Paving	Pavers	Diesel	Tier 2	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 2	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 2	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 2	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	11.9	LDA,LDT1,LDT2
Site Preparation	Vendor	—	9.10	HHDT,MHDT

Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	11.9	LDA,LDT1,LDT2
Grading	Vendor	—	9.10	HHDT,MHDT
Grading	Hauling	63.3	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	48.6	11.9	LDA,LDT1,LDT2
Building Construction	Vendor	21.0	9.10	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	11.9	LDA,LDT1,LDT2
Paving	Vendor	—	9.10	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	9.73	11.9	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	9.10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	11.9	LDA,LDT1,LDT2

Site Preparation	Vendor	—	9.10	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	11.9	LDA,LDT1,LDT2
Grading	Vendor	—	9.10	HHDT,MHDT
Grading	Hauling	63.3	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	48.6	11.9	LDA,LDT1,LDT2
Building Construction	Vendor	21.0	9.10	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	11.9	LDA,LDT1,LDT2
Paving	Vendor	—	9.10	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	9.73	11.9	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	9.10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
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5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	37.5	0.00	—
Grading	0.00	15,200	90.0	0.00	—
Paving	0.00	0.00	0.00	0.00	1.50

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
City Park	0.00	0%
Government (Civic Center)	0.00	0%
Parking Lot	1.50	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2023	0.00	204	0.03	< 0.005

2024	0.00	204	0.03	< 0.005
2025	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
City Park	253	253	253	92,506	1,648	1,648	1,648	601,517
Government (Civic Center)	1,506	1,506	1,506	549,570	9,791	9,791	9,791	3,573,577
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
City Park	253	253	253	92,506	1,648	1,648	1,648	601,517
Government (Civic Center)	1,506	1,506	1,506	549,570	9,791	9,791	9,791	3,573,577
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
—	—	—	—	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
City Park	0.00	204	0.0330	0.0040	0.00
Government (Civic Center)	1,093,432	204	0.0330	0.0040	0.00
Parking Lot	57,238	204	0.0330	0.0040	0.00

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
City Park	0.00	204	0.0330	0.0040	0.00

Government (Civic Center)	1,093,432	204	0.0330	0.0040	0.00
Parking Lot	57,238	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
City Park	0.00	0.00
Government (Civic Center)	10,378,777	0.00
Parking Lot	0.00	0.00
City Park	0.00	13,451,033
Government (Civic Center)	10,378,777	0.00
Parking Lot	0.00	0.00

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
City Park	0.00	-17,506,564
Government (Civic Center)	10,378,777	0.00
Parking Lot	0.00	0.00
City Park	0.00	-4,055,532
Government (Civic Center)	10,378,777	0.00
Parking Lot	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
----------	------------------	-------------------------

City Park	0.85	—
Government (Civic Center)	298	—
Parking Lot	0.00	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
City Park	0.85	—
Government (Civic Center)	298	—
Parking Lot	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Government (Civic Center)	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government (Civic Center)	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
City Park	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

City Park	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Government (Civic Center)	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
Government (Civic Center)	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
----------------	-----------	-------------	----------------	---------------	------------	-------------

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
-----------	--------	------------------------------	------------------------------

8. User Changes to Default Data

Screen	Justification
Land Use	The proposed project would include a recreational center and park on a 13.9 acre project site.
Construction: Construction Phases	Construction will begin in December of 2023 and occur for approximately 24 months. Overlap between building construction and architectural coating.
Construction: Off-Road Equipment	Default construction equipment with tier 2 engine
Operations: Vehicle Data	Based on a total trip generation of 1,760 ADT, including 11 trips for the park, 1,506 trips for the recreational center, and 243 for the dog park. The trips for the dog park and recreational park were combined for the same land use.
Operations: Energy Use	The proposed project would not include natural gas

APPENDIX B

NOISE MEASUREMENT SHEETS

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Noise Measurement Survey

Project Number: LPX2204

Test Personnel: Moe Abushanab

Project Name: Tracy Recreation Center

Equipment: LD LxT

Site Number: ST-1 Date: 2/15/2023

Time: From 2:14 p.m. To 2:29 p.m.

Site Location: Near northwest corner of project site. East of paved path. Approximately 30 ft away from Kavanagh Ave.

Primary Noise Sources: Road traffic on Kavanagh Avenue

Background traffic noise

Comments: Some neighborhood activities. Wind.

File:	.001
L _{eq}	60.0
L _{max}	72.3
L _{min}	49.1
L ₅	66.8
L ₁₀	64.2
L _{33.3}	56.0
L ₅₀	53.9
L _{66.6}	52.6
L ₉₀	51.2

Atmospheric Conditions	
Average Wind Velocity (mph)	4.7
Maximum Wind Velocity (mph)	9
Temperature (F)	56.0
Relative Humidity (%)	23

Location Photo:



Noise Measurement Survey

Project Number: LPX2204

Test Personnel: Moe Abushanab

Project Name: Tracy Recreation Center

Equipment: LD LxT

Site Number: ST-2 Date: 2/15/2023

Time: From 2:31 p.m. To 2:46 p.m.

Site Location: Near northeast corner of project site. Opposite Kavanagh Ave and Elsinore Dr.
by fence adjacent to school, approximately 30 ft away from Kavanagh Ave centerline.

Primary Noise Sources: Road traffic on Kavanagh Avenue
Background traffic noise

Comments: Some neighborhood activities. Dog park nearby. Wind.

File:	.002
L _{eq}	64.0
L _{max}	82.8
L _{min}	47.9
L ₅	70.2
L ₁₀	67.5
L _{33.3}	58.6
L ₅₀	54.8
L _{66.6}	51.8
L ₉₀	49.7

Atmospheric Conditions	
Average Wind Velocity (mph)	4.7
Maximum Wind Velocity (mph)	9
Temperature (F)	56.0
Relative Humidity (%)	23

Location Photo:



Noise Measurement Survey

Project Number: LPX2204

Test Personnel: Moe Abushanab

Project Name: Tracy Recreation Center

Equipment: LD LxT

Site Number: ST-3 Date: 2/15/2023

Time: From 2:52 p.m. To 3:07 p.m.

Site Location: Near southeast corner of project site. By fence near residence, in line with parking (east of parking). Approximately 50 ft away from residence property line

Primary Noise Sources: Background traffic noise

Comments: Windy.

File:	.003
L _{eq}	51.6
L _{max}	59.6
L _{min}	47.7
L ₅	53.7
L ₁₀	53.0
L _{33.3}	51.9
L ₅₀	51.2
L _{66.6}	50.5
L ₉₀	49.4

Atmospheric Conditions	
Average Wind Velocity (mph)	4.7
Maximum Wind Velocity (mph)	9
Temperature (F)	56.0
Relative Humidity (%)	23

Location Photo:



Noise Measurement Survey

Project Number: LPX2204

Test Personnel: Moe Abushanab

Project Name: Tracy Recreation Center

Equipment: LD LxT

Site Number: ST-4 Date: 2/15/2023

Time: From 3:10 p.m. To 3:25 p.m.

Site Location: Near south of project site, east of entrance. Approximately 150 ft away from Grant Line Rd centerline

Primary Noise Sources: Road traffic on Grant Line Rd.

Comments: _____

File:	.004
L _{eq}	59.4
L _{max}	74.3
L _{min}	46.0
L ₅	66.2
L ₁₀	61.9
L _{33.3}	57.4
L ₅₀	54.5
L _{66.6}	52.4
L ₉₀	49.2

Atmospheric Conditions	
Average Wind Velocity (mph)	4.7
Maximum Wind Velocity (mph)	9
Temperature (F)	56.0
Relative Humidity (%)	23

Location Photo:



APPENDIX C

TRAFFIC VOLUME DATA

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Counts Unlimited, Inc.

City of Tracy
 Kavanagh Avenue
 B/ Tracy Boulevard - Holly Drive
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

TCY002
 Site Code: 003-23244

Start Time	3/16/23 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	16			4	20				
12:15		1	25			1	19				
12:30		2	14			3	24				
12:45		2	18	7	73	0	18	8	81	15	154
01:00		0	20			1	31				
01:15		1	17			0	20				
01:30		2	26			1	28				
01:45		0	18	3	81	1	15	3	94	6	175
02:00		1	30			1	25				
02:15		0	26			0	28				
02:30		0	25			0	19				
02:45		2	37	3	118	0	31	1	103	4	221
03:00		0	25			1	36				
03:15		0	27			4	31				
03:30		0	26			1	47				
03:45		0	33	0	111	6	32	12	146	12	257
04:00		2	50			7	46				
04:15		0	46			3	35				
04:30		3	28			9	34				
04:45		2	34	7	158	7	32	26	147	33	305
05:00		2	23			6	39				
05:15		0	20			9	27				
05:30		2	37			7	29				
05:45		2	26	6	106	6	31	28	126	34	232
06:00		1	26			5	23				
06:15		7	22			12	17				
06:30		4	28			9	22				
06:45		4	29	16	105	11	28	37	90	53	195
07:00		9	15			13	17				
07:15		13	27			19	19				
07:30		13	25			22	13				
07:45		15	18	50	85	29	18	83	67	133	152
08:00		38	16			46	27				
08:15		20	21			57	17				
08:30		22	22			20	17				
08:45		16	14	96	73	21	15	144	76	240	149
09:00		12	18			21	10				
09:15		14	13			13	6				
09:30		5	10			16	13				
09:45		15	10	46	51	17	8	67	37	113	88
10:00		10	9			17	9				
10:15		10	8			17	13				
10:30		12	7			13	10				
10:45		19	7	51	31	21	4	68	36	119	67
11:00		21	9			28	6				
11:15		11	5			23	4				
11:30		17	4			20	4				
11:45		11	8	60	26	10	3	81	17	141	43
Total		345	1018	345	1018	558	1020	558	1020	903	2038
Combined Total		1363		1363		1578		1578		2941	
AM Peak	-	08:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	96	-	-	-	154	-	-	-	-	-
P.H.F.	-	0.632	-	-	-	0.675	-	-	-	-	-
PM Peak	-	-	04:00	-	-	-	03:30	-	-	-	-
Vol.	-	-	158	-	-	-	160	-	-	-	-
P.H.F.	-	-	0.790	-	-	-	0.851	-	-	-	-
Percentage		25.3%	74.7%			35.4%	64.6%				
ADT/AADT		ADT 2,941		AADT 2,941							

Counts Unlimited, Inc.

City of Tracy
 Holly Drive
 B/ Kavanagh Avenue - Grant Line Road
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

TCY004
 Site Code: 003-23244

Start Time	3/16/23 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	62			4	80				
12:15		2	69			6	79				
12:30		9	47			6	68				
12:45		4	47	18	225	10	54	26	281	44	506
01:00		2	64			1	56				
01:15		6	56			6	59				
01:30		0	66			7	53				
01:45		2	64	10	250	3	72	17	240	27	490
02:00		0	71			4	60				
02:15		2	68			1	87				
02:30		2	66			2	64				
02:45		7	66	11	271	1	127	8	338	19	609
03:00		3	64			1	72				
03:15		5	76			1	91				
03:30		4	70			6	105				
03:45		5	50	17	260	6	83	14	351	31	611
04:00		7	96			7	90				
04:15		8	68			13	87				
04:30		2	84			14	84				
04:45		15	70	32	318	13	66	47	327	79	645
05:00		9	77			13	57				
05:15		14	61			16	79				
05:30		12	70			13	62				
05:45		28	85	63	293	14	76	56	274	119	567
06:00		23	66			20	72				
06:15		14	62			23	56				
06:30		20	62			25	52				
06:45		21	60	78	250	21	52	89	232	167	482
07:00		30	55			28	44				
07:15		23	40			39	47				
07:30		73	38			47	44				
07:45		84	46	210	179	95	49	209	184	419	363
08:00		115	38			139	45				
08:15		78	33			112	31				
08:30		68	28			50	44				
08:45		39	22	300	121	46	33	347	153	647	274
09:00		36	32			42	33				
09:15		29	20			56	35				
09:30		41	28			42	31				
09:45		36	28	142	108	38	19	178	118	320	226
10:00		31	13			32	17				
10:15		44	10			55	15				
10:30		43	17			46	14				
10:45		41	12	159	52	45	12	178	58	337	110
11:00		39	9			48	12				
11:15		50	12			44	13				
11:30		46	3			65	8				
11:45		59	5	194	29	62	8	219	41	413	70
Total		1234	2356	1234	2356	1388	2597	1388	2597	2622	4953
Combined Total		3590		3590		3985		3985		7575	
AM Peak	-	07:30	-	-	-	07:45	-	-	-	-	-
Vol.	-	350	-	-	-	396	-	-	-	-	-
P.H.F.	-	0.761	-	-	-	0.712	-	-	-	-	-
PM Peak	-	-	04:00	-	-	-	02:45	-	-	-	-
Vol.	-	-	318	-	-	-	395	-	-	-	-
P.H.F.	-	-	0.828	-	-	-	0.778	-	-	-	-
Percentage		34.4%	65.6%			34.8%	65.2%				
ADT/AADT		ADT 7,575		AADT 7,575							

City of Tracy
 N/S: Tracy Boulevard
 E/W: Kavanagh Avenue
 Weather: Clear

File Name : 01_TCY_Tracy_Kav AM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Tracy Boulevard Southbound				Kavanagh Avenue Westbound				Tracy Boulevard Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	172	38	219	13	24	9	46	18	104	18	140	19	11	30	60	465
07:15 AM	6	167	37	210	16	35	6	57	14	154	6	174	34	8	24	66	507
07:30 AM	4	142	13	159	5	5	10	20	6	167	6	179	29	12	8	49	407
07:45 AM	8	143	15	166	6	8	7	21	8	123	7	138	24	1	17	42	367
Total	27	624	103	754	40	72	32	144	46	548	37	631	106	32	79	217	1746
08:00 AM	5	109	12	126	8	5	8	21	8	109	2	119	16	5	10	31	297
08:15 AM	4	102	11	117	2	7	4	13	5	144	5	154	18	5	6	29	313
08:30 AM	3	112	17	132	6	5	5	16	4	124	0	128	21	2	5	28	304
08:45 AM	6	114	9	129	5	7	5	17	7	114	3	124	19	6	8	33	303
Total	18	437	49	504	21	24	22	67	24	491	10	525	74	18	29	121	1217
Grand Total	45	1061	152	1258	61	96	54	211	70	1039	47	1156	180	50	108	338	2963
Apprch %	3.6	84.3	12.1		28.9	45.5	25.6		6.1	89.9	4.1		53.3	14.8	32		
Total %	1.5	35.8	5.1	42.5	2.1	3.2	1.8	7.1	2.4	35.1	1.6	39	6.1	1.7	3.6	11.4	

Start Time	Tracy Boulevard Southbound				Kavanagh Avenue Westbound				Tracy Boulevard Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	172	38	219	13	24	9	46	18	104	18	140	19	11	30	60	465
07:15 AM	6	167	37	210	16	35	6	57	14	154	6	174	34	8	24	66	507
07:30 AM	4	142	13	159	5	5	10	20	6	167	6	179	29	12	8	49	407
07:45 AM	8	143	15	166	6	8	7	21	8	123	7	138	24	1	17	42	367
Total Volume	27	624	103	754	40	72	32	144	46	548	37	631	106	32	79	217	1746
% App. Total	3.6	82.8	13.7		27.8	50	22.2		7.3	86.8	5.9		48.8	14.7	36.4		
PHF	.750	.907	.678	.861	.625	.514	.800	.632	.639	.820	.514	.881	.779	.667	.658	.822	.861

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Tracy
 N/S: Tracy Boulevard
 E/W: Kavanagh Avenue
 Weather: Clear

File Name : 01_TCY_Tracy_Kav PM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Tracy Boulevard Southbound				Kavanagh Avenue Westbound				Tracy Boulevard Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	10	191	31	232	10	18	11	39	16	202	8	226	38	5	22	65	562
04:15 PM	8	183	31	222	4	13	10	27	7	181	5	193	35	7	15	57	499
04:30 PM	13	174	35	222	8	11	10	29	19	217	7	243	24	17	14	55	549
04:45 PM	9	199	33	241	6	12	13	31	6	217	5	228	29	12	16	57	557
Total	40	747	130	917	28	54	44	126	48	817	25	890	126	41	67	234	2167
05:00 PM	3	181	22	206	6	11	6	23	10	184	6	200	17	17	8	42	471
05:15 PM	7	166	17	190	5	8	4	17	10	168	4	182	32	11	13	56	445
05:30 PM	6	163	24	193	4	8	10	22	4	191	9	204	22	13	12	47	466
05:45 PM	14	183	23	220	10	11	7	28	18	127	8	153	26	7	14	47	448
Total	30	693	86	809	25	38	27	90	42	670	27	739	97	48	47	192	1830
Grand Total	70	1440	216	1726	53	92	71	216	90	1487	52	1629	223	89	114	426	3997
Apprch %	4.1	83.4	12.5		24.5	42.6	32.9		5.5	91.3	3.2		52.3	20.9	26.8		
Total %	1.8	36	5.4	43.2	1.3	2.3	1.8	5.4	2.3	37.2	1.3	40.8	5.6	2.2	2.9	10.7	

Start Time	Tracy Boulevard Southbound				Kavanagh Avenue Westbound				Tracy Boulevard Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	10	191	31	232	10	18	11	39	16	202	8	226	38	5	22	65	562
04:15 PM	8	183	31	222	4	13	10	27	7	181	5	193	35	7	15	57	499
04:30 PM	13	174	35	222	8	11	10	29	19	217	7	243	24	17	14	55	549
04:45 PM	9	199	33	241	6	12	13	31	6	217	5	228	29	12	16	57	557
Total Volume	40	747	130	917	28	54	44	126	48	817	25	890	126	41	67	234	2167
% App. Total	4.4	81.5	14.2		22.2	42.9	34.9		5.4	91.8	2.8		53.8	17.5	28.6		
PHF	.769	.938	.929	.951	.700	.750	.846	.808	.632	.941	.781	.916	.829	.603	.761	.900	.964

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Tracy
 N/S: Tracy Boulevard
 E/W: Grant Line Road
 Weather: Clear

File Name : 02_TCY_Tracy_GL AM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Tracy Boulevard Southbound				Grant Line Road Westbound				Tracy Boulevard Northbound				Grant Line Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	17	57	31	105	17	71	16	104	10	31	11	52	15	48	6	69	330
07:15 AM	13	93	30	136	14	69	9	92	12	61	23	96	20	60	22	102	426
07:30 AM	18	110	21	149	28	90	14	132	21	67	16	104	19	54	16	89	474
07:45 AM	15	153	45	213	47	134	16	197	33	109	31	173	26	91	41	158	741
Total	63	413	127	603	106	364	55	525	76	268	81	425	80	253	85	418	1971
08:00 AM	28	112	47	187	43	167	20	230	60	110	29	199	31	115	28	174	790
08:15 AM	16	128	36	180	20	123	30	173	35	104	54	193	50	114	20	184	730
08:30 AM	21	102	25	148	22	102	25	149	44	101	27	172	27	105	21	153	622
08:45 AM	25	104	21	150	26	81	25	132	41	98	23	162	30	74	26	130	574
Total	90	446	129	665	111	473	100	684	180	413	133	726	138	408	95	641	2716
Grand Total	153	859	256	1268	217	837	155	1209	256	681	214	1151	218	661	180	1059	4687
Apprch %	12.1	67.7	20.2		17.9	69.2	12.8		22.2	59.2	18.6		20.6	62.4	17		
Total %	3.3	18.3	5.5	27.1	4.6	17.9	3.3	25.8	5.5	14.5	4.6	24.6	4.7	14.1	3.8	22.6	

Start Time	Tracy Boulevard Southbound				Grant Line Road Westbound				Tracy Boulevard Northbound				Grant Line Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	15	153	45	213	47	134	16	197	33	109	31	173	26	91	41	158	741
08:00 AM	28	112	47	187	43	167	20	230	60	110	29	199	31	115	28	174	790
08:15 AM	16	128	36	180	20	123	30	173	35	104	54	193	50	114	20	184	730
08:30 AM	21	102	25	148	22	102	25	149	44	101	27	172	27	105	21	153	622
Total Volume	80	495	153	728	132	526	91	749	172	424	141	737	134	425	110	669	2883
% App. Total	11	68	21		17.6	70.2	12.1		23.3	57.5	19.1		20	63.5	16.4		
PHF	.714	.809	.814	.854	.702	.787	.758	.814	.717	.964	.653	.926	.670	.924	.671	.909	.912

City of Tracy
 N/S: Tracy Boulevard
 E/W: Grant Line Road
 Weather: Clear

File Name : 02_TCY_Tracy_GL PM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Tracy Boulevard Southbound				Grant Line Road Westbound				Tracy Boulevard Northbound				Grant Line Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	33	136	49	218	41	123	46	210	53	178	35	266	52	157	39	248	942
04:15 PM	43	121	41	205	32	106	40	178	42	141	28	211	51	139	48	238	832
04:30 PM	35	109	38	182	35	123	36	194	49	141	23	213	51	153	35	239	828
04:45 PM	39	129	46	214	31	121	44	196	37	124	32	193	45	164	39	248	851
Total	150	495	174	819	139	473	166	778	181	584	118	883	199	613	161	973	3453
05:00 PM	43	143	28	214	47	114	20	181	54	126	31	211	51	151	35	237	843
05:15 PM	30	138	46	214	39	107	26	172	54	149	27	230	48	117	42	207	823
05:30 PM	32	132	35	199	28	110	32	170	63	162	39	264	48	173	47	268	901
05:45 PM	41	129	39	209	38	106	41	185	37	116	33	186	47	121	32	200	780
Total	146	542	148	836	152	437	119	708	208	553	130	891	194	562	156	912	3347
Grand Total	296	1037	322	1655	291	910	285	1486	389	1137	248	1774	393	1175	317	1885	6800
Apprch %	17.9	62.7	19.5		19.6	61.2	19.2		21.9	64.1	14		20.8	62.3	16.8		
Total %	4.4	15.2	4.7	24.3	4.3	13.4	4.2	21.9	5.7	16.7	3.6	26.1	5.8	17.3	4.7	27.7	

Start Time	Tracy Boulevard Southbound				Grant Line Road Westbound				Tracy Boulevard Northbound				Grant Line Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	33	136	49	218	41	123	46	210	53	178	35	266	52	157	39	248	942
04:15 PM	43	121	41	205	32	106	40	178	42	141	28	211	51	139	48	238	832
04:30 PM	35	109	38	182	35	123	36	194	49	141	23	213	51	153	35	239	828
04:45 PM	39	129	46	214	31	121	44	196	37	124	32	193	45	164	39	248	851
Total Volume	150	495	174	819	139	473	166	778	181	584	118	883	199	613	161	973	3453
% App. Total	18.3	60.4	21.2		17.9	60.8	21.3		20.5	66.1	13.4		20.5	63	16.5		
PHF	.872	.910	.888	.939	.848	.961	.902	.926	.854	.820	.843	.830	.957	.934	.839	.981	.916

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Tracy
 N/S: Butthmann Avenue
 E/W: Kavanagh Avenue
 Weather: Clear

File Name : 03_TCY_Buth_Kav AM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Butthmann Avenue Southbound				Kavanagh Avenue Westbound				Butthmann Avenue Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	10	3	15	2	9	1	12	3	3	2	8	3	5	1	9	44
07:15 AM	4	8	1	13	4	9	1	14	4	3	5	12	4	13	2	19	58
07:30 AM	4	7	4	15	8	11	0	19	2	6	5	13	4	7	1	12	59
07:45 AM	8	18	4	30	10	19	3	32	6	11	21	38	2	28	3	33	133
Total	18	43	12	73	24	48	5	77	15	23	33	71	13	53	7	73	294
08:00 AM	4	20	15	39	13	44	4	61	2	16	25	43	10	27	5	42	185
08:15 AM	1	10	5	16	6	21	4	31	3	15	9	27	2	10	1	13	87
08:30 AM	0	9	2	11	1	10	2	13	4	8	8	20	7	6	0	13	57
08:45 AM	1	8	4	13	3	10	1	14	2	11	6	19	3	6	6	15	61
Total	6	47	26	79	23	85	11	119	11	50	48	109	22	49	12	83	390
Grand Total	24	90	38	152	47	133	16	196	26	73	81	180	35	102	19	156	684
Apprch %	15.8	59.2	25		24	67.9	8.2		14.4	40.6	45		22.4	65.4	12.2		
Total %	3.5	13.2	5.6	22.2	6.9	19.4	2.3	28.7	3.8	10.7	11.8	26.3	5.1	14.9	2.8	22.8	

Start Time	Butthmann Avenue Southbound				Kavanagh Avenue Westbound				Butthmann Avenue Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	4	7	4	15	8	11	0	19	2	6	5	13	4	7	1	12	59
07:45 AM	8	18	4	30	10	19	3	32	6	11	21	38	2	28	3	33	133
08:00 AM	4	20	15	39	13	44	4	61	2	16	25	43	10	27	5	42	185
08:15 AM	1	10	5	16	6	21	4	31	3	15	9	27	2	10	1	13	87
Total Volume	17	55	28	100	37	95	11	143	13	48	60	121	18	72	10	100	464
% App. Total	17	55	28		25.9	66.4	7.7		10.7	39.7	49.6		18	72	10		
PHF	.531	.688	.467	.641	.712	.540	.688	.586	.542	.750	.600	.703	.450	.643	.500	.595	.627

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Tracy
 N/S: Butthmann Avenue
 E/W: Kavanagh Avenue
 Weather: Clear

File Name : 03_TCY_Buth_Kav PM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Butthmann Avenue Southbound				Kavanagh Avenue Westbound				Butthmann Avenue Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	9	1	13	7	22	1	30	10	18	9	37	5	20	5	30	110
04:15 PM	4	6	4	14	3	13	1	17	2	12	8	22	4	30	5	39	92
04:30 PM	2	17	6	25	4	14	4	22	12	13	7	32	8	14	2	24	103
04:45 PM	0	11	6	17	5	8	2	15	1	14	7	22	6	12	4	22	76
Total	9	43	17	69	19	57	8	84	25	57	31	113	23	76	16	115	381
05:00 PM	1	15	9	25	2	14	2	18	5	18	7	30	3	11	2	16	89
05:15 PM	0	10	3	13	3	13	1	17	1	18	6	25	10	21	3	34	89
05:30 PM	0	11	2	13	5	16	2	23	5	12	11	28	1	24	0	25	89
05:45 PM	3	5	2	10	4	13	0	17	3	13	5	21	6	18	5	29	77
Total	4	41	16	61	14	56	5	75	14	61	29	104	20	74	10	104	344
Grand Total	13	84	33	130	33	113	13	159	39	118	60	217	43	150	26	219	725
Apprch %	10	64.6	25.4		20.8	71.1	8.2		18	54.4	27.6		19.6	68.5	11.9		
Total %	1.8	11.6	4.6	17.9	4.6	15.6	1.8	21.9	5.4	16.3	8.3	29.9	5.9	20.7	3.6	30.2	

Start Time	Butthmann Avenue Southbound				Kavanagh Avenue Westbound				Butthmann Avenue Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	9	1	13	7	22	1	30	10	18	9	37	5	20	5	30	110
04:15 PM	4	6	4	14	3	13	1	17	2	12	8	22	4	30	5	39	92
04:30 PM	2	17	6	25	4	14	4	22	12	13	7	32	8	14	2	24	103
04:45 PM	0	11	6	17	5	8	2	15	1	14	7	22	6	12	4	22	76
Total Volume	9	43	17	69	19	57	8	84	25	57	31	113	23	76	16	115	381
% App. Total	13	62.3	24.6		22.6	67.9	9.5		22.1	50.4	27.4		20	66.1	13.9		
PHF	.563	.632	.708	.690	.679	.648	.500	.700	.521	.792	.861	.764	.719	.633	.800	.737	.866

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Tracy
 N/S: Buthmann Avenue
 E/W: Grant Line Road
 Weather: Clear

File Name : 04_TCY_Buth_GL AM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Buthmann Avenue Southbound			Grant Line Road Westbound			Grant Line Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	7	15	22	92	6	98	2	78	80	200
07:15 AM	8	8	16	84	8	92	7	86	93	201
07:30 AM	9	17	26	117	9	126	6	90	96	248
07:45 AM	14	21	35	205	27	232	10	135	145	412
Total	38	61	99	498	50	548	25	389	414	1061
08:00 AM	21	28	49	213	22	235	24	153	177	461
08:15 AM	7	17	24	166	12	178	15	176	191	393
08:30 AM	5	11	16	145	8	153	17	128	145	314
08:45 AM	11	9	20	125	8	133	14	101	115	268
Total	44	65	109	649	50	699	70	558	628	1436
Grand Total	82	126	208	1147	100	1247	95	947	1042	2497
Apprch %	39.4	60.6		92	8		9.1	90.9		
Total %	3.3	5	8.3	45.9	4	49.9	3.8	37.9	41.7	

Start Time	Buthmann Avenue Southbound			Grant Line Road Westbound			Grant Line Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:45 AM	14	21	35	205	27	232	10	135	145	412
08:00 AM	21	28	49	213	22	235	24	153	177	461
08:15 AM	7	17	24	166	12	178	15	176	191	393
08:30 AM	5	11	16	145	8	153	17	128	145	314
Total Volume	47	77	124	729	69	798	66	592	658	1580
% App. Total	37.9	62.1		91.4	8.6		10	90		
PHF	.560	.688	.633	.856	.639	.849	.688	.841	.861	.857

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:45 AM

City of Tracy
 N/S: Buthmann Avenue
 E/W: Grant Line Road
 Weather: Clear

File Name : 04_TCY_Buth_GL PM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Buthmann Avenue Southbound			Grant Line Road Westbound			Grant Line Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	13	24	37	197	13	210	15	212	227	474
04:15 PM	9	16	25	160	8	168	15	185	200	393
04:30 PM	10	22	32	160	16	176	15	218	233	441
04:45 PM	7	28	35	159	10	169	14	212	226	430
Total	39	90	129	676	47	723	59	827	886	1738
05:00 PM	14	19	33	176	10	186	19	209	228	447
05:15 PM	14	17	31	158	7	165	17	160	177	373
05:30 PM	12	12	24	142	13	155	13	224	237	416
05:45 PM	11	16	27	172	13	185	14	184	198	410
Total	51	64	115	648	43	691	63	777	840	1646
Grand Total	90	154	244	1324	90	1414	122	1604	1726	3384
Apprch %	36.9	63.1		93.6	6.4		7.1	92.9		
Total %	2.7	4.6	7.2	39.1	2.7	41.8	3.6	47.4	51	

Start Time	Buthmann Avenue Southbound			Grant Line Road Westbound			Grant Line Road Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	13	24	37	197	13	210	15	212	227	474
04:15 PM	9	16	25	160	8	168	15	185	200	393
04:30 PM	10	22	32	160	16	176	15	218	233	441
04:45 PM	7	28	35	159	10	169	14	212	226	430
Total Volume	39	90	129	676	47	723	59	827	886	1738
% App. Total	30.2	69.8		93.5	6.5		6.7	93.3		
PHF	.750	.804	.872	.858	.734	.861	.983	.948	.951	.917

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Tracy
 N/S: Coventry Drive
 E/W: Kavanagh Avenue
 Weather: Clear

File Name : 05_TCY_Cov_Kav AM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Coventry Drive Southbound				Kavanagh Avenue Westbound				Coventry Drive Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	13	0	13	1	0	0	1	1	8	0	9	23
07:15 AM	0	0	1	1	2	11	0	13	0	0	0	0	1	21	0	22	36
07:30 AM	0	0	3	3	0	20	0	20	0	0	0	0	1	21	0	22	45
07:45 AM	3	0	1	4	0	35	0	35	0	0	0	0	1	59	0	60	99
Total	3	0	5	8	2	79	0	81	1	0	0	1	4	109	0	113	203
08:00 AM	1	0	2	3	0	60	0	60	0	0	0	0	1	49	0	50	113
08:15 AM	0	0	1	1	0	18	0	18	0	1	0	1	1	16	0	17	37
08:30 AM	1	0	0	1	0	13	1	14	0	0	0	0	0	15	0	15	30
08:45 AM	1	0	0	1	1	10	0	11	0	0	0	0	0	11	0	11	23
Total	3	0	3	6	1	101	1	103	0	1	0	1	2	91	0	93	203
Grand Total	6	0	8	14	3	180	1	184	1	1	0	2	6	200	0	206	406
Apprch %	42.9	0	57.1		1.6	97.8	0.5		50	50	0		2.9	97.1	0		
Total %	1.5	0	2	3.4	0.7	44.3	0.2	45.3	0.2	0.2	0	0.5	1.5	49.3	0	50.7	

Start Time	Coventry Drive Southbound				Kavanagh Avenue Westbound				Coventry Drive Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	0	0	3	3	0	20	0	20	0	0	0	0	1	21	0	22	45
07:45 AM	3	0	1	4	0	35	0	35	0	0	0	0	1	59	0	60	99
08:00 AM	1	0	2	3	0	60	0	60	0	0	0	0	1	49	0	50	113
08:15 AM	0	0	1	1	0	18	0	18	0	1	0	1	1	16	0	17	37
Total Volume	4	0	7	11	0	133	0	133	0	1	0	1	4	145	0	149	294
% App. Total	36.4	0	63.6		0	100	0		0	100	0		2.7	97.3	0		
PHF	.333	.000	.583	.688	.000	.554	.000	.554	.000	.250	.000	.250	1.00	.614	.000	.621	.650

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Tracy
 N/S: Coventry Drive
 E/W: Kavanagh Avenue
 Weather: Clear

File Name : 05_TCY_Cov_Kav PM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Coventry Drive Southbound				Kavanagh Avenue Westbound				Coventry Drive Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	2	4	1	30	0	31	0	0	0	0	0	31	0	31	66
04:15 PM	0	0	0	0	1	11	0	12	1	0	1	2	2	35	0	37	51
04:30 PM	1	0	0	1	0	18	0	18	0	0	0	0	1	22	0	23	42
04:45 PM	0	0	2	2	0	14	2	16	0	0	0	0	0	13	0	13	31
Total	3	0	4	7	2	73	2	77	1	0	1	2	3	101	0	104	190
05:00 PM	0	0	1	1	0	17	2	19	0	0	0	0	0	20	0	20	40
05:15 PM	0	0	0	0	0	15	1	16	0	0	0	0	0	25	0	25	41
05:30 PM	2	0	1	3	0	19	0	19	0	0	0	0	0	33	0	33	55
05:45 PM	0	0	0	0	0	18	1	19	1	0	0	1	1	20	0	21	41
Total	2	0	2	4	0	69	4	73	1	0	0	1	1	98	0	99	177
Grand Total	5	0	6	11	2	142	6	150	2	0	1	3	4	199	0	203	367
Apprch %	45.5	0	54.5		1.3	94.7	4		66.7	0	33.3		2	98	0		
Total %	1.4	0	1.6	3	0.5	38.7	1.6	40.9	0.5	0	0.3	0.8	1.1	54.2	0	55.3	

Start Time	Coventry Drive Southbound				Kavanagh Avenue Westbound				Coventry Drive Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	2	4	1	30	0	31	0	0	0	0	0	31	0	31	66
04:15 PM	0	0	0	0	1	11	0	12	1	0	1	2	2	35	0	37	51
04:30 PM	1	0	0	1	0	18	0	18	0	0	0	0	1	22	0	23	42
04:45 PM	0	0	2	2	0	14	2	16	0	0	0	0	0	13	0	13	31
Total Volume	3	0	4	7	2	73	2	77	1	0	1	2	3	101	0	104	190
% App. Total	42.9	0	57.1		2.6	94.8	2.6		50	0	50		2.9	97.1	0		
PHF	.375	.000	.500	.438	.500	.608	.250	.621	.250	.000	.250	.250	.375	.721	.000	.703	.720

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Tracy
 N/S: Dovenshire Drive
 E/W: Kavanagh Avenue
 Weather: Clear

File Name : 06_TCY_Dov_Kav AM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Dovenshire Drive Southbound			Kavanagh Avenue Westbound			Kavanagh Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	11	0	11	0	8	8	19
07:15 AM	1	1	2	13	1	14	0	21	21	37
07:30 AM	0	0	0	20	1	21	0	20	20	41
07:45 AM	3	1	4	32	0	32	1	60	61	97
Total	4	2	6	76	2	78	1	109	110	194
08:00 AM	0	2	2	60	0	60	0	52	52	114
08:15 AM	0	1	1	15	0	15	1	16	17	33
08:30 AM	1	0	1	12	1	13	1	12	13	27
08:45 AM	1	2	3	10	2	12	0	15	15	30
Total	2	5	7	97	3	100	2	95	97	204
Grand Total	6	7	13	173	5	178	3	204	207	398
Apprch %	46.2	53.8		97.2	2.8		1.4	98.6		
Total %	1.5	1.8	3.3	43.5	1.3	44.7	0.8	51.3	52	

Start Time	Dovenshire Drive Southbound			Kavanagh Avenue Westbound			Kavanagh Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	1	1	2	13	1	14	0	21	21	37
07:30 AM	0	0	0	20	1	21	0	20	20	41
07:45 AM	3	1	4	32	0	32	1	60	61	97
08:00 AM	0	2	2	60	0	60	0	52	52	114
Total Volume	4	4	8	125	2	127	1	153	154	289
% App. Total	50	50		98.4	1.6		0.6	99.4		
PHF	.333	.500	.500	.521	.500	.529	.250	.638	.631	.634

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Tracy
 N/S: Dovenshire Drive
 E/W: Kavanagh Avenue
 Weather: Clear

