

**Tuesday, May 21, 2019, 7:00 PM**

City Council Chambers, 333 Civic Center Plaza, Tracy

Web Site: [www.cityoftracy.org](http://www.cityoftracy.org)

**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 (209/831-6000) 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. Each citizen will be allowed a maximum of five minutes for input or testimony. At the Mayor'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 Council direction. A motion and roll call vote may enact the entire Consent Calendar. No separate discussion of Consent Calendar items will occur unless members of the City Council, City staff or the public request discussion on a specific item at the beginning of the meeting.

**Addressing the Council on Items not on the Agenda** - The Brown Act prohibits discussion or action on items not on the posted agenda. Members of the public addressing the Council should state their names and addresses for the record, and for contact information. The City Council's Procedures for the Conduct of Public Meetings provide that "Items from the Audience" following the Consent Calendar will be limited to 15 minutes. "Items from the Audience" listed near the end of the agenda will not have a maximum time limit. Each member of the public will be allowed a maximum of five minutes for public input or testimony. However, a maximum time limit of less than five minutes for public input or testimony may be set for "Items from the Audience" depending upon the number of members of the public wishing to provide public input or testimony. The five minute maximum time limit for each member of the public applies to all "Items from the Audience." Any item not on the agenda, brought up by a member of the public shall automatically be referred to staff. In accordance with Council policy, if staff is not able to resolve the matter satisfactorily, the member of the public may request a Council Member to sponsor the item for discussion at a future meeting. 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.

**Presentations to Council** - Persons who wish to make presentations which may exceed the time limits are encouraged to submit comments in writing at the earliest possible time to ensure distribution to Council and other interested parties. Requests for letters to be read into the record will be granted only upon approval of the majority of the Council. Power Point (or similar) presentations need to be provided to the City Clerk's office at least 24 hours prior to the meeting. All presentations must comply with the applicable time limits. Prior to the presentation, a hard copy of the Power Point (or similar) presentation will be provided to the City Clerk's office for inclusion in the record of the meeting and copies shall be provided to the Council. Failure to comply will result in the presentation being rejected. Any materials distributed, including those distributed within 72 hours of a regular City Council meeting, to a majority of the Council regarding an item on the agenda shall be made available for public inspection at the City Clerk's office (address above) during regular business hours.

**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.

CALL TO ORDER  
PLEDGE OF ALLEGIANCE  
INVOCATION  
ROLL CALL  
PRESENTATIONS

1. DARE Presentations
2. Employee of the Month
3. Certificates of Appointment – Transportation Advisory Commission
4. Certificate of Recognition – Measure V Residents' Oversight Committee
5. Proclamation – National Poppy Day
6. Certificates of Recognition – Saint Bernard's Daughters of the Cross

1. CONSENT CALENDAR

- 1.A. ADOPTION OF APRIL 16, 2019 CLOSED SESSION, SPECIAL MEETING AND REGULAR MEETING MINUTES
- 1.B. APPROVE THE FIRST AMENDMENTS TO THE SUBDIVISION IMPROVEMENT AGREEMENTS FOR TRACT 3788 - TRACY HILLS VILLAGE 1A, TRACT 3889 - TRACY HILLS VILLAGE 3A, TRACT 3890 - TRACY HILLS VILLAGE 4A, TRACT 3891 - TRACY HILLS VILLAGE 5A, TRACT 3943 - TRACY HILLS VILLAGE 1B, TRACT 3945 - TRACY HILLS VILLAGE 3B, TRACT 3946 - TRACY HILLS VILLAGE 4B, TRACT 3948 - TRACY HILLS VILLAGE 5B, AND AUTHORIZE THE CITY CLERK TO FILE THE FIRST AMENDMENTS WITH THE OFFICE OF THE SAN JOAQUIN COUNTY RECORDER
- 1.C. RATIFY THE SAN JOAQUIN COUNCIL OF GOVERNMENTS ANNUAL FINANCIAL PLAN FOR FISCAL YEAR 2019-2020
- 1.D. AUTHORIZE SUBMISSION OF THE ANNUAL CLAIM TO THE STATE OF CALIFORNIA, THROUGH THE SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG), FOR TRANSPORTATION DEVELOPMENT ACT FUNDS IN THE AMOUNT OF \$6,025,677 FOR FISCAL YEAR 2018-2019, AND AUTHORIZE THE FINANCE DIRECTOR TO EXECUTE THE CLAIM
- 1.E. FIND IT IS IN THE BEST INTEREST OF THE CITY TO FOREGO A COMPETITIVE PROPOSAL PROCESS AND APPROVE AN AGREEMENT WITH BARYALAI FERAZ AND LAMIA FERAZ TO SELL APPROXIMATELY 19,016 SQUARE FEET OF SURPLUS CITY REAL PROPERTY (A PORTION OF APN 212-040-67) LOCATED BETWEEN THE FERAZ REAL PROPERTY (APNS 212-270-20 AND 212-270-21) AND THE SOUTHERN BOUNDARY FENCE OF DETENTION BASIN 10
- 1.F. APPROVE CHANGES TO THE CITY OF TRACY TRAVEL EXPENSE PROCEDURE FOR EMPLOYEES REGARDING PERMITTED EXPENSE RATES AND THE APPROVAL PROCESS FOR TRAVEL EXPENSES