File Name : 06_TCY_Dov_Kav PM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Dovenshire Drive Southbound			Kavanagh Avenue Westbound			Kavanagh Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	1	1	27	1	28	0	30	30	59
04:15 PM	1	0	1	15	0	15	0	40	40	56
04:30 PM	0	0	0	19	3	22	1	21	22	44
04:45 PM	0	0	0	16	2	18	1	16	17	35
Total	1	1	2	77	6	83	2	107	109	194
05:00 PM	0	1	1	18	3	21	0	19	19	41
05:15 PM	0	0	0	17	1	18	1	25	26	44
05:30 PM	0	0	0	20	0	20	0	33	33	53
05:45 PM	0	0	0	19	1	20	1	21	22	42
Total	0	1	1	74	5	79	2	98	100	180
Grand Total	1	2	3	151	11	162	4	205	209	374
Apprch %	33.3	66.7		93.2	6.8		1.9	98.1		
Total %	0.3	0.5	0.8	40.4	2.9	43.3	1.1	54.8	55.9	

Start Time	Dovenshire Drive Southbound			Kavanagh Avenue Westbound			Kavanagh Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	1	1	27	1	28	0	30	30	59
04:15 PM	1	0	1	15	0	15	0	40	40	56
04:30 PM	0	0	0	19	3	22	1	21	22	44
04:45 PM	0	0	0	16	2	18	1	16	17	35
Total Volume	1	1	2	77	6	83	2	107	109	194
% App. Total	50	50		92.8	7.2		1.8	98.2		
PHF	.250	.250	.500	.713	.500	.741	.500	.669	.681	.822

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Tracy
 N/S: Elsinore Drive
 E/W: Kavanagh Avenue
 Weather: Clear

File Name : 07_TCY_Els_Kav AM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Elsinore Drive Southbound				Kavanagh Avenue Westbound				North Elementary School Driveway Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	9	0	9	0	0	0	0	0	9	0	9	18
07:15 AM	1	0	3	4	0	11	0	11	0	0	0	0	0	20	0	20	35
07:30 AM	0	0	2	2	0	16	1	17	0	0	0	0	1	13	1	15	34
07:45 AM	1	0	1	2	0	20	1	21	0	0	2	2	1	42	3	46	71
Total	2	0	6	8	0	56	2	58	0	0	2	2	2	84	4	90	158
08:00 AM	3	0	3	6	0	43	3	46	1	0	1	2	10	53	2	65	119
08:15 AM	1	0	3	4	0	30	0	30	0	0	0	0	1	19	0	20	54
08:30 AM	1	0	2	3	0	11	1	12	0	0	0	0	1	13	0	14	29
08:45 AM	0	0	0	0	0	11	0	11	0	0	0	0	1	9	0	10	21
Total	5	0	8	13	0	95	4	99	1	0	1	2	13	94	2	109	223
Grand Total	7	0	14	21	0	151	6	157	1	0	3	4	15	178	6	199	381
Apprch %	33.3	0	66.7		0	96.2	3.8		25	0	75		7.5	89.4	3		
Total %	1.8	0	3.7	5.5	0	39.6	1.6	41.2	0.3	0	0.8	1	3.9	46.7	1.6	52.2	

Start Time	Elsinore Drive Southbound				Kavanagh Avenue Westbound				North Elementary School Driveway Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	2	2	0	16	1	17	0	0	0	0	1	13	1	15	34
07:45 AM	1	0	1	2	0	20	1	21	0	0	2	2	1	42	3	46	71
08:00 AM	3	0	3	6	0	43	3	46	1	0	1	2	10	53	2	65	119
08:15 AM	1	0	3	4	0	30	0	30	0	0	0	0	1	19	0	20	54
Total Volume	5	0	9	14	0	109	5	114	1	0	3	4	13	127	6	146	278
% App. Total	35.7	0	64.3		0	95.6	4.4		25	0	75		8.9	87	4.1		
PHF	.417	.000	.750	.583	.000	.634	.417	.620	.250	.000	.375	.500	.325	.599	.500	.562	.584

City of Tracy
 N/S: Elsinore Drive
 E/W: Kavanagh Avenue
 Weather: Clear

File Name : 07_TCY_Els_Kav PM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Elsinore Drive Southbound				Kavanagh Avenue Westbound				North Elementary School Driveway Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	1	2	0	26	1	27	0	0	0	0	0	32	1	33	62
04:15 PM	3	0	2	5	0	20	2	22	0	0	0	0	2	42	0	44	71
04:30 PM	0	0	1	1	0	20	1	21	0	0	0	0	0	19	0	19	41
04:45 PM	0	0	1	1	0	15	0	15	0	0	0	0	0	19	0	19	35
Total	3	1	5	9	0	81	4	85	0	0	0	0	2	112	1	115	209
05:00 PM	0	0	1	1	0	17	2	19	0	0	0	0	1	11	0	12	32
05:15 PM	2	0	0	2	0	20	1	21	0	0	0	0	0	25	0	25	48
05:30 PM	2	0	1	3	0	16	1	17	0	0	0	0	2	27	0	29	49
05:45 PM	2	0	0	2	0	17	2	19	0	0	0	0	0	31	0	31	52
Total	6	0	2	8	0	70	6	76	0	0	0	0	3	94	0	97	181
Grand Total	9	1	7	17	0	151	10	161	0	0	0	0	5	206	1	212	390
Apprch %	52.9	5.9	41.2		0	93.8	6.2		0	0	0		2.4	97.2	0.5		
Total %	2.3	0.3	1.8	4.4	0	38.7	2.6	41.3	0	0	0	0	1.3	52.8	0.3	54.4	

Start Time	Elsinore Drive Southbound				Kavanagh Avenue Westbound				North Elementary School Driveway Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	1	2	0	26	1	27	0	0	0	0	0	32	1	33	62
04:15 PM	3	0	2	5	0	20	2	22	0	0	0	0	2	42	0	44	71
04:30 PM	0	0	1	1	0	20	1	21	0	0	0	0	0	19	0	19	41
04:45 PM	0	0	1	1	0	15	0	15	0	0	0	0	0	19	0	19	35
Total Volume	3	1	5	9	0	81	4	85	0	0	0	0	2	112	1	115	209
% App. Total	33.3	11.1	55.6		0	95.3	4.7		0	0	0		1.7	97.4	0.9		
PHF	.250	.250	.625	.450	.000	.779	.500	.787	.000	.000	.000	.000	.250	.667	.250	.653	.736

City of Tracy
 N/S: Parker Avenue
 E/W: Grant Line Road
 Weather: Clear

File Name : 08_TCY_Parker_GL AM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Parker Avenue Southbound				Grant Line Road Westbound				Parker Avenue Northbound				Grant Line Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	9	225	1	235	21	0	14	35	3	142	19	164	435
07:15 AM	0	0	0	0	7	152	1	160	20	0	15	35	1	147	13	161	356
07:30 AM	0	1	2	3	13	131	0	144	18	1	5	24	6	106	14	126	297
07:45 AM	0	0	0	0	6	107	4	117	17	1	6	24	4	89	10	103	244
Total	1	1	2	4	35	615	6	656	76	2	40	118	14	484	56	554	1332
08:00 AM	0	1	5	6	3	87	1	91	8	1	4	13	1	82	12	95	205
08:15 AM	1	0	4	5	10	105	3	118	14	2	4	20	10	69	6	85	228
08:30 AM	2	1	2	5	3	112	1	116	11	5	8	24	7	84	10	101	246
08:45 AM	1	0	6	7	9	101	3	113	19	4	2	25	6	85	12	103	248
Total	4	2	17	23	25	405	8	438	52	12	18	82	24	320	40	384	927
Grand Total	5	3	19	27	60	1020	14	1094	128	14	58	200	38	804	96	938	2259
Apprch %	18.5	11.1	70.4		5.5	93.2	1.3		64	7	29		4.1	85.7	10.2		
Total %	0.2	0.1	0.8	1.2	2.7	45.2	0.6	48.4	5.7	0.6	2.6	8.9	1.7	35.6	4.2	41.5	

Start Time	Parker Avenue Southbound				Grant Line Road Westbound				Parker Avenue Northbound				Grant Line Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	9	225	1	235	21	0	14	35	3	142	19	164	435
07:15 AM	0	0	0	0	7	152	1	160	20	0	15	35	1	147	13	161	356
07:30 AM	0	1	2	3	13	131	0	144	18	1	5	24	6	106	14	126	297
07:45 AM	0	0	0	0	6	107	4	117	17	1	6	24	4	89	10	103	244
Total Volume	1	1	2	4	35	615	6	656	76	2	40	118	14	484	56	554	1332
% App. Total	25	25	50		5.3	93.8	0.9		64.4	1.7	33.9		2.5	87.4	10.1		
PHF	.250	.250	.250	.333	.673	.683	.375	.698	.905	.500	.667	.843	.583	.823	.737	.845	.766

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Tracy
 N/S: Parker Avenue
 E/W: Grant Line Road
 Weather: Clear

File Name : 08_TCY_Parker_GL PM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Parker Avenue Southbound				Grant Line Road Westbound				Parker Avenue Northbound				Grant Line Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	14	150	0	164	28	0	15	43	0	179	34	213	420
04:15 PM	0	0	0	0	7	133	0	140	23	0	19	42	2	144	23	169	351
04:30 PM	0	0	1	1	9	131	0	140	19	1	14	34	1	198	41	240	415
04:45 PM	0	0	1	1	9	159	2	170	18	0	14	32	0	160	21	181	384
Total	0	0	2	2	39	573	2	614	88	1	62	151	3	681	119	803	1570
05:00 PM	0	0	2	2	13	174	1	188	24	0	8	32	1	151	31	183	405
05:15 PM	0	1	1	2	11	119	0	130	22	1	11	34	1	163	27	191	357
05:30 PM	3	0	2	5	5	111	3	119	20	1	14	35	3	124	26	153	312
05:45 PM	1	1	1	3	9	129	1	139	17	1	9	27	0	111	21	132	301
Total	4	2	6	12	38	533	5	576	83	3	42	128	5	549	105	659	1375
Grand Total	4	2	8	14	77	1106	7	1190	171	4	104	279	8	1230	224	1462	2945
Apprch %	28.6	14.3	57.1		6.5	92.9	0.6		61.3	1.4	37.3		0.5	84.1	15.3		
Total %	0.1	0.1	0.3	0.5	2.6	37.6	0.2	40.4	5.8	0.1	3.5	9.5	0.3	41.8	7.6	49.6	

Start Time	Parker Avenue Southbound				Grant Line Road Westbound				Parker Avenue Northbound				Grant Line Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	14	150	0	164	28	0	15	43	0	179	34	213	420
04:15 PM	0	0	0	0	7	133	0	140	23	0	19	42	2	144	23	169	351
04:30 PM	0	0	1	1	9	131	0	140	19	1	14	34	1	198	41	240	415
04:45 PM	0	0	1	1	9	159	2	170	18	0	14	32	0	160	21	181	384
Total Volume	0	0	2	2	39	573	2	614	88	1	62	151	3	681	119	803	1570
% App. Total	0	0	100		6.4	93.3	0.3		58.3	0.7	41.1		0.4	84.8	14.8		
PHF	.000	.000	.500	.500	.696	.901	.250	.903	.786	.250	.816	.878	.375	.860	.726	.836	.935

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Tracy
 N/S: Holly Drive
 E/W: Kavanagh Avenue
 Weather: Clear

File Name : 09_TCY_Holly_Kav AM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Holly Drive Southbound				Kavanagh Avenue Westbound				Holly Drive Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	14	2	17	4	2	0	6	2	23	1	26	2	4	1	7	56
07:15 AM	0	17	2	19	3	3	1	7	6	19	3	28	1	2	18	21	75
07:30 AM	1	27	3	31	6	3	1	10	15	26	2	43	1	0	8	9	93
07:45 AM	0	32	11	43	22	14	1	37	11	29	1	41	4	5	30	39	160
Total	2	90	18	110	35	22	3	60	34	97	7	138	8	11	57	76	384
08:00 AM	2	42	11	55	37	12	4	53	7	24	2	33	3	12	25	40	181
08:15 AM	1	35	3	39	6	2	4	12	8	50	10	68	3	5	14	22	141
08:30 AM	1	25	1	27	1	6	0	7	4	40	3	47	2	5	4	11	92
08:45 AM	1	32	4	37	1	4	0	5	1	31	1	33	2	3	8	13	88
Total	5	134	19	158	45	24	8	77	20	145	16	181	10	25	51	86	502
Grand Total	7	224	37	268	80	46	11	137	54	242	23	319	18	36	108	162	886
Apprch %	2.6	83.6	13.8		58.4	33.6	8		16.9	75.9	7.2		11.1	22.2	66.7		
Total %	0.8	25.3	4.2	30.2	9	5.2	1.2	15.5	6.1	27.3	2.6	36	2	4.1	12.2	18.3	

Start Time	Holly Drive Southbound				Kavanagh Avenue Westbound				Holly Drive Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:30 AM	1	27	3	31	6	3	1	10	15	26	2	43	1	0	8	9	93
07:45 AM	0	32	11	43	22	14	1	37	11	29	1	41	4	5	30	39	160
08:00 AM	2	42	11	55	37	12	4	53	7	24	2	33	3	12	25	40	181
08:15 AM	1	35	3	39	6	2	4	12	8	50	10	68	3	5	14	22	141
Total Volume	4	136	28	168	71	31	10	112	41	129	15	185	11	22	77	110	575
% App. Total	2.4	81	16.7		63.4	27.7	8.9		22.2	69.7	8.1		10	20	70		
PHF	.500	.810	.636	.764	.480	.554	.625	.528	.683	.645	.375	.680	.688	.458	.642	.688	.794

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of Tracy
 N/S: Holly Drive
 E/W: Kavanagh Avenue
 Weather: Clear

File Name : 09_TCY_Holly_Kav PM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Holly Drive Southbound				Kavanagh Avenue Westbound				Holly Drive Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	50	2	52	2	8	4	14	20	54	6	80	6	9	18	33	179
04:15 PM	1	51	5	57	4	5	2	11	7	38	2	47	5	13	25	43	158
04:30 PM	0	49	3	52	1	4	2	7	16	55	2	73	3	4	11	18	150
04:45 PM	3	48	6	57	1	3	1	5	12	45	6	63	5	4	9	18	143
Total	4	198	16	218	8	20	9	37	55	192	16	263	19	30	63	112	630
05:00 PM	1	48	4	53	5	3	1	9	9	56	5	70	2	8	7	17	149
05:15 PM	0	53	5	58	5	8	1	14	9	41	3	53	5	11	12	28	153
05:30 PM	0	44	2	46	6	8	0	14	12	46	4	62	3	11	15	29	151
05:45 PM	2	46	3	51	4	1	2	7	18	61	3	82	10	5	15	30	170
Total	3	191	14	208	20	20	4	44	48	204	15	267	20	35	49	104	623
Grand Total	7	389	30	426	28	40	13	81	103	396	31	530	39	65	112	216	1253
Apprch %	1.6	91.3	7		34.6	49.4	16		19.4	74.7	5.8		18.1	30.1	51.9		
Total %	0.6	31	2.4	34	2.2	3.2	1	6.5	8.2	31.6	2.5	42.3	3.1	5.2	8.9	17.2	

Start Time	Holly Drive Southbound				Kavanagh Avenue Westbound				Holly Drive Northbound				Kavanagh Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	50	2	52	2	8	4	14	20	54	6	80	6	9	18	33	179
04:15 PM	1	51	5	57	4	5	2	11	7	38	2	47	5	13	25	43	158
04:30 PM	0	49	3	52	1	4	2	7	16	55	2	73	3	4	11	18	150
04:45 PM	3	48	6	57	1	3	1	5	12	45	6	63	5	4	9	18	143
Total Volume	4	198	16	218	8	20	9	37	55	192	16	263	19	30	63	112	630
% App. Total	1.8	90.8	7.3		21.6	54.1	24.3		20.9	73	6.1		17	26.8	56.2		
PHF	.333	.971	.667	.956	.500	.625	.563	.661	.688	.873	.667	.822	.792	.577	.630	.651	.880

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Tracy
 N/S: Holly Drive
 E/W: Grant Line Road
 Weather: Clear

File Name : 10_TCY_Holly_GL AM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Holly Drive Southbound				Grant Line Road Westbound				Holly Drive Northbound				Grant Line Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	35	42	62	139	11	126	42	179	38	42	14	94	31	88	43	162	574
07:15 AM	24	41	47	112	8	101	15	124	33	38	23	94	25	106	22	153	483
07:30 AM	14	19	17	50	7	82	11	100	30	30	14	74	27	83	10	120	344
07:45 AM	11	16	19	46	4	92	16	112	12	11	9	32	12	76	14	102	292
Total	84	118	145	347	30	401	84	515	113	121	60	294	95	353	89	537	1693
08:00 AM	14	14	14	42	4	62	11	77	11	15	10	36	10	57	11	78	233
08:15 AM	15	19	22	56	7	86	9	102	10	9	6	25	11	59	10	80	263
08:30 AM	9	16	17	42	6	73	9	88	14	13	9	36	19	50	11	80	246
08:45 AM	10	15	13	38	5	98	13	116	13	17	6	36	6	68	14	88	278
Total	48	64	66	178	22	319	42	383	48	54	31	133	46	234	46	326	1020
Grand Total	132	182	211	525	52	720	126	898	161	175	91	427	141	587	135	863	2713
Apprch %	25.1	34.7	40.2		5.8	80.2	14		37.7	41	21.3		16.3	68	15.6		
Total %	4.9	6.7	7.8	19.4	1.9	26.5	4.6	33.1	5.9	6.5	3.4	15.7	5.2	21.6	5	31.8	

Start Time	Holly Drive Southbound				Grant Line Road Westbound				Holly Drive Northbound				Grant Line Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	35	42	62	139	11	126	42	179	38	42	14	94	31	88	43	162	574
07:15 AM	24	41	47	112	8	101	15	124	33	38	23	94	25	106	22	153	483
07:30 AM	14	19	17	50	7	82	11	100	30	30	14	74	27	83	10	120	344
07:45 AM	11	16	19	46	4	92	16	112	12	11	9	32	12	76	14	102	292
Total Volume	84	118	145	347	30	401	84	515	113	121	60	294	95	353	89	537	1693
% App. Total	24.2	34	41.8		5.8	77.9	16.3		38.4	41.2	20.4		17.7	65.7	16.6		
PHF	.600	.702	.585	.624	.682	.796	.500	.719	.743	.720	.652	.782	.766	.833	.517	.829	.737

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Tracy
 N/S: Holly Drive
 E/W: Grant Line Road
 Weather: Clear

File Name : 10_TCY_Holly_GL PM
 Site Code : 00323244
 Start Date : 3/16/2023
 Page No : 1

Groups Printed- Total Volume

Start Time	Holly Drive Southbound				Grant Line Road Westbound				Holly Drive Northbound				Grant Line Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	22	28	7	57	14	131	20	165	16	35	14	65	22	136	22	180	467
04:15 PM	29	34	16	79	9	97	19	125	18	27	9	54	15	132	20	167	425
04:30 PM	16	27	19	62	9	97	24	130	17	25	13	55	21	178	18	217	464
04:45 PM	21	33	22	76	19	101	27	147	19	37	11	67	21	116	20	157	447
Total	88	122	64	274	51	426	90	567	70	124	47	241	79	562	80	721	1803
05:00 PM	21	29	22	72	14	140	16	170	14	26	16	56	24	119	20	163	461
05:15 PM	18	23	15	56	11	113	18	142	19	30	14	63	14	126	15	155	416
05:30 PM	18	25	9	52	10	74	12	96	16	31	10	57	19	122	20	161	366
05:45 PM	17	25	10	52	11	95	17	123	27	20	12	59	23	97	18	138	372
Total	74	102	56	232	46	422	63	531	76	107	52	235	80	464	73	617	1615
Grand Total	162	224	120	506	97	848	153	1098	146	231	99	476	159	1026	153	1338	3418
Apprch %	32	44.3	23.7		8.8	77.2	13.9		30.7	48.5	20.8		11.9	76.7	11.4		
Total %	4.7	6.6	3.5	14.8	2.8	24.8	4.5	32.1	4.3	6.8	2.9	13.9	4.7	30	4.5	39.1	

Start Time	Holly Drive Southbound				Grant Line Road Westbound				Holly Drive Northbound				Grant Line Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	22	28	7	57	14	131	20	165	16	35	14	65	22	136	22	180	467
04:15 PM	29	34	16	79	9	97	19	125	18	27	9	54	15	132	20	167	425
04:30 PM	16	27	19	62	9	97	24	130	17	25	13	55	21	178	18	217	464
04:45 PM	21	33	22	76	19	101	27	147	19	37	11	67	21	116	20	157	447
Total Volume	88	122	64	274	51	426	90	567	70	124	47	241	79	562	80	721	1803
% App. Total	32.1	44.5	23.4		9	75.1	15.9		29	51.5	19.5		11	77.9	11.1		
PHF	.759	.897	.727	.867	.671	.813	.833	.859	.921	.838	.839	.899	.898	.789	.909	.831	.965

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

HCM 6th Signalized Intersection Summary
 1: Tracy Blvd & Kavanagh Ave

Existing AM.syn
 05/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	106	32	79	40	72	32	46	548	37	27	624	103
Future Volume (veh/h)	106	32	79	40	72	32	46	548	37	27	624	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	34	83	42	76	34	48	577	39	28	657	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	259	67	113	170	205	77	91	1525	103	59	1325	217
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.05	0.45	0.45	0.03	0.43	0.43
Sat Flow, veh/h	671	338	574	315	1039	390	1781	3378	228	1781	3055	502
Grp Volume(v), veh/h	229	0	0	152	0	0	48	303	313	28	382	383
Grp Sat Flow(s),veh/h/ln	1583	0	0	1744	0	0	1781	1777	1829	1781	1777	1780
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	1.1	4.8	4.8	0.7	6.6	6.6
Cycle Q Clear(g_c), s	5.5	0.0	0.0	3.1	0.0	0.0	1.1	4.8	4.8	0.7	6.6	6.6
Prop In Lane	0.49		0.36	0.28		0.22	1.00		0.12	1.00		0.28
Lane Grp Cap(c), veh/h	439	0	0	453	0	0	91	802	826	59	770	772
V/C Ratio(X)	0.52	0.00	0.00	0.34	0.00	0.00	0.53	0.38	0.38	0.47	0.50	0.50
Avail Cap(c_a), veh/h	768	0	0	815	0	0	214	802	826	210	770	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	0.0	14.9	0.0	0.0	19.6	7.7	7.7	20.2	8.7	8.7
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.4	0.0	0.0	4.7	1.4	1.3	5.8	2.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	1.2	0.0	0.0	0.5	1.6	1.7	0.3	2.3	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	0.0	0.0	15.4	0.0	0.0	24.4	9.1	9.0	26.0	10.9	11.0
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	B	B
Approach Vol, veh/h		229			152			664			793	
Approach Delay, s/veh		16.7			15.4			10.2			11.5	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	23.7		12.9	6.7	22.9		12.9				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	18.5		18.0	5.1	18.4		18.0				
Max Q Clear Time (g_c+I1), s	2.7	6.8		7.5	3.1	8.6		5.1				
Green Ext Time (p_c), s	0.0	2.9		1.0	0.0	3.4		0.6				

Intersection Summary

HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
2: Tracy Blvd & Grant Line Rd

Existing AM.syn
05/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗		↖	↖↗	
Traffic Volume (veh/h)	134	425	110	132	526	91	172	424	141	80	495	153
Future Volume (veh/h)	134	425	110	132	526	91	172	424	141	80	495	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	447	116	139	554	96	181	446	148	84	521	161
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	176	637	164	173	685	118	222	909	299	108	755	232
Arrive On Green	0.10	0.23	0.23	0.10	0.23	0.23	0.12	0.35	0.35	0.06	0.28	0.28
Sat Flow, veh/h	1781	2797	720	1781	3030	523	1781	2627	864	1781	2676	823
Grp Volume(v), veh/h	141	283	280	139	324	326	181	300	294	84	345	337
Grp Sat Flow(s),veh/h/ln	1781	1777	1741	1781	1777	1776	1781	1777	1715	1781	1777	1722
Q Serve(g_s), s	5.2	9.8	9.9	5.1	11.6	11.6	6.6	8.9	9.0	3.1	11.6	11.7
Cycle Q Clear(g_c), s	5.2	9.8	9.9	5.1	11.6	11.6	6.6	8.9	9.0	3.1	11.6	11.7
Prop In Lane	1.00		0.41	1.00		0.29	1.00		0.50	1.00		0.48
Lane Grp Cap(c), veh/h	176	404	396	173	402	402	222	615	593	108	501	486
V/C Ratio(X)	0.80	0.70	0.71	0.80	0.81	0.81	0.82	0.49	0.49	0.78	0.69	0.69
Avail Cap(c_a), veh/h	176	480	470	173	477	477	226	615	593	160	501	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	23.8	23.8	29.6	24.5	24.6	28.6	17.2	17.3	31.0	21.4	21.5
Incr Delay (d2), s/veh	23.0	3.6	3.9	23.4	8.5	8.8	20.0	2.8	2.9	13.4	7.5	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	4.1	4.1	3.2	5.3	5.4	3.9	3.8	3.8	1.7	5.5	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.6	27.3	27.7	53.0	33.0	33.3	48.6	20.0	20.2	44.4	28.9	29.4
LnGrp LOS	D	C	C	D	C	C	D	B	C	D	C	C
Approach Vol, veh/h		704			789			775			766	
Approach Delay, s/veh		32.5			36.7			26.8			30.8	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	27.7	11.0	19.7	12.8	23.4	11.1	19.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	18.0	21.4	6.5	18.1	8.5	18.9	6.6	18.0				
Max Q Clear Time (g_c+1), s	13.6	11.0	7.1	11.9	8.6	13.7	7.2	13.6				
Green Ext Time (p_c), s	1.5	0.0	2.7	0.0	1.7	0.0	2.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay											31.7	
HCM 6th LOS											C	

Intersection												
Intersection Delay, s/veh	8.4											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	72	10	37	95	11	13	48	60	17	55	28
Future Vol, veh/h	18	72	10	37	95	11	13	48	60	17	55	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	76	11	39	100	12	14	51	63	18	58	29
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.7	8.2	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	18%	26%	17%
Vol Thru, %	40%	72%	66%	55%
Vol Right, %	50%	10%	8%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	121	100	143	100
LT Vol	13	18	37	17
Through Vol	48	72	95	55
RT Vol	60	10	11	28
Lane Flow Rate	127	105	151	105
Geometry Grp	1	1	1	1
Degree of Util (X)	0.155	0.135	0.192	0.133
Departure Headway (Hd)	4.383	4.616	4.592	4.547
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	818	776	781	788
Service Time	2.412	2.648	2.622	2.577
HCM Lane V/C Ratio	0.155	0.135	0.193	0.133
HCM Control Delay	8.2	8.4	8.7	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.5	0.7	0.5

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	66	592	729	69	47	77
Future Vol, veh/h	66	592	729	69	47	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	69	623	767	73	49	81

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	840	0	-	0	1254 420
Stage 1	-	-	-	-	804 -
Stage 2	-	-	-	-	450 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	791	-	-	-	164 582
Stage 1	-	-	-	-	401 -
Stage 2	-	-	-	-	609 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	791	-	-	-	150 582
Mov Cap-2 Maneuver	-	-	-	-	271 -
Stage 1	-	-	-	-	366 -
Stage 2	-	-	-	-	609 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	18
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	791	-	-	-	406
HCM Lane V/C Ratio	0.088	-	-	-	0.321
HCM Control Delay (s)	10	-	-	-	18
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.4

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	4	145	133	0	4	7
Future Vol, veh/h	4	145	133	0	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	153	140	0	4	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	140	0	-	0	301 140
Stage 1	-	-	-	-	140 -
Stage 2	-	-	-	-	161 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1443	-	-	-	691 908
Stage 1	-	-	-	-	887 -
Stage 2	-	-	-	-	868 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1443	-	-	-	689 908
Mov Cap-2 Maneuver	-	-	-	-	689 -
Stage 1	-	-	-	-	884 -
Stage 2	-	-	-	-	868 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1443	-	-	-	814
HCM Lane V/C Ratio	0.003	-	-	-	0.014
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	1	153	125	2	4	4
Future Vol, veh/h	1	153	125	2	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	161	132	2	4	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	134	0	-	0	296 133
Stage 1	-	-	-	-	133 -
Stage 2	-	-	-	-	163 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1451	-	-	-	695 916
Stage 1	-	-	-	-	893 -
Stage 2	-	-	-	-	866 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1451	-	-	-	694 916
Mov Cap-2 Maneuver	-	-	-	-	694 -
Stage 1	-	-	-	-	892 -
Stage 2	-	-	-	-	866 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1451	-	-	-	790
HCM Lane V/C Ratio	0.001	-	-	-	0.011
HCM Control Delay (s)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	127	6	0	109	5	1	0	3	5	0	9
Future Vol, veh/h	13	127	6	0	109	5	1	0	3	5	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	134	6	0	115	5	1	0	3	5	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	120	0	0	140	0	0	287	285	137	285	286	118
Stage 1	-	-	-	-	-	-	165	165	-	118	118	-
Stage 2	-	-	-	-	-	-	122	120	-	167	168	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1468	-	-	1443	-	-	665	624	911	667	623	934
Stage 1	-	-	-	-	-	-	837	762	-	887	798	-
Stage 2	-	-	-	-	-	-	882	796	-	835	759	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1468	-	-	1443	-	-	653	618	911	660	617	934
Mov Cap-2 Maneuver	-	-	-	-	-	-	653	618	-	660	617	-
Stage 1	-	-	-	-	-	-	829	754	-	878	798	-
Stage 2	-	-	-	-	-	-	873	796	-	824	751	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	9.4	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	829	1468	-	-	1443	-	-	813
HCM Lane V/C Ratio	0.005	0.009	-	-	-	-	-	0.018
HCM Control Delay (s)	9.4	7.5	0	-	0	-	-	9.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

HCM 6th Signalized Intersection Summary
8: Parker Ave & Grant Line Rd

Existing AM.syn
05/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	14	484	56	35	615	6	76	2	40	1	1	2
Future Volume (veh/h)	14	484	56	35	615	6	76	2	40	1	1	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	509	59	37	647	6	80	2	42	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	32	650	75	64	797	7	476	19	408	440	137	275
Arrive On Green	0.02	0.20	0.20	0.04	0.22	0.22	0.27	0.27	0.27	0.25	0.25	0.25
Sat Flow, veh/h	1781	3210	371	1781	3608	33	1781	73	1524	1781	557	1113
Grp Volume(v), veh/h	15	281	287	37	319	334	80	0	44	1	0	3
Grp Sat Flow(s),veh/h/ln	1781	1777	1804	1781	1777	1864	1781	0	1596	1781	0	1670
Q Serve(g_s), s	0.6	10.9	11.0	1.5	12.4	12.4	2.5	0.0	1.5	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.6	10.9	11.0	1.5	12.4	12.4	2.5	0.0	1.5	0.0	0.0	0.1
Prop In Lane	1.00		0.21	1.00		0.02	1.00		0.95	1.00		0.67
Lane Grp Cap(c), veh/h	32	360	365	64	392	412	476	0	427	440	0	412
V/C Ratio(X)	0.47	0.78	0.79	0.57	0.81	0.81	0.17	0.00	0.10	0.00	0.00	0.01
Avail Cap(c_a), veh/h	122	463	470	134	475	499	476	0	427	440	0	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.5	27.5	27.6	34.6	27.0	27.0	20.5	0.0	20.1	20.7	0.0	20.7
Incr Delay (d2), s/veh	10.3	6.4	6.6	7.8	8.7	8.3	0.8	0.0	0.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.9	5.0	0.8	5.8	6.0	1.1	0.0	0.6	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	33.9	34.1	42.4	35.7	35.3	21.2	0.0	20.6	20.7	0.0	20.7
LnGrp LOS	D	C	C	D	D	D	C	A	C	C	A	C
Approach Vol, veh/h		583			690			124				4
Approach Delay, s/veh		34.3			35.9			21.0				20.7
Approach LOS		C			D			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.0	7.1	19.3		22.5	5.8	20.6				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.5	5.5	19.0		18.0	5.0	19.5				
Max Q Clear Time (g_c+I1), s		4.5	3.5	13.0		2.1	2.6	14.4				
Green Ext Time (p_c), s		0.4	0.0	1.6		0.0	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay			33.9									
HCM 6th LOS			C									

Intersection												
Intersection Delay, s/veh	9.1											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	22	77	71	31	10	41	129	15	4	136	28
Future Vol, veh/h	11	22	77	71	31	10	41	129	15	4	136	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	23	81	75	33	11	43	136	16	4	143	29
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	9.1	9.4	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	10%	63%	2%
Vol Thru, %	70%	20%	28%	81%
Vol Right, %	8%	70%	9%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	185	110	112	168
LT Vol	41	11	71	4
Through Vol	129	22	31	136
RT Vol	15	77	10	28
Lane Flow Rate	195	116	118	177
Geometry Grp	1	1	1	1
Degree of Util (X)	0.254	0.147	0.164	0.228
Departure Headway (Hd)	4.699	4.56	5.018	4.633
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	761	782	711	771
Service Time	2.749	2.615	3.074	2.683
HCM Lane V/C Ratio	0.256	0.148	0.166	0.23
HCM Control Delay	9.4	8.4	9.1	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.5	0.6	0.9

HCM 6th Signalized Intersection Summary
 10: Holly Drive & Grant Line Rd

Existing AM.syn
 05/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	95	353	89	30	401	84	113	121	60	84	118	145
Future Volume (veh/h)	95	353	89	30	401	84	113	121	60	84	118	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	372	94	32	422	88	119	127	63	88	124	153
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	674	168	62	593	123	152	643	545	117	607	515
Arrive On Green	0.07	0.24	0.24	0.03	0.20	0.20	0.09	0.34	0.34	0.07	0.32	0.32
Sat Flow, veh/h	1781	2817	704	1781	2932	606	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	100	233	233	32	254	256	119	127	63	88	124	153
Grp Sat Flow(s),veh/h/ln	1781	1777	1744	1781	1777	1761	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	3.1	6.5	6.7	1.0	7.6	7.7	3.7	2.7	1.5	2.8	2.7	4.1
Cycle Q Clear(g_c), s	3.1	6.5	6.7	1.0	7.6	7.7	3.7	2.7	1.5	2.8	2.7	4.1
Prop In Lane	1.00		0.40	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	128	425	417	62	360	356	152	643	545	117	607	515
V/C Ratio(X)	0.78	0.55	0.56	0.52	0.71	0.72	0.78	0.20	0.12	0.75	0.20	0.30
Avail Cap(c_a), veh/h	156	561	551	156	561	556	172	643	545	156	607	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	19.0	19.0	27.0	21.2	21.2	25.5	13.2	12.8	26.1	13.9	14.4
Incr Delay (d2), s/veh	18.5	1.1	1.2	6.5	2.6	2.7	18.6	0.7	0.4	12.9	0.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9	2.5	2.5	0.5	3.0	3.0	2.3	1.2	0.5	1.5	1.2	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	20.1	20.2	33.5	23.7	23.9	44.1	13.8	13.2	39.1	14.7	15.9
LnGrp LOS	D	C	C	C	C	C	D	B	B	D	B	B
Approach Vol, veh/h		566			542			309			365	
Approach Delay, s/veh		24.4			24.4			25.4			21.1	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	24.1	6.5	18.1	9.4	23.0	8.6	16.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	19.0	19.0	5.0	18.0	5.5	18.5	5.0	18.0				
Max Q Clear Time (g_c+1), s	4.7	4.7	3.0	8.7	5.7	6.1	5.1	9.7				
Green Ext Time (p_c), s	0.0	0.7	0.0	1.8	0.0	0.9	0.0	1.8				

Intersection Summary

HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 1: Tracy Blvd & Kavanagh Ave

Existing PM.syn
 05/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	126	41	67	28	54	44	48	817	25	40	747	130
Future Volume (veh/h)	126	41	67	28	54	44	48	817	25	40	747	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	43	71	29	57	46	51	860	26	42	786	137
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	73	92	136	188	124	91	1660	50	79	1406	245
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.05	0.47	0.47	0.04	0.46	0.46
Sat Flow, veh/h	756	356	448	220	914	606	1781	3522	106	1781	3025	527
Grp Volume(v), veh/h	247	0	0	132	0	0	51	434	452	42	462	461
Grp Sat Flow(s),veh/h/ln	1560	0	0	1740	0	0	1781	1777	1851	1781	1777	1775
Q Serve(g_s), s	3.9	0.0	0.0	0.0	0.0	0.0	1.4	8.3	8.3	1.1	9.1	9.1
Cycle Q Clear(g_c), s	7.0	0.0	0.0	3.1	0.0	0.0	1.4	8.3	8.3	1.1	9.1	9.1
Prop In Lane	0.54		0.29	0.22		0.35	1.00		0.06	1.00		0.30
Lane Grp Cap(c), veh/h	435	0	0	448	0	0	91	837	873	79	826	825
V/C Ratio(X)	0.57	0.00	0.00	0.29	0.00	0.00	0.56	0.52	0.52	0.53	0.56	0.56
Avail Cap(c_a), veh/h	690	0	0	732	0	0	202	837	873	202	826	825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	0.0	0.0	16.5	0.0	0.0	22.4	9.0	9.0	22.6	9.4	9.4
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.4	0.0	0.0	5.3	2.3	2.2	5.4	2.7	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	1.2	0.0	0.0	0.7	3.0	3.1	0.5	3.3	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.0	0.0	16.9	0.0	0.0	27.7	11.2	11.2	28.0	12.1	12.1
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	B	B
Approach Vol, veh/h		247			132			937			965	
Approach Delay, s/veh		19.1			16.9			12.1			12.8	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	27.3		14.4	7.0	27.0		14.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	22.5		18.5	5.5	22.5		18.5				
Max Q Clear Time (g_c+I1), s	3.1	10.3		9.0	3.4	11.1		5.1				
Green Ext Time (p_c), s	0.0	4.5		1.0	0.0	4.6		0.5				

Intersection Summary

HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
2: Tracy Blvd & Grant Line Rd

Existing PM.syn
05/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗		↖	↖↗	
Traffic Volume (veh/h)	199	613	161	139	473	166	181	584	118	150	495	174
Future Volume (veh/h)	199	613	161	139	473	166	181	584	118	150	495	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	645	169	146	498	175	191	615	124	158	521	183
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	728	191	182	577	202	231	854	172	195	696	243
Arrive On Green	0.14	0.26	0.26	0.10	0.22	0.22	0.13	0.29	0.29	0.11	0.27	0.27
Sat Flow, veh/h	1781	2787	729	1781	2582	902	1781	2947	593	1781	2582	903
Grp Volume(v), veh/h	209	411	403	146	342	331	191	370	369	158	358	346
Grp Sat Flow(s),veh/h/ln	1781	1777	1739	1781	1777	1708	1781	1777	1764	1781	1777	1708
Q Serve(g_s), s	8.7	16.9	16.9	6.1	14.0	14.2	7.9	14.2	14.3	6.6	14.0	14.1
Cycle Q Clear(g_c), s	8.7	16.9	16.9	6.1	14.0	14.2	7.9	14.2	14.3	6.6	14.0	14.1
Prop In Lane	1.00		0.42	1.00		0.53	1.00		0.34	1.00		0.53
Lane Grp Cap(c), veh/h	250	464	454	182	397	381	231	515	511	195	479	461
V/C Ratio(X)	0.84	0.89	0.89	0.80	0.86	0.87	0.83	0.72	0.72	0.81	0.75	0.75
Avail Cap(c_a), veh/h	293	487	477	228	421	405	270	515	511	223	479	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	26.9	27.0	33.3	28.3	28.4	32.2	24.2	24.2	33.0	25.3	25.4
Incr Delay (d2), s/veh	16.5	17.0	17.5	15.0	15.8	17.2	16.7	8.4	8.5	17.7	10.2	10.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	8.7	8.6	3.2	7.2	7.2	4.4	6.9	6.9	3.7	7.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.3	43.9	44.5	48.3	44.2	45.6	48.9	32.6	32.7	50.8	35.5	36.2
LnGrp LOS	D	D	D	D	D	D	D	C	C	D	D	D
Approach Vol, veh/h		1023			819			930			862	
Approach Delay, s/veh		45.0			45.5			36.0			38.6	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	26.5	12.3	24.3	14.3	25.0	15.1	21.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5	22.0	9.7	20.8	11.5	20.0	12.5	18.0				
Max Q Clear Time (g_c+1), s	10.6	16.3	8.1	18.9	9.9	16.1	10.7	16.2				
Green Ext Time (p_c), s	0.0	2.3	0.1	0.9	0.1	1.6	0.1	0.7				
Intersection Summary												
HCM 6th Ctrl Delay											41.3	
HCM 6th LOS											D	

Intersection

Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	76	16	19	57	8	25	57	31	9	43	17
Future Vol, veh/h	23	76	16	19	57	8	25	57	31	9	43	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	80	17	20	60	8	26	60	33	9	45	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.1	8.1	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	20%	23%	13%
Vol Thru, %	50%	66%	68%	62%
Vol Right, %	27%	14%	10%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	113	115	84	69
LT Vol	25	23	19	9
Through Vol	57	76	57	43
RT Vol	31	16	8	17
Lane Flow Rate	119	121	88	73
Geometry Grp	1	1	1	1
Degree of Util (X)	0.145	0.149	0.11	0.089
Departure Headway (Hd)	4.377	4.426	4.493	4.427
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	821	812	799	811
Service Time	2.395	2.444	2.513	2.447
HCM Lane V/C Ratio	0.145	0.149	0.11	0.09
HCM Control Delay	8.1	8.2	8.1	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.5	0.4	0.3

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	59	827	676	47	39	90
Future Vol, veh/h	59	827	676	47	39	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	871	712	49	41	95

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	761	0	-	0	1297 381
Stage 1	-	-	-	-	737 -
Stage 2	-	-	-	-	560 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	847	-	-	-	154 617
Stage 1	-	-	-	-	434 -
Stage 2	-	-	-	-	535 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	847	-	-	-	143 617
Mov Cap-2 Maneuver	-	-	-	-	273 -
Stage 1	-	-	-	-	402 -
Stage 2	-	-	-	-	535 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	847	-	-	-	447
HCM Lane V/C Ratio	0.073	-	-	-	0.304
HCM Control Delay (s)	9.6	-	-	-	16.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.3

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	3	101	75	2	3	4
Future Vol, veh/h	3	101	75	2	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	106	79	2	3	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	81	0	-	0	192 80
Stage 1	-	-	-	-	80 -
Stage 2	-	-	-	-	112 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1517	-	-	-	797 980
Stage 1	-	-	-	-	943 -
Stage 2	-	-	-	-	913 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1517	-	-	-	795 980
Mov Cap-2 Maneuver	-	-	-	-	795 -
Stage 1	-	-	-	-	941 -
Stage 2	-	-	-	-	913 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1517	-	-	-	891
HCM Lane V/C Ratio	0.002	-	-	-	0.008
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	2	107	77	6	1	1
Future Vol, veh/h	2	107	77	6	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	113	81	6	1	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	87	0	-	0	201 84
Stage 1	-	-	-	-	84 -
Stage 2	-	-	-	-	117 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1509	-	-	-	788 975
Stage 1	-	-	-	-	939 -
Stage 2	-	-	-	-	908 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1509	-	-	-	787 975
Mov Cap-2 Maneuver	-	-	-	-	787 -
Stage 1	-	-	-	-	938 -
Stage 2	-	-	-	-	908 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1509	-	-	-	871
HCM Lane V/C Ratio	0.001	-	-	-	0.002
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	112	1	0	81	4	0	0	0	3	1	5
Future Vol, veh/h	2	112	1	0	81	4	0	0	0	3	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	118	1	0	85	4	0	0	0	3	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	89	0	0	119	0	0	213	212	119	210	210	87
Stage 1	-	-	-	-	-	-	123	123	-	87	87	-
Stage 2	-	-	-	-	-	-	90	89	-	123	123	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1506	-	-	1469	-	-	744	685	933	747	687	971
Stage 1	-	-	-	-	-	-	881	794	-	921	823	-
Stage 2	-	-	-	-	-	-	917	821	-	881	794	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1506	-	-	1469	-	-	739	684	933	746	686	971
Mov Cap-2 Maneuver	-	-	-	-	-	-	739	684	-	746	686	-
Stage 1	-	-	-	-	-	-	880	793	-	920	823	-
Stage 2	-	-	-	-	-	-	911	821	-	880	793	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1506	-	-	1469	-	-	847
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.011
HCM Control Delay (s)	0	7.4	0	-	0	-	-	9.3
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

HCM 6th Signalized Intersection Summary
8: Parker Ave & Grant Line Rd

Existing PM.syn
05/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	3	681	119	39	573	2	88	1	62	0	0	2
Future Volume (veh/h)	3	681	119	39	573	2	88	1	62	0	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	717	125	41	603	2	93	1	65	0	0	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	788	137	67	1069	4	423	6	371	414	0	368
Arrive On Green	0.00	0.26	0.26	0.04	0.29	0.29	0.24	0.24	0.24	0.00	0.00	0.23
Sat Flow, veh/h	1781	3025	527	1781	3633	12	1781	24	1565	1781	0	1585
Grp Volume(v), veh/h	3	421	421	41	295	310	93	0	66	0	0	2
Grp Sat Flow(s),veh/h/ln	1781	1777	1775	1781	1777	1868	1781	0	1589	1781	0	1585
Q Serve(g_s), s	0.1	17.8	17.8	1.8	10.9	10.9	3.3	0.0	2.6	0.0	0.0	0.1
Cycle Q Clear(g_c), s	0.1	17.8	17.8	1.8	10.9	10.9	3.3	0.0	2.6	0.0	0.0	0.1
Prop In Lane	1.00		0.30	1.00		0.01	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	7	463	462	67	523	550	423	0	377	414	0	368
V/C Ratio(X)	0.42	0.91	0.91	0.61	0.56	0.56	0.22	0.00	0.18	0.00	0.00	0.01
Avail Cap(c_a), veh/h	115	470	470	117	523	550	423	0	377	414	0	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	38.5	27.8	27.8	36.7	23.2	23.2	23.8	0.0	23.5	0.0	0.0	22.9
Incr Delay (d2), s/veh	34.3	21.5	21.6	8.6	1.4	1.3	1.2	0.0	1.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	9.7	9.7	0.9	4.4	4.6	1.5	0.0	1.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	49.3	49.4	45.3	24.6	24.5	25.0	0.0	24.5	0.0	0.0	22.9
LnGrp LOS	E	D	D	D	C	C	C	A	C	A	A	C
Approach Vol, veh/h		845			646			159				2
Approach Delay, s/veh		49.4			25.8			24.8				22.9
Approach LOS		D			C			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.9	7.4	24.7		22.5	4.8	27.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.4	5.1	20.5		18.0	5.0	20.6				
Max Q Clear Time (g_c+I1), s		5.3	3.8	19.8		2.1	2.1	12.9				
Green Ext Time (p_c), s		0.5	0.0	0.4		0.0	0.0	2.1				
Intersection Summary												
HCM 6th Ctrl Delay				37.8								
HCM 6th LOS				D								

Intersection												
Intersection Delay, s/veh	9.6											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	30	63	8	20	9	55	192	16	4	198	16
Future Vol, veh/h	19	30	63	8	20	9	55	192	16	4	198	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	32	66	8	21	9	58	202	17	4	208	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	8.5	10.1	9.5
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	17%	22%	2%
Vol Thru, %	73%	27%	54%	91%
Vol Right, %	6%	56%	24%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	263	112	37	218
LT Vol	55	19	8	4
Through Vol	192	30	20	198
RT Vol	16	63	9	16
Lane Flow Rate	277	118	39	229
Geometry Grp	1	1	1	1
Degree of Util (X)	0.353	0.158	0.056	0.293
Departure Headway (Hd)	4.586	4.835	5.153	4.594
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	783	738	691	780
Service Time	2.627	2.89	3.217	2.637
HCM Lane V/C Ratio	0.354	0.16	0.056	0.294
HCM Control Delay	10.1	8.8	8.5	9.5
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.6	0.6	0.2	1.2

HCM 6th Signalized Intersection Summary
 10: Holly Drive & Grant Line Rd

Existing PM.syn
 05/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	562	80	51	426	90	70	124	47	88	122	64
Future Volume (veh/h)	79	562	80	51	426	90	70	124	47	88	122	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	592	84	54	448	95	74	131	49	93	128	67
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	768	109	90	678	143	107	605	513	120	618	524
Arrive On Green	0.06	0.25	0.25	0.05	0.23	0.23	0.06	0.32	0.32	0.07	0.33	0.33
Sat Flow, veh/h	1781	3125	442	1781	2921	615	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	83	336	340	54	271	272	74	131	49	93	128	67
Grp Sat Flow(s),veh/h/ln	1781	1777	1791	1781	1777	1760	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.6	10.1	10.2	1.7	8.0	8.1	2.3	2.9	1.2	3.0	2.8	1.7
Cycle Q Clear(g_c), s	2.6	10.1	10.2	1.7	8.0	8.1	2.3	2.9	1.2	3.0	2.8	1.7
Prop In Lane	1.00		0.25	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	436	440	90	412	408	107	605	513	120	618	524
V/C Ratio(X)	0.73	0.77	0.77	0.60	0.66	0.67	0.69	0.22	0.10	0.78	0.21	0.13
Avail Cap(c_a), veh/h	155	557	561	155	557	551	155	605	513	170	618	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	20.2	20.2	26.7	20.0	20.0	26.5	14.1	13.6	26.4	13.8	13.4
Incr Delay (d2), s/veh	10.7	5.0	5.1	6.4	1.8	1.9	7.6	0.8	0.4	13.2	0.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.2	4.3	0.8	3.1	3.1	1.2	1.3	0.4	1.6	1.2	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	25.2	25.3	33.1	21.8	21.9	34.1	15.0	13.9	39.6	14.6	13.9
LnGrp LOS	D	C	C	C	C	C	C	B	B	D	B	B
Approach Vol, veh/h		759			597			254			288	
Approach Delay, s/veh		26.5			22.9			20.3			22.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	23.1	7.4	18.6	8.0	23.5	8.2	17.8				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+1), s	11.0	4.9	3.7	12.2	4.3	4.8	4.6	10.1				
Green Ext Time (p_c), s	0.0	0.7	0.0	2.0	0.0	0.7	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay											23.9	
HCM 6th LOS											C	

HCM 6th Signalized Intersection Summary
1: Tracy Blvd & Kavanagh Ave

Existing AM Plus Project.syn
05/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	106	36	79	40	73	33	46	552	38	29	632	103
Future Volume (veh/h)	106	36	79	40	73	33	46	552	38	29	632	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	38	83	42	77	35	48	581	40	31	665	108
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	73	113	169	208	79	91	1508	104	64	1323	215
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.05	0.45	0.45	0.04	0.43	0.43
Sat Flow, veh/h	658	363	565	309	1039	396	1781	3374	232	1781	3061	497
Grp Volume(v), veh/h	233	0	0	154	0	0	48	306	315	31	386	387
Grp Sat Flow(s),veh/h/ln	1586	0	0	1744	0	0	1781	1777	1829	1781	1777	1781
Q Serve(g_s), s	2.4	0.0	0.0	0.0	0.0	0.0	1.1	4.9	4.9	0.7	6.7	6.7
Cycle Q Clear(g_c), s	5.6	0.0	0.0	3.2	0.0	0.0	1.1	4.9	4.9	0.7	6.7	6.7
Prop In Lane	0.48		0.36	0.27		0.23	1.00		0.13	1.00		0.28
Lane Grp Cap(c), veh/h	442	0	0	456	0	0	91	794	817	64	768	770
V/C Ratio(X)	0.53	0.00	0.00	0.34	0.00	0.00	0.53	0.38	0.39	0.48	0.50	0.50
Avail Cap(c_a), veh/h	766	0	0	813	0	0	213	794	817	209	768	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	0.0	14.9	0.0	0.0	19.7	7.9	7.9	20.1	8.8	8.8
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.4	0.0	0.0	4.7	1.4	1.4	5.5	2.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.0	1.2	0.0	0.0	0.5	1.7	1.7	0.4	2.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	0.0	0.0	15.3	0.0	0.0	24.4	9.3	9.2	25.7	11.1	11.1
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	B	B
Approach Vol, veh/h		233			154			669			804	
Approach Delay, s/veh		16.7			15.3			10.3			11.7	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	23.5		13.0	6.7	22.9		13.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.0	18.5		18.0	5.1	18.4		18.0				
Max Q Clear Time (g_c+I1), s	2.7	6.9		7.6	3.1	8.7		5.2				
Green Ext Time (p_c), s	0.0	3.0		1.0	0.0	3.4		0.6				

Intersection Summary

HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
2: Tracy Blvd & Grant Line Rd

Existing AM Plus Project.syn
05/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↖↗		↖	↖↗		↖	↖↗		↖	↖↗	
Traffic Volume (veh/h)	134	440	110	136	534	95	172	425	148	88	495	153
Future Volume (veh/h)	134	440	110	136	534	95	172	425	148	88	495	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	463	116	143	562	100	181	447	156	93	521	161
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	649	161	172	690	122	222	877	303	119	752	231
Arrive On Green	0.10	0.23	0.23	0.10	0.23	0.23	0.12	0.34	0.34	0.07	0.28	0.28
Sat Flow, veh/h	1781	2819	701	1781	3016	535	1781	2590	896	1781	2676	823
Grp Volume(v), veh/h	141	291	288	143	330	332	181	305	298	93	345	337
Grp Sat Flow(s),veh/h/ln	1781	1777	1744	1781	1777	1774	1781	1777	1709	1781	1777	1722
Q Serve(g_s), s	5.2	10.1	10.3	5.3	11.8	11.9	6.7	9.2	9.4	3.5	11.7	11.8
Cycle Q Clear(g_c), s	5.2	10.1	10.3	5.3	11.8	11.9	6.7	9.2	9.4	3.5	11.7	11.8
Prop In Lane	1.00		0.40	1.00		0.30	1.00		0.52	1.00		0.48
Lane Grp Cap(c), veh/h	175	409	401	172	406	406	222	601	579	119	499	484
V/C Ratio(X)	0.81	0.71	0.72	0.83	0.81	0.82	0.82	0.51	0.51	0.78	0.69	0.70
Avail Cap(c_a), veh/h	175	478	469	172	476	475	225	601	579	159	499	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	23.8	23.9	29.8	24.6	24.6	28.7	17.8	17.8	30.9	21.6	21.6
Incr Delay (d2), s/veh	23.5	4.0	4.4	27.6	9.1	9.4	20.2	3.0	3.2	16.1	7.6	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	4.3	4.3	3.4	5.5	5.6	4.0	4.0	3.9	2.0	5.6	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	27.9	28.2	57.4	33.6	34.0	48.8	20.8	21.1	46.9	29.2	29.6
LnGrp LOS	D	C	C	E	C	C	D	C	C	D	C	C
Approach Vol, veh/h		720		805		784		775				
Approach Delay, s/veh		33.0		38.0		27.4		31.5				
Approach LOS		C		D		C		C				
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	27.3	11.0	20.0	12.9	23.4	11.1	19.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	15.0	21.4	6.5	18.1	8.5	18.9	6.6	18.0				
Max Q Clear Time (g_c+1/5), s	15.0	11.4	7.3	12.3	8.7	13.8	7.2	13.9				
Green Ext Time (p_c), s	0.0	2.7	0.0	1.7	0.0	1.9	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay				32.5								
HCM 6th LOS				C								

Intersection												
Intersection Delay, s/veh	8.5											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	79	10	37	97	11	13	48	60	17	55	28
Future Vol, veh/h	18	79	10	37	97	11	13	48	60	17	55	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	83	11	39	102	12	14	51	63	18	58	29
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.8	8.3	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	17%	26%	17%
Vol Thru, %	40%	74%	67%	55%
Vol Right, %	50%	9%	8%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	121	107	145	100
LT Vol	13	18	37	17
Through Vol	48	79	97	55
RT Vol	60	10	11	28
Lane Flow Rate	127	113	153	105
Geometry Grp	1	1	1	1
Degree of Util (X)	0.156	0.145	0.195	0.134
Departure Headway (Hd)	4.406	4.622	4.603	4.571
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	813	775	778	783
Service Time	2.438	2.657	2.636	2.603
HCM Lane V/C Ratio	0.156	0.146	0.197	0.134
HCM Control Delay	8.3	8.4	8.8	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.5	0.7	0.5

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	66	622	745	69	47	77
Future Vol, veh/h	66	622	745	69	47	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	69	655	784	73	49	81

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	857	0	-	0	1287 429
Stage 1	-	-	-	-	821 -
Stage 2	-	-	-	-	466 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	779	-	-	-	156 574
Stage 1	-	-	-	-	393 -
Stage 2	-	-	-	-	598 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	779	-	-	-	142 574
Mov Cap-2 Maneuver	-	-	-	-	263 -
Stage 1	-	-	-	-	358 -
Stage 2	-	-	-	-	598 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	18.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	779	-	-	-	396
HCM Lane V/C Ratio	0.089	-	-	-	0.33
HCM Control Delay (s)	10.1	-	-	-	18.5
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.4

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	4	152	135	0	4	7
Future Vol, veh/h	4	152	135	0	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	160	142	0	4	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	142	0	-	0	310 142
Stage 1	-	-	-	-	142 -
Stage 2	-	-	-	-	168 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1441	-	-	-	682 906
Stage 1	-	-	-	-	885 -
Stage 2	-	-	-	-	862 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1441	-	-	-	680 906
Mov Cap-2 Maneuver	-	-	-	-	680 -
Stage 1	-	-	-	-	882 -
Stage 2	-	-	-	-	862 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1441	-	-	-	808
HCM Lane V/C Ratio	0.003	-	-	-	0.014
HCM Control Delay (s)	7.5	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	1	160	127	2	4	4
Future Vol, veh/h	1	160	127	2	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	168	134	2	4	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	136	0	0	305	135
Stage 1	-	-	-	135	-
Stage 2	-	-	-	170	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1448	-	-	687	914
Stage 1	-	-	-	891	-
Stage 2	-	-	-	860	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1448	-	-	686	914
Mov Cap-2 Maneuver	-	-	-	686	-
Stage 1	-	-	-	890	-
Stage 2	-	-	-	860	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1448	-	-	-	784
HCM Lane V/C Ratio	0.001	-	-	-	0.011
HCM Control Delay (s)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	131	11	4	109	5	3	0	5	5	0	9
Future Vol, veh/h	13	131	11	4	109	5	3	0	5	5	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	138	12	4	115	5	3	0	5	5	0	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	120	0	0	150	0	0	302	300	144	301	304	118
Stage 1	-	-	-	-	-	-	172	172	-	126	126	-
Stage 2	-	-	-	-	-	-	130	128	-	175	178	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1468	-	-	1431	-	-	650	612	903	651	609	934
Stage 1	-	-	-	-	-	-	830	756	-	878	792	-
Stage 2	-	-	-	-	-	-	874	790	-	827	752	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1468	-	-	1431	-	-	637	604	903	641	601	934
Mov Cap-2 Maneuver	-	-	-	-	-	-	637	604	-	641	601	-
Stage 1	-	-	-	-	-	-	822	748	-	869	790	-
Stage 2	-	-	-	-	-	-	863	788	-	814	744	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0.3			9.7			9.6		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	781	1468	-	-	1431	-	-	803
HCM Lane V/C Ratio	0.011	0.009	-	-	0.003	-	-	0.018
HCM Control Delay (s)	9.7	7.5	0	-	7.5	0	-	9.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

HCM 6th Signalized Intersection Summary
8: Parker Ave & Grant Line Rd

Existing AM Plus Project.syn
05/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	484	56	35	615	21	76	7	40	17	4	9
Future Volume (veh/h)	44	484	56	35	615	21	76	7	40	17	4	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	509	59	37	647	22	80	7	42	18	4	9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	731	84	64	780	27	461	60	359	425	122	275
Arrive On Green	0.04	0.23	0.23	0.04	0.22	0.22	0.26	0.26	0.26	0.24	0.24	0.24
Sat Flow, veh/h	1781	3210	371	1781	3507	119	1781	231	1389	1781	512	1151
Grp Volume(v), veh/h	46	281	287	37	328	341	80	0	49	18	0	13
Grp Sat Flow(s),veh/h/ln	1781	1777	1804	1781	1777	1849	1781	0	1620	1781	0	1663
Q Serve(g_s), s	1.9	10.9	11.0	1.5	13.2	13.3	2.6	0.0	1.7	0.6	0.0	0.5
Cycle Q Clear(g_c), s	1.9	10.9	11.0	1.5	13.2	13.3	2.6	0.0	1.7	0.6	0.0	0.5
Prop In Lane	1.00		0.21	1.00		0.06	1.00		0.86	1.00		0.69
Lane Grp Cap(c), veh/h	73	405	411	64	395	411	461	0	419	425	0	397
V/C Ratio(X)	0.63	0.69	0.70	0.58	0.83	0.83	0.17	0.00	0.12	0.04	0.00	0.03
Avail Cap(c_a), veh/h	118	448	455	130	460	478	461	0	419	425	0	397
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.6	26.7	26.7	35.8	27.9	27.9	21.7	0.0	21.3	22.0	0.0	22.0
Incr Delay (d2), s/veh	8.6	4.1	4.2	8.1	10.7	10.4	0.8	0.0	0.6	0.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.7	4.8	0.8	6.4	6.6	1.2	0.0	0.7	0.3	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	30.8	30.9	43.9	38.6	38.3	22.5	0.0	21.9	22.2	0.0	22.2
LnGrp LOS	D	C	C	D	D	D	C	A	C	C	A	C
Approach Vol, veh/h		614			706			129				31
Approach Delay, s/veh		31.8			38.7			22.3				22.2
Approach LOS		C			D			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.0	7.2	21.7		22.5	7.6	21.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.5	5.5	19.0		18.0	5.0	19.5				
Max Q Clear Time (g_c+I1), s		4.6	3.5	13.0		2.6	3.9	15.3				
Green Ext Time (p_c), s		0.4	0.0	1.6		0.0	0.0	1.5				
Intersection Summary												
HCM 6th Ctrl Delay			34.1									
HCM 6th LOS			C									

Intersection

Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	23	81	71	32	10	44	130	15	4	137	28
Future Vol, veh/h	12	23	81	71	32	10	44	130	15	4	137	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	24	85	75	34	11	46	137	16	4	144	29
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	9.1	9.5	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	10%	63%	2%
Vol Thru, %	69%	20%	28%	81%
Vol Right, %	8%	70%	9%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	189	116	113	169
LT Vol	44	12	71	4
Through Vol	130	23	32	137
RT Vol	15	81	10	28
Lane Flow Rate	199	122	119	178
Geometry Grp	1	1	1	1
Degree of Util (X)	0.261	0.155	0.167	0.23
Departure Headway (Hd)	4.724	4.579	5.041	4.66
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	756	778	708	767
Service Time	2.776	2.637	3.1	2.713
HCM Lane V/C Ratio	0.263	0.157	0.168	0.232
HCM Control Delay	9.5	8.5	9.1	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	0.5	0.6	0.9

HCM 6th Signalized Intersection Summary
 10: Holly Drive & Grant Line Rd




















Existing AM Plus Project.syn
 05/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	358	99	30	406	84	122	124	60	84	122	146
Future Volume (veh/h)	96	358	99	30	406	84	122	124	60	84	122	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	377	104	32	427	88	128	131	63	88	128	154
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	664	181	62	596	122	163	649	550	117	600	509
Arrive On Green	0.07	0.24	0.24	0.03	0.20	0.20	0.09	0.35	0.35	0.07	0.32	0.32
Sat Flow, veh/h	1781	2760	752	1781	2938	601	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	101	241	240	32	257	258	128	131	63	88	128	154
Grp Sat Flow(s),veh/h/ln	1781	1777	1735	1781	1777	1762	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	3.2	6.9	7.0	1.0	7.8	7.9	4.1	2.8	1.6	2.8	2.9	4.2
Cycle Q Clear(g_c), s	3.2	6.9	7.0	1.0	7.8	7.9	4.1	2.8	1.6	2.8	2.9	4.2
Prop In Lane	1.00		0.43	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	129	428	418	62	361	358	163	649	550	117	600	509
V/C Ratio(X)	0.78	0.56	0.57	0.52	0.71	0.72	0.79	0.20	0.11	0.75	0.21	0.30
Avail Cap(c_a), veh/h	154	555	542	154	555	550	170	649	550	154	600	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	19.2	19.3	27.3	21.4	21.5	25.6	13.2	12.8	26.5	14.3	14.7
Incr Delay (d2), s/veh	19.1	1.2	1.2	6.5	2.6	2.8	20.4	0.7	0.4	13.7	0.8	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9	2.6	2.6	0.5	3.1	3.1	2.6	1.2	0.5	1.6	1.2	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	20.4	20.5	33.9	24.0	24.2	46.1	13.9	13.2	40.2	15.1	16.3
LnGrp LOS	D	C	C	C	C	C	D	B	B	D	B	B
Approach Vol, veh/h	582			547			322			370		
Approach Delay, s/veh	24.8			24.7			26.6			21.5		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	24.5	6.5	18.4	9.8	23.0	8.7	16.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	19.0	19.0	5.0	18.0	5.5	18.5	5.0	18.0				
Max Q Clear Time (g_c+1), s	4.8	4.8	3.0	9.0	6.1	6.2	5.2	9.9				
Green Ext Time (p_c), s	0.0	0.7	0.0	1.8	0.0	0.9	0.0	1.8				
Intersection Summary												
HCM 6th Ctrl Delay	24.4											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary
 1: Tracy Blvd & Kavanagh Ave

Existing PM Plus Project.syn
 05/04/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	45	67	29	57	45	48	825	26	42	754	130
Future Volume (veh/h)	126	45	67	29	57	45	48	825	26	42	754	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	47	71	31	60	47	51	868	27	44	794	137
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	265	77	91	136	189	122	91	1674	52	82	1426	246
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.05	0.48	0.48	0.05	0.47	0.47
Sat Flow, veh/h	748	376	443	230	919	594	1781	3518	109	1781	3030	523
Grp Volume(v), veh/h	251	0	0	138	0	0	51	438	457	44	466	465
Grp Sat Flow(s),veh/h/ln	1567	0	0	1743	0	0	1781	1777	1851	1781	1777	1776
Q Serve(g_s), s	3.9	0.0	0.0	0.0	0.0	0.0	1.4	8.5	8.5	1.2	9.3	9.3
Cycle Q Clear(g_c), s	7.2	0.0	0.0	3.3	0.0	0.0	1.4	8.5	8.5	1.2	9.3	9.3
Prop In Lane	0.53		0.28	0.22		0.34	1.00		0.06	1.00		0.29
Lane Grp Cap(c), veh/h	434	0	0	447	0	0	91	845	880	82	836	836
V/C Ratio(X)	0.58	0.00	0.00	0.31	0.00	0.00	0.56	0.52	0.52	0.54	0.56	0.56
Avail Cap(c_a), veh/h	665	0	0	704	0	0	184	845	880	205	836	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	0.0	0.0	16.9	0.0	0.0	23.0	9.0	9.0	23.1	9.4	9.4
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.4	0.0	0.0	5.4	2.3	2.2	5.4	2.7	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	1.3	0.0	0.0	0.7	3.1	3.2	0.6	3.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	0.0	0.0	17.3	0.0	0.0	28.3	11.3	11.2	28.5	12.1	12.1
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	B	B
Approach Vol, veh/h		251			138			946			975	
Approach Delay, s/veh		19.5			17.3			12.2			12.8	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	28.1		14.7	7.0	27.8		14.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.7	22.7		18.1	5.1	23.3		18.1				
Max Q Clear Time (g_c+I1), s	3.2	10.5		9.2	3.4	11.3		5.3				
Green Ext Time (p_c), s	0.0	4.6		1.0	0.0	4.8		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				13.5								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
2: Tracy Blvd & Grant Line Rd

Existing PM Plus Project.syn
05/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	627	161	146	489	174	181	585	125	157	496	174
Future Volume (veh/h)	199	627	161	146	489	174	181	585	125	157	496	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	209	660	169	154	515	183	191	616	132	165	522	183
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	733	188	190	589	208	230	830	177	202	695	242
Arrive On Green	0.14	0.26	0.26	0.11	0.23	0.23	0.13	0.28	0.28	0.11	0.27	0.27
Sat Flow, veh/h	1781	2802	717	1781	2573	910	1781	2912	623	1781	2583	902
Grp Volume(v), veh/h	209	418	411	154	355	343	191	375	373	165	358	347
Grp Sat Flow(s),veh/h/ln	1781	1777	1741	1781	1777	1707	1781	1777	1758	1781	1777	1708
Q Serve(g_s), s	8.8	17.6	17.6	6.5	14.9	15.0	8.1	14.8	14.8	7.0	14.3	14.4
Cycle Q Clear(g_c), s	8.8	17.6	17.6	6.5	14.9	15.0	8.1	14.8	14.8	7.0	14.3	14.4
Prop In Lane	1.00		0.41	1.00		0.53	1.00		0.35	1.00		0.53
Lane Grp Cap(c), veh/h	249	465	456	190	407	390	230	506	501	202	478	459
V/C Ratio(X)	0.84	0.90	0.90	0.81	0.87	0.88	0.83	0.74	0.74	0.82	0.75	0.75
Avail Cap(c_a), veh/h	288	479	469	224	414	398	265	506	501	219	478	459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	27.5	27.5	33.7	28.7	28.7	32.8	25.0	25.1	33.5	25.8	25.9
Incr Delay (d2), s/veh	17.3	19.4	20.0	17.1	17.9	19.4	17.4	9.4	9.6	19.7	10.3	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	9.3	9.2	3.6	7.9	7.8	4.5	7.3	7.2	4.0	7.1	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.6	47.0	47.5	50.8	46.6	48.1	50.2	34.5	34.7	53.2	36.2	36.8
LnGrp LOS	D	D	D	D	D	D	D	C	C	D	D	D
Approach Vol, veh/h		1038			852			939			870	
Approach Delay, s/veh		47.7			48.0			37.7			39.7	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.2	26.5	12.8	24.7	14.5	25.3	15.3	22.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5	22.0	9.7	20.8	11.5	20.0	12.5	18.0				
Max Q Clear Time (g_c+19), s	19.0	16.8	8.5	19.6	10.1	16.4	10.8	17.0				
Green Ext Time (p_c), s	0.0	2.1	0.0	0.6	0.1	1.5	0.1	0.4				
Intersection Summary												
HCM 6th Ctrl Delay											43.4	
HCM 6th LOS											D	

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	83	16	1	62	8	25	57	31	9	43	17
Future Vol, veh/h	23	83	16	1	62	8	25	57	31	9	43	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	87	17	1	65	8	26	60	33	9	45	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	7.9	8.1	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	19%	1%	13%
Vol Thru, %	50%	68%	87%	62%
Vol Right, %	27%	13%	11%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	113	122	71	69
LT Vol	25	23	1	9
Through Vol	57	83	62	43
RT Vol	31	16	8	17
Lane Flow Rate	119	128	75	73
Geometry Grp	1	1	1	1
Degree of Util (X)	0.144	0.157	0.092	0.089
Departure Headway (Hd)	4.36	4.41	4.446	4.409
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	824	815	807	814
Service Time	2.376	2.428	2.465	2.427
HCM Lane V/C Ratio	0.144	0.157	0.093	0.09
HCM Control Delay	8.1	8.3	7.9	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.6	0.3	0.3

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	59	855	707	47	39	90
Future Vol, veh/h	59	855	707	47	39	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	900	744	49	41	95

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	793	0	-	0	1343 397
Stage 1	-	-	-	-	769 -
Stage 2	-	-	-	-	574 -
Critical Hdwy	4.14	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	824	-	-	-	143 602
Stage 1	-	-	-	-	418 -
Stage 2	-	-	-	-	527 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	824	-	-	-	132 602
Mov Cap-2 Maneuver	-	-	-	-	262 -
Stage 1	-	-	-	-	387 -
Stage 2	-	-	-	-	527 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	824	-	-	-	432
HCM Lane V/C Ratio	0.075	-	-	-	0.314
HCM Control Delay (s)	9.7	-	-	-	17.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.3

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	3	108	80	2	3	4
Future Vol, veh/h	3	108	80	2	3	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	114	84	2	3	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	86	0	-	0	205 85
Stage 1	-	-	-	-	85 -
Stage 2	-	-	-	-	120 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1510	-	-	-	783 974
Stage 1	-	-	-	-	938 -
Stage 2	-	-	-	-	905 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1510	-	-	-	781 974
Mov Cap-2 Maneuver	-	-	-	-	781 -
Stage 1	-	-	-	-	936 -
Stage 2	-	-	-	-	905 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1510	-	-	-	881
HCM Lane V/C Ratio	0.002	-	-	-	0.008
HCM Control Delay (s)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	2	114	82	6	1	1
Future Vol, veh/h	2	114	82	6	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	120	86	6	1	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	92	0	-	0	213 89
Stage 1	-	-	-	-	89 -
Stage 2	-	-	-	-	124 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1503	-	-	-	775 969
Stage 1	-	-	-	-	934 -
Stage 2	-	-	-	-	902 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1503	-	-	-	774 969
Mov Cap-2 Maneuver	-	-	-	-	774 -
Stage 1	-	-	-	-	933 -
Stage 2	-	-	-	-	902 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1503	-	-	-	861
HCM Lane V/C Ratio	0.001	-	-	-	0.002
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	120	6	3	81	4	5	0	4	3	1	5
Future Vol, veh/h	2	120	6	3	81	4	5	0	4	3	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	126	6	3	85	4	5	0	4	3	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	89	0	0	132	0	0	229	228	129	228	229	87
Stage 1	-	-	-	-	-	-	133	133	-	93	93	-
Stage 2	-	-	-	-	-	-	96	95	-	135	136	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1506	-	-	1453	-	-	726	671	921	727	671	971
Stage 1	-	-	-	-	-	-	870	786	-	914	818	-
Stage 2	-	-	-	-	-	-	911	816	-	868	784	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1506	-	-	1453	-	-	719	669	921	722	669	971
Mov Cap-2 Maneuver	-	-	-	-	-	-	719	669	-	722	669	-
Stage 1	-	-	-	-	-	-	869	785	-	913	816	-
Stage 2	-	-	-	-	-	-	903	814	-	863	783	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			9.6			9.4		
HCM LOS							A			A		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	797	1506	-	-	1453	-	-	833
HCM Lane V/C Ratio	0.012	0.001	-	-	0.002	-	-	0.011
HCM Control Delay (s)	9.6	7.4	0	-	7.5	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 6th Signalized Intersection Summary
8: Parker Ave & Grant Line Rd