- 1.G. WAIVE SECOND READING AND ADOPT ORDINANCE 1268, AN ORDINANCE OF THE CITY OF TRACY AMENDING THE CORRAL HOLLOW WEST PLANNED UNIT DEVELOPMENT TO PERMIT HIGH DENSITY SINGLE-FAMILY RESIDENTIAL USES AND ESTABLISH DEVELOPMENT STANDARDS ON AN APPROXIMATELY 3.5-ACRE LOT LOCATED AT 2483 W. SCHULTE ROAD, ASSESSOR'S PARCEL NUMBER 240-660-37. THE APPLICANT IS BRIGHT DEVELOPMENT AND OWNER IS POND CREEK, LLC. APPLICATION NUMBER PUD18-0003
- 1.H. APPROVE A PROFESSIONAL SERVICES AGREEMENT WITH HF&H CONSULTANTS, LLC TO PERFORM A SOLID WASTE RATE STUDY
- 1.I. APPROVE AMENDMENT NO. 1 TO THE PROFESSIONAL SERVICES AGREEMENT WITH RIDE RIGHT, LLC TO EXTEND THE CONTRACT FOR ONE YEAR
- 1.J. AUTHORIZE THE REMOVAL OF THE NO PARKING ZONE ON THE WEST SIDE OF MARIANI COURT AND AMEND RESOLUTION NO. 2004-387
- 1.K. APPROVE RESOLUTIONS: (1) INITIATING PROCEEDINGS FOR THE ANNEXATION OF MARIANI BUSINESS PARK (APN 250-260-09) INTO THE TRACY CONSOLIDATED LANDSCAPE MAINTENANCE DISTRICT (ZONE 10), (2) DECLARE INTENTION TO ANNEX MARIANI BUSINESS PARK (APN 250-260-09); ACCEPT AND APPROVE THE ENGINEER'S REPORT; CONDUCT A PROPERTY OWNER BALLOT OFFICIAL ASSESSMENT PROCEEDING, AND SET A DATE FOR A PUBLIC HEARING OF JUNE 4, 2019
- 1.L. ACCEPT TRAVEL REPORT FROM CITY ATTORNEY REGARDING ATTENDANCE AT LEAGUE OF CALIFORNIA CITIES CITY ATTORNEYS' CONFERENCE
2. ITEMS FROM THE AUDIENCE
3. REGULAR AGENDA
  - 3.A. PUBLIC HEARING TO INTRODUCE AN ORDINANCE AMENDING SECTION 3.08.580 OF THE TRACY MUNICIPAL CODE TO UPDATE SPECIAL SPEED ZONES
  - 3.B. ADOPT THE CITY OF TRACY SHORT RANGE TRANSIT PLAN
  - 3.C. APPROVE ONE OF FIVE DESIGN CONCEPTS FOR A NEW PARK ENTRY SIGN TO BE INCLUDED IN THE CITY OF TRACY DESIGN STANDARDS
  - 3.D. APPROVE THE TRANSFER OF FEDERAL USE RESTRICTIONS AND REVERSIONARY RIGHTS ON THE 150-ACRE SCHULTE ROAD PARCEL (APN 209-230-29 AND APN 209-230-29-30), TO 300 ACRES OF UNDEVELOPED LAND AT LEGACY FIELDS (APN 212-150-04) AND PUBLIC USE PLAN FOR THE SITE, AUTHORIZE THE MAYOR TO EXECUTE ANY NECESSARY DOCUMENTS TO COMPLETE THE TRANSFER, AND AUTHORIZE THE CITY MANAGER TO TRANSFER (PURCHASE) THE LAND TO THE GENERAL FUND FROM THE WASTEWATER FUND
4. ITEMS FROM THE AUDIENCE
5. STAFF ITEMS

6. COUNCIL ITEMS

- 6.A. APPOINT AN APPLICANT TO THE MEASURE V RESIDENTS' OVERSIGHT COMMITTEE FROM THE COMMITTEE'S ELIGIBILITY LIST

7. ADJOURNMENT

TRACY CITY COUNCIL - SPECIAL MEETING MINUTES

April 16, 2019, 5:00 p.m.

Council Chambers, 333 Civic Center Plaza, Tracy

1. CALL TO ORDER – Mayor Rickman called the meeting to order at 5:00 p.m. for the purpose of a closed session to discuss the items outlined below.
2. ROLL CALL – Roll call found Council Members Ransom, Vargas, Mayor Pro Tem Young, and Mayor Rickman present. Council Member Arriola arrived at 5:06 p.m.
3. ITEMS FROM THE AUDIENCE – None.
4. CLOSED SESSION
  1. Conference with Legal Counsel – Anticipated Litigation (Gov. Code § 54956.9)  
Potential litigation pursuant to § 54956.9(d)(4). (One case).
  2. Personnel Matter (Gov. Code, § 54957)  
Public Employee Appointment, Employment, Evaluation of Performance, Discipline, or Dismissal  
Position Title: City Attorney
5. RECESS TO CLOSED SESSION - Motion was made by Council Member Vargas and seconded by Mayor Pro Tem Young to recess the meeting to closed session at 5:01 p.m. Roll call vote found Council Members Ransom, Vargas, Mayor Pro Tem Young and Mayor Rickman in favor; passed and so ordered. Council Member Arriola absent.  
  
Council Member Arriola arrived at 5:06 p.m.
6. RECONVENE TO OPEN SESSION – The meeting reconvened to open session at 6:03 p.m.
7. REPORT OF FINAL ACTION – None.
8. ADJOURNMENT – Motion was made by Council Member Vargas and seconded by Council Member Ransom to adjourn. Roll call found all in favor; passed and so ordered. Time: 6:03 p.m.

The agenda was posted at City Hall on April 11, 2019. The above are action minutes.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

**April 16, 2019, 6:00 p.m.**

City Council Chambers, 333 Civic Center Plaza

Web Site: [www.ci.tracy.ca.us](http://www.ci.tracy.ca.us)

1. Mayor Rickman called the meeting to order at 6:04 p.m.
2. Roll call found Council Members Arriola, Ransom, Vargas, Mayor Pro Tem Young, and Mayor Rickman present
3. Items from the Audience - None
4. RECEIVE REPORT AND PROVIDE DIRECTION ON PROPOSED FY 2019-20 CAPITAL IMPROVEMENT PROGRAM (CIP) BUDGET  
  
Thomas Hedegard, Budget Officer provided the staff report.  
  
City Council questions and comments followed.  
  
Robert Tanner requested sound crosswalks for blind people to be included the capital budget.  
  
City Council questions and comments continued.  
  
There was no City Council action.
5. Adjournment – Time: 6:55 p.m.

**ACTION:** Motion was made by Mayor Rickman and seconded by Council Member Vargas to adjourn. Roll call vote found all in favor; passed and so ordered.

The above agenda was posted at the Tracy City Hall on April 11, 2019. The above are action minutes. A recording is available at the office of the City Clerk.

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk

**April 16, 2019, 7:00 p.m.**

City Council Chambers, 333 Civic Center Plaza

Web Site: [www.ci.tracy.ca.us](http://www.ci.tracy.ca.us)

Mayor Rickman called the meeting to order at 7:02 p.m.

Mayor Rickman led the Pledge of Allegiance.

Pastor Tim Heinrich, Crossroads Baptist Church offered the invocation.

Roll call found Council Members Arriola, Ransom, Vargas, Mayor Pro Tem Young and Mayor Rickman present.

Mayor Rickman presented Certificate of Appointment to Nancy Castro, City of Tracy representative on the San Joaquin County Commission on Aging.

Mayor Rickman presented a proclamation for Older Americans Month to Senior Center participants Debbie Jones and Mary McGill.

Mayor Rickman presented a proclamation for Bike to Work Week to Yvette Davis, Dibs Senior Program Specialist.

Mayor Rickman presented a proclamation for National Prayer Day to Juana Dement.

Mayor Rickman presented a proclamation for National Public Works Day to Don Scholl, Public Works Director.

Mayor Rickman presented a proclamation for Earth Day to Karen Moore.

Mayor Rickman presented Certificates of Recognition to Oral Interpretation Fair Student Winners: 5-6<sup>th</sup> Grade: Lily Andish, Carly Abercrombie, 7-8<sup>th</sup> Grade: Cera Burns, Duos Category Participants: Caitlynne McNamara, and Cera Burns. Cera Burns presented an oral interpretation.