Existing PM Plus Project.syn
05/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↘		↗	↗↘		↗	↘		↗	↘	
Traffic Volume (veh/h)	31	681	119	39	573	16	88	6	62	31	5	18
Future Volume (veh/h)	31	681	119	39	573	16	88	6	62	31	5	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	33	717	125	41	603	17	93	6	65	33	5	19
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	788	137	67	937	26	423	32	349	414	79	301
Arrive On Green	0.03	0.26	0.26	0.04	0.27	0.27	0.24	0.24	0.24	0.23	0.23	0.23
Sat Flow, veh/h	1781	3025	527	1781	3530	99	1781	136	1470	1781	341	1296
Grp Volume(v), veh/h	33	421	421	41	303	317	93	0	71	33	0	24
Grp Sat Flow(s),veh/h/ln	1781	1777	1775	1781	1777	1852	1781	0	1606	1781	0	1637
Q Serve(g_s), s	1.4	17.8	17.8	1.8	11.7	11.7	3.3	0.0	2.7	1.1	0.0	0.9
Cycle Q Clear(g_c), s	1.4	17.8	17.8	1.8	11.7	11.7	3.3	0.0	2.7	1.1	0.0	0.9
Prop In Lane	1.00		0.30	1.00		0.05	1.00		0.92	1.00		0.79
Lane Grp Cap(c), veh/h	58	463	462	67	472	492	423	0	381	414	0	380
V/C Ratio(X)	0.56	0.91	0.91	0.61	0.64	0.64	0.22	0.00	0.19	0.08	0.00	0.06
Avail Cap(c_a), veh/h	115	470	470	117	472	492	423	0	381	414	0	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.9	27.8	27.8	36.7	25.2	25.2	23.8	0.0	23.6	23.3	0.0	23.2
Incr Delay (d2), s/veh	8.3	21.5	21.6	8.6	3.0	2.9	1.2	0.0	1.1	0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	9.7	9.7	0.9	4.9	5.2	1.5	0.0	1.1	0.5	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	49.3	49.4	45.3	28.2	28.1	25.0	0.0	24.7	23.7	0.0	23.5
LnGrp LOS	D	D	D	D	C	C	C	A	C	C	A	C
Approach Vol, veh/h		875			661			164				57
Approach Delay, s/veh		49.2			29.2			24.8				23.6
Approach LOS		D			C			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.9	7.4	24.7		22.5	7.0	25.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.4	5.1	20.5		18.0	5.0	20.6				
Max Q Clear Time (g_c+I1), s		5.3	3.8	19.8		3.1	3.4	13.7				
Green Ext Time (p_c), s		0.5	0.0	0.4		0.1	0.0	2.0				
Intersection Summary												
HCM 6th Ctrl Delay			38.6									
HCM 6th LOS			D									

Intersection												
Intersection Delay, s/veh	9.7											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	21	32	71	8	21	9	57	195	16	4	200	16
Future Vol, veh/h	21	32	71	8	21	9	57	195	16	4	200	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	34	75	8	22	9	60	205	17	4	211	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	8.6	10.3	9.7
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	17%	21%	2%
Vol Thru, %	73%	26%	55%	91%
Vol Right, %	6%	57%	24%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	268	124	38	220
LT Vol	57	21	8	4
Through Vol	195	32	21	200
RT Vol	16	71	9	16
Lane Flow Rate	282	131	40	232
Geometry Grp	1	1	1	1
Degree of Util (X)	0.363	0.176	0.058	0.298
Departure Headway (Hd)	4.628	4.855	5.199	4.64
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	776	735	684	771
Service Time	2.674	2.913	3.27	2.688
HCM Lane V/C Ratio	0.363	0.178	0.058	0.301
HCM Control Delay	10.3	9	8.6	9.7
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.7	0.6	0.2	1.3

HCM 6th Signalized Intersection Summary
10: Holly Drive & Grant Line Rd

Existing PM Plus Project.syn
05/04/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↖	↗		↖
Traffic Volume (veh/h)	82	571	99	51	430	90	78	126	47	88	130	66
Future Volume (veh/h)	82	571	99	51	430	90	78	126	47	88	130	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	601	104	54	453	95	82	133	49	93	137	69
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	764	132	89	696	145	112	603	511	119	610	517
Arrive On Green	0.06	0.25	0.25	0.05	0.24	0.24	0.06	0.32	0.32	0.07	0.33	0.33
Sat Flow, veh/h	1781	3030	523	1781	2928	610	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	86	352	353	54	274	274	82	133	49	93	137	69
Grp Sat Flow(s),veh/h/ln	1781	1777	1776	1781	1777	1761	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.8	10.8	10.8	1.7	8.1	8.2	2.6	3.0	1.3	3.0	3.1	1.8
Cycle Q Clear(g_c), s	2.8	10.8	10.8	1.7	8.1	8.2	2.6	3.0	1.3	3.0	3.1	1.8
Prop In Lane	1.00		0.29	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	448	448	89	422	418	112	603	511	119	610	517
V/C Ratio(X)	0.75	0.79	0.79	0.61	0.65	0.66	0.73	0.22	0.10	0.78	0.22	0.13
Avail Cap(c_a), veh/h	153	549	549	153	549	544	153	603	511	168	610	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	20.3	20.3	27.1	20.0	20.1	26.8	14.4	13.8	26.8	14.3	13.8
Incr Delay (d2), s/veh	13.2	6.1	6.2	6.5	1.7	1.8	10.9	0.8	0.4	14.2	0.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.6	4.6	0.8	3.1	3.1	1.4	1.3	0.4	1.7	1.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	26.4	26.6	33.6	21.7	21.9	37.7	15.3	14.2	40.9	15.1	14.4
LnGrp LOS	D	C	C	C	C	C	D	B	B	D	B	B
Approach Vol, veh/h		791			602			264			299	
Approach Delay, s/veh		27.9			22.8			22.0			23.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	23.3	7.4	19.2	8.2	23.5	8.3	18.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.0	19.0	5.0	18.0				
Max Q Clear Time (g_c+1), s	11.0	5.0	3.7	12.8	4.6	5.1	4.8	10.2				
Green Ext Time (p_c), s	0.0	0.7	0.0	1.9	0.0	0.8	0.0	1.9				

Intersection Summary

HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: EL PESCADERO PARK & MULTI-GENERATIONAL RECREATION CENTER PROJECT

Lead Agency: City of Tracy Parks & Recreation Department Contact Person: Richard Joaquin, Parks Planning & Dev Mgr
Mailing Address: 333 Civic Center Plaza Phone: (209) 831-6235
City: Tracy Zip: 95376 County: San Joaquin

Project Location: County: San Joaquin City/Nearest Community: Tracy
Cross Streets: West Kavanagh Avenue, West Grant Line Road Zip Code: 95376

Longitude/Latitude (degrees, minutes and seconds): 37 ° 45 ' 22 " N / 121 ° 25 ' 54 " W Total Acres: 13.9

Assessor's Parcel No.: 214-50-001 Section: 16 Twp.: 2S Range: 5E Base: Union Island
Within 2 Miles: State Hwy #: 205 Waterways: NA
Airports: NA Railways: Union Pacific RR Schools: North Elementary School, McKinley Elementary School, A

Document Type:

- CEQA: [] NOP [] Draft EIR NEPA: [] NOI Other: [] Joint Document
[] Early Cons [] Supplement/Subsequent EIR [] EA [] Final Document
[] Neg Dec (Prior SCH No.) [] Draft EIS [] Other:
[] Mit Neg Dec Other:

Local Action Type:

- [] General Plan Update [] Specific Plan [] Rezone [] Annexation
[] General Plan Amendment [] Master Plan [] Prezone [] Redevelopment
[] General Plan Element [] Planned Unit Development [] Use Permit [] Coastal Permit
[] Community Plan [] Site Plan [] Land Division (Subdivision, etc.) [] Other: Plan Approval

Development Type:

- [] Residential: Units Acres
[] Office: Sq.ft. Acres Employees
[] Commercial: Sq.ft. Acres Employees
[] Industrial: Sq.ft. Acres Employees
[] Educational:
[] Recreational: Park Improvements and Multi-Generational Recreation Center
[] Water Facilities: Type MGD
[] Transportation: Type
[] Mining: Mineral
[] Power: Type MW
[] Waste Treatment: Type MGD
[] Hazardous Waste: Type
[] Other:

Project Issues Discussed in Document:

- [] Aesthetic/Visual [] Fiscal [] Recreation/Parks [] Vegetation
[] Agricultural Land [] Flood Plain/Flooding [] Schools/Universities [] Water Quality
[] Air Quality [] Forest Land/Fire Hazard [] Septic Systems [] Water Supply/Groundwater
[] Archeological/Historical [] Geologic/Seismic [] Sewer Capacity [] Wetland/Riparian
[] Biological Resources [] Minerals [] Soil Erosion/Compaction/Grading [] Growth Inducement
[] Coastal Zone [] Noise [] Solid Waste [] Land Use
[] Drainage/Absorption [] Population/Housing Balance [] Toxic/Hazardous [] Cumulative Effects
[] Economic/Jobs [] Public Services/Facilities [] Traffic/Circulation [] Other:

Present Land Use/Zoning/General Plan Designation:

General Plan Designation: Park; Zoning: Low Density Residential (LDR)

Project Description: (please use a separate page if necessary)

The City of Tracy proposes to redevelop the existing El Pescadero Park to create a new multi-generational recreation center on West Grant Line Road in Tracy. The proposed multi-generational recreation center would consist of an approximately 52,244-square-foot, two-story building with a maximum height of approximately 35 feet that would include a three-court gymnasium, two multi-purpose rooms, kitchen, entry lobby, bouldering wall, teen lounge and technology area, makers space, restroom, offices, elevated running track and outdoor courtyard. Additional park improvements would include relocation and renovation of the existing dog park, skate, park and basketball courts and installation of new trails, landscaping and lighting. In addition, the existing parking lot would be reconfigured and new parking stalls added to expand the overall parking capacity and the existing access road/driveway from West Grant Line Road would be extended through the existing parking lot and along the southern and eastern boundaries of the site, connecting to West Kavanagh Avenue at the northern boundary of the project site.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X". If you have already sent your document to the agency please denote that with an "S".

- | | |
|---|--|
| <input checked="" type="checkbox"/> Air Resources Board | <input type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Emergency Management Agency | <input type="checkbox"/> Parks & Recreation, Department of |
| <input type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input type="checkbox"/> Caltrans District # _____ | <input type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input checked="" type="checkbox"/> Regional WQCB # <u>5</u> |
| <input type="checkbox"/> Caltrans Planning | <input type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Central Valley Flood Protection Board | <input type="checkbox"/> Resources Recycling and Recovery, Department of |
| <input type="checkbox"/> Coachella Valley Mtns. Conservancy | <input type="checkbox"/> S.F. Bay Conservation & Development Comm. |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> Santa Monica Mtns. Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Education, Department of | <input checked="" type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Water Rights |
| <input checked="" type="checkbox"/> Fish & Game Region # <u>3</u> | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> Food & Agriculture, Department of | <input type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> Forestry and Fire Protection, Department of | <input checked="" type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> General Services, Department of | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Health Services, Department of | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Housing & Community Development | |
| <input checked="" type="checkbox"/> Native American Heritage Commission | |

Local Public Review Period (to be filled in by lead agency)

Starting Date July 28, 2023 Ending Date August, 16, 2023

Lead Agency (Complete if applicable):

Consulting Firm: <u>LSA</u>	Applicant: <u>City of Tracy Parks & Recreation Department</u>
Address: <u>157 Park Place</u>	Address: <u>333 Civic Center</u>
City/State/Zip: <u>Point Richmond, CA 94801</u>	City/State/Zip: <u>Tracy, CA 95376</u>
Contact: <u>Shanna Guiler</u>	Phone: <u>(209) 831-6235</u>
Phone: <u>(510) 236-6810</u>	

Signature of Lead Agency Representative: *Richard Joaquin* Date: 7/26/2023

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.



CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

MEMORANDUM

DATE: August 23, 2023

To: Richard Joaquin, Parks Planning & Development Manager
City of Tracy – Parks & Recreation Department

FROM: Shanna Guiler, AICP, Associate/Environmental Planner

SUBJECT: El Pescadero Park & Multi-Generational Recreation Center Project Initial Study/Mitigated Negative Declaration - Response to Comments

In accordance with Section 15074 of the CEQA Guidelines, prior to approving a project, the decision-making body of the lead agency shall consider the proposed environmental document together with any comments received during the public review process. Although there is no legal requirement to formally respond to comments on a proposed Mitigated Negative Declaration (MND) as there is for an Environmental Impact Report (EIR), this memorandum provides a response to the written comments received on the El Pescadero Park & Multi-Generational Recreation Center Project Initial Study/Mitigated Negative Declaration (IS/MND) to aid the City of Tracy decision-makers in their review of the project. Mitigation measures identified in the Draft IS/MND are incorporated into the Mitigation Monitoring and Reporting Program, which is attached. The MMRP will be adopted by the City if the IS/MND is adopted.

COMMENTS AND RESPONSES

The Draft IS/MND was available for public review and comment from July 27, 2023, to August 16, 2023. Two comment letters were received on the Draft IS/MND. In the following pages, the comments and responses are enumerated to allow for cross-referencing of CEQA-related comments. The enumerated comment letters are included in this memorandum, followed by the respective responses. Individual comments within the letters are numbered consecutively. For example, comment A-1 is the first numbered comment in Letter A.

The following comment letters were submitted:

LETTER A
Lauren Boyd
San Joaquin Council of Governments, Inc. (SJCOG)
August 2, 2023

LETTER B
Brian Clements, Director of Permit Services
San Joaquin Valley Air Pollution Control District (SJVAPCD)
August 16, 2023

As noted above, CEQA does not require or provide guidance on responding to comments on MNDs; therefore, this memorandum follows CEQA Guidelines Section 15088, applicable to responses to comments on EIRs, which requires that agencies respond only to significant environmental issues raised in connection with the project. Therefore, this document focuses primarily on responding to comments that relate to the adequacy of the information and environmental analysis provided in the IS/MND.

Written responses to each comment letter received on the Draft IS/MND are provided herein. All letters received during the public review period on the Draft IS/MND are provided in their entirety. Each letter is immediately followed by responses keyed to the specific comments.

Where revisions to the Draft IS/MND text are called for, the page is set forth followed by the appropriate revision. Added text is indicated with double underlined text, and deleted text is shown in ~~strikeout~~.



S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0574 • Email: boyd@sjcog.org

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)

**SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ)
ADVISORY AGENCY NOTICE TO SJCOG, Inc.**

To: Richard Joaquin, City of Tracy, Parks and Recreation Department
From: Laurel Boyd, SJCOG, Inc. Phone: (209) 235-0574 Email: boyd@sjcog.org
Date: August 2, 2023

Local Jurisdiction Project Title: Notice of Intent to Adopt a Mitigated Negative Declaration for the El Pescadero Park & Multi-Generational Recreation Center Project

Assessor Parcel Number(s): 214-500-01

Local Jurisdiction Project Number: N/A

Total Acres to be converted from Open Space Use: Unknown

Habitat Types to be Disturbed: Urban Habitat Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Mr. Joaquin:

SJCOG, Inc. has reviewed the project referral for the Notice of Intent to Adopt a Mitigated Negative Declaration for the El Pescadero Park and Multi-Generational Recreation Center Project. The City of Tracy proposes to redevelop the existing El Pescadero Park to create a new multi-generational recreation center on West Grant Line Road in Tracy. The proposed multi-generational recreation center would consist of an approximately 52,244 square foot, two story building with a maximum height of approximately 35 feet that would include a three-court gymnasium, two multi-purpose rooms, kitchen, entry lobby, bouldering wall, teen lounge and technology area, makers space, restroom, offices, elevated running track and outdoor courtyard. Additional park improvements would include relocation and renovation of the existing dog park, skate park, and basketball courts and installation of new trails, landscaping, and lighting. In addition, the existing parking lot would be reconfigured, and new parking stalls added to expand the overall parking capacity and the existing parking lot and along the southern and eastern boundaries of the site, connecting to West Kavanagh Avenue at the northern boundary of the project site. The project site is located north of Grant Line Road and east of Tracy Boulevard, Tracy (APN/Address: 241-500-01 / 250 Kavanagh Avenue, Tracy).

The City of Tracy is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). **The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.** Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

This Project is subject to the SJMSCP. This can be up to a 30 day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. <http://www.sjcog.org>

Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements:

- Schedule a SJMSCP Biologist to perform a pre-construction survey **prior to any ground disturbance**
- SJMSCP Incidental take Minimization Measures and mitigation requirement:
 1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
 2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.

3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
 - a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
 - b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
 - c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - d. Purchase approved mitigation bank credits.
4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
 - a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
 - b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - c. Purchase approved mitigation bank credits.

Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

- Receive your Certificate of Payment and release the required permit

It should be noted that if this project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

If you have any questions, please call (209) 235-0574.



S J C O G , I n c .

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

SJMSCP HOLD

TO: Local Jurisdiction: Community Development Department, Planning Department, Building Department, Engineering Department, Survey Department, Transportation Department, Other: _____

FROM: Laurel Boyd, SJCOG, Inc.

**DO NOT AUTHORIZE SITE DISTURBANCE
DO NOT ISSUE A BUILDING PERMIT
DO NOT ISSUE _____ FOR THIS PROJECT**

The landowner/developer for this site has requested coverage pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). In accordance with that agreement, the Applicant has agreed to:

- 1) SJMSCP Incidental Take Minimization Measures and mitigation requirement:
 - 1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
 - 2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
 - 3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
 - a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
 - b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
 - c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - d. Purchase approved mitigation bank credits.
 - 4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
 - a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
 - b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
 - c. Purchase approved mitigation bank credits.
- Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

Project Title: Notice of Intent to Adopt a Mitigated Negative Declaration for the El Pescadero Park & Multi-Generational Recreation Center Project

Assessor Parcel #s: 214-500-01

T _____, R _____, Section(s): _____

Local Jurisdiction Contact: Richard Joaquin

The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measures are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.

**A-1
cont.**



LETTER A

Laurel Boyd

San Joaquin Council of Governments (SJCOG)

August 2, 2023

Response A-1:

The comment, which indicates that the proposed project is subject to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), is acknowledged. Based on a review of the City of Tracy Compensation Map,¹ the proposed project site is located within Category A – Exempt No Pay Zone; therefore, there are no SJMSCP land conversion fees associated with project development per the Category A – Exempt No Pay Zone status of the site. Additionally, there are no aquatic features or other additional species requirements that could potentially trigger additional mitigation requirements. As described in Section 4.4, Biological Resources, of the Draft IS/MND (pages 4-16 through 4-19), only two special-status species are anticipated to occur on the project site – nesting birds and roosting bats. Mitigation Measures BIO-1 and BIO-2, as identified in the Draft IS/MND, are consistent with the SJCOG’s Incidental Take Minimization Measures for bats and birds; therefore, no alternative mitigation would be required to be considered “in kind equal” with coverage under the SJMSCP. Therefore, the proposed project can be implemented, as described in the Draft IS/MND, without SJMSCP coverage.

Page 4-21 of the Draft IS/MND has been revised as follows to address this comment:

The proposed project is not located within the City of Tracy, which is a signatory to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), an approved local, regional, or State conservation plan. Based on a review of the City of Tracy Compensation Map,² the project site is located within Category A – Exempt No Pay Zone; therefore, there are no SJMSCP land conversion fees associated with project development per the Category A – Exempt No Pay Zone status of the site. Additionally, there are no aquatic features or other additional species requirements that could potentially trigger additional mitigation requirements. Mitigation Measures BIO-1 and BIO-2, described above, are consistent with the San Joaquin Council of Government’s Incidental Take Minimization Measures for bats and birds; therefore, no alternative mitigation would be required to be

¹ San Joaquin Council of Governments. 2006. *San Joaquin County Multi-Species Habitat Conservation and Open Space Plan City of Tracy Compensation Map*. March.

² Ibid.

considered “in kind equal” with coverage under the SJMSCP.

Therefore, the project would not conflict with any approved local, regional, or State habitat conservation plan. No impact would occur.



August 16, 2023

Richard Joaquin
City of Tracy
Parks & Recreation Department
333 Civic Center Plaza
Tracy, CA 95376

Project: IS/MND El Pescadero Park & Multi-generational Recreation Center

District CEQA Reference No: 20230688

Dear Mr. Joaquin:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Initial Study and Mitigated Negative Declaration (IS/MND). Per the IS/MND the project consists of three components: the redevelopment of the existing 13.9 acre El Pescadero Park (relocation of the existing dog park, addition of gravel trails, etc.), the construction of a 52,244 sq. ft. two-story building, and associated improvements (parking, landscaping, utilities, etc.) (Project). The Project is located at 250 Kavanagh Avenue, in Tracy, CA.

The District offers the following comments regarding the Project:

1) Project Related Emissions

Based on IS/MND, Project specific annual criteria pollutant emissions from construction and operation are not expected to exceed any of the significance thresholds as identified in the District’s Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI): <https://www.valleyair.org/transportation/GAMAQI.pdf>.

1a) Construction Emissions

The District recommends to further reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment, including the latest tier equipment.

B-1

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
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Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

2) Health Risk Screening/Assessment

The IS/MND states *“The closest sensitive receptors are the residences located west and southeast, approximately 10 feet from the project site boundary.”* Furthermore, the IS/MND concludes the Project would have a less than significant impact from construction and operational relation emissions levels, and that as such the impact to sensitive receptors from pollutant concentrations would be less than significant as well. Assessing potential health risk impact from a project is different from assessing the project’s potential impact from construction criteria pollutant emissions. Therefore, the Project may have the potential to result in health impacts to nearby receptors.

The City should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):

A “Prioritization” is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association’s (CAPCOA) methodology.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:

http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION-CALCULATOR.xls

Health Risk Assessment:

Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the

B-2

HRA. This step will ensure all components are addressed when performing the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the project-related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk, or 1.0 for either the Acute or Chronic Hazard Indices.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at <https://ww3.arb.ca.gov/ch/handbook.pdf>.

3) Vegetative Barriers and Urban Greening

There are residential units located north of the Project. The District suggests the City consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residential units).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind

B-2
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B-3

pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

B-3
cont.

4) Clean Lawn and Garden Equipment in the Community

Since the Project consists of development, gas-powered lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: <http://www.valleyair.org/grants/cgym.htm> and <http://valleyair.org/grants/cgym-commercial.htm>.

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5) On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for the Project

B-5

6) Electric Vehicle Chargers

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations.

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Please visit www.valleyair.org/grants/chargeup.htm for more information.

7) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the

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District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic.

As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (209) 557-6446.

7a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the Project proponent should submit to the District an application for an ATC. For further information or assistance, the project proponent may contact the District's SBA Office at (209) 557-6446.

7b) District Rule 9510 - Indirect Source Review (ISR)

The Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 20,000 sq. ft. of recreational space.

The purpose of District Rule 9510 is to reduce the growth in both NO_x and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NO_x and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission

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cont.

reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Per Section 5.0 of the ISR Rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. As of the date of this letter, the District has not received an AIA application for this Project. Please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510. One AIA application should be submitted for the entire Project. It is preferable for the applicant to submit an AIA application as early as possible in the City's approval process so that proper mitigation and clean air design under ISR can be incorporated into the City's analysis.

Information about how to comply with District Rule 9510 can be found online at: <http://www.valleyair.org/ISR/ISRHome.htm>.

The AIA application form can be found online at: <http://www.valleyair.org/ISR/ISRFormsAndApplications.htm>.

District staff is available to provide assistance with determining if the Project OR future development projects will be subject to Rule 9510, and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

7c) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

The Project will be subject to District Rule 4002 since the Project will include demolition, renovation, and removal of existing structures. To protect the public from uncontrolled emissions of asbestos, this rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Any asbestos present must be handled in accordance with established work practice standards and disposal requirements.

Information on how to comply with District Rule 4002 can be found online at: <http://www.valleyair.org/busind/comply/asbestosbultn.htm>.

In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated.

Information on how to comply with District Rule 4002 can be found online at: <http://www.valleyair.org/busind/comply/asbestosbultn.htm>.

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7d) District Rule 4601 (Architectural Coatings)

The Project will be subject to District Rule 4601 since it is expected to utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at:
<http://www.valleyair.org/rules/currentrules/r4601.pdf>

7e) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*.

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at:
<https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx>

Information about District Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

7f) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

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cont.

8) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

B-8

If you have any questions or require further information, please contact Jacob Torrez by e-mail at Jacob.torrez@valleyair.org or by phone at (559) 230-6558.

Sincerely,

Brian Clements
Director of Permit Services



For: Mark Montelongo
Program Manager

LETTER B**Brian Clements, Director of Permit Services****San Joaquin Valley Air Pollution Control District (SJVAPCD)****August 16, 2023**

Response B-1: The comment, which recommends that the project should utilize the latest tier equipment to further reduce impacts from construction-related diesel exhaust emissions, is acknowledged. As demonstrated on pages 4-8 through 4-10 of the Draft IS/MND, construction emissions for the proposed project were analyzed using the California Emissions Estimator Model (CalEEMod). The results of the analysis are presented in Table 4.3.A, which indicates that construction of the proposed project would not exceed the San Joaquin Valley Air Pollution Control District's (SJVAPCD) significance criteria identified in the Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI).¹ In addition, as identified on page 4-9 of the Draft IS/MND, the SJVAPCD has implemented Regulation VIII measures for dust control during construction to reduce construction fugitive dust impacts to a less than significant level. These measures are required by Mitigation Measure AIR-1. With implementation of Mitigation Measure AIR-1, construction of the proposed project would result in a less-than-significant impact. As such, identification and analysis of additional mitigation measures, such as higher tier construction equipment, is not required. No change to the Draft IS/MND is required.

Response B-2: The comment, which indicates that the City should evaluate the risk associated with the project for sensitive receptors, is acknowledged. This comment states that health risk analyses should include all potential air emissions from the project, including diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

The SJVAPCD's GAMAQI² states that emissions of toxic air contaminants (TACs) are considered significant if a health risk assessment (HRA) shows an increased risk of greater than 20 in 1 million. The California Office of Environmental Health Hazard Assessment (OEHHA) *Air Toxic Hot Spots Program Risk Assessment Guidelines*³ has determined that long-term exposure to diesel exhaust particulates poses the highest cancer risk of any

¹ San Joaquin Air Pollution Control District. 2015. *Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI)*. March 19. Website: <http://www.valleyair.org/transportation/GAMAQI.pdf> (accessed August 2023).

² Ibid.

³ California Office of Environmental Health Hazard Assessment (OEHHA). 2015. *Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments*. March. Website: <https://oehha.ca.gov/air/air-toxics-hot-spots> (accessed August 2023).

TAC it has evaluated. In addition, the California Air Resources Board (CARB) has also identified diesel particulate matter (DPM) emitted by off-road, diesel-fueled engines emit DPM as a TAC.¹ As such, the TAC of concern would be DPM associated with the use of diesel engines during project construction. For risk assessment procedures, the OEHHA specifies that the surrogate for whole diesel exhaust is DPM. HRA analyses typically use PM₁₀ emissions to represent DPM emissions, consistent with OEHHA guidance. As shown in Table 4.3.A of the Draft IS/MND, PM₁₀ emissions, which are a surrogate for TAC emissions during construction, would result in pollutant emissions below the recommended thresholds, indicating that a significant health risk would also not occur.

Additionally, the proposed project includes the construction of a multi-generational recreation center, renovation of El Pescadero Park, and associated improvements. Once operational, these uses would not generate heavy-duty on-road trucks that would result in health impacts to nearby receptors. Further, as shown in Table 4.3.B of the Draft IS/MND (page 4-12), once operational, the proposed project would result in PM₁₀ emissions below recommended thresholds, indicating that significant mass emissions of PM₁₀ would not occur and a significant health risk would also not occur. Therefore, the project would not expose sensitive receptors to substantial levels of TACs. No change to the Draft IS/MND is required.

Response B-3: The comment, which recommends that the City consider incorporating vegetation barriers and urban greening to further reduce air pollution exposure on sensitive receptors, is acknowledged. As outlined in Section 2.3.3.2 of the Draft IS/MND (page 2-12), approximately 64 existing trees would be removed to accommodate planned amenities, road realignments, and parking lots. However, the proposed project would include installation of new landscaping, including trees, shrubs, grasses, and groundcovers throughout the park, including plantings along the north and west boundaries of the project site adjacent to existing residential land uses. The final landscape plan will provide additional detail on the number, location and species to be planted as part of the park improvements. No change to the Draft IS/MND is required.

Response B-4: The comment, which recommends that the City consider utilizing electric lawn care equipment, is noted. As outlined in Section 2.3.2.1 of the Draft IS/MND (page 2-11), maintenance activities at El Pescadero Park would be similar to existing conditions and would be performed by existing Parks and Recreation staff and maintenance contractors hired by the City.

¹ California Air Resources Board (CARB). 2022. *Proposed Amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation*. November 17. Website: <https://ww2.arb.ca.gov/sites/default/files/barcu/board/res/2022/res22-19.pdf> (accessed April 2023).

Maintenance activities include mowing, facility cleaning, vegetation management, tree care, and general maintenance of the recreation facilities. Because these activities occur under existing conditions, implementation of the proposed project would not result in an increase in NO_x or PM_{2.5} emissions associated with gas-powered lawn and garden equipment. No change to the IS/MND is required.

- Response B-5: The comment, which recommends that the City consider incorporating solar power systems into the proposed project, is noted. As outlined in Section 2.3.3.5 of the Draft IS/MND (page 2-12), the proposed multi-generational recreation center would achieve Leadership in Energy and Environmental Design (LEED) certified at the Platinum Level. The design of the building would maximize sustainable approaches (e.g., implementation of Zero Net Carbon [ZNC], use of solar energy, and/or use of battery storage) to meet peak demands. Although solar energy is not included in the list of proposed design features listed in the Draft IS/MND, photovoltaic panels are included in the project design and would be used to power the proposed recreation center. No change to the Draft IS/MND is required.
- Response B-6: The comment, which recommends that the City install electric vehicle (EV) chargers, is noted. As described in Section 3.8, Greenhouse Gas Emissions, of the Draft IS/MND (page 4-40 and 4-41), Mitigation Measure GHG-1 requires the City to provide electric vehicle charging capabilities consistent with the most recently adopted version of the California Green Building Standards Code (CALGreen) Tier 2 measures. With implementation of Mitigation Measure GHG-1, the proposed project would be consistent with the project design elements that would achieve California's long-term climate goals. No change to the IS/MND is required.
- Response B-7: This comment provides an overview of the SJVAPCD rules and regulations applicable to the proposed project. The City will comply with all applicable SJVAPCD rules and regulations and obtain any necessary permits prior to project construction, as required. No change to the Draft IS/MND is required.
- Response B-8: The comment, which recommends that a copy of the SJVAPCD's comments be provided to the project proponent, is noted. The City of Tracy, which is both the lead agency and the project proponent for the El Pescadero Park & Multi-Generational Recreation Center Project, is in receipt of SJVAPCD's comments. No change to the Draft IS/MND is required.

ATTACHMENT

Attachment: Mitigation Monitoring and Reporting Program

ATTACHMENT A

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) is formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the El Pescadero Park and Multi-Generational Recreation Center Project (project). The MMRP, which is found in Table A, lists mitigation measures recommended in the IS/MND and identifies mitigation monitoring requirements.

This MMRP has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the Lead Agency to adopt an MMRP when mitigation measures are required to avoid significant impacts. The MMRP is intended to ensure compliance with the mitigation measures identified in the IS/MND during implementation of the project.

The MMRP is organized in a matrix format. The first column identifies the recommended mitigation measures. The second column, entitled *Implementation Actions*, refers to the actions taken by the party responsible for oversight to ensure compliance. The third column, entitled *Timing Requirements*, refers to when the monitoring will occur to ensure that the mitigating action is completed. The fourth column, entitled *Monitoring/Reporting Responsibility* refers to the party responsible for oversight or ensuring that the mitigation measure is implemented. The fifth column, entitled *Verified By and Date*, refers to the party and date the action was verified as complete.

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Table A: Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Actions	Timing Requirements	Monitoring/Reporting Responsibility	Verified By and Date
AIR QUALITY				
<p>AIR-1: Consistent with SJVAPCD Regulation VIII (Fugitive PM10 Prohibitions), the following controls are required to be included as specifications for the proposed project and implemented at the construction site:</p> <ul style="list-style-type: none"> • All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover. • All on-site unpaved roads and off-site unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant. • All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking. • When materials are transported off site, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least 6 inches of freeboard space from the top of the container shall be maintained. • All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. (The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden). • Following the addition of materials to, or the removal of materials from, the surface of out-door storage piles, said piles shall be effectively stabilized of fugitive dust emission utilizing sufficient water or chemical stabilizer/suppressant. 	<ul style="list-style-type: none"> • Include measure as Condition of Approval. • Implementation actions are outlined in the measure. 	<p>Throughout the construction period.</p>	<ul style="list-style-type: none"> • The City of Tracy (City) is responsible for incorporating this measure into contract specifications and for ensuring compliance during construction. • The Construction Contractor is responsible for implementing this measure. 	

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Actions	Timing Requirements	Monitoring/Reporting Responsibility	Verified By and Date
BIOLOGICAL RESOURCES				
<p>BIO-1: Prior to construction activities occurring during the nesting bird season (February 1 through August 31), pre-construction activity surveys for nesting birds shall be conducted by a qualified biologist to ensure that no nests will be disturbed during project implementation. Surveys shall be conducted no more than 7 days prior to the initiation of construction activities. During this survey, the biologist shall inspect all trees and other potential nesting habitats (e.g., shrubs, ground, and structures) in the impact area plus a surrounding 300-foot buffer for nests. If removal of potential nesting substrate or project grading will occur during more than one nesting season, or in different parts of the project site in phases over the course of a single season, then additional pre-activity surveys must be performed within 7 days prior to initiation of work in any particular area. If the pre-construction activity survey does not identify the presence of any active nests on or within 300 feet of the site, construction activities may proceed.</p> <p>If nests known to have eggs or young, or that cannot be confirmed to be inactive or to lack eggs or young, are found, or adults are demonstrating nesting behavior, a qualified biologist shall establish an appropriate construction-free buffer around each nest. Generally, a buffer of 300 feet for raptors or 100 feet for songbirds is adequate to avoid causing nest abandonment. The buffer shall remain in place until the qualified biologist has confirmed that the nest is no longer active.</p> <p>If less than a 100-foot nest buffer is necessary and determined to be appropriate for a particular nest or nests, a qualified biologist shall monitor the nest(s) before construction to document baseline nesting behavior, and then monitor the nest during construction to ensure nesting birds are not exhibiting signs of stress and territorial behavior. If signs of stress are observed during the monitoring, construction activities shall cease or the buffer shall be increased, as</p>	<ul style="list-style-type: none"> ● Include measure as Condition of Approval ● Incorporate measure as part of construction specifications 	<p>No more than 7 days prior to construction activities and throughout the construction period.</p>	<ul style="list-style-type: none"> ● The City is responsible for incorporating this measure into contract specifications and ensuring work is conducted outside of the nesting bird season, if possible. ● A qualified biologist is responsible for conducting a pre-construction survey of the site, determining an appropriate buffer zone, and monitoring the buffers during construction. ● The Construction Contractor is responsible for keeping work out of the buffers. 	

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Actions	Timing Requirements	Monitoring/Reporting Responsibility	Verified By and Date
<p>determined by a qualified biologist, to a sufficient distance such that the nesting birds are no longer exhibiting signs of stress.</p> <p>To prevent encroachment, the buffer shall be clearly marked for avoidance. The established buffer shall remain in effect until the young have fledged or the nest is no longer active as confirmed by the biologist.</p>				
<p>BIO-2: Prior to any tree removal, a qualified biologist shall conduct a habitat assessment for bats within the project site. The habitat assessment shall include a visual inspection of potential roosting features (e.g., cavities, crevices in wood and bark, exfoliating bark for colonial species, and suitable canopy for foliage roosting species). If suitable habitat trees are found, they shall be flagged or otherwise clearly marked and tree trimming or removal shall not proceed unless the following occur:</p> <p>In trees with suitable habitat, presence of bats is presumed, or documented during the surveys described below and removal using a two-step removal process detailed below occurs only during seasonal periods of bat activity, from approximately March 1 through April 15 and September 1 through October 15; or</p> <p>After a qualified biologist conducts night emergence surveys or completes visual examination of roost features that establish absence of roosting bats.</p> <p>Two-step tree removal shall be conducted over two consecutive days as follows:</p> <ul style="list-style-type: none"> ● The first day (in the afternoon), under the direct supervision and instruction by a qualified biologist with experience conducting two-step tree removal, limbs and branches shall be removed by a tree cutter using chainsaws only. Limbs with cavities, crevices, and deep bark fissures shall be avoided. ● The second day the entire tree shall be removed. 	<ul style="list-style-type: none"> ● Include measure as Condition of Approval ● Incorporate measure as part of construction specifications 	<p>Prior to and during project construction.</p>	<ul style="list-style-type: none"> ● The City is responsible for hiring a qualified biologist, timing construction activities to avoid impacts, and ensuring compliance during project construction. ● The qualified biologist is responsible for conducting preconstruction surveys, establishing buffers, conducting worker training, and removing bats, if needed. ● The Construction Contractor is responsible for following the appropriate tree removal process. 	

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Actions	Timing Requirements	Monitoring/Reporting Responsibility	Verified By and Date
CULTURAL RESOURCES				
<p>CULT-1: If deposits of pre-contact or historical archaeological materials are encountered during project activities, all work within 25 feet of the discovery shall be redirected, and the qualified archaeologist should assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any archaeological materials. Archaeological materials can include flaked-stone tools (e.g., projectile points, knives, and choppers) or obsidian, chert, basalt, or quartzite toolmaking debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, bones, and other cultural materials); and stone-milling equipment (e.g., mortars, pestles, and handstones). Pre-contact archaeological sites often contain human remains. Historic-period materials can include wood, stone, concrete, or adobe footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, metal, and other refuse.</p> <p>Impacts to archaeological cultural resources shall be avoided by project activities. If such deposits cannot be avoided, the City of Tracy (City) should, in consultation with local California tribal groups, evaluate the significance of the find under the California Environmental Quality Act (CEQA). If the find is determined to qualify as a historical resource (Public Resources Code [PRC] Section 21084.1) or unique archaeological resource (PRC Section 21083.2), impacts to the deposit will need to be avoided or such impacts must be treated. If treatment is required, a plan shall be developed to mitigate, avoid, or minimize impacts to cultural resources. Treatments may consist of, but are not necessarily limited to, systematic recovery and analysis of archaeological deposits; recording the resource; preparing a report of findings; accessioning recovered archaeological materials at an appropriate curation facility; and community outreach. All reports produced as part of the evaluation and treatment of cultural resources identified during</p>	<ul style="list-style-type: none"> ● Include measure as Condition of Approval. ● Incorporate measure as part of construction specifications. 	<p>Prior to and throughout the construction period.</p>	<ul style="list-style-type: none"> ● The City is responsible for incorporating this measure into contract specifications, hiring a qualified archaeologist, and for ensuring compliance during construction. ● The qualified archaeologist is responsible for conducting monitoring during initial ground disturbance, evaluating the resources, and determining the appropriate treatment of the discovery. ● The Construction Contractor is responsible for cooperating with the qualified archaeologist if resources are discovered. 	

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Actions	Timing Requirements	Monitoring/Reporting Responsibility	Verified By and Date
the project shall be submitted to the City for review and comment. All final documents shall be submitted to the Central California Information Center (CCaIC).				
GEOLOGY AND SOILS				
GEO-1: Paleontological Resources. If paleontological resources are encountered during the course of ground disturbance, work in the immediate area of the find shall be redirected and a paleontologist shall be contacted to assess the find for scientific significance. If determined to be significant, the fossil shall be collected from the field. The paleontologist may also make recommendations regarding additional mitigation measures, such as paleontological monitoring. Scientifically significant resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. If scientifically significant paleontological resources are collected, a report of findings shall be prepared to document the collection.	<ul style="list-style-type: none"> ● Include measure as Condition of Approval. ● Incorporate measure as part of construction specifications. 	Throughout the construction period.	<ul style="list-style-type: none"> ● The City is responsible for incorporating this measure into contract specifications, hiring a qualified paleontologist (if discoveries are made), and for ensuring compliance during construction. ● The qualified paleontologist is responsible for determining the appropriate treatment of the discovery. ● The Construction Contractor is responsible for cooperating with the qualified paleontologist if resources are discovered. 	
GREENHOUSE GAS EMISSIONS				
GHG-1: In order to meet the Bay Area Air Quality Management District (BAAQMD) greenhouse gas (GHG) threshold requirements, the proposed project shall provide electric vehicle charging capabilities consistent with the most recently adopted version of the California Green Building Standards Code (CALGreen) Tier 2 measures.	<ul style="list-style-type: none"> ● Include measure as Condition of Approval. 	Prior to final design approval.	<ul style="list-style-type: none"> ● The City is responsible for including this measure as a condition of approval and for reviewing final design plans to ensure compliance with this measure. 	

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Actions	Timing Requirements	Monitoring/Reporting Responsibility	Verified By and Date
NOISE				
<p>NOI-1: Construction Noise and Vibration. Prior to issuance of grading permits, the City Engineer of the City of Tracy shall verify that grading and construction plans include the following requirements:</p> <ul style="list-style-type: none"> • Ensure that the greatest distance between noise sources and sensitive receptors during construction activities has been achieved. • Construction equipment, fixed or mobile, shall be equipped with properly operating and maintained noise mufflers consistent with manufacturers' standards. • Construction staging areas shall be located away from off site sensitive uses during the later phases of project development. • The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site whenever feasible. • The construction contractor shall use on-site electrical sources to power equipment rather than diesel generators where feasible. • A sign, legible at a distance of 50 feet, shall also be posted at the construction site. All notices and the signs shall indicate the dates and duration of construction activities, as well as provide a telephone number for the "noise disturbance coordinator." • The Construction Manager shall be responsible for responding to any local complaints about construction noise. The Construction Manager shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures to reduce noise levels. All signs posted at the construction site shall list the telephone number for the Construction Manager. 	<ul style="list-style-type: none"> • Include measure as Condition of Approval. • Incorporate measure as part of construction specifications. 	<p>Prior to the issuance of grading permits and throughout the construction period</p>	<ul style="list-style-type: none"> • The City is responsible for incorporating this measure into contract specifications and for ensuring compliance during construction. • The Construction Contractor is responsible for implementing this measure. 	

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Actions	Timing Requirements	Monitoring/Reporting Responsibility	Verified By and Date
<p>NOI-2: Construction Vibration Damage. Due to the close proximity to surrounding structures, the City Engineer of the City of Tracy shall verify prior to issuance of demolition or grading permits, that the approved plans require that the construction contractor shall implement the following mitigation measures during project construction activities to ensure that damage does not occur at surrounding structures:</p> <ul style="list-style-type: none"> ● A 15-foot buffer between existing structures and the Project site area shall be clearly delineated with stakes, fencing or other conspicuous boundary markings, to outline the area in which the use of heavy equipment shall be avoided. ● The use of heavy construction shall be avoided within 15 feet of existing surrounding structures. ● However, if the use of heavy equipment is required within 15 feet of surrounding structures, the following measures should be employed: <ul style="list-style-type: none"> ○ Identify structures that are located within 15 feet of heavy construction activities and that have the potential to be affected by ground-borne vibration. This task shall be conducted by a qualified structural engineer as approved by the City's Director of Community Development, or designee. ○ Develop a vibration monitoring and construction contingency plan for approval by the Director of Community Development, or designee, to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies would be identified for when vibration levels approached the limits. ○ At a minimum, monitor vibration during initial demolition activities. Monitoring results may indicate the need for more or less intensive measurements. ○ When vibration levels approach limits, suspend construction and implement contingencies as identified in the approved 	<ul style="list-style-type: none"> ● Include measure as Condition of Approval. ● Incorporate measure as part of construction specifications. 	<p>Prior to the issuance of demolition or grading permits and throughout the construction period</p>	<ul style="list-style-type: none"> ● The City is responsible for incorporating this measure into contract specifications and for ensuring compliance during construction. ● The Construction Contractor is responsible for implementing this measure. 	

Table A: Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Actions	Timing Requirements	Monitoring/Reporting Responsibility	Verified By and Date
vibration monitoring and construction contingency plan to either lower vibration levels or secure the affected structures.				

Source: LSA (2023).

Notice of Determination

To:

Office of Planning and Research
U.S. Mail: _____ *Street Address:* _____
 P.O. Box 3044 1400 Tenth St., Rm 113
 Sacramento, CA 95812-3044 Sacramento, CA 95814

County Clerk
 County of: _____
 Address: _____

From:

Public Agency: _____
 Address: _____

 Contact: _____
 Phone: _____

Lead Agency (if different from above): _____
 Address: _____

 Contact: _____
 Phone: _____

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): _____

Project Title: _____

Project Applicant: _____

Project Location (include county): _____

Project Description:

This is to advise that the _____ has approved the above
 (Lead Agency or Responsible Agency)

described project on _____ and has made the following determinations regarding the above
 (date)
 described project.

1. The project [will will not] have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [were were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [was was not] adopted for this project.
5. A statement of Overriding Considerations [was was not] adopted for this project.
6. Findings [were were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

 Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____

TRACY CITY COUNCIL

RESOLUTION 2024-_____

1) ADOPTING THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM, IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, FOR THE MULTI-GENERATIONAL RECREATION CENTER PROJECT, CAPITAL IMPROVEMENT PROJECT 78178, AND 2) AUTHORIZING THE CITY MANAGER TO EXECUTE AND FILE THE NOTICE OF DETERMINATION

WHEREAS, the Multi-Generational Recreation Center project is an approved Capital Improvement Project (CIP), 78178 (Project); and

WHEREAS, the Project includes the redevelopment of the existing El Pescadero Park to create a new multi-generational recreation center on West Grant Line Road in Tracy. The proposed multi-generational recreation center would consist of an approximately 61,300-square-foot, two-story building with a maximum height of approximately 35 feet that would include a three-court gymnasium, two multi-purpose rooms, kitchen, entry lobby, bouldering wall, teen lounge and technology area, makers space, restroom, offices, elevated running track and outdoor courtyard. Additional park improvements would include relocation and renovation of the existing dog park, skate park and basketball courts and installation of new trails, landscaping and lighting. In addition, the existing parking lot would be reconfigured, and new parking stalls added to expand the overall parking capacity and the existing access road/driveway from West Grant Line Road would be extended through the existing parking lot and along the southern and eastern boundaries of the site, connecting to West Kavanagh Avenue at the northern boundary of the project site; and

WHEREAS, on February 15, 2022, Resolution No. 2022-019 was adopted by the City Council, approving a Professional Services Agreement (PSA) for LPA, Inc., to lead site feasibility studies, design, development of construction documents, environmental documentation preparation, a traffic study, and more for the Project, CIP 78178; and

WHEREAS, the City is the lead agency under the California Environmental Quality Act (CEQA) for environmental review of the project, and in July 2023, the environmental sub-consultant for the Project, LSA, prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the project; and

WHEREAS, the City has evaluated potential environmental effects of the Project through the preparation and circulation of a proposed Mitigated Negative Declaration (State Clearinghouse No. 2023090594) and consideration of all comments and responses as attached hereto as Attachment D and incorporated herein by this reference. This process included the following actions:

1. The 20-day review period for the proposed Mitigated Negative Declaration was initiated on July 27, 2023, with the submittal of the proposed Mitigated Negative Declaration to the State Clearinghouse for public review. The Notice of Intent (NOI) to adopt the Mitigated Negative Declaration was filed with the San Joaquin County Clerk on or about July 28, 2023. On July 28, 2023, the NOI was published in the Tracy Press newspaper and sent to interested agencies and fronting residents prior to beginning the 20-day review period. Copies of the environmental documents were available for review at the City's website: <https://www.cityoftracy.org/our-city/departments/parks-recreation-department/multi-generational-facility>.
2. Two comment letters on the proposed Mitigated Negative Declaration were received by the City before the end of the 20-day public review period on August 16, 2022 and minor modifications to the MND and Mitigation Monitoring and Reporting Program (MMRP) were deemed necessary.

WHEREAS, all actions required to be taken by applicable law related to the preparation, circulation, and review of the proposed Mitigated Negative Declaration have been taken; and

WHEREAS, no new significant information, as defined by CEQA Guidelines Section 15073.5, was received by the City after circulation of the draft Mitigated Negative Declaration such that recirculation is required, and the information contained in the final Mitigated Negative Declaration supports the draft Mitigated Negative Declaration's analysis and conclusions; and

WHEREAS, the IS/MND determined that the proposed project will not have significant impacts on the environment with the inclusion of appropriate avoidance, minimization and mitigation measures included in the draft MMRP; and

WHEREAS, CEQA requires that the lead agency, in this case the City, consider the proposed Mitigated Negative Declaration and MMRP, together with any comments received during the public review process; and

WHEREAS, staff recommends that the City Council adopt the Mitigated Negative Declaration and the MMRP, as the appropriate environmental document; and

WHEREAS, staff further recommends that the City Council authorize the City Manager to file a Notice of Determination with the San Joaquin County Clerk after execution, and together, this will complete the environmental document process for the Project, in compliance with CEQA; now, therefore, be it

RESOLVED: That the City Council of the City of Tracy hereby incorporates, as findings, the recitals set forth above as if restated herein in their entirety; and be it further

RESOLVED: That the City Council is making its decision to adopt the Mitigated Negative Declaration for this Project in light of the record as a whole as set forth in these findings; and be it further

RESOLVED: That the City Council finds that this Project should not have a potentially significant effect on the environment with mitigation measures incorporated, based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Mitigated Negative Declaration), and the reasons as documented in the Mitigated Negative Declaration and MMRP for the Project, attached hereto; and

RESOLVED: That the City Council finds that the mitigation measures needed for this Project have been incorporated in the project, as set forth in the Mitigated Negative Declaration and MMRP, and in the independent judgment of the City Council, there is no substantial evidence that the project, with the mitigation measures incorporated, could have a significant effect on the environment; and be it further

RESOLVED: That based on the findings set forth in this Resolution, and on the record of the public hearing, the City Council hereby approves the Mitigated Negative Declaration for the Project, as presented to Council and set forth in the staff report and certifies that the Mitigated Negative Declaration is an adequate and complete document prepared in compliance with the California Environmental Quality Act, as amended, and the State and local Guidelines promulgated there under; and be it further

RESOLVED: That the City Council hereby adopts the Mitigation Monitoring and Reporting Program set forth in the Mitigated Negative Declaration and incorporated herein by this reference, as the mitigation monitoring and reporting program for the Project; that the City Council finds that the Mitigation Monitoring and Reporting Program has been prepared in accordance with CEQA and the CEQA Guidelines and directs the City Manager to execute and file the Notice of Determination and oversee the implementation of the Program; and be it further

RESOLVED: That the City Council, in adopting the Mitigated Negative Declaration and MMRP for this Project, of which the findings set forth in this Resolution are a part, did so through the exercise of their independent judgment and review after finding substantial evidence, in light of the record as a whole, to support the adoption of the Mitigated Negative Declaration MMRP; and be it further

RESOLVED: That the City Council has made its decision to adopt the Mitigated Negative Declaration and MMRP in light of all the testimony and evidence presented at or prior to the close of the public hearing, including letters, reports, comments, analyses, etc. The City Council after review and comment, by its staff, critically reviewed, corrected, and augmented where necessary, as set forth in the record and procedural findings on this Project.

* * * * *

The foregoing Resolution 2024-_____ was adopted by the Tracy City Council on the 16th of January 2024, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTENTION: COUNCIL MEMBERS:

NANCY D. YOUNG
Mayor of the City of Tracy, California

ATTEST: _____
ADRIANNE RICHARDSON
City Clerk and Clerk of the Council of the
City of Tracy, California

Agenda Item 3.B

RECOMMENDATION

Staff recommends that the Tracy City Council and the Tracy Public Financing Authority, concurrently, take actions as follows:

Tracy City Council

- 1) Conduct a public hearing relating to the issuance of lease revenue bonds by the Tracy Public Financing Authority, and upon conclusion of the public hearing**
- 2) Adopt a Resolution: (A) authorizing the issuance and sale of lease revenue bonds in the aggregate principal amount not exceeding \$60,000,000 by the Tracy Public Financing Authority to provide financing for the acquisition and construction of the multi-generational recreation center, improvements to El Pescadero Park and related public improvements, (B) declaring the intention to reimburse expenditures related to such public improvements, (C) rescinding Resolution No. 2022-061, (D) providing for approval of related documents, and (E) directing related actions**

Tracy Public Financing Authority

Adopt a Resolution (A) authorizing the issuance and sale of lease revenue bonds to provide financing for the acquisition and construction of the Multi-Generational Recreation Center, improvements to El Pescadero Park and related public improvements, (B) providing for the approval of related documents, and (C) directing related actions.

EXECUTIVE SUMMARY

On December 5, 2023, the City Council approved, by motion, a proposed funding plan for the Multi-Generational Recreation Center project (CIP 78178), which includes a complete renovation of El Pescadero Park, including related public improvements (the Project). The proposed funding plan includes the issuance of lease revenue bonds.

Lease financings are commonly structured as lease revenue bonds issued by a joint powers authority (a separate public agency formed to provide assistance with financings). As explained below, the City and the Tracy Industrial Development Authority (Authority) are parties to a First Amended and Restated Joint Powers Agreement, dated as of October 17, 2018 (the Joint Powers Agreement). The Joint Powers Agreement delegates authority to the Authority to issue lease revenue bonds for City projects.

Staff recommends that the City Council and the Tracy Public Financing Authority take the actions noted above, to enable the issuance of lease revenue bonds for the Project.

The debt service on the lease revenue bonds will be paid from lease payments made by the City, and the lease payments are expected to be paid from Measure V funds.

BACKGROUND AND LEGISLATIVE HISTORY

MEASURE V FUNDING; THE PROJECT

City voters approved a general sales tax measure (Measure V) on November 8, 2016, resulting in an additional 0.5% sales tax through March 31, 2036.

On December 5, 2023, the City Council gave direction to staff to fund approximately \$54,000,000 of the Project costs through public financing and Measure V, with a 30-year repayment term.

Subject to City Council approval, staff expects to solicit bids to construct the Project beginning on or about January 17, 2024, to return to the City Council to award a bid on February 15, 2024, and to break ground on the Project in April 2024.

LEASE FINANCINGS

California cities commonly use lease financing to pay for capital improvements through their general fund without first holding a city-wide election. Lease financings are commonly structured as lease revenue bonds issued by a joint powers authority (a separate public agency formed to provide assistance with financings). Under a lease revenue bond financing, the city is obligated to make lease payments to the joint powers authority for the right to use and occupy a public building, and the joint powers authority assigns its right to receive the lease payments to a bond trustee; the bond trustee uses the lease payments to pay debt service on lease revenue bonds that are sold to investors. In lease financing structures, cities covenant to annually budget and appropriate from the general fund for the lease payments.

TRACY PUBLIC FINANCING AUTHORITY

The City and the Tracy Industrial Development Authority (the Industrial Development Authority) are parties to a First Amended and Restated Joint Powers Agreement, dated as of October 17, 2018 (the Joint Powers Agreement), pursuant to which the Authority was established as a joint exercise of powers authority under the Joint Exercise of Powers Act (Government Code §6500 et seq.) (the Joint Powers Law) for the purpose of providing assistance to the City and the Industrial Development Authority with their financing programs, and for any other purposes authorized under Article 4 of the Joint Powers Law (the Bond Law).

ANALYSIS

PROPOSED LEASE REVENUE BONDS

Staff recommends the following actions:

Public Hearing. Staff recommends that the City Council hold a public hearing on the proposed issuance of lease revenue bonds by the Authority to finance the Project, as required by the Bond Law.

City and Authority Approvals. Staff recommends that the City Council and the Board of Directors of the Authority adopt resolutions:

- (i) authorizing the issuance by the Authority of lease revenue bonds in a maximum

principal amount of \$60,000,000 to finance the Project (the Lease Revenue Bonds),

- (ii) approving the sale of the Lease Revenue Bonds to Piper Sandler & Co. (the Underwriter),
- (iii) approving Jones Hall, A Professional Law Corporation, as Bond Counsel and Disclosure Counsel, and CSG Advisors, Incorporated as Municipal Advisor;
- (iv) directing staff to work with the City's financing team to prepare the agreements and documents required to issue and sells the Lease Revenue Bonds, and return at a later meeting for approval of such documents.

In addition, pursuant to Resolution No. 2022-061 adopted on May 17, 2022, the City Council previously declared its intention to reimburse itself for expenditures related to the multi-generational recreation center with proceeds of tax-exempt obligations to be issued in a maximum principal amount of \$45,000,000, and staff recommends that the City Council amend such Resolution to increase the maximum principal amount to \$60,000,000 and to provide for the issuance of such debt for the entire Project.

TERMS OF THE LEASE REVENUE BONDS

Pursuant to the resolutions, the true interest cost of the Lease Revenue Bonds cannot exceed 7.00% and the principal amount of the Lease Revenue Bonds cannot exceed \$60,000,000.

Government Code Section 5852.1 requires the City to obtain and disclose a good faith estimate of certain information about the Lease Revenue Bonds, including the true interest cost, the financing costs, the use of proceeds and the total payment amount, and this information is included in Appendix A of the proposed resolutions. Based upon current market conditions as of the week of December 4, 2023, the Lease Revenue Bonds are estimated to be issued in the amount of \$50,285,000, which does not include approximately \$4,236,000 of net premium estimated to be generated, for total gross bond proceeds of \$54,581,000, and net Project funds of \$54,000,000. Net premium is generated when, on a net aggregate basis for a single issuance of bonds, the price paid for such bonds is higher than the face value of such bonds. At then-current market conditions, the Lease Revenue Bonds are expected to carry a true interest cost of approximately 4.54% -. The final interest rate on the Lease Revenue Bonds will not be determined until the Lease Revenue Bonds price in April 2024.

Staff expects to return for City/Authority approval of the financing documents on March 19, 2024.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The City is the lead agency for California Environmental Quality Act (CEQA) review of the Project. In July 2023, the environmental sub-consultant for the Project prepared an Initial Study/Mitigated Negative Declaration (IS/MND) to evaluate the potential environmental impacts of the proposed Project. The Draft IS/MND was posted on the

City's website from July 27, 2023, to August 16, 2023, for comments in accordance with CEQA requirements. Furthermore, the notice was published in Tracy Press on July 28, 2023, and sent to all properties within a 300- foot radius of El Pescadero Park for review and comment. The Notice of Completion was submitted to the State Clearinghouse for the City to begin the requisite review process. The IS/MND determined that the proposed Project will not have significant impacts on the environment, with the inclusion of appropriate avoidance, minimization and mitigation measures included in the Mitigation Monitoring and Reporting Program (MMRP). By separate action, the City Council considered and adopted the MND and MMRP.

COORDINATION

Coordination on this agenda item included City staff from various City departments including Parks & Recreation, Finance, City Attorney's Office and City Manager's office along with staff from Jones Hall.

FISCAL IMPACT

The lease payments to be made by the City under the Lease Agreement are expected to be paid with Measure V revenues (F307); the Measure V sales tax expires on March 31, 2036; thereafter, lease payments, which are estimated annually to average approximately \$3,315,000 per year through November 1, 2054, would be paid from available general fund revenues.

The fees and expenses of the financing team, including Bond Counsel, Disclosure Counsel, Underwriter and Municipal Advisor are paid from proceeds of the Lease Revenue Bonds.

STRATEGIC PLAN

This agenda item supports the City of Tracy's Quality of Life Strategic Priority, and specifically implements the following goals:

Goal 2: Facilitate the Completion of Measure V Amenities; Objective 3: Implement design of Measure V amenity and Objective 4: Break ground on Measure V amenity.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the Tracy City Council and the Tracy Public Financing Authority, concurrently, take actions as follows:

Tracy City Council

- 1) Conduct a public hearing relating to the issuance of lease revenue bonds by the Tracy Public Financing Authority, and upon conclusion of the public hearing
- 2) Adopt a Resolution: (A) authorizing the issuance and sale of lease revenue bonds in the aggregate principal amount not exceeding \$60,000,000 by the Tracy Public Financing Authority to provide financing for the acquisition and construction of the multi-generational recreation center, improvements to El Pescadero Park and related public improvements, (B) declaring the intention to reimburse expenditures related to such public improvements, (C) rescinding

Resolution No. 2022-061, (D) providing for approval of related documents, and (E) directing related actions

Tracy Public Financing Authority

Adopt a Resolution (A) authorizing the issuance and sale of lease revenue bonds to provide financing for the acquisition and construction of the Multi-Generational Recreation Center, improvements to El Pescadero Park and related public improvements, (B) providing for the approval of related documents, and (C) directing related actions.

Prepared by: Sara Cowell, Director of Finance

Reviewed by: Karin Schnaider, Assistant City Manager
Bijal Patel, City Attorney

Approved by: Midori Lichtwardt, City Manager

ATTACHMENTS

- A. City Council Resolution
- B. Authority Board of Directors Resolution

APPROVED AS TO FORM AND LEGALITY

CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO. ____

(A) AUTHORIZING THE ISSUANCE AND SALE OF LEASE REVENUE BONDS IN THE AGGREGATE PRINCIPAL AMOUNT NOT EXCEEDING \$60,000,000 BY THE TRACY PUBLIC FINANCING AUTHORITY TO PROVIDE FINANCING FOR THE ACQUISITION AND CONSTRUCTION OF THE MULTI-GENERATIONAL RECREATION CENTER, IMPROVEMENTS TO EL PESCADERO PARK AND RELATED PUBLIC IMPROVEMENTS, (B) DECLARING THE INTENTION TO REIMBURSE EXPENDITURES RELATED TO SUCH PUBLIC IMPROVEMENTS, (C) RESCINDING RESOLUTION NO. 2022-061, (D) PROVIDING FOR APPROVAL OF RELATED DOCUMENTS, AND (E) DIRECTING RELATED ACTIONS

WHEREAS, the City of Tracy (the City) wishes to finance the acquisition and construction of a multi-generational recreation center in El Pescadero Park, improvements to El Pescadero Park and related public improvements (the Project); and

WHEREAS, pursuant to Resolution No. 2022-061 adopted on May 17, 2022, the Council previously declared its intention to reimburse itself for expenditures related to the multi-generational recreation center with proceeds of tax-exempt obligations to be issued in a maximum principal amount of \$45,000,000, and the City wishes to rescind such Resolution (while preserving for federal income tax purposes the effectiveness of the declaration of intention set forth therein) and to declare its intention to reimburse itself for expenditures related to the entire Project with proceeds of tax-exempt obligations to be issued in a maximum principal amount of \$60,000,000; and

WHEREAS, the City and the Tracy Industrial Development Authority (the Industrial Development Authority) are parties to a First Amended and Restated Joint Powers Agreement, dated as of October 17, 2018 (the Joint Powers Agreement), pursuant to which the Tracy Public Financing Authority (the Authority) was established as a joint exercise of powers authority under the Joint Exercise of Powers Act (Government Code §6500 et seq.) (the Joint Powers Law) for the purpose of providing assistance to the City and the Industrial Development Authority with their financing programs, and for any other purposes authorized under Article 4 of the Joint Powers Law (the Bond Law); and

WHEREAS, in order to provide financing for the Project, the City has proposed that the Authority issue certain lease revenue bonds (the Bonds) to be payable from lease payments made by the City for certain land and improvements, initially may consist of a combination of the City Hall complex, the City Corporation Yard and one or more City fire stations (the Leased Property); and

WHEREAS, the Council wishes to approve the issuance of such bonds in order to allow staff to request bids to construct the Project, and to direct staff to work with the City's financing team to prepare for Council approval at a subsequent meeting all documentation required for the sale and issuance of the Bonds; and

WHEREAS, in order to comply with Government Code Section 5852.1, certain information relating to the Bonds is set forth in Appendix A attached to this Resolution, and such information is hereby disclosed and made public; and

WHEREAS, as a condition precedent to the issuance of the Bonds, Section 6586.5 of the California Government Code requires that the City approve the Authority's issuance of the Bonds and make certain findings, and Section 6586.5 further requires that the City give the approval and make the findings only after holding a noticed public hearing; and

WHEREAS, as required by Section 6586.5, the City has caused publication of a notice of a public hearing once at least five days prior to the hearing in a newspaper of general circulation in the City; and

WHEREAS, on the date hereof, the Council held a public hearing at which all interested persons were provided the opportunity to speak on the subject of the proposed issuance of Bonds by the Authority to provide financing for the Project; and

WHEREAS, the City is the lead agency for California Environmental Quality Act (CEQA) review of the Project; in July 2023, the environmental sub-consultant for the Project prepared an Initial Study/Mitigated Negative Declaration (IS/MND) to evaluate the potential environmental impacts of the proposed Project; the Draft IS/MND was posted on the City's website from July 27, 2023, to August 16, 2023, for comments in accordance with CEQA requirements; the Notice of Completion was submitted to the State Clearinghouse for the City to begin the requisite review process; the IS/MND determined that the proposed Project will not have significant impacts on the environment, with the inclusion of appropriate avoidance, minimization and mitigation measures included in the Mitigation Monitoring and Reporting Program (MMRP); and

WHEREAS, by separate action, the City Council considered and adopted the MND and MMRP for the Project; and

WHEREAS, the Council wishes at this time to approve the issuance and sale of the Bonds; now, therefore, be it

RESOLVED: That the foregoing recitals are true and correct; and be it further

RESOLVED: Pursuant to the Bond Law, and based on the information provided to the Council by City staff and consultants, all as set forth in the proceedings providing for the issuance and delivery of the Bonds, the Council hereby finds and determines that the issuance of the Bonds and the transactions related thereto will result in significant public benefits within the contemplation of Section 6586 of the Bond Law, namely, demonstrable savings in effective interest rate, bond preparation, bond underwriting and bond issuance costs; and be it further

RESOLVED: The Council hereby approves the issuance of the Bonds by the Authority under the Bond Law in the maximum principal amount set forth in Section 5, for the purpose of providing funds to finance the Project; and be it further

RESOLVED: The Council hereby directs the Finance Director and the City Attorney to work with the City's financing team to prepare the agreements and other documents required for the issuance and sale of the Bonds, and to return for Council approval of such agreements and documents at a subsequent meeting; and be it further

RESOLVED: The Council hereby approves the sale of the Bonds by the Authority to Piper Sandler & Co. (the Underwriter) in a negotiated underwriting, provided that the aggregate principal amount of the Bonds may not exceed \$60,000,000, the true interest cost may not exceed 7.00% and the underwriter's discount (exclusive of any original issue discount) may not exceed 0.85%; and be it further

RESOLVED: The City Council hereby rescinds Resolution No. 2022-061 and declares its intention to reimburse itself for expenditures related to the Project with proceeds of tax-exempt obligations to be issued in a maximum principal amount of \$60,000,000; and be it further

RESOLVED: The City Council hereby finds that this action poses no significant environmental impacts beyond those considered and mitigated pursuant to the MND and MMRP adopted by the City Council by separate action; and be it further

RESOLVED: This Resolution shall take effect immediately upon its passage and adoption.

* * * * *

The foregoing Resolution 2024-__ was adopted by the Tracy City Council on January 16, 2024, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTENTION: COUNCIL MEMBERS:

NANCY D. YOUNG
Mayor of the City of Tracy,
California

ATTEST: _____
ADRIANNE RICHARDSON
City Clerk and Clerk of the Council of the
City of Tracy, California

APPENDIX A

Government Code Section 5852.1 Disclosure

The following information consists of estimates that have been provided in good faith by the Municipal Advisor, in consultation with the Underwriter, and based on market conditions as of the week of December 4, 2023:

(A) True Interest Cost of the Bonds: 4.54%

(B) Finance Charge of the Bonds (Sum of all fees/charges paid to third parties, but excluding potential bond insurance or debt service reserve fund insurance premiums): \$577,000

(C) Net Proceeds to be Received (net of finance charges, reserves and capitalized interest, if any): \$54,000,000

(D) Total Payment Amount Through Maturity: \$101,469,000

The foregoing estimates constitute good faith estimates only. The principal amount of the Bonds, the true interest cost of the Bonds, the finance charges thereof, the amount of proceeds received therefrom and total payment amount with respect thereto may differ from such good faith estimates due to (a) the actual date of the sale of the Bonds being different than the date assumed for purposes of such estimates, (b) the actual principal amount of Bonds sold being different from the estimated amount used for purposes of such estimates, (c) the actual amortization of the Bonds being different than the amortization assumed for purposes of such estimates, (d) the actual market interest rates at the time of sale of the Bonds being different than those estimated for purposes of such estimates, (e) other market conditions, or (f) alterations in the City's financing plan, or a combination of such factors. The actual date of sale of the Bonds and the actual principal amount of Bonds sold will be determined by the City based on the timing of the need for proceeds of the Bonds and other factors. The actual interest rates borne by the Bonds will depend on market interest rates at the time of sale thereof. The actual amortization of the Bonds will also depend, in part, on market interest rates at the time of sale thereof. Market interest rates are affected by economic and other factors beyond the control of the City.

APPROVED AS TO FORM AND LEGALITY

CITY ATTORNEY'S OFFICE

TRACY PUBLIC FINANCING AUTHORITY

RESOLUTION NO. ____

(A) AUTHORIZING THE ISSUANCE AND SALE OF LEASE REVENUE BONDS TO PROVIDE FINANCING FOR THE ACQUISITION AND CONSTRUCTION OF THE MULTI-GENERATIONAL RECREATION CENTER, IMPROVEMENTS TO EL PESCADERO PARK AND RELATED PUBLIC IMPROVEMENTS, (B) PROVIDING FOR THE APPROVAL OF RELATED DOCUMENTS AND (C) DIRECTING RELATED ACTIONS

WHEREAS, the City of Tracy (the City) wishes to finance the acquisition and construction of a multi-generational recreation center in El Pescadero Park, improvements to El Pescadero Park and related public improvements (the Project); and

WHEREAS, the City and the Tracy Industrial Development Authority (the "Industrial Development Authority") are parties to a First Amended and Restated Joint Powers Agreement, dated as of October 17, 2018 (the Joint Powers Agreement), pursuant to which the Tracy Public Financing Authority (the Authority) was established as a joint exercise of powers authority under the Joint Exercise of Powers Act (Government Code §6500 et seq.) (the "Joint Powers Law") for the purpose of providing assistance to the City and the Industrial Development Authority with their financing programs, and for any other purposes authorized under Article 4 of the Joint Powers Law (the "Bond Law"); and

WHEREAS, in order to provide financing for the Project, the City has proposed that the Authority issue certain lease revenue bonds (the Bonds) to be payable from lease payments made by the City for certain land and improvements, initially may consist of a combination of the City Hall complex, the City Corporation Yard and one or more City fire stations (the Leased Property); and

WHEREAS, the Authority wishes to approve the issuance of such bonds in order to allow City staff to request bids to construct the Project, and to direct staff to work with the City's financing team to prepare for Authority approval at a subsequent meeting all documentation required for the sale and issuance of the Bonds; and

WHEREAS, in order to comply with Government Code Section 5852.1, certain information relating to the Bonds is set forth in Appendix A attached to this Resolution, and such information is hereby disclosed and made public; and

WHEREAS, as a condition precedent to the issuance of the Bonds, Section 6586.5 of the California Government Code requires that the City approve the Authority's issuance of the Bonds and make certain findings, and Section 6586.5 further requires that the City give the approval and make the findings only after holding a noticed public hearing; and

WHEREAS, as required by Section 6586.5, the City and the Authority have caused publication of a notice of a public hearing once at least five days prior to the hearing in a newspaper of general circulation in the City; and

WHEREAS, on the date hereof, the City Council and the Authority, concurrently, held a public hearing at which all interested persons were provided the opportunity to speak on the subject of the proposed issuance of Bonds by the Authority to provide financing for the Project; and

WHEREAS, the City is the lead agency for California Environmental Quality Act (CEQA) review of the Project; in July 2023, the environmental sub-consultant for the Project prepared an Initial Study/Mitigated Negative Declaration (IS/MND) to evaluate the potential environmental impacts of the proposed Project; the Draft IS/MND was posted on the City's website from July 27, 2023, to August 16, 2023, for comments in accordance with CEQA requirements; the Notice of Completion was submitted to the State Clearinghouse for the City to begin the requisite review process; the IS/MND determined that the proposed Project will not have significant impacts on the environment, with the inclusion of appropriate avoidance, minimization and mitigation measures included in the Mitigation Monitoring and Reporting Program (MMRP); and

WHEREAS, by separate action, the City Council considered and adopted the MND and MMRP for the Project; and

WHEREAS, the Authority wishes at this time to approve the issuance and sale of the Bonds; now, therefore, be it

RESOLVED: That the foregoing recitals are true and correct and the Authority hereby so finds and determines; and be it further

RESOLVED: The Authority hereby authorizes the issuance of the Bonds under the Bond Law in the maximum principal amount of \$60,000,000, for the purpose of providing funds to finance the Project. The Bonds shall be issued under the Bond Law; and be it further

RESOLVED: The Board of Directors hereby directs the Treasurer and General Counsel to work with the City's financing team to prepare the agreements and other documents required for the issuance and sale of the Bonds, and to return for Authority approval of such agreements and documents at a subsequent meeting; and be it further

RESOLVED: The Authority hereby approves the sale of the Bonds by the Authority to Piper Sandler & Co. (the Underwriter) in a negotiated underwriting, provided that the aggregate principal amount of the Bonds may not exceed \$60,000,000, the true interest cost may not exceed 7.00% and the underwriter's discount (exclusive of any original issue discount) may not exceed 0.85%; and be it further

RESOLVED: The Board of Directors hereby authorizes the City of Tracy to engage the appropriate bond and disclosure counsel and municipal advisor for purposes of the Bond sale; and be it further

RESOLVED: The Authority hereby finds that this action poses no significant environmental impacts beyond those considered and mitigated pursuant to the MND and MMRP adopted by the City Council by separate action; and be it further

RESOLVED: This Resolution shall take effect immediately upon its passage and adoption.

The foregoing Resolution _____ was adopted by the Board of Directors of the Tracy Public Financing Authority on the 16th day of January, 2024, by the following vote:

AYES:	BOARD MEMBERS:
NOES:	BOARD MEMBERS:
ABSENT:	BOARD MEMBERS:
ABSTENTION:	BOARD MEMBERS:

CHAIR

ATTEST:

SECRETARY

APPENDIX A

Government Code Section 5852.1 Disclosure

The following information consists of estimates that have been provided in good faith by the Municipal Advisor, in consultation with the Underwriter, and based on market conditions as of the week of December 4, 2023:

(A) True Interest Cost of the Bonds: 4.54%

(B) Finance Charge of the Bonds (Sum of all fees/charges paid to third parties, but excluding potential bond insurance or debt service reserve fund insurance premiums): \$577,000

(C) Net Proceeds to be Received (net of finance charges, reserves and capitalized interest, if any): \$54,000,000

(D) Total Payment Amount Through Maturity: \$101,469,000

The foregoing estimates constitute good faith estimates only. The principal amount of the Bonds, the true interest cost of the Bonds, the finance charges thereof, the amount of proceeds received therefrom and total payment amount with respect thereto may differ from such good faith estimates due to (a) the actual date of the sale of the Bonds being different than the date assumed for purposes of such estimates, (b) the actual principal amount of Bonds sold being different from the estimated amount used for purposes of such estimates, (c) the actual amortization of the Bonds being different than the amortization assumed for purposes of such estimates, (d) the actual market interest rates at the time of sale of the Bonds being different than those estimated for purposes of such estimates, (e) other market conditions, or (f) alterations in the City's financing plan, or a combination of such factors. The actual date of sale of the Bonds and the actual principal amount of Bonds sold will be determined by the City based on the timing of the need for proceeds of the Bonds and other factors. The actual interest rates borne by the Bonds will depend on market interest rates at the time of sale thereof. The actual amortization of the Bonds will also depend, in part, on market interest rates at the time of sale thereof. Market interest rates are affected by economic and other factors beyond the control of the City.

Agenda Item 3.C

RECOMMENDATION

Staff recommends that the City Council discuss and, by motion, make appointments of City Councilmembers as representatives on City Council committees and regional and multi-agency committees, boards and commissions.

EXECUTIVE SUMMARY

This item requests that the City Council discuss and, by motion, make appointments of City Councilmembers as representatives on City Council committees and regional and multi-agency committees, boards, and commissions.

BACKGROUND AND LEGISLATIVE HISTORY

Appointments to City Council committees and regional and multi-agency committees, boards and commissions are reviewed on an annual basis. Appointments were last reviewed on January 17, 2023. Attached is the list of appointments approved by the City Council for calendar year 2023 (Attachment A) to various City Council committees as well as regional and multi-agency committees, boards, and commissions on which the City of Tracy is allocated a representative.

ANALYSIS

City Councilmembers may serve as a liaison to advisory body committees and also represent the City Council on various regional and multi-agency committees, boards and commissions. Serving as a representative on these outside organizations affords Councilmembers the opportunity to thoroughly consider particular items of business relevant to the City and provide updates and recommendations on those items to the full City Council.

The positions for which the City Council, as a body, must appoint is attached as Attachment B. Certain committees, boards and commissions also include staff, which appointments are done through a separate process pursuant to the City Manager's authority.

Mayor Young's proposed slate of Councilmember assignments to regional and multi-agency committees, boards and commissions is attached as Attachment E. The proposed slate contains information compiled through preview of disclosed individual Councilmember preferences (Attachment D).

FISCAL IMPACT

There is no fiscal impact associated with this report.

STRATEGIC PLAN

This agenda item is a routine operational item and does not relate to the Council's Strategic Plans.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council discuss and, by motion, make appointments of City Councilmembers as representatives on City Council committees and regional and multi-agency committees, boards and commissions.

Prepared by: Adrienne Richardson, City Clerk

Reviewed by: Brian MacDonald, Interim Assistant City Manager
Bijal Patel, City Attorney

Approved by: Midori Lichtwardt, City Manager

ATTACHMENTS:

Attachment A - List of Council Appointments for 2023

Attachment B - List of Positions Needing Appointments for 2024

Attachment C – Correspondence from City Manager to Council Members regarding assignment preferences to regional and multi-agency committees, boards and commissions

Attachment D – Individual Councilmember assignment preferences to regional and multi-agency committees, boards and commissions

Attachment E – Mayor’s Proposed Slate of Assignments to regional and multi-agency committees, boards and commissions.

**REVISED 2023 LIST OF CITY COUNCIL REPRESENTATIVES ON VARIOUS
COMMITTEES/BOARDS/COMMISSIONS/AGENCIES**
(Adopted by City Council on January 17, 2023 and amended on June 20, 2023)

Committee/Commission	Meetings Held	Council Members
*City/Chamber Liaison	Quarterly	Council Member Arriola Council Member Bedolla (Alternate)
*City/Schools Liaison	Every other month	Council Member Arriola Council Member Evans Mayor Young (Alternate)
*Investment Review Committee	Quarterly	Council Member Bedolla Council Member Evans
*South San Joaquin County Fire Authority (SSJCFA)	Monthly	Mayor Pro Tem Davis Council Member Evans Council Member Bedolla (Alternate)
*Tracy Homelessness Advisory Committee	Monthly	Mayor Pro Tem Davis Council Member Bedolla
*Finance Committee	Monthly	Council Member Bedolla Council Member Arriola
***City Selection Committee	Annually, additional meetings as needed	Mayor Young
***San Joaquin Council of Governments	Monthly, in Stockton at 4:00 p.m. on the fourth Thursday of the month.	Mayor Young Mayor Pro Tem Davis (Alternate)
***San Joaquin County Water Advisory Commission	Monthly	Council Member Bedolla James Jackson Stephanie Reyna-Heinstand
***San Joaquin Partnership	Monthly, on the fourth Thursday of each month	Mayor Young Council Member Arriola (Alternate)
***San Joaquin Regional Rail Commission	Monthly	Mayor Young
***Solid Waste Management Plan Advisory Task Force	As needed	Council Member Arriola Council Member Bedolla (Alternate) James Jackson
***Special City Selection Committee, SJVAPCD	As needed	Council Member Bedolla Council Member Evans (Alternate)
***League of California Cities, Central Valley Division Executive Committee	Quarterly	Mayor Pro Tem Davis Council Member Evans (Alternate)
***Tri-Valley- San Joaquin Valley Regional Rail Authority (Valley Link)	Monthly	Council Member Bedolla Mayor Pro Tem Davis (Alternate)
***Altamont Regional Traffic Authority (ARTA) JPA	As needed	Mayor Young
***LAFCo		No appointment at this time

***Tracy Chamber Governmental Affairs Committee	Monthly	Mayor Pro Tem Davis Council Member Bedolla (Alternate) Michael Rogers, City Manager (or Designee)
***East Bay Community Energy (EBCE)	Monthly	Council Member Bedolla Council Member Arriola (Alternate)

*Standing Committees **Ad Hoc Committee ***Multi- Agency Board

COUNCIL COMMITTEES - 2023

Following is a current list of both standing committees and ad hoc committees. Some of these appointments are City of Tracy appointments to a larger body, while others are City directed activities only.

I. STANDING COMMITTEES

A. City/Chamber Liaison Committee

1. Dan Arriola, Council Member
2. Matt Bedolla, Council Member (Alternate)
3. City Manager

Meets quarterly, typically on the second Monday of the designated month at 4:00 p.m. at the Chamber to discuss issues of concern to both the City and the Chamber, i.e. Fourth of July activities, Downtown activities, etc.

B. City/Schools Liaison Committee

1. Dan Arriola, Council Member
2. Dan Evans, Council Member
3. City Manager
4. Sekou Millington, Police Chief
5. Assistant City Manager
6. James Jackson, Operations and Utilities Director
7. Brian MacDonald, Parks & Recreation Director

Meets every other month with School District officials to discuss issues of mutual concern, i.e. school pedestrian routes, bus routes, facilities, crossing guards, etc.

C. Investment Review Committee

1. Matt Bedolla, Council Member
2. Dan Evans, Council Member
3. Ray McCray, Treasurer
4. Finance Director
5. City Manager

Meets on a quarterly basis to address issues involving investment of the City's funds and management of the City's portfolio. Meetings are usually held on the last Monday of the quarter at 5:30 p.m. in Room 109 at City Hall.

D. South San Joaquin County Fire Authority (SSJCFA) – Joint Powers Authority

1. Eleassia Davis, Mayor Pro Tem
2. Dan Evans, Council Member
3. Matt Bedolla, Council Member (Alternate)

The SSJCFA consists of four members - two Council Members appointed annually by the City Council, and two Board Members of the Tracy Rural Fire Protection District appointed annually by the Board. The Board of Directors meets on a monthly basis and has the responsibility to manage and administer the fire protection services provided to the jurisdictional area of the South San Joaquin County Fire Authority. The meetings are held on the third Tuesday of each month at 3:00 p.m. at Fire Administration

E. Tracy Homelessness Advisory Committee

1. Eleassia Davis, Mayor Pro Tem
2. Matt Bedolla, Council Member

On February 16, 2021, City Council formed a Homelessness Advisory Committee with the purpose of implementing the Tracy Homelessness Strategic Plan including the possible amendment of such plan, and the purpose to continue to address homelessness in the City of Tracy. On March 16, 2021, Council adopted Resolution 2021-033 forming the Tracy Homelessness Advisory Committee and appointing Council Members to serve on the committee. On April 15, 2021, the Council subcommittee approved the meeting schedule: Meetings will be quarterly, on the third Thursday of the month at 7:00 p.m. (*Pending Adoption of Bylaws*)

F. Finance Committee

Contact: Sara Cowell, Finance Director

1. Mateo Bedolla, Council Member
2. Dan Arriola, Council Member

On February 7, 2023, City Council adopted Resolution 2023-027 forming a standing Finance Committee. The scope of the Committee is to provide policy guidance as it relates to the development of a multi-year fiscal sustainability plan to address the City's fiscal health and long-term planning. The Committee will aid the Council in fulfilling its fiduciary responsibilities to oversee the financial activities and financial condition of the City of Tracy and its jurisdiction may include the review, discussion, and input on annual audits and compliance reporting, annual and quarterly budget updates, augmentations, and forecast, Long-term planning, including but not limited to:

- City revenues and expenses, including related fee and tax studies
- Deferred maintenance and capital planning
- Long-term liabilities, debt, and other finance planning

The committee will consist of two Council Members; appointed annually per the Council's appointment procedures. The committee will meet monthly and hold special meetings, as needed. (*Pending Adoption of Bylaws*)

II. THIRD AGENCY MEMBER APPOINTMENTS

A. **City Selection Committee**

Contact: Nichole Lee, Chief Deputy Clerk, (209) 468-3236
nicholelee@sjgov.org

1. Nancy Young, Mayor

This committee is composed of the Mayors of the cities in San Joaquin County and addresses issues related to membership and appointments to regional boards, such as LAFCO, Delta Protection Agency, and the San Joaquin Valley Unified Air Pollution Control District, etc.

B. **San Joaquin Council of Governments (COG)**

Phone: 209-235-0600 Rosie Gutierrez email: gutierrez@sjcog.org

1. Nancy Young, Mayor
2. Eleassia Davis, Mayor Pro Tem (Alternate)

The Council of Governments meets monthly and deals with regional issues, including transportation issues, habitat mitigation, regional rail issues, airport land use matters, etc. The Board includes one representative from the cities of Ripon, Escalon, Lathrop, Lodi, Manteca, and Tracy; three representatives from the City of Stockton; three representatives from the Board of Supervisors. Members receive a \$100 stipend per meeting. Meetings are held in Stockton at 4:00 p.m. on the fourth Thursday of the month.

C. **Local Transportation Authority Citizens Advisory Committee**

(COG) Contact: COG – Tim Kohaya, Senior Regional Planner (209-235-0389) kohaya@sjcog.org

1. Mary Kennedy-Bracken (Citizen appointed by Mayor)

The **Citizens Advisory Committee (CAC)**, was established in 1991 to involve citizens from a diverse set of backgrounds and interest areas in the development of transportation plans and programs overseen by SJCOG. The CAC provides an important forum for discussion and debate about the implementation of the Measure K program and regional transportation planning issues.

The CAC is composed of 16 members that represent the geographical, social, cultural, and economic mix of the region. One member is appointed from each of the seven cities (Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy), and from San Joaquin County. One member is appointed from each of these special interest groups: League of Women Voters, Sierra Club, Business Industry, Trucking Industry, the National Association for the Advancement of Colored People (NAACP), University of the Pacific, and the Agriculture Industry. One member is appointed from the transit advocate category. Meets on the third Wednesday of each month at 6:00 p.m. Location: SJCOG, 555 Weber Ave, Stockton, CA.

D. San Joaquin County Water Advisory Commission

Contact: Kristy Smith (Clerk), San Joaquin County Public Works Dept. (209-468-0219)

1. Matt Bedolla, Council Member
2. James Jackson, Operations and Utilities Director
3. Stephanie Reyna-Heinstand, Water Resources Coordinator (Alternate)

Appointed by the Board of Supervisors, this Commission acts in an advisory capacity to the San Joaquin County Flood Control and Water Conservation District. Consists of 22 members from the various cities and water agencies in San Joaquin County. Meets on the 3rd Wednesday of each month at 1:00 p.m. Location: Public Health Conference Room, 1601 E. Hazelton, Stockton, CA.

E. San Joaquin Partnership

Contact: Chris Youngsma, (956-3380) or Rene Armendariz (209-956-3380)
rene@sanjoaquinusa.org

1. Nancy Young, Mayor
2. Dan Arriola, Council Member (Alternate)

The San Joaquin Partnership is a non-profit, private-public economic development corporation assisting business and industry to locate into San Joaquin County. The partnership meets on the fourth Thursday of each month at 8:00 a.m. Location: 2431 W. March Lane, Suite 103, Stockton, CA. 95207.

H. San Joaquin Regional Rail Commission

Contact: Jaclyn Miramontes, 209-944-6289, jackie@acerail.com
Rail Commission staff (1-800-411-7245)

1. Nancy Young, Mayor

The San Joaquin Regional Rail Commission oversees the development of rail services on a regional basis. The San Joaquin Regional Rail Commission owns and operates and is the policy-making body for the Altamont Corridor Express (ACE) service. SJRRC is governed by a Board of Directors which consists of six full-voting members from San Joaquin County and two special-voting members from Alameda County. The members are appointed by the San Joaquin Council of Governments (SJCOG) and are based on nominations by the local elected government. Ex-officio members represent Caltrans District 10, the San Joaquin Regional Transit District (SJRTD), SJCOG and StanCOG. The commission meets monthly on the first Friday of each month at 8:00 a.m. Location: Robert J. Cabral Station, South Hall Meeting Room, 949 East Channel Street, Stockton, CA. (Appointed by Commission) The San Joaquin Regional Rail Commission (SJRRC)

G. Integrated Waste Management Task Force (Formerly: Solid Waste Management Plan Advisory Task Force) Contact: Desi Reno, SJC Public Works Department – (209/468-3066) dreno@sjgov.org

1. Dan Arriola, Council Member
2. Matt Bedolla, Council Member (Alternate)
3. James Jackson, Operations of Utilities Director

This task force is comprised of elected representatives of the governmental agencies responsible for preparing the County Integrated Waste Management Plan. The duties of the task force include: identifying solid waste management issues of County-wide or regional concern; facilitating the development of multi-jurisdictional arrangements for the marketing of recyclable materials; developing goals, policies and procedures consistent with guidelines and regulations adopted by the Department of Resources Recycling and Recovery, and advising the Board of Supervisors on matters pertaining to the County-wide Household Hazardous Waste Program. Meets as needed.

H. Special City Selection Committee, SJVAPCD

Contact: Samir Sheikh, Executive Director – (559/230-6036),
Email: samir.sheikh@valleyair.org, Katrina Rojas, Clerk of the Board
(559/230-6038) Email: Katrina.Rojas@valleyair.org

1. Matt Bedolla, Council Member
2. Dan Evans, Council Member (Alternate)

The Committee is charged with making appointments of City representatives to the San Joaquin Valley Air Pollution Control District's Governing Board. Meets as needed.

I. League of California Cities, Central Valley Division Executive Committee

Contact: Steve Dial, Regional Public Affairs Manager, 209-614-0118,
sdial@sicog.org

1. Eleassia Davis, Mayor Pro Tem
2. Dan Evans, Council Member (Alternate)

The Central Valley Division includes 25 cities in Calaveras, Merced, Madera, San Joaquin, Stanislaus, and Tuolumne counties and provides members with the opportunity to exchange ideas and information and share the advantages of cooperative advocacy. Elected city officials and professional city staff attend division meetings. Meets Quarterly in various locations.

J. Tri-Valley-San Joaquin Valley Regional Rail Authority (Valley Link)

1. Matt Bedolla, Council Member
2. Eleassia Davis, Mayor Pro Tem (Alternate)

The Tri-Valley-San Joaquin Valley Regional Rail Authority was formed for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's (BART)

rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley region. The Authority consists of 15 members representing the Tri-Valley cities, the Central Valley cities, and BART. Meets on second Wednesday of the month. Location rotates. Contact: Kevin Sheridan

K. Altamont Regional Traffic Authority (ARTA) Joint Powers Authority (JPA) Contact: Liz McElligott, Assistant Planning Director, 510-670-6120, elizabeth.mcelligott@acgov.org

1. Nancy Young, Mayor

Primary purpose is to collect and authorize expenditure of transportation impact fees. The JPA consists of Mayor of Tracy, Mayor of Livermore, and Supervisor from Alameda County BOS District 1. Meets as needed.

L. LAFCo (Local Agency Formation Commission)

1. City of Tracy's next rotation will not be until 2025 as Alternate

LAFCo is responsible for coordinating logical and timely changes in local governmental boundaries, including: annexations and detachments of territory; incorporations of cities; formations of special districts; and consolidations, mergers, and dissolutions of districts. LAFCo Commission meets regularly on the 2nd Thursday of each month at 9:00 a.m.

M. Tracy Chamber Governmental Affairs Committee

1. Eleassia Davis, Mayor Pro Tem
2. Matt Bedolla, Council Member (Alternate)
3. Michael Rogers, City Manager (or Designee)

The purpose of the Tracy Chamber Governmental Affairs Committee is to provide information and updates to Chamber membership on issues and legislation affecting businesses. Every month, the Chamber invites businesses to agenda the Governmental Affairs Committee to engage in dialogue about issues affecting the business community, as well as receive updates from local, county, state, and federal representatives. The committee meets on the third Wednesday of every month at 4:00 p.m. at the Chamber of Commerce office.

N. East Bay Community Energy (EBCE) Authority

Contact: Adrian Bankhead, Assistant Board Clerk – 510-906-0491 Email: abankhead@ebce.org and Alex DiGiorio, Public Engagement Manager – (510-993-7562) Email: adigiorgio@ebce.org

1. Matt Bedolla, Council Member
2. Dan Arriola, Council Member (Alternate)

Alameda County and Cities in Alameda County developed the East Bay Community Energy Authority Joint Powers Agreement (JPA) which creates the East Bay Community Energy Authority (Authority), which governs and operates the CCA program. The Authority provides alternate electric services to consumers under a JPA with Alameda County and the vast majority of all cities in that county. On August 20, 20019, the City Council authorized staff to pursue services with East Bay Community Energy (EBCE). The EBCE Board of Directors is made up of an elected officials from each of the participating jurisdictions and one representative (non-voting) from the Community Advisory Committee (CAC). The Board meets monthly on the third Wednesday of each month except for the months that have 5 Wednesdays, where the meeting will be held on the second Wednesday of that month. The members receive a \$100 stipend per monthly meeting. Meeting location: City of Hayward Council Chambers, 777 B Street, Hayward Ca. 94544 at 6:00 p.m.

2024 LIST OF CITY COUNCIL REPRESENTATIVES ON VARIOUS
COMMITTEES/BOARDS/COMMISSIONS/AGENCIES

(Adopted by City Council on _____, 2024)

Committee/Commission/ Board	Meetings Held	Council Members
City Standing Committees		
Investment Review Committee	Quarterly	
Tracy Finance Committee	Monthly, as needed	
Tracy Homelessness Advisory Committee	Quarterly	
City Partnerships		
City/Chamber Liaison Council	Quarterly	
City/Schools Liaison	Every other month	
South San Joaquin County Fire Authority (SSJCFA) JPA	Monthly	
Tracy Chamber Governmental Affairs Committee	Monthly	
Multi-Agency /Third Agency Appointments		
Altamont Regional Traffic Authority (ARTA) JPA	As needed (<i>Mayor</i>)	
Ava Community Energy Authority (Formerly East Bay Community Energy - EBCE)	Monthly	
City Selection Committee	Annually, additional meetings as needed (<i>Mayor</i>)	
Integrated Waste Management Task Force (Formerly Solid Waste Management Plan Advisory Task Force)	As needed	
LAFCO		No appointment at this time until 2025
League of California Cities, Central Valley Division Executive Committee	Quarterly	
San Joaquin Council of Governments (SJCOG)	Monthly, in Stockton at 4:00 p.m. on the fourth Thursday of the month.	
San Joaquin County Water Advisory Commission	Monthly (<i>appointed by Board of County Supervisors</i>)	
San Joaquin Partnership	Monthly, in Stockton at 7:30a.m. & 8:00a.m. on the fourth Thursday of each month	

San Joaquin Regional Rail Commission	Monthly (<i>appointed by SJCOG</i>)	
Special City Selection Committee, SJVAPCD	As needed	
Tri-Valley- San Joaquin Valley Regional Rail Authority (Valley Link)	Monthly	

COUNCIL COMMITTEES - 2024

Following is a current list of both standing committees and ad hoc committees. Some of these appointments are City of Tracy appointments to a larger body, while others are City directed activities only.

I. CITY STANDING COMMITTEES

A. Investment Review Committee

- 1.
- 2.
3. Treasurer
4. Finance Director
5. City Manager

Meets on a quarterly basis to address issues involving investment of the City's funds and management of the City's portfolio. Meetings are usually held on the last Monday of the quarter at 5:30 p.m. in Room 109 at City Hall.

B. Tracy Finance Committee

Contact: Sara Cowell, Finance Director

- 1.
- 2.

On February 7, 2023, City Council adopted Resolution 2023-027 forming a standing Finance Committee. The scope of the Committee is to provide policy guidance as it relates to the development of a multi-year fiscal sustainability plan to address the City's fiscal health and long-term planning. The Committee will aid the Council in fulfilling its fiduciary responsibilities to oversee the financial activities and financial condition of the City of Tracy and its jurisdiction may include the review, discussion, and input on annual audits and compliance reporting, annual and quarterly budget updates, augmentations, and forecast, Long-term planning, including but not limited to:

- City revenues and expenses, including related fee and tax studies
- Deferred maintenance and capital planning
- Long-term liabilities, debt, and other finance planning

The committee will consist of two Council Members; appointed annually per the Council's appointment procedures. The committee will meet monthly and hold special meetings, as needed.

C. Tracy Homelessness Advisory Committee

- 1.
- 2.

On February 16, 2021, City Council formed a Homelessness Advisory Committee with the purpose of implementing the Tracy Homelessness Strategic Plan including the possible amendment of such plan, and the purpose to continue to address homelessness in the City of Tracy. On March 16, 2021, Council adopted Resolution 2021-033 forming the Tracy Homelessness Advisory Committee and appointing Council Members to serve on the committee. On April 15, 2021, the Council subcommittee approved the meeting schedule: Meetings will be quarterly, on the third Thursday of the month at 7:00 p.m.

II. CITY PARTNERSHIPS

A. City/Chamber Liaison Committee

- 1.
- 2.
3. City Manager

Meets quarterly, typically on the second Monday of the designated month at 4:00p.m. at the Chamber to discuss issues of concern to both the City and the Chamber, i.e. Fourth of July activities, Downtown activities, etc.

B. City/Schools Liaison Committee

- 1.
- 2.
3. City Manager
4. Police Chief
5. Assistant City Manager
6. Operations and Utilities Director
7. Parks & Recreation Director

Meets every other month with School District officials to discuss issues of mutual concern, i.e. school pedestrian routes, bus routes, facilities, crossing guards, etc.

C. South San Joaquin County Fire Authority (SSJCFA) – Joint Powers Authority

- 1.
- 2.
3. (Alternate)

The SSJCFA consists of four members - two Council Members appointed annually by the City Council, and two Board Members of the Tracy Rural Fire Protection District appointed annually by the Board. The Board of Directors meets on a monthly basis and has the responsibility to manage and administer the fire protection services provided to the jurisdictional area of the South San Joaquin County Fire Authority. The meetings are held on the third Tuesday of each month at 3:00 p.m. at Fire Administration.

D. Tracy Chamber Governmental Affairs Committee

- 1.
2. (Alternate)
3. City Manager (or Designee)

The purpose of the Tracy Chamber Governmental Affairs Committee is to provide information and updates to Chamber membership on issues and legislation affecting businesses. Every month, the Chamber invites businesses to agenda the Governmental Affairs Committee to engage in dialogue about issues affecting the business community, as well as receive updates from local, county, state, and federal representatives. The committee meets on the third Wednesday of every month at 4:00 p.m. at the Chamber of Commerce office.

III. MULTI-AGENCY/THIRD AGENCY MEMBER APPOINTMENTS

- A. Altamont Regional Traffic Authority (ARTA) Joint Powers Authority (JPA)**
Contact: Liz McElligott, Assistant Planning Director, 510-670-6120, elizabeth.mcelligott@acgov.org

1. Mayor

Primary purpose is to collect and authorize expenditure of transportation impact fees. The JPA consists of Mayor of Tracy, Mayor of Livermore, and Supervisor from Alameda County BOS District 1. Meets as needed.

- B. Ava Community Energy Authority (Formerly East Bay Community Energy Authority - EBCE)**

Contact: Adrian Bankhead, Board Clerk – 510-906-0491 Email: abankhead@avaenergy.org and Alex DiGiorio, Public Engagement Manager – (510-993-7562) Email: adigiorgio@avaenergy.org

- 1.
2. (Alternate)

Background: Alameda County and Cities in Alameda County developed the East Bay Community Energy Authority Joint Powers Agreement (JPA) which creates the East Bay Community Energy Authority (Authority), which governs and operates the CCA program. The Authority provides alternate electric services to consumers under a JPA with Alameda County and the vast majority of all cities in that county. On August 20, 2019, the City Council authorized staff to pursue services with East Bay Community Energy (EBCE). The EBCE Board of Directors is made up of an elected officials from each of the participating jurisdictions and one representative (non-voting) from the Community Advisory Committee (CAC). The Board meets monthly on the third Wednesday of each month except for an August recess month. The members receive a \$100 stipend per monthly meeting. Meeting location: Lake Merritt Room, Cal State East Bay, The Oakland Center, In the Transpacific Center, 1000 Broadway, Suite 109, Oakland, CA, 94607, at 6:00 p.m.

On December 26, 2023, an email was received from Ava Community Energy notifying the City that East Bay Community Energy Authority passed Resolution No. R-2023-54 changing the organization's name to Ava community Energy Authority.

- C. City Selection Committee**

Contact: Nichole Lee, Chief Deputy Clerk, (209) 468-3236 nicholelee@sigov.org

1. Mayor

This committee is composed of the Mayors of the cities in San Joaquin County and addresses issues related to membership and appointments to regional boards, such as LAFCO, Delta Protection Agency, and the San Joaquin Valley Unified Air Pollution Control District, etc.

D. Integrated Waste Management Task Force (Formerly: Solid Waste Management Plan Advisory Task Force)

Contact: Desi Reno, SJC Public Works Department – (209/468-3066)
dreno@sjgov.org

- 1.
2. (Alternate)
3. Operations of Utilities Director

This task force is comprised of elected representatives of the governmental agencies responsible for preparing the County Integrated Waste Management Plan. The duties of the task force include: identifying solid waste management issues of County-wide or regional concern; facilitating the development of multi-jurisdictional arrangements for the marketing of recyclable materials; developing goals, policies and procedures consistent with guidelines and regulations adopted by the Department of Resources Recycling and Recovery, and advising the Board of Supervisors on matters pertaining to the Countywide Household Hazardous Waste Program. Meets as needed.

E. LAFCO (Local Agency Formation Commission)

1. No Assignment until 2025

City of Tracy's next rotation will not be until 2025 as Alternate LAFCO is responsible for coordinating logical and timely changes in local governmental boundaries, including: annexations and detachments of territory; incorporations of cities; formations of special districts; and consolidations, mergers, and dissolutions of districts. LAFCO Commission meets regularly on the 2nd Thursday of each month at 9:00 a.m.

F. League of California Cities, Central Valley Division Executive Committee

Contact: Stephen Quall, Regional Public Affairs Manager, 209-614-0118,
squalls@cacities.org

- 1.
2. (Alternate)

The Central Valley Division includes 25 cities in Calaveras, Merced, Madera, San Joaquin, Stanislaus, and Tuolumne counties and provides members with the opportunity to exchange ideas and information and share the advantages of cooperative advocacy. Elected city officials and professional city staff attend division meetings. Meets Quarterly in various locations.

G. San Joaquin Council of Governments (COG)

Contact: Rosie Gutierrez Phone: 209-235-0600 email: gutierrez@sjcoq.org

- 1.
2. (Alternate)

The Council of Governments meets monthly and deals with regional issues, including transportation issues, habitat mitigation, regional rail issues, airport land use matters, etc. The Board includes one representative from the cities of Ripon, Escalon, Lathrop, Lodi, Manteca, and Tracy; three representatives from the City of Stockton; three representatives from the Board of Supervisors. Members receive

a \$100 stipend per meeting. Meetings are held in Stockton at 4:00 p.m. on the fourth Thursday of the month.

H. San Joaquin County Water Advisory Commission

Contact: Kristy Smith (Clerk), San Joaquin County Public Works Dept. (209- 468-0219)

- 1.
2. Operations and Utilities Director
3. Water Resources Coordinator (Alternate)

Appointed by the Board of Supervisors, this Commission acts in an advisory capacity to the San Joaquin County Flood Control and Water Conservation District. Consists of 22 members from the various cities and water agencies in San Joaquin County. Meets on the 3rd Wednesday of each month at 1:00 p.m. Location: Public Health Conference Room, 1601 E. Hazelton, Stockton, CA.

I. San Joaquin Partnership

Contact: Chris Youngsma, (956-3380) or Rene Armendariz (209-956-3380)
rene@sanjoaquinusa.org

- 1.
2. (Alternate)

The San Joaquin Partnership is a non-profit, private-public economic development corporation assisting business and industry to locate into San Joaquin County. The partnership meets on the fourth Thursday of each month at 8:00 a.m. Location: 2431 W. March Lane, Suite 103, Stockton, CA. 95207.

J. San Joaquin Regional Rail Commission

Contact: Jaclyn Miramontes, 209-944-6289, jackie@acerail.com
Rail Commission staff (1-800-411-7245)

- 1.

The San Joaquin Regional Rail Commission oversees the development of rail services on a regional basis. The San Joaquin Regional Rail Commission owns and operates and is the policy-making body for the Altamont Corridor Express (ACE) service. SJRRC is governed by a Board of Directors which consists of six full-voting members from San Joaquin County and two special voting members from Alameda County. The members are appointed by the San Joaquin Council of Governments (SJCOG) and are based on nominations by the local elected government. Ex-officio members represent Caltrans District 10, the San Joaquin Regional Transit District (SJRTD), SJCOG and StanCOG. The commission meets monthly on the first Friday of each month at 8:00 a.m. Location: Robert J. Cabral Station, South Hall Meeting Room, 949 East Channel Street, Stockton, CA. (Appointed by Commission) The San Joaquin Regional Rail Commission (SJRRC)

K. Special City Selection Committee, SJVAPCD

Contact: Samir Sheikh, Executive Director – (559/230-6036), Email: samir.sheikh@valleyair.org, Katrina Rojas, Clerk of the Board (559/230-6038)
Email: Katrina.Rojas@valleyair.org

- 1.
2. (Alternate)

The Committee is charged with making appointments of City representatives to the San Joaquin Valley Air Pollution Control District's Governing Board. Meets as needed.

L. Tri-Valley-San Joaquin Valley Regional Rail Authority (Valley Link)

Contact: Kevin Sheridan, 209-403-4340

- 1.
2. (Alternate)

The Tri-Valley-San Joaquin Valley Regional Rail Authority was formed for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's (BART) rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley region. The Authority consists of 15 members representing the Tri-Valley cities, the Central Valley cities, and BART. Meets on second Wednesday of the month. Location rotates.

ATTACHMENT C

From: Midori Lichtwardt <Midori.Lichtwardt@cityoftracy.org>
Sent: Monday, January 8, 2024 12:43 PM
To: Adrienne Richardson <Adrienne.Richardson@cityoftracy.org>
Cc: Bijal Patel <Bijal.Patel@cityoftracy.org>; Sheena Stephens <sheena.stephens@cityoftracy.org>
Subject: Correction Urgent Request for the Tracy City Council Members to Return Committee Preference Requests by Wednesday, 01/10/2024 by noon

Correction: Please send your Council committee preferences directly to City Clerk Adrienne Richardson by noon on Wednesday, January 10, for inclusion in the agenda packet.

Thank you,

Midori Lichtwardt, City Manager | City Manager's Office
333 Civic Center Plaza | Tracy, CA 95376
Office (209) 831.6115 | Fax (209) 831.6120
midori.lichtwardt@cityoftracy.org



From: Midori Lichtwardt
Sent: Monday, January 8, 2024 11:56 AM
To: Adrienne Richardson <Adrienne.Richardson@cityoftracy.org>
Cc: Sheena Stephens <Sheena.Stephens@cityoftracy.org>; Bijal Patel <Bijal.Patel@cityoftracy.org>
Subject: FW: Urgent Request for the Tracy City Council Members to Return Committee Preference Requests by Wednesday, 01/10/2024 by noon

TIME SENSITIVE & IMPORTANT: Council Committee Appointments

Council Members,

In preparation for the Council Committee Appointment discussion scheduled for January 16, attached is a **Council Committee Boards 2024 Preference Form**. Mayor Young has requested that each Council Member complete the form so that she may better understand which committees Council Members would like to serve on. Based on your selection(s), she will present a recommended appointment roster for your consideration. For your convenience, the current appointments are attached above, "Committee Boards Updated 2024 from 2023..."

Please complete the form by identifying which committees you would like to serve on and why. **Please return the form to Mayor Young no later than noon on Wednesday, January 10, 2024.** Your cooperation in this exercise will assist in an efficient discussion at the dais at the City Council meeting.

Thank you,

Midori Lichtwardt, City Manager | City Manager's Office

333 Civic Center Plaza | Tracy, CA 95376

Office (209) 831.6115 | Fax (209) 831.6120

midori.lichtwardt@cityoftracy.org



ATTACHMENT D

Mayor Pro Tem Davis - Assignment Preferences

2024 TRACY COUNCILMEMBERS COMMITTEE/BOARD PREFERENCES (1/16/2024)

Committee/Commission/ Board	Meetings Held	Council Member's Preference	Statement of Reason
City Standing Committees			
Investment Review Committee	Quarterly	1. 2.	
Tracy Finance Committee	Monthly, as needed	1. 2.	
Tracy Homelessness Advisory Committee	Quarterly	1. Mayor Pro Tem Davis 2. Council Member Bedolla	THAC accomplished some major goals in 2023: securing major funding, standing up new Link housing and supportive services with Salvation Army; providing access to dignified shelter for all unhoused residents of Tracy, effectively and humanely clearing encampments, and implementing policies that protect the parks from conflicting uses in the future. I would like to continue working towards the City's goal of ending homelessness in the City of Tracy.
City Partnerships			
City/Chamber Liaison Council	Quarterly	1. 2. (Alternate)	
City/Schools Liaison	Every other month	1. 2. 3. (Alternate)	
South San Joaquin County Fire Authority (SSJCFA) JPA	Monthly	1. Mayor Pro Tem Davis 2. Council Member Evans 3. (Alternate)	Public safety is important to me. Given the fairly new transition, continuity in this role would be helpful in ensuring quality fire services are protected in the City of Tracy, and that JPA-Member agency relationships

			are nurtured for the benefit of the entire community.
Tracy Chamber Governmental Affairs Committee	Monthly	1. Mayor Pro Tem Davis 2. (Alternate) 3. City Manager (or Designee)	I enjoy serving in this role, exchanging information between the City and the Chamber regarding business development; including addressing business concerns and fostering healthy, productive relationships between the City and the business community.
Multi-Agency /Third Agency Appointments			
Altamont Regional Traffic Authority (ARTA) JPA	As needed (<i>Mayor</i>)	1. Mayor Young	
City Selection Committee	Annually, additional meetings as needed (<i>Mayor</i>)	1. Mayor Young	
East Bay Community Energy (EBCE)	Monthly	1. 2. (Alternate)	
Integrated Waste Management Task Force (Formerly Solid Waste Management Plan Advisory Task Force)	As needed	1. 2. (Alternate) 3. Staff	
LAFCO		No appointment until 2025	
League of California Cities, Central Valley Division Executive Committee	Quarterly	1. 2. (Alternate)	
San Joaquin Council of Governments (SJCOG)	Monthly, in Stockton at 4:00 p.m. on the fourth Thursday of the month.	1. Mayor Young 2. Mayor Pro Tem Davis (Alternate)	
San Joaquin County Water Advisory Commission	Monthly (<i>appointed by Board of County Supervisors</i>)	1. Council Member Bedolla 2. Staff 3. Staff	Currently appointed
San Joaquin Partnership	Monthly, in Stockton at 7:30a.m. & 8:00a.m. on the	1. Mayor Young	

	fourth Thursday of each month <i>(Primary Mayor)</i>	2. (Alternate)	
San Joaquin Regional Rail Commission	Monthly <i>(appointed by SJCOG)</i>	1. Mayor Young	Currently appointed
Special City Selection Committee, SJVAPCD	As needed	1. 2. (Alternate)	
Tri-Valley- San Joaquin Valley Regional Rail Authority (Valley Link)	Monthly	1. 2. (Alternate)	

* Adopted Content, but different order on sheet to reflect corrected titles sections and alphabetical order.

2024 TRACY COUNCILMEMBERS
 COMMITTEE/BOARD PREFERENCES (1/16/2024)

Committee/Commission/ Board	Meetings Held	Council Member's Preference	Statement of Reason
City Standing Committees			
Investment Review Committee	Quarterly	1. Evans 2. Bedolla	
Tracy Finance Committee	Monthly, as needed	1. Bedolla 2. Arriola	
Tracy Homelessness Advisory Committee	Quarterly	1. Davis 2. Bedolla	
City Partnerships			
City/Chamber Liaison Council	Quarterly	1. Bedolla 2. Arriola (Alternate)	
City/Schools Liaison	Every other month	1. Evans 2. Arriola 3. Young (Alternate)	
South San Joaquin County Fire Authority (SSJCFA) JPA	Monthly	1. Evans 2. Davis 3. Bedolla (Alternate)	
Tracy Chamber Governmental Affairs Committee	Monthly	1. Davis 2. Bedolla (Alternate) 3. City Manager (or Designee)	
Multi-Agency /Third Agency Appointments			
Altamont Regional Traffic Authority (ARTA) JPA	As needed (<i>Mayor</i>)	1. Mayor Young	

City Selection Committee	Annually, additional meetings as needed (<i>Mayor</i>)	1. Mayor Young	
East Bay Community Energy (EBCE)	Monthly	1. Bedolla 2. Arriola (Alternate)	
Integrated Waste Management Task Force (Formerly Solid Waste Management Plan Advisory Task Force)	As needed	1. Arriola 2. Bedolla (Alternate) 3. Staff	
LAFCO		No appointment until 2025	
League of California Cities, Central Valley Division Executive Committee	Quarterly	1. Davis 2. Evans (Alternate)	
San Joaquin Council of Governments (SJCOG)	Monthly, in Stockton at 4:00 p.m. on the fourth Thursday of the month.	1. Davis 2. Evans (Alternate)	
San Joaquin County Water Advisory Commission	Monthly (<i>appointed by Board of County Supervisors</i>)	1. Council Member Bedolla 2. Staff 3. Staff	Currently appointed
San Joaquin Partnership	Monthly, in Stockton at 7:30a.m. & 8:00a.m. on the fourth Thursday of each month (<i>Primary Mayor</i>)	1. Mayor Young 2. (Alternate)	
San Joaquin Regional Rail Commission	Monthly (<i>appointed by SJCOG</i>)	1. Mayor Young	Currently appointed
Special City Selection Committee, SJVAPCD	As needed	1. Bedolla 2. Evans (Alternate)	
Tri-Valley- San Joaquin Valley Regional Rail Authority (Valley Link)	Monthly	1. Bedolla 2. Davis (Alternate)	

* Adopted Content, but different order on sheet to reflect corrected titles sections and alphabetical order.

FROM THE OFFICE OF COUNCIL MEMBER

MATEO BEDOLLA

January 10, 2024

Dr. Nancy Young
Office of the Mayor
333 Civic Center Plaza
Tracy, CA 95376

Dear Mayor Young,

I am writing to respectfully request four appointments where I believe my dedication and achievements make me well-suited to continue to contribute positively. I have carefully considered my time commitments and have aligned my work schedule in the past 12 months to accommodate these responsibilities. I appreciate your consideration and support in this matter.

Tracy Homelessness Advisory Committee:

I am eager to continue the positive momentum achieved this year by requesting an appointment to the Tracy Homelessness Advisory Committee. In the past year, I played a pivotal role in championing the approval of 37 new containers. Working collaboratively with the City Council, we successfully provided shelter and wraparound services for 100% of the residents at El Pescadero Park. With your continued support, I am confident that we can extend these services to 100% of homeless residents in Tracy in 2024, pending the results of the point-in-time count on January 29, 2024.

Ava Community Energy Board:

I am seeking appointment as the City Council's representative on the Ava Community Energy Board to advocate for residents as we further expand affordable green energy and invest in our communities. Notable achievements this year include authorizing an energy storage agreement for a Tracy battery storage project and providing residents with a 5% discount on power bills. Moreover, a bill credit has effectively covered almost the entire PG&E rate increase for CARE plan customers. Your support in this role will contribute to the ongoing success of these initiatives.

Valley Link Board:

Requesting an appointment to the Valley Link Board, my goal is to continue representing the interests of our community in this crucial regional

transportation project. Advocacy efforts, including lobbying at both the federal and state levels, have secured funding and increased transparency in both Phase 1 and Phase 2 of the project. The Board voted to build Phase 1 to Mountain House by the end of 2028, emphasizing the importance of a Tracy Hydrogen facility for our city buses. I am also actively promoting the establishment of a North Tracy Valley Link station and expediting Phase 2 to connect Mountain House through Tracy to the rest of San Joaquin County.

Tracy Finance Committee:

With three years of experience overseeing our city's investment portfolio, I am seeking appointment to the Tracy Finance Committee. I am well-versed in managing taxpayer dollars, balancing risk, solvency, and liquidity considerations. Additionally, my involvement in studying potential changes to the voter-approved business license tax, passed in 2022, aligns with the Council's directive for discussion.

City Representative or Alternate to San Joaquin County Council of Governments:

I would like to be seriously considered for appointment as a City representative or alternate to the San Joaquin County Council of Governments. My commitment to regional transportation, as evidenced by my work with Valley Link, aligns with the goals of SJCOG and the City of Tracy. Given that SJCOG will be lobbying for Valley Link, my inclusion in these discussions would be beneficial for our residents. Moreover, my youth and experience brings a fresh perspective and enthusiasm for shaping the future.

I appreciate your time and consideration of my requests. I am committed to serving our community to the best of my abilities and contributing to the continued success of Tracy. I look forward to the opportunity to discuss these appointments further during the upcoming City Council committee appointment discussion item on January 16.

Thank you for your continued dedication to the betterment of our city.

Sincerely,

A handwritten signature in black ink that reads "Mateo Bedolla". The signature is written in a cursive style with a large, stylized initial "M".

Council Member Mateo Bedolla

2024 TRACY COUNCILMEMBERS
 COMMITTEE/BOARD PREFERENCES (1/16/2024)

Committee/Commission/ Board	Meetings Held	Council Member's Preference	Statement of Reason
City Standing Committees			
Investment Review Committee	Quarterly	1. 2.	
Tracy Finance Committee	Monthly, as needed	1. ARRIOLA 2.	After balancing the budget, I would like to remain to address the challenges that are forthcoming given changes in e-commerce taxation, as I have addressed while on the CalCities Board of Directors.
Tracy Homelessness Advisory Committee	Quarterly	1. ARRIOLA 2.	After successfully navigating the opening of our Homeless Shelter, including the funding of such an effort, I would like to continue addressing this challenge in our community.
7City Partnerships			
City/Chamber Liaison Council	Quarterly	1. ARRIOLA 2. (Alternate)	I would like to continue efforts on this committee, especially given the successful implementation of Measure B.
City/Schools Liaison	Every other month	1. ARRIOLA 2. 3. (Alternate)	I would like to continue efforts on this committee, especially given the new challenges that face our community re: fentanyl prevention.
South San Joaquin County Fire Authority (SSJCFA) JPA	Monthly	1. 2. 3. (Alternate)	
Tracy Chamber Governmental Affairs Committee	Monthly	1. 2. (Alternate) 3. City Manager (or Designee)	

Multi-Agency /Third Agency Appointments			
Altamont Regional Traffic Authority (ARTA) JPA	As needed <i>(Mayor)</i>	1. Mayor Young	
City Selection Committee	Annually, additional meetings as needed <i>(Mayor)</i>	1. Mayor Young	
East Bay Community Energy (EBCE)	Monthly	1. ARRIOLA 2. (Alternate)	As someone passionate about green renewable energy, and a former EBCE representative, I would like to return to continuing the work I previously lead in enhancing EBCE investments in San Joaquin County.
Integrated Waste Management Task Force (Formerly Solid Waste Management Plan Advisory Task Force)	As needed	1. 2. (Alternate) 3. Staff	
LAFCO		No appointment until 2025	
League of California Cities, Central Valley Division Executive Committee	Quarterly	1. 2. (Alternate)	
San Joaquin Council of Governments (SJCOG)	Monthly, in Stockton at 4:00 p.m. on the fourth Thursday of the month.	1. 2. (Alternate)	
San Joaquin County Water Advisory Commission	Monthly <i>(appointed by Board of County Supervisors)</i>	1. Council Member Bedolla 2. Staff 3. Staff	Currently appointed
San Joaquin Partnership	Monthly, in Stockton at 7:30a.m. & 8:00a.m. on the fourth Thursday of each month <i>(Primary Mayor)</i>	1. Mayor Young 2. (Alternate)	
San Joaquin Regional Rail Commission	Monthly <i>(appointed by SJCOG)</i>	1. Mayor Young	Currently appointed
Special City Selection Committee, SJVAPCD	As needed	1. 2. (Alternate)	

Tri-Valley- San Joaquin Valley Regional Rail Authority (Valley Link)	Monthly	1. 2. (Alternate)	
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2024 TRACY COUNCILMEMBERS
COMMITTEE/BOARD PREFERENCES (1/16/2024)

Committee/Commission/ Board	Meetings Held	Current Reps	Council Member's Preference	Statement of Reason	Appointment
City Standing Committees					
Investment Review Committee	Quarterly	Bedolla Evans	1. EVANS 2.		1. Councilmember Evans 2. <i>Mayor Pro Tem Davis</i>
Tracy Finance Committee	Monthly, as needed	Arriola Young - Bedolla	1. ARRIOLA 2. BEDOLLA	<p>After balancing the budget, I would like to remain to address the challenges that are forthcoming given changes in e-commerce taxation, as I have addressed while on the CalCities Board of Directors.</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>With three years of experience overseeing our city's investment portfolio, I am seeking appointment to the Tracy Finance Committee. I am well-versed in managing taxpayer dollars, balancing risk, solvency, and liquidity considerations. Additionally, my involvement in studying potential changes to the voter-approved business license tax, passed in 2022, aligns with the Council's directive for discussion.</p> </div>	1. Councilmember Arriola 2. Councilmember Bedolla
Tracy Homelessness Advisory Committee	Quarterly	Davis Bedolla	1. ARRIOLA 2. DAVIS BEDOLLA	<p>After successfully navigating the opening of our Homeless Shelter, including the funding of such an effort, I would like to continue addressing this challenge in our community.</p> <p>THAC accomplished some major goals in 2023: securing major funding, standing up new Link housing and supportive services with Salvation Army; providing access to dignified shelter for all unhoused residents of Tracy, effectively and humanely clearing encampments, and implementing policies that protect the parks from conflicting uses in the future. I would like to continue</p>	1. Councilmember Arriola 2. Mayor Pro Tem Davis

				<p>working towards the City’s goal of ending homelessness in the City of Tracy.</p> <div style="border: 1px solid black; padding: 5px;"> <p>I am eager to continue the positive momentum achieved this year by requesting an appointment to the Tracy Homelessness Advisory Committee. In the past year, I played a pivotal role in championing the approval of 37 new containers. Working collaboratively with the City Council, we successfully provided shelter and wraparound services for 100% of the residents at El Pescadero Park. With your continued support, I am confident that we can extend these services to 100% of homeless residents in Tracy in 2024, pending the results of the point-in-time count on January 29, 2024.</p> </div>	
City Partnerships					
City/Chamber Liaison Council	Quarterly	Arriolla Bedolla (Alt)	1. ARRIOLA 2. (Alternate)	I would like to continue efforts on this committee, especially given the successful implementation of Measure B.	1. Councilmember Arriola 2. <i>Mayor Young</i> (Alternate)
City/Schools Liaison	Every other month	Arriolla Evans	1. ARRIOLA 2. EVANS 3. (Alternate)	I would like to continue efforts on this committee, especially given the new challenges that face our community re: fentanyl prevention.	1. Councilmember Arriola 2. Councilmember Evans 3. <i>Mayor Young</i> (Alternate)
South San Joaquin County Fire Authority (SSJCFA) JPA	Monthly	Davis Evans Bedolla (Alt)	1. DAVIS 2. EVANS 3. (Alternate)	Public safety is important to me. Given the fairly new transition, continuity in this role would be helpful in ensuring quality fire services are protected in the City of Tracy, and that JPA-Member agency relationships are nurtured for the benefit of the entire community.	1. Mayor Pro Tem Davis 2. Councilmember Evans 3. <i>Councilmember Bedolla</i> (Alternate)
Tracy Chamber Governmental Affairs Committee	Monthly	Davis Bedolla (Alt)	1. DAVIS 2. (Alternate) 3. City Manager (or Designee)	I enjoy serving in this role, exchanging information between the City and the Chamber regarding business development; including addressing business concerns and fostering healthy, productive relationships between the City and the business community.	1. Mayor Pro Tem Davis 2. <i>Mayor Young</i> (Alternate) 3. City Manager (or Designee)
Multi-Agency /Third Agency Appointments					

Altamont Regional Traffic Authority (ARTA) JPA	As needed <i>(Mayor)</i>	Young	1. Mayor Young		1. Mayor Young
City Selection Committee	Annually, additional meetings as needed <i>(Mayor)</i>	Young	1. Mayor Young		1. Mayor Young
East Bay Community Energy (EBCE) NEW NAME: Ava Community Energy Board	Monthly	Bedolla Arriola (Alt)	1. ARRIOLA 1. BEDOLLA 2. (Alternate)	As someone passionate about green renewable energy, and a former EBCE representative, I would like to return to continuing the work I previously lead in enhancing EBCE investments in San Joaquin County. I am seeking appointment as the City Council's representative on the Ava Community Energy Board to advocate for residents as we further expand affordable green energy and invest in our communities. Notable achievements this year include authorizing an energy storage agreement for a Tracy battery storage project and providing residents with a 5% discount on power bills. Moreover, a bill credit has effectively covered almost the entire PG&E rate increase for CARE plan customers. Your support in this role will contribute to the ongoing success of these initiatives.	1. Councilmember Arriola 2. Councilmember Bedolla (Alternate)
Integrated Waste Management Task Force (Formerly Solid Waste Management Plan Advisory Task Force)	As needed	Arriola Bedolla (Alt)	1. 2. (Alternate) 3. Staff		1. Councilmember Arriola 2. Councilmember Bedolla (Alternate) 3. Staff
LAFCO			No appointment until 2025		No appointment until 2025
League of California Cities, Central Valley Division Executive Committee	Quarterly	Davis Evans (Alt)	1. 2. EVANS (Alternate)		1. Councilmember Evans 2. Mayor Pro Tem Davis (Alternate)
San Joaquin Council of Governments (SJCOG)	Monthly, in Stockton at 4:00 p.m. on the fourth Thursday of the month.	Young Davis (Alt)	1. YOUNG 2. DAVIS (Alternate) 1 OR 2 BEDOLLA 2. EVANS	This is a position I've served in for most of my tenure starting as an alternate and observer learning and have represented our county well, advocating as state and federal levels, utilizing gained knowledge and relationships for the betterment of Tracy and SJ County.	1. Mayor Young 2. Councilmember Bedolla (Alternate)

				<div style="border: 1px solid black; padding: 5px;"> <p>I would like to be seriously considered for appointment as a City representative or alternate to the San Joaquin County Council of Governments. My commitment to regional transportation, as evidenced by my work with Valley Link, aligns with the goals of SJCOG and the City of Tracy. Given that SJCOG will be lobbying for Valley Link, my inclusion in these discussions would be beneficial for our residents. Moreover, my youth and experience brings a fresh perspective and enthusiasm for shaping the future.</p> </div>	
San Joaquin County Water Advisory Commission	Monthly <i>(appointed by Board of County Supervisors)</i>	Bedolla	1. Council Member Bedolla 2. Staff 3. Staff	Currently appointed	1. Councilmember Bedolla 2. Staff 3. Staff
San Joaquin Partnership	Monthly, in Stockton at 7:30a.m. & 8:00a.m. on the fourth Thursday of each month <i>(Primary Mayor)</i>	Young Arriola (Alt)	1. Mayor Young 2. (Alternate)		1. Mayor Young 2. <i>Councilmember Arriola (Alternate)</i>
San Joaquin Regional Rail Commission	Monthly <i>(appointed by SJCOG)</i>	Young	1. Mayor Young	Currently appointed	1. Mayor Young
Special City Selection Committee, SJVAPCD	As needed	Bedolla Evans (Alt)	1. 2. EVANS (Alternate)		1. Councilmember Evans 2. <i>Councilmember Bedolla (Alternate)</i>

<p>Tri-Valley- San Joaquin Valley Regional Rail Authority (Valley Link)</p>	<p>Monthly</p>	<p>Bedolla Davis (Alt)</p>	<p>1. BEDOLLA 2. (Alternate)</p>	<div data-bbox="953 219 1648 284" style="border: 1px solid black; padding: 2px;"> <p>Requesting an appointment to the Valley Link Board, my goal is to continue representing the interests of our community in this crucial regional</p> </div> <div data-bbox="953 284 1648 506" style="border: 1px solid black; padding: 2px;"> <p>transportation project. Advocacy efforts, including lobbying at both the federal and state levels, have secured funding and increased transparency in both Phase 1 and Phase 2 of the project. The Board voted to build Phase 1 to Mountain House by the end of 2028, emphasizing the importance of a Tracy Hydrogen facility for our city buses. I am also actively promoting the establishment of a North Tracy Valley Link station and expediting Phase 2 to connect Mountain House through Tracy to the rest of San Joaquin County.</p> </div>	<p>1. Councilmember Bedolla</p>
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* Adopted Content, but different order on sheet to reflect corrected titles sections and alphabetical order.

Italicized are empty positions not requested but suggested for appointment.

Agenda Item 3.D

RECOMMENDATION

Staff recommends that the City Council approve a Resolution amending the Policy for Reimbursement for Travel and Expenses for Elected and Council-Appointed Officials to remove City Council pre-approval for out-of-state travel and to specify a lodging rate in the absence of a group rate.

EXECUTIVE SUMMARY

On April 18, 2023, the City Council approved, by Resolution 2023-069, rescinding resolutions 2007-075 and 2021-140, which adopted and amended the policy for reimbursement for travel and expenses for elected and appointed officials; and adopted a new policy for reimbursement for travel and expenses for elected and council-appointed officials, Resolution 2023-069. Staff is recommending that the City Council adopt an amended Policy for Reimbursement for Travel and Expenses for Elected and Council-Appointed Officials (Proposed Policy). The Proposed Policy amendment removes the requirement to have City Council approve out-of-state travel for elected and appointed officials as well other minor amendments.

BACKGROUND AND LEGISLATIVE HISTORY

Government Code section 36514.5 allows Councilmembers to be reimbursed for actual and necessary expenses incurred in the performance of their official duties. In January 2006, in accordance with AB 1234 (found in Government Code sections 53232 et seq.), the City Council adopted a “Policy for Reimbursement for Travel and Expenses for Elected and Appointed Officials”. Government Code section 53232.2 requires all local agencies, which provide reimbursements to members of its legislative body, adopt a written policy identifying what expenses qualify for reimbursement and requiring the filing of expense reports.

On April 18, 2023, the City Council approved an amended and restated “Policy for Reimbursement for Travel and Expenses for Elected and Appointed Officials” (Travel Policy), by Resolution 2023-069, rescinding resolutions 2007-075 and 2021-140, which previously adopted and amended the policy for reimbursement for travel and expenses for elected and appointed officials. On September 19, 2023, as part of the new Travel Policy, the City Council approved Resolution 2023-195, establishing individual travel and membership budgets for each City Councilmember and the Mayor.

ANALYSIS AND DISCUSSION

With certain exceptions noted below, the Travel Policy requires approval by the majority of the Council body for out-of-state and out-of-country travel. As noted above, subsequent to adoption of the Travel Policy, the City Council approved individual budgets for each Councilmember and the Mayor. On October 24, 2023, Mayor Young requested that the approval for out-of-state and out-of-country travel be removed from the Travel Policy. This item was seconded by Councilmember Arriola. Specifically, the current Travel Policy states:

“Expenses for international and out-of-state travel, require prior City Council approval, with the exception of the following travel:

- City's annual Federal Lobby travel to Washington DC
- San Joaquin Council of Governments (SJCOG) annual "One Voice" travel to Washington DC
- National League of Cities annual Congressional Conference travel to Washington DC

Regardless of whether preapproved above or approved by the City Council per separate, travel shall not exceed the adopted budget for any Official unless additional budget authorization is granted by the City Council by formal action. Travel requests for international and out-of-state travel from the City Council should follow the City Council's Meeting Protocols for placement on the City Council agendas."

The Travel Policy also states "Travel shall not exceed the adopted budget for any Official unless additional budget authorization is granted by the City Council by formal action." On September 19, 2023, the City Council adopted Resolution 2023-195, approving the travel budget for each City Councilmember at \$20,000 and Mayor at \$30,000 for FY 2023-24.

The current protocol is for a Councilmember or Mayor to request the future agendization of travel for out-of-state events during the Council Items portion of a City Council meeting, If such request receives a second from another Councilmember, then staff returns with an agenda item for City Council consideration and approval. The Mayor requested that this process be removed from the Travel Policy and, instead, allow each Councilmember or the Mayor to make travel selections independent of City Council approval for out-of-state and/or out-of-country travel. The Councilmembers' and Mayor's travel activities would be limited to the annual travel budget appropriations and the other requirements of the Travel Policy, which mirror the requirements set forth in Government Code section 53232.2.

As part of the amended Travel Policy, staff is recommending a minor revision. Staff is recommending the removal of *If the group rate is not available, reimbursement at the IRS rate in effect at the time of travel shall apply (IRS Publication 463)* from the lodging section and replacing it with *If the group rate is not available, reimbursement will be limited to the group rate plus 10%; any additional expense will be incurred by the Traveler.* This minor revision of language that, if not addressed, could place an undue burden on the Traveler when conference group rate hotel rooms are unavailable.

Attached to this staff report is the redline of the existing Travel Policy showing the proposed changes and a clean version of the proposed Travel Policy with these changes incorporated.

FISCAL IMPACT

On September 19, 2023, the City Council adopted, approving the travel budget for each City Councilmember at \$20,000 and Mayor at \$30,000 for FY 2023-24. Approval of these amendments does not have a fiscal impact.

STRATEGIC PLAN

This agenda item supports the City's Governance Strategic Priority, with Goal 2: Ensure short and long-term fiscal health.

RECOMMENDATION

Staff recommends that the City Council approve a Resolution amending the Policy for Reimbursement for Travel and Expenses for Elected and Council-Appointed Officials to remove City Council pre-approval for out-of-state travel and to specify a lodging rate in the absence of a group rate.

Prepared by: Mariann Stolte, Executive Assistant to Assistant City Manager

Reviewed by: Sara Cowell, Finance Director
Karin Schnaider, Assistant City Manager
Kimberly Murdaugh, Human Resources Director

Approved by: Midori Lichtwardt, City Manager

ATTACHMENTS

- A. Redline Policy for Reimbursement for Travel and Expenses for Elected and Council-Appointed Officials
- B. Clean Policy for Reimbursement for Travel and Expenses for Elected and Council-Appointed Officials

POLICY FOR
REIMBURSEMENT FOR
TRAVEL AND
EXPENSES
FOR ELECTED AND APPOINTED
OFFICIALS

The City Council of the City of Tracy believes that it is important that elected officials and officials appointed by the City Council (including appointed City Council, the City Manager, City Attorney, Planning Commissioners, Parks Commissioners, Transportation Commissioners and other volunteer members of boards, commissions, and committees, collectively, "Officials") be governed by this Policy with respect to travel and expense reimbursements. Employees not covered by this policy shall be governed by the City of Tracy Travel Expense Administrative Policy.

The City Council believes that Officials should remain informed and trained in issues affecting the affairs of the City and that attendance at institutes, hearings, meetings, conferences, or other gatherings is of value to the City and its citizens. The benefits include:

- a. The opportunity to discuss the community's concerns with state and federal officials;
- b. Participation in regional, state and national organizations whose activities affect the City;
- c. Attending educational seminars improve officials' skill and information levels; and
- d. Promoting public service and morale by recognizing such service through serving, promoting, or creating benefits for the community of City of Tracy

At the same time, the City Council believes that travel expenses can be significant costs to the City and that Officials should be judicious when making travel arrangements and abide by all applicable laws and regulations regarding reimbursement of travel expenses. In order to promote the noted endeavors while protecting public resources and fostering public trust in the use of those resources, the City Council hereby sets forth the travel and expense reimbursement policies for the Officials of the City of Tracy.

All anticipated conferences, conventions and professional meetings shall be budgeted for in the current operating budget. As the trip is being paid for with public funds, it shall be the responsibility of the Official undertaking the trip to make every effort to attend the entire conference and/or as many sessions as possible.

Elected Officials also must comply with the requirements of the Ralph P. Brown Act (Act), during attendance at any conferences, conventions and professional meetings, regardless of whether such events occur outside of California. Elected

Officials shall make travel arrangements and participate at events in a manner that appropriately complies with the Act.

A. AUTHORIZED EXPENSES

Travel expenses shall be allowed or reimbursed for days actually spent on City business, for programmed days of a conference or meeting, and for time spent in travel to and from these events. Expenses shall be computed for the days of the conference or event attended and for travel days not to exceed one day before and after the event and shall be allowed only if time and/or travel schedules prohibit travel at reasonable hours on the actual beginning and ending days of a conference and/or meeting. Reasonable hours for purposes of this Policy are defined as the hours between 7 a.m. and 11 p.m.

City funds, equipment, supplies (including letterhead), titles, and staff time must only be used for authorized City business. Expenses incurred in connection with the following types of activities generally constitute authorized expenses, as long as the other requirements of this Policy are met and are do not exceed the budget allocation of each Official, including the cost of individual and or Citywide memberships required to secure the travel and/or training:

- 1.** Communicating with representatives of regional, state and national government on City-adopted policy positions.
- 2.** Attending educational seminars designed to improve Officials' skill and information levels;
- 3.** Participating in regional, state and national organizations whose activities affect the City's interests;
- 4.** Recognizing service to the City (for example, thanking a longtime employee with a retirement gift or celebration of nominal value and cost);
- 5.** Implementing a Council-approved strategy for attracting to or retaining businesses in the City, for which the City Manager has requested Council attendance and will involve at least one staff member;
- 6.** Meetings such as those listed above for which a meeting stipend is expressly authorized under this Policy;
- 7.** Internet, wi-fi, and/or Cable TV expenses related to, and used in connection with, the official duties of City Councilmembers only; and
- 8.** Events where attendance of the Mayor and/or City Council is requested to attend on behalf of the City.

~~Expenses for international and out-of-state travel, require prior City Council approval, with the exception of the following travel:~~

- ~~• City's annual Federal Lobby travel to Washington DC~~
- ~~• San Joaquin Council of Governments (SJCOC) annual "One Voice" travel to Washington DC~~
- ~~• National League of Cities annual Congressional Conference travel to Washington DC~~

~~Regardless of whether preapproved above or approved by the City Council per separate, travel shall not exceed the adopted budget for any Official unless additional budget authorization is granted by the City Council by formal action. Travel requests for international and out-of-state travel from the City Council should follow the City Council's Meeting Protocols for placement on the City Council agendas.~~

For the purposes of this Policy, if the City pays directly for the expenses such expenses are not eligible for reimbursement (e.g., conference fees).

B. UNAUTHORIZED EXPENSES

The City is subject to applicable State and federal laws regarding what constitutes reimbursable employee expenses. Certain expenses incurred by City officials may be deemed personal expenses and are not eligible for reimbursement by the City. Any questions regarding the propriety of a particular type of expense should be resolved by the approving authority before the expense is incurred. Examples of personal expenses that the City will not reimburse include, but are not limited to:

1. The personal portion of any trip;
2. Political or charitable contributions or events;
3. Family expenses, including partner's expenses, when accompanying official on agency-related business, as well as children or pet-related expenses;
4. Entertainment expenses, including theater, movies (either in-room or at the theater), sporting events (including gym, massage and/or golf related expenses), or other cultural events;
5. Alcohol/personal bar expenses;
6. Non-mileage personal automobile expenses, including repairs, traffic citations, insurance, or gasoline;
7. Personal losses incurred while on City business;

8. Additional room related costs, such as early or late check out, laundry services, and/or upgraded parking expenses (i.e., valet when self-parking is available);
9. Any extra travel fees, such as priority or preferred seating, extra luggage (more than 2 bags), pre-boarding/early bird boarding, extra leg room, or costs incurred for travel plan changes within 30 days of travel or after travel has been secured;
10. Memberships to organizations not approved by the City Council; and
11. Travel and related expenses that do not reflect a direct business benefit to the City and the community.

C. COMPENSATION FOR ATTENDANCE AT MEETINGS

Compensation for meeting attendance shall be as follows:

1. City Council members' stipends/salaries shall be set and enacted as mandated by the California Government Code.
2. Stipends to the members of the Planning Commission, Parks Commission, Transportation Commission and other Commissions appointed by Council shall be established by resolution of the City Council for meetings of their respective bodies as defined by the R.P Brown Act.
3. No additional stipends/salaries are paid to attend travel.

D. TRANSPORTATION

When attending conferences or meetings that are of such distance that it is more economical to take commercial transportation, if an employee proposes to drive their car in those cases, commercial air fare will be paid and not automobile mileage. In addition, Officials are strongly encouraged to choose the lowest cost for ground transportation, taking into consideration reasonable travel time and other related cost factors such as parking. The City shall reimburse for only the lowest cost option, regardless of the actual costs incurred by the Official.

1. Airfare. Allowable costs for air travel shall be calculated by using the shortest and most direct route with the least number of enroute stops. All air travel shall be booked as far in advance as possible (no later than 30 days from travel, if applicable), so as to receive the lowest fares possible except where the lowest fare is for an overnight flight, which may be chosen by the individual but is not required. When the use of public air carrier transportation is used, travel for all Officials shall be in coach class or equivalent service that allows for at least one carryon bag, does not require the selection of middle seat; and may allow for aisle/window seat selection. The City will only reimburse up to the cost of the least expensive ticket available via commercial air travel. Private automobile use to and from the airport shall be reimbursed for all miles at the prevailing IRS established rate.

Parking at the closest location to the airport is reimbursable.

2. Automobile. Automobile mileage is reimbursed at Internal Revenue Service ("IRS") rates in effect at the time of travel. These rates are designed to compensate the driver for gasoline, insurance, maintenance, and other expenses associated with operating the vehicle. This amount does not include bridge and road tolls, which are also reimbursable. Bridge or road tolls may be reimbursed with proof of crossing (e.g. toll receipts, toll statements, travels or toll provider maps indicating passage to destination)

3. Ground Transportation: The most economical mode and class of ground transportation reasonably consistent with scheduling needs and cargo space requirements must be used, using the most direct and time-efficient route. Courtesy shuttle services, public transit, taxis, and/or rideshares should be used between airports and/or conference/meeting locations. Car rentals should only be used in special circumstances where the aforementioned services are not practical. Taxis and other local transportation may be used for travel to restaurants as associated with the business purpose for the travel. Receipts for ground transportation must be provided for reimbursements. A 15% gratuity with a minimum of \$3 is allowed.

E. LODGING

Lodging expenses will be reimbursed/paid for when travel on official City business reasonably requires an overnight stay. If such lodging is in connection with a conference, lodging expenses must not exceed the group rate published by the conference sponsor for the meeting in question if such rates are available at the time of booking. Travelers must request government rates, when available. ~~If the group rate is not available, reimbursement at the IRS rate in effect at the time of travel shall apply (IRS Publication 463). If the group rate is not available, reimbursement will be limited to the group rate plus 10%; any additional expense will be incurred by the Traveler.~~

F. MEALS

The City has not adopted a local expense reimbursement policy identifying a "per diem" of reasonable rates for meals. Instead, meal expenses shall be reimbursed subject to the maximum per diem for the meal as set by the IRS rate in effect at the time of travel, based on the location of the event. (See Cal. Gov't Code §53232.2© and Publication 1542 at www.irs.gov.)

Meals provided by the conference or included in the registration fee will not be eligible for per diem, regardless of whether the Official utilizes such meals. A continental breakfast is not considered a meal for purposes of calculating meal allowance. Registration materials indicating which meals are provided as part of

the registration must be submitted prior to receipt of per diem.

G. MISCELLANEOUS EXPENSES

Officials will be reimbursed for actual telephone, fax, and parking expenses incurred on City business. Telephone bills should identify which calls were made on City business.

H. TRAVEL AUTHORIZATION REQUEST

All Officials shall submit a Travel Authorization Request (through department designee) listing the expected expenses of the trip, including membership costs required as part of attendance. The travel request shall be submitted two weeks prior to the travel. The per diem check will be issued the week prior to travel and will include any prepaid expenses. Each Official must sign this request and is liable to the City for all monies advanced until an expense report is filed. Each Official must stay within their allotted travel budget for all costs paid by the City, including related costs (e.g., memberships and registration).

I. CREDIT CARD USE POLICY

The City does not issue credit cards to individual office holders but does have an agency credit card for selected City expenses. City Officials may use the City's credit card for such purposes as conference registration, airline tickets, and hotel reservations by following the same procedures allowed under the City's credit card policy.

Receipts documenting expenses incurred on the City credit card and compliance with this Policy must be submitted within five (5) working days of use. Except as allowed under Section 8(3), City credit cards may not be used for personal expenses, even if the Official subsequently reimburses the City.

J. EXPENSE REPORT CONTENT AND SUBMISSION DEADLINES

All cash advance expenditures, credit card expenses and expense reimbursement requests must be submitted on an expense report form provided by the City. This form shall include the following advisory:

"All expenses reported on this form must comply with the City's policies relating to expenses and use of public resources. The information submitted on this form is a public record. Penalties for misusing public resources and violating the city's policies include loss of reimbursement privileges, restitution, civil and criminal penalties as well as additional income tax liability."

Expense reports must document that the expense in question met the requirements of this Policy. Officials must submit their expense reports within thirty (30) calendar days of an expense being incurred, accompanied by receipts documenting each expense.

Inability to provide such documentation in a timely fashion may result in the expense being borne by the official.

All expenses are subject to verification that they comply with this Policy.

In the event of ambiguity on any terms of the Policy, the City Manager shall consult with and obtain from the City Attorney a determination.

In the event of further ambiguity or a disagreement about whether an expense is eligible for reimbursement then the City Council should make the final determination.

K. REPORTS TO CITY COUNCIL, BOARD OR COMMISSION

At the next regular City Council (or Board or Commission) meeting, each Elected Official shall make a brief report (written or oral) on meetings attended at City expense. If multiple Officials attended, a joint report may be made.

L. COMPLIANCE WITH LAWS; VIOLATION

City Officials should keep in mind that some expenditures may be subject to reporting under the Political Reform Act and other laws. All agency expenditures are public records subject to disclosure under the Public Records Act and other applicable laws. Use of public resources or falsifying expense reports in violation of this Policy may result in any or all of the following: 1) loss of reimbursement privileges, 2) a demand for restitution to the City, 3) the agency's reporting the expenses as income to the elected official to state and federal tax authorities, 4) civil penalties of up to \$1,000 per day and three times the value of the resources used, and 5) prosecution for misuse of public resources.

Failure of an appointed Board or Commission member, after forty-five (45) days written notice, to complete the training required by AB1234 and this Policy shall result in the automatic removal of the member from their Board or Commission position.

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The City Council believes that Officials should remain informed and trained in issues affecting the affairs of the City and that attendance at institutes, hearings, meetings, conferences, or other gatherings is of value to the City and its citizens. The benefits include:

- a. The opportunity to discuss the community's concerns with state and federal officials;
- b. Participation in regional, state and national organizations whose activities affect the City;
- c. Attending educational seminars improve officials' skill and information levels; and
- d. Promoting public service and morale by recognizing such service through serving, promoting, or creating benefits for the community of City of Tracy

At the same time, the City Council believes that travel expenses can be significant costs to the City and that Officials should be judicious when making travel arrangements and abide by all applicable laws and regulations regarding reimbursement of travel expenses. In order to promote the noted endeavors while protecting public resources and fostering public trust in the use of those resources, the City Council hereby sets forth the travel and expense reimbursement policies for the Officials of the City of Tracy.

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Officials shall make travel arrangements and participate at events in a manner that appropriately complies with the Act.

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City funds, equipment, supplies (including letterhead), titles, and staff time must only be used for authorized City business. Expenses incurred in connection with the following types of activities generally constitute authorized expenses, as long as the other requirements of this Policy are met and are do not exceed the budget allocation of each Official, including the cost of individual and or Citywide memberships required to secure the travel and/or training:

- 1.** Communicating with representatives of regional, state and national government on City-adopted policy positions.
- 2.** Attending educational seminars designed to improve Officials' skill and information levels;
- 3.** Participating in regional, state and national organizations whose activities affect the City's interests;
- 4.** Recognizing service to the City (for example, thanking a longtime employee with a retirement gift or celebration of nominal value and cost);
- 5.** Implementing a Council-approved strategy for attracting to or retaining businesses in the City, for which the City Manager has requested Council attendance and will involve at least one staff member;
- 6.** Meetings such as those listed above for which a meeting stipend is expressly authorized under this Policy;
- 7.** Internet, wi-fi, and/or Cable TV expenses related to, and used in connection with, the official duties of City Councilmembers only; and
- 8.** Events where attendance of the Mayor and/or City Council is requested to attend on behalf of the City.

Travel shall not exceed the adopted budget for any Official unless additional budget authorization is granted by the City Council by formal action.

For the purposes of this Policy, if the City pays directly for the expenses such expenses are not eligible for reimbursement (e.g., conference fees).

B. UNAUTHORIZED EXPENSES

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1. The personal portion of any trip;
2. Political or charitable contributions or events;
3. Family expenses, including partner's expenses, when accompanying official on agency-related business, as well as children or pet-related expenses;
4. Entertainment expenses, including theater, movies (either in-room or at the theater), sporting events (including gym, massage and/or golf related expenses), or other cultural events;
5. Alcohol/personal bar expenses;
6. Non-mileage personal automobile expenses, including repairs, traffic citations, insurance, or gasoline;
7. Personal losses incurred while on City business;
8. Additional room related costs, such as early or late check out, laundry services, and/or upgraded parking expenses (i.e., valet when self-parking is available);
9. Any extra travel fees, such as priority or preferred seating, extra luggage (more than 2 bags), pre-boarding/early bird boarding, extra leg room, or costs incurred for travel plan changes within 30 days of travel or after travel has been secured;
10. Memberships to organizations not approved by the City Council; and
11. Travel and related expenses that do not reflect a direct business benefit to the City and the community.

C. COMPENSATION FOR ATTENDANCE AT MEETINGS

Compensation for meeting attendance shall be as follows:

1. City Council members' stipends/salaries shall be set and enacted as mandated by the California Government Code.
2. Stipends to the members of the Planning Commission, Parks Commission, Transportation Commission and other Commissions appointed by Council shall be established by resolution of the City Council for meetings of their respective bodies as defined by the R.P Brown Act.
3. No additional stipends/salaries are paid to attend travel.

D. TRANSPORTATION

When attending conferences or meetings that are of such distance that it is more economical to take commercial transportation, if an employee proposes to drive their car in those cases, commercial air fare will be paid and not automobile mileage. In addition, Officials are strongly encouraged to choose the lowest cost for ground transportation, taking into consideration reasonable travel time and other related cost factors such as parking. The City shall reimburse for only the lowest cost option, regardless of the actual costs incurred by the Official.

1. Airfare. Allowable costs for air travel shall be calculated by using the shortest and most direct route with the least number of enroute stops. All air travel shall be booked as far in advance as possible (no later than 30 days from travel, if applicable), so as to receive the lowest fares possible except where the lowest fare is for an overnight flight, which may be chosen by the individual but is not required. When the use of public air carrier transportation is used, travel for all Officials shall be in coach class or equivalent service that allows for at least one carryon bag, does not require the selection of middle seat; and may allow for aisle/window seat selection. The City will only reimburse up to the cost of the least expensive ticket available via commercial air travel. Private automobile use to and from the airport shall be reimbursed for all miles at the prevailing IRS established rate. Parking at the closest location to the airport is reimbursable.

2. Automobile. Automobile mileage is reimbursed at Internal Revenue Service ("IRS") rates in effect at the time of travel. These rates are designed to compensate the driver for gasoline, insurance, maintenance, and other expenses associated with operating the vehicle. This amount does not include bridge and road tolls, which are also reimbursable. Bridge or road tolls may be reimbursed with proof of crossing (e.g. toll receipts, toll statements, travels or toll provider maps indicating passage to destination)

3. Ground Transportation: The most economical mode and class of ground transportation reasonably consistent with scheduling needs and cargo

space requirements must be used, using the most direct and time-efficient route. Courtesy shuttle services, public transit, taxis, and/or rideshares should be used between airports and/or conference/meeting locations. Car rentals should only be used in special circumstances where the aforementioned services are not practical. Taxis and other local transportation may be used for travel to restaurants as associated with the business purpose for the travel. Receipts for ground transportation must be provided for reimbursements. A 15% gratuity with a minimum of \$3 is allowed.

E. LODGING

Lodging expenses will be reimbursed/paid for when travel on official City business reasonably requires an overnight stay. If such lodging is in connection with a conference, lodging expenses must not exceed the group rate published by the conference sponsor for the meeting in question if such rates are available at the time of booking. Travelers must request government rates, when available. If the group rate is not available, reimbursement will be limited to the group rate plus 10%; any additional expense will be incurred by the Traveler.

F. MEALS

The City has not adopted a local expense reimbursement policy identifying a "per diem" of reasonable rates for meals. Instead, meal expenses shall be reimbursed subject to the maximum per diem for the meal as set by the IRS rate in effect at the time of travel, based on the location of the event. (See Cal. Gov't Code §53232.2© and Publication 1542 at www.irs.gov.)

Meals provided by the conference or included in the registration fee will not be eligible for per diem, regardless of whether the Official utilizes such meals. A continental breakfast is not considered a meal for purposes of calculating meal allowance. Registration materials indicating which meals are provided as part of the registration must be submitted prior to receipt of per diem.

G. MISCELLANEOUS EXPENSES

Officials will be reimbursed for actual telephone, fax, and parking expenses incurred on City business. Telephone bills should identify which calls were made on City business.

H. TRAVEL AUTHORIZATION REQUEST

All Officials shall submit a Travel Authorization Request (through department designee) listing the expected expenses of the trip, including membership costs required as part of attendance. The travel request shall be submitted two weeks

prior to the travel. The per diem check will be issued the week prior to travel and will include any prepaid expenses. Each Official must sign this request and is liable to the City for all monies advanced until an expense report is filed. Each Official must stay within their allotted travel budget for all costs paid by the City, including related costs (e.g., memberships and registration).

I. CREDIT CARD USE POLICY

The City does not issue credit cards to individual office holders but does have an agency credit card for selected City expenses. City Officials may use the City's credit card for such purposes as conference registration, airline tickets, and hotel reservations by following the same procedures allowed under the City's credit card policy.

Receipts documenting expenses incurred on the City credit card and compliance with this Policy must be submitted within five (5) working days of use. Except as allowed under Section 8(3), City credit cards may not be used for personal expenses, even if the Official subsequently reimburses the City.

J. EXPENSE REPORT CONTENT AND SUBMISSION DEADLINES

All cash advance expenditures, credit card expenses and expense reimbursement requests must be submitted on an expense report form provided by the City. This form shall include the following advisory:

"All expenses reported on this form must comply with the City's policies relating to expenses and use of public resources. The information submitted on this form is a public record. Penalties for misusing public resources and violating the city's policies include loss of reimbursement privileges, restitution, civil and criminal penalties as well as additional income tax liability."

Expense reports must document that the expense in question met the requirements of this Policy. Officials must submit their expense reports within thirty (30) calendar days of an expense being incurred, accompanied by receipts documenting each expense.

Inability to provide such documentation in a timely fashion may result in the expense being borne by the official.

All expenses are subject to verification that they comply with this Policy.

In the event of ambiguity on any terms of the Policy, the City Manager shall consult with and obtain from the City Attorney a determination.

In the event of further ambiguity or a disagreement about whether an expense is eligible for reimbursement then the City Council should make the final determination.

K. REPORTS TO CITY COUNCIL, BOARD OR COMMISSION

At the next regular City Council (or Board or Commission) meeting, each Elected Official shall make a brief report (written or oral) on meetings attended at City expense. If multiple Officials attended, a joint report may be made.

L. COMPLIANCE WITH LAWS; VIOLATION

City Officials should keep in mind that some expenditures may be subject to reporting under the Political Reform Act and other laws. All agency expenditures are public records subject to disclosure under the Public Records Act and other applicable laws. Use of public resources or falsifying expense reports in violation of this Policy may result in any or all of the following: 1) loss of reimbursement privileges, 2) a demand for restitution to the City, 3) the agency's reporting the expenses as income to the elected official to state and federal tax authorities, 4) civil penalties of up to \$1,000 per day and three times the value of the resources used, and 5) prosecution for misuse of public resources.

Failure of an appointed Board or Commission member, after forty-five (45) days written notice, to complete the training required by AB1234 and this Policy shall result in the automatic removal of the member from their Board or Commission position.

APPROVED AS TO FORM AND LEGALITY

CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO. _____

AMENDING THE POLICY FOR REIMBURSEMENT FOR TRAVEL AND EXPENSES FOR ELECTED AND COUNCIL-APPOINTED OFFICIALS TO REMOVE CITY COUNCIL PRE-APPROVAL FOR OUT-OF-STATE TRAVEL AND TO SPECIFY A LODGING RATE IN THE ABSENCE OF A GROUP RATE

WHEREAS, Government Code section 36514.5 allows Councilmembers to be reimbursed for actual and necessary expenses incurred in the performance of their official duties; and

WHEREAS, In January 2006, in accordance with AB 1234 (found in Government Code sections 53232 et seq.), the City Council adopted a "Policy for Reimbursement for Travel and Expenses for Elected and Appointed Officials"; and

WHEREAS, Government Code section 53232.2 requires all local agencies, which provide reimbursements to members of its legislative body, adopt a written policy identifying what expenses qualify for reimbursement and requiring the filing of expense reports; and

WHEREAS, On April 17, 2007, the City Council approved, through Resolution 2007-075, the Policy for Reimbursement for Travel and Expenses for Elected and Appointed Officials (Policy); and

WHEREAS, On October 5, 2021, the City Council adopted Resolution 2021-140 amending the Policy to allow for travel reimbursement for expenses related to "Events where attendance of the Mayor and/or City Council is requested to attend and present a certificate on behalf of the City"; and

WHEREAS, On April 18, 2023, the City Council adopted Resolution 2023-069 rescinding resolutions 2007-075 and 2021-140, which adopted and amended the policy for reimbursement for travel and expenses for elected and appointed officials; and adopted a new Policy for reimbursement for travel and expenses for elected and council-appointed officials.

WHEREAS, On September 19, 2023, the City Council adopted Resolution 2023-195, approving the travel budget for each City Councilmember at \$20,000 and Mayor at \$30,000 for FY 2023-24; and

WHEREAS, Given the individual budgetary approvals, the City Council desires to amend the “Policy to remove City Council pre-approval for out-of-state travel and to specify a lodging rate in the absence of a block rate, as shown on **Attachment A** (Policy); now, therefore, be it

RESOLVED: That the City Council hereby adopts amendments to the Policy Reimbursement for Travel and Expenses for Elected and Council-Appointed Officials as shown on **Attachment A**; and be it

FURTHER RESOLVED: That the City Council hereby authorizes the City Manager to administer the Policy amendments effective immediately; and be it

FURTHER RESOLVED, That the actions taken herein do not constitute a “project” under the California Environmental Quality Act.

* * * * *

The foregoing Resolution 2024-_____ was adopted by the Tracy City Council on January 16, 2024 by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTENTION: COUNCIL MEMBERS:

NANCY D. YOUNG
Mayor of the City of Tracy, California

ATTEST: _____
ADRIANNE RICHARDSON
City Clerk and Clerk of the Council of the
City of Tracy, California

ATTACHMENT A: CLEAN VERSION - POLICY FOR REIMBURSEMENT FOR TRAVEL AND EXPENSES FOR ELECTED AND APPOINTED OFFICIALS

POLICY FOR
REIMBURSEMENT FOR
TRAVEL AND
EXPENSES
FOR ELECTED AND APPOINTED
OFFICIALS

The City Council of the City of Tracy believes that it is important that elected officials and officials appointed by the City Council (including appointed City Council, the City Manager, City Attorney, Planning Commissioners, Parks Commissioners, Transportation Commissioners and other volunteer members of boards, commissions, and committees, collectively, "Officials") be governed by this Policy with respect to travel and expense reimbursements. Employees not covered by this policy shall be governed by the City of Tracy Travel Expense Administrative Policy.

The City Council believes that Officials should remain informed and trained in issues affecting the affairs of the City and that attendance at institutes, hearings, meetings, conferences, or other gatherings is of value to the City and its citizens. The benefits include:

- a. The opportunity to discuss the community's concerns with state and federal officials;
- b. Participation in regional, state and national organizations whose activities affect the City;
- c. Attending educational seminars improve officials' skill and information levels; and
- d. Promoting public service and morale by recognizing such service through serving, promoting, or creating benefits for the community of City of Tracy

At the same time, the City Council believes that travel expenses can be significant costs to the City and that Officials should be judicious when making travel arrangements and abide by all applicable laws and regulations regarding reimbursement of travel expenses. In order to promote the noted endeavors while protecting public resources and fostering public trust in the use of those resources, the City Council hereby sets forth the travel and expense reimbursement policies for the Officials of the City of Tracy.

All anticipated conferences, conventions and professional meetings shall be budgeted for in the current operating budget. As the trip is being paid for with public funds, it shall be the responsibility of the Official undertaking the trip to make every effort to attend the entire conference and/or as many sessions as possible.

Elected Officials also must comply with the requirements of the Ralph P. Brown Act (Act), during attendance at any conferences, conventions and professional meetings, regardless of whether such events occur outside of California. Elected

Officials shall make travel arrangements and participate at events in a manner that appropriately complies with the Act.

A. AUTHORIZED EXPENSES

Travel expenses shall be allowed or reimbursed for days actually spent on City business, for programmed days of a conference or meeting, and for time spent in travel to and from these events. Expenses shall be computed for the days of the conference or event attended and for travel days not to exceed one day before and after the event and shall be allowed only if time and/or travel schedules prohibit travel at reasonable hours on the actual beginning and ending days of a conference and/or meeting. Reasonable hours for purposes of this Policy are defined as the hours between 7 a.m. and 11 p.m.

City funds, equipment, supplies (including letterhead), titles, and staff time must only be used for authorized City business. Expenses incurred in connection with the following types of activities generally constitute authorized expenses, as long as the other requirements of this Policy are met and are do not exceed the budget allocation of each Official, including the cost of individual and or Citywide memberships required to secure the travel and/or training:

- 1.** Communicating with representatives of regional, state and national government on City-adopted policy positions.
- 2.** Attending educational seminars designed to improve Officials' skill and information levels;
- 3.** Participating in regional, state and national organizations whose activities affect the City's interests;
- 4.** Recognizing service to the City (for example, thanking a longtime employee with a retirement gift or celebration of nominal value and cost);
- 5.** Implementing a Council-approved strategy for attracting to or retaining businesses in the City, for which the City Manager has requested Council attendance and will involve at least one staff member;
- 6.** Meetings such as those listed above for which a meeting stipend is expressly authorized under this Policy;
- 7.** Internet, wi-fi, and/or Cable TV expenses related to, and used in connection with, the official duties of City Councilmembers only; and
- 8.** Events where attendance of the Mayor and/or City Council is requested to attend on behalf of the City.

Travel shall not exceed the adopted budget for any Official unless additional budget authorization is granted by the City Council by formal action.

For the purposes of this Policy, if the City pays directly for the expenses such expenses are not eligible for reimbursement (e.g., conference fees).

B. UNAUTHORIZED EXPENSES

The City is subject to applicable State and federal laws regarding what constitutes reimbursable employee expenses. Certain expenses incurred by City officials may be deemed personal expenses and are not eligible for reimbursement by the City. Any questions regarding the propriety of a particular type of expense should be resolved by the approving authority before the expense is incurred. Examples of personal expenses that the City will not reimburse include, but are not limited to:

1. The personal portion of any trip;
2. Political or charitable contributions or events;
3. Family expenses, including partner's expenses, when accompanying official on agency-related business, as well as children or pet-related expenses;
4. Entertainment expenses, including theater, movies (either in-room or at the theater), sporting events (including gym, massage and/or golf related expenses), or other cultural events;
5. Alcohol/personal bar expenses;
6. Non-mileage personal automobile expenses, including repairs, traffic citations, insurance, or gasoline;
7. Personal losses incurred while on City business;
8. Additional room related costs, such as early or late check out, laundry services, and/or upgraded parking expenses (i.e., valet when self-parking is available);
9. Any extra travel fees, such as priority or preferred seating, extra luggage (more than 2 bags), pre-boarding/early bird boarding, extra leg room, or costs incurred for travel plan changes within 30 days of travel or after travel has been secured;
10. Memberships to organizations not approved by the City Council; and
11. Travel and related expenses that do not reflect a direct business benefit to the City and the community.

C. COMPENSATION FOR ATTENDANCE AT MEETINGS

Compensation for meeting attendance shall be as follows:

1. City Council members' stipends/salaries shall be set and enacted as mandated by the California Government Code.
2. Stipends to the members of the Planning Commission, Parks Commission, Transportation Commission and other Commissions appointed by Council shall be established by resolution of the City Council for meetings of their respective bodies as defined by the R.P Brown Act.
3. No additional stipends/salaries are paid to attend travel.

D. TRANSPORTATION

When attending conferences or meetings that are of such distance that it is more economical to take commercial transportation, if an employee proposes to drive their car in those cases, commercial air fare will be paid and not automobile mileage. In addition, Officials are strongly encouraged to choose the lowest cost for ground transportation, taking into consideration reasonable travel time and other related cost factors such as parking. The City shall reimburse for only the lowest cost option, regardless of the actual costs incurred by the Official.

1. Airfare. Allowable costs for air travel shall be calculated by using the shortest and most direct route with the least number of enroute stops. All air travel shall be booked as far in advance as possible (no later than 30 days from travel, if applicable), so as to receive the lowest fares possible except where the lowest fare is for an overnight flight, which may be chosen by the individual but is not required. When the use of public air carrier transportation is used, travel for all Officials shall be in coach class or equivalent service that allows for at least one carryon bag, does not require the selection of middle seat; and may allow for aisle/window seat selection. The City will only reimburse up to the cost of the least expensive ticket available via commercial air travel. Private automobile use to and from the airport shall be reimbursed for all miles at the prevailing IRS established rate. Parking at the closest location to the airport is reimbursable.

2. Automobile. Automobile mileage is reimbursed at Internal Revenue Service ("IRS") rates in effect at the time of travel. These rates are designed to compensate the driver for gasoline, insurance, maintenance, and other expenses associated with operating the vehicle. This amount does not include bridge and road tolls, which are also reimbursable. Bridge or road tolls may be reimbursed with proof of crossing (e.g. toll receipts, toll statements, travels or toll provider maps indicating passage to destination)

3. Ground Transportation: The most economical mode and class of ground transportation reasonably consistent with scheduling needs and cargo

space requirements must be used, using the most direct and time-efficient route. Courtesy shuttle services, public transit, taxis, and/or rideshares should be used between airports and/or conference/meeting locations. Car rentals should only be used in special circumstances where the aforementioned services are not practical. Taxis and other local transportation may be used for travel to restaurants as associated with the business purpose for the travel. Receipts for ground transportation must be provided for reimbursements. A 15% gratuity with a minimum of \$3 is allowed.

E. LODGING

Lodging expenses will be reimbursed/paid for when travel on official City business reasonably requires an overnight stay. If such lodging is in connection with a conference, lodging expenses must not exceed the group rate published by the conference sponsor for the meeting in question if such rates are available at the time of booking. Travelers must request government rates, when available. If the group rate is not available, reimbursement will be limited to the group rate plus 10%; any additional expense will be incurred by the Traveler.

F. MEALS

The City has not adopted a local expense reimbursement policy identifying a "per diem" of reasonable rates for meals. Instead, meal expenses shall be reimbursed subject to the maximum per diem for the meal as set by the IRS rate in effect at the time of travel, based on the location of the event. (See Cal. Gov't Code §53232.2© and Publication 1542 at www.irs.gov.)

Meals provided by the conference or included in the registration fee will not be eligible for per diem, regardless of whether the Official utilizes such meals. A continental breakfast is not considered a meal for purposes of calculating meal allowance. Registration materials indicating which meals are provided as part of the registration must be submitted prior to receipt of per diem.

G. MISCELLANEOUS EXPENSES

Officials will be reimbursed for actual telephone, fax, and parking expenses incurred on City business. Telephone bills should identify which calls were made on City business.

H. TRAVEL AUTHORIZATION REQUEST

All Officials shall submit a Travel Authorization Request (through department designee) listing the expected expenses of the trip, including membership costs required as part of attendance. The travel request shall be submitted two weeks

prior to the travel. The per diem check will be issued the week prior to travel and will include any prepaid expenses. Each Official must sign this request and is liable to the City for all monies advanced until an expense report is filed. Each Official must stay within their allotted travel budget for all costs paid by the City, including related costs (e.g., memberships and registration).

I. CREDIT CARD USE POLICY

The City does not issue credit cards to individual office holders but does have an agency credit card for selected City expenses. City Officials may use the City's credit card for such purposes as conference registration, airline tickets, and hotel reservations by following the same procedures allowed under the City's credit card policy.

Receipts documenting expenses incurred on the City credit card and compliance with this Policy must be submitted within five (5) working days of use. Except as allowed under Section 8(3), City credit cards may not be used for personal expenses, even if the Official subsequently reimburses the City.

J. EXPENSE REPORT CONTENT AND SUBMISSION DEADLINES

All cash advance expenditures, credit card expenses and expense reimbursement requests must be submitted on an expense report form provided by the City. This form shall include the following advisory:

"All expenses reported on this form must comply with the City's policies relating to expenses and use of public resources. The information submitted on this form is a public record. Penalties for misusing public resources and violating the city's policies include loss of reimbursement privileges, restitution, civil and criminal penalties as well as additional income tax liability."

Expense reports must document that the expense in question met the requirements of this Policy. Officials must submit their expense reports within thirty (30) calendar days of an expense being incurred, accompanied by receipts documenting each expense.

Inability to provide such documentation in a timely fashion may result in the expense being borne by the official.

All expenses are subject to verification that they comply with this Policy.

In the event of ambiguity on any terms of the Policy, the City Manager shall consult with and obtain from the City Attorney a determination.

In the event of further ambiguity or a disagreement about whether an expense is eligible for reimbursement then the City Council should make the final determination.

K. REPORTS TO CITY COUNCIL, BOARD OR COMMISSION

At the next regular City Council (or Board or Commission) meeting, each Elected Official shall make a brief report (written or oral) on meetings attended at City expense. If multiple Officials attended, a joint report may be made.

L. COMPLIANCE WITH LAWS; VIOLATION

City Officials should keep in mind that some expenditures may be subject to reporting under the Political Reform Act and other laws. All agency expenditures are public records subject to disclosure under the Public Records Act and other applicable laws. Use of public resources or falsifying expense reports in violation of this Policy may result in any or all of the following: 1) loss of reimbursement privileges, 2) a demand for restitution to the City, 3) the agency's reporting the expenses as income to the elected official to state and federal tax authorities, 4) civil penalties of up to \$1,000 per day and three times the value of the resources used, and 5) prosecution for misuse of public resources.

Failure of an appointed Board or Commission member, after forty-five (45) days written notice, to complete the training required by AB1234 and this Policy shall result in the automatic removal of the member from their Board or Commission position.

Agenda Item 3.E

RECOMMENDATION

Staff recommends that the City Council appoint, by motion, two Council Members and an alternate to serve as a selection subcommittee to interview applicants and fill three (3) term vacancies on the Tracy Parks and Community Services Commission.

EXECUTIVE SUMMARY

This item requests that City Council appoint, by motion, two members of the City Council, and an alternate, to a subcommittee to interview applicants to fill three (3) term vacancies on the Tracy Parks and Community Services Commission.

BACKGROUND AND LEGISLATIVE HISTORY

In anticipation of the January 31, 2024, expiration of the terms of three (3) members of the Parks and Community Services Commission, the City Clerk's Office opened a recruitment on December 28, 2023 and will close on January 18, 2024.

City Council Resolution No. 2021-200 (attached to this report as Attachment A), formally adopted a Council Policy governing the process for City Council appointments on regular boards, commissions, and committees. Section 2(D) of that policy requires the City Council to form of a selection subcommittee by appointing two Council Members and an alternate to that subcommittee. This Council's subcommittee will review qualified candidates, conduct interviews, and recommend candidate(s) to the Council.

ANALYSIS

Three (3) vacancies on the Parks and Community Services Commission must be filled. In accordance with the selection policy adopted by Resolution No. 2021-200 (attached to this report as Attachment A), a selection subcommittee must be formed to review and recommend candidates to fill the three (3) vacancies on the Parks and Community Services Commission.

FISCAL IMPACT

None.

PUBLIC OUTREACH/ INTEREST

Notification of the Parks and Community Services Commission recruitment was posted on the City's Social Media pages, Tracy Press, the City's website, and Channel 26.

STRATEGIC PLAN

This item is a routine operational item and does not relate to any of the Council's strategic plans.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council appoint, by motion, two Council Members and an alternate to serve as a selection subcommittee to interview applicants and fill two term vacancies on the Parks and Community Services Commission.

Prepared by: Necy Lopez, Deputy City Clerk

Reviewed by: Adrienne Richardson, City Clerk
Brian MacDonald, Interim Assistant City Manager
Jeffrey J. Crosswhite, Assistant City Attorney

Approved by: Midori Lichtwardt, City Manager

ATTACHMENTS:

Attachment A: Resolution 2021-200

RESOLUTION 2021-200

ADOPTING A COUNCIL POLICY ESTABLISHING A SELECTION PROCESS FOR APPOINTMENTS TO CITY ADVISORY BODIES AND REPEALING RESOLUTION NO. 2021-131

WHEREAS, On September 7, 2021, the Tracy City Council adopted Resolution 2021-131 establishing a policy for the selection process for appointments to City advisory Bodies and repealing Resolution 2020-009;

WHEREAS, The current policy states that Council shall appoint two Council Members to serve on a subcommittee to review applications, interview applicants and recommend a candidate for appointment to the board, commission or committee, and

WHEREAS, Council wishes to amend the language of Section 2 (D)(1) to state that Council shall appoint two members *and an alternate* to serve on a subcommittee to review applications, interview applicants and recommend a candidate for appointment to the board, commission or committee.


NOW, THEREFORE BE IT RESOLVED, the City Council of the City of Tracy hereby adopts the Council Policy Establishing a Selection Process for Appointments to City Advisory Bodies, attached as Exhibit A, and thereby repeals and supersedes Resolution No. 2021-131.

The foregoing Resolution 2021-200 was passed and adopted by the Tracy City Council on the 21st day of December, 2021, by the following vote:

AYES: COUNCIL MEMBERS: ARRIOLA, BEDOLLA, DAVIS, VARGAS, YOUNG
NOES: COUNCIL MEMBERS: NONE
ABSENT: COUNCIL MEMBERS: NONE
ABSTAIN: COUNCIL MEMBERS: NONE

ATTEST:

CITY CLERK


MAYOR

**COUNCIL POLICY ESTABLISHING A SELECTION PROCESS FOR APPOINTMENTS TO
CITY ADVISORY BODIES
(Exhibit "A" to Resolution No. 2021-200)**

SECTION 1: PURPOSE

To establish a selection process for appointments to City advisory bodies including defining residency requirements, in accordance with Government Code sections 54970 et seq.

SECTION 2: SELECTION PROCESS FOR APPOINTEE BODIES

- A. On or before December 31st of each year, the City Clerk shall prepare an appointment list of all regular and ongoing boards, commissions and committees that are appointed by the City Council of the City of Tracy. The list shall contain the following information:
1. A list of all appointee terms which will expire during the next calendar year, with the name of the incumbent appointee, the date of the appointment, the date the term expires and the necessary qualifications for the position.
 2. A list of all boards, commissions and committees whose members serve at the pleasure of the Council and the necessary qualifications of each position.
 3. The list of appointments shall be made available to the public for a reasonable fee that shall not exceed actual cost of production. The Tracy Public Library shall receive a copy of the list.
- B. Whenever a vacancy occurs in any board, commission or committee, whether due to expiration of an appointee's term, resignation, death, termination or other causes, a special notice shall be posted in the office of the City Clerk, The Tracy Public Library, the City website, and in other places as directed within twenty (20) days after the vacancy occurs. Final appointment to the board, commission or committee shall not be made by the City Council for at least ten (10) working days after the posting of the notice in the Clerk's office. If Council finds an emergency exists, the Council may fill the unscheduled vacancy immediately.
- C. Appointments shall be made for the remainder of the term created by the vacancy except as follows:
1. If appointee will fill an un-expired term with six months or less remaining, the appointment shall be deemed to be for the new term.
 2. If the vacancy is filled by an emergency appointment the appointee shall serve only on an acting basis until the final appointment is made pursuant to section 2.
- D. The Council shall use the following selection process to provide an equal opportunity for appointment to a board, commission or committee:

1. Council shall appoint two Council members and an alternate to serve on a subcommittee to review applications, interview applicants and recommend a candidate for appointment to the board, commission or committee.
 2. If the Council subcommittee determines there are multiple qualified candidates, the subcommittee may recommend the Council establish an eligibility list that will be used to fill vacancies that occur in the following twelve (12) months.
 3. At the Council subcommittee's discretion, the chair (or designee) of the board, committee or commission for which a member will be appointed, can participate in the interviews.
- E. An individual already serving on a City of Tracy board, committee or commission may not be appointed to serve on an additional City of Tracy board, committee, or commission concurrently.

SECTION 3: DEFINITION OF RESIDENCY REQUIREMENTS

- A. The following definitions shall be used to determine whether residency requirements are met for boards and commissions to which the Tracy City Council appoints members:
1. Tracy Planning Area means the geographical area defined in the City of Tracy General Plan and any amendments thereto.
 2. City of Tracy means within the city limits of the City of Tracy.
 3. Citizen means a resident of the City of Tracy.
 4. Tracy School District means the geographical area served by the Tracy Unified School District.
 5. Sphere of Influence shall be the geographical area approved by the Local Agency Formation Commission (LAFCo) of San Joaquin County and any amendments thereto.
- B. Residency, as defined above and as set forth in the applicable bylaws for each board or commission, shall be verified annually by the City Clerk. The residency must be verifiable by any of the following means:
1. Voter registration,
 2. Current California Driver's License or Identification,
 3. Utility bill information (phone, water, cable, etc.),
 4. Federal or State tax returns.

C. Members of boards or commissions shall notify the City Clerk in writing within thirty (30) days of any change in residency. If the change in residency results in the board member or commissioner no longer meeting the residency requirements, the member shall tender their resignation to the City Clerk who shall forward it to the City Council.

Agenda Item 3.F

RECOMMENDATION

Staff recommends that the City Council appoint, by motion, Maxine Lees and Cynthia Reis to serve on the City of Tracy's Arts Commission, for term beginning January 17, 2024 and ending December 31, 2028.

EXECUTIVE SUMMARY

On December 31, 2023, two (2) current City of Tracy representatives on the Tracy Arts Commission terms expired.

BACKGROUND AND LEGISLATIVE HISTORY

On December 31, 2023, two (2) current City of Tracy representatives on the Tracy Arts Commission terms expired. On January 8, 2024, interviews were conducted by Council Member Bedolla and Mayor Pro Tem Davis on January 10, 2024.

A recruitment was opened on November 22, 2023, and ended December 14, 2023, during which time, four (4) applications were received.

According to Council Policy outlined in Resolution 2021-200 (Attachment A), "If the Council subcommittee determines there are multiple qualified candidates, the subcommittee may recommend the Council establish an eligibility list that will be used to fill vacancies that occur in the following twelve (12) months."

ANALYSIS

A Council subcommittee consisting of Council Member Bedolla and Mayor Pro Tem Davis, interviewed the four (4) applicants for the City of Tracy Arts Commission. In accordance with Resolution No. 2021-200, the Council subcommittee recommended two candidates for appointment and formed an eligibility list to the City of Tracy Arts Commission. During the interview process, Maxine Lees and Cynthia Reis were selected to fill the expired terms. Lindsey Humphrey was placed on the eligibility list.

PUBLIC OUTREACH/ INTEREST

Notification of Arts Commission recruitment has been posted on the City's Social Media pages, Tracy Press, the City's website, and Channel 26.

STRATEGIC PLAN

This item is a routine operational item and does not relate to any of the Council's strategic plans.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council appoint, by motion, Maxine Lees and Cynthia Reis to serve on the City of Tracy's Arts Commission, for a full-term beginning January 17, 2024 and ending December 31, 2028.

Prepared by: Necy Lopez, Deputy City Clerk

Reviewed by: Adrienne Richardson, City Clerk
Brian MacDonald, Assistant City Manager
Bijal Patel, City Attorney

Approved by: Midori Lichtwardt, City Manager

Attachment A: Resolution 2021-200

RESOLUTION 2021-200

ADOPTING A COUNCIL POLICY ESTABLISHING A SELECTION PROCESS FOR APPOINTMENTS TO CITY ADVISORY BODIES AND REPEALING RESOLUTION NO. 2021-131

WHEREAS, On September 7, 2021, the Tracy City Council adopted Resolution 2021-131 establishing a policy for the selection process for appointments to City advisory Bodies and repealing Resolution 2020-009;

WHEREAS, The current policy states that Council shall appoint two Council Members to serve on a subcommittee to review applications, interview applicants and recommend a candidate for appointment to the board, commission or committee, and

WHEREAS, Council wishes to amend the language of Section 2 (D)(1) to state that Council shall appoint two members *and an alternate* to serve on a subcommittee to review applications, interview applicants and recommend a candidate for appointment to the board, commission or committee.

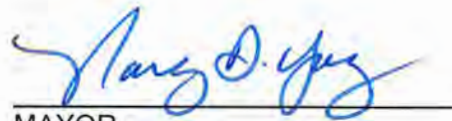
NOW, THEREFORE BE IT RESOLVED, the City Council of the City of Tracy hereby adopts the Council Policy Establishing a Selection Process for Appointments to City Advisory Bodies, attached as Exhibit A, and thereby repeals and supersedes Resolution No. 2021-131.

The foregoing Resolution 2021-200 was passed and adopted by the Tracy City Council on the 21st day of December, 2021, by the following vote:

AYES: COUNCIL MEMBERS: ARRIOLA, BEDOLLA, DAVIS, VARGAS, YOUNG
NOES: COUNCIL MEMBERS: NONE
ABSENT: COUNCIL MEMBERS: NONE
ABSTAIN: COUNCIL MEMBERS: NONE

ATTEST:

CITY CLERK


MAYOR

**COUNCIL POLICY ESTABLISHING A SELECTION PROCESS FOR APPOINTMENTS TO
CITY ADVISORY BODIES
(Exhibit "A" to Resolution No. 2021-200)**

SECTION 1: PURPOSE

To establish a selection process for appointments to City advisory bodies including defining residency requirements, in accordance with Government Code sections 54970 et seq.

SECTION 2: SELECTION PROCESS FOR APPOINTEE BODIES

- A. On or before December 31st of each year, the City Clerk shall prepare an appointment list of all regular and ongoing boards, commissions and committees that are appointed by the City Council of the City of Tracy. The list shall contain the following information:
1. A list of all appointee terms which will expire during the next calendar year, with the name of the incumbent appointee, the date of the appointment, the date the term expires and the necessary qualifications for the position.
 2. A list of all boards, commissions and committees whose members serve at the pleasure of the Council and the necessary qualifications of each position.
 3. The list of appointments shall be made available to the public for a reasonable fee that shall not exceed actual cost of production. The Tracy Public Library shall receive a copy of the list.
- B. Whenever a vacancy occurs in any board, commission or committee, whether due to expiration of an appointee's term, resignation, death, termination or other causes, a special notice shall be posted in the office of the City Clerk, The Tracy Public Library, the City website, and in other places as directed within twenty (20) days after the vacancy occurs. Final appointment to the board, commission or committee shall not be made by the City Council for at least ten (10) working days after the posting of the notice in the Clerk's office. If Council finds an emergency exists, the Council may fill the unscheduled vacancy immediately.
- C. Appointments shall be made for the remainder of the term created by the vacancy except as follows:
1. If appointee will fill an un-expired term with six months or less remaining, the appointment shall be deemed to be for the new term.
 2. If the vacancy is filled by an emergency appointment the appointee shall serve only on an acting basis until the final appointment is made pursuant to section 2.
- D. The Council shall use the following selection process to provide an equal opportunity for appointment to a board, commission or committee:

1. Council shall appoint two Council members and an alternate to serve on a subcommittee to review applications, interview applicants and recommend a candidate for appointment to the board, commission or committee.
 2. If the Council subcommittee determines there are multiple qualified candidates, the subcommittee may recommend the Council establish an eligibility list that will be used to fill vacancies that occur in the following twelve (12) months.
 3. At the Council subcommittee's discretion, the chair (or designee) of the board, committee or commission for which a member will be appointed, can participate in the interviews.
- E. An individual already serving on a City of Tracy board, committee or commission may not be appointed to serve on an additional City of Tracy board, committee, or commission concurrently.

SECTION 3: DEFINITION OF RESIDENCY REQUIREMENTS

- A. The following definitions shall be used to determine whether residency requirements are met for boards and commissions to which the Tracy City Council appoints members:
1. Tracy Planning Area means the geographical area defined in the City of Tracy General Plan and any amendments thereto.
 2. City of Tracy means within the city limits of the City of Tracy.
 3. Citizen means a resident of the City of Tracy.
 4. Tracy School District means the geographical area served by the Tracy Unified School District.
 5. Sphere of Influence shall be the geographical area approved by the Local Agency Formation Commission (LAFCo) of San Joaquin County and any amendments thereto.
- B. Residency, as defined above and as set forth in the applicable bylaws for each board or commission, shall be verified annually by the City Clerk. The residency must be verifiable by any of the following means:
1. Voter registration,
 2. Current California Driver's License or Identification,
 3. Utility bill information (phone, water, cable, etc.),
 4. Federal or State tax returns.

- C. Members of boards or commissions shall notify the City Clerk in writing within thirty (30) days of any change in residency. If the change in residency results in the board member or commissioner no longer meeting the residency requirements, the member shall tender their resignation to the City Clerk who shall forward it to the City Council.