1. CONSENT CALENDAR – Following the removal of Consent items 1.E by Abdul Wahid and 1.R by Mayor Pro Tem Young motion was made by Council Member Vargas and seconded by Council Member Arriola to adopt the Consent Calendar. Roll call vote found all in favor; passed and so ordered.

- 1.A ADOPTION OF APRIL 2, 2019, SPECIAL MEETING AND REGULAR MEETING MINUTES – **Minutes were approved**

- 1.B APPROVE THE OFFSITE IMPROVEMENT AGREEMENT FOR INTERNATIONAL PARK OF COMMERCE FOR 16-INCH ZONE 2 WATERLINE IMPROVEMENTS AND 18-INCH RECYCLED WATERLINE IMPROVEMENTS – **Resolution 2019-066** approved the agreement.

- 1.C AUTHORIZE THE PURCHASE OF FIVE SELF-CONTAINED PRE-FABRICATED RESTROOM BUILDINGS IN THE AMOUNT OF \$365,000 FOR INSTALLATION AS A PART OF THE AIRPORT CDA IMPROVEMENTS CIP 77582 – **Resolution 2019-067** authorized the purchase of five restroom buildings.
- 1.D ADOPT THE LIST OF PROPOSED PROJECTS FOR FISCAL YEAR 2019-2020 FUNDED BY SB 1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 – **Resolution 2019-068** adopted the list of proposed projects.
- 1.F APPROVE A PLAN AMENDMENT TO THE ICMA RETIREMENT CORPORATION (ICMA RC) 457 DEFERRED COMPENSATION PROGRAM; A PLAN RESTATEMENT FOR THE VARIABLE ANNUITY LIFE INSURANCE COMPANY (VALIC) 457 DEFERRED COMPENSATION PROGRAM AND THE ADDITION OF A 401A DEFERRED COMPENSATION PLAN OPTION; AND AUTHORIZE THE CITY MANAGER TO EXECUTE THE AGREEMENTS – **Resolution 2019-069** approved a plan amendment to the ICMA Retirement Corporation 457 Deferred Compensation Program. **Resolution 2019-070** approved plan restatement for the Variable Annuity Life Insurance Company (VALIC) 457 Deferred Compensation Program and the addition of 401A Deferred Compensation Plan.
- 1.G ACCEPT THE SUPPORT SERVICE MODULAR BUILDING SEWER REPAIR PROJECT, CIP 74122, COMPLETED BY LLTD DBA MR. ROOTER PLUMBING OF TRACY, CALIFORNIA, AUTHORIZE THE CITY CLERK TO FILE THE NOTICE OF COMPLETION, AUTHORIZE THE CITY ENGINEER TO RELEASE THE BONDS AND RETENTION PAYMENT, AND AUTHORIZE THE FINANCE DEPARTMENT TO CLOSE THE PROJECT – **Resolution 2019-071** accepted the project.
- 1.H ACCEPT THE LARCH ROAD RECONSTRUCTION AND HANSEN ROAD WASTEWATER COLLECTION SYSTEM UPGRADE AS COMPLETE, CIPs 73125, 74097, 74106 & 74113, AUTHORIZE THE CITY CLERK TO FILE THE NOTICE OF COMPLETION, AUTHORIZE THE CITY ENGINEER TO RELEASE THE BONDS AND RETENTION PAYMENT, AND AUTHORIZE THE FINANCE DEPARTMENT TO CLOSE THE PROJECT – **Resolution 2019-072** accepted the project.
- 1.I APPROVE THE FINAL SUBDIVISION MAP AND SUBDIVISION IMPROVEMENT AGREEMENT FOR TRACT 3956, TRACY HILLS VILLAGE 7B, AND AUTHORIZE THE CITY CLERK TO FILE THE SUBDIVISION IMPROVEMENT AGREEMENT WITH THE OFFICE OF THE SAN JOAQUIN COUNTY RECORDER – **Resolution 2019-073** approved the final map and Subdivision Improvement Agreement.
- 1.J CONFIRMATION OF MATTERS RELATED TO ANNEXATION OF PROPERTY INTO IMPROVEMENT AREA NO. 2 OF THE CITY OF TRACY COMMUNITY FACILITIES DISTRICT NO. 2016-2 (ECFD) AND DIRECTION TO RECORD A CONSOLIDATED BOUNDARY MAP – **Resolution 2019-074** confirmed matters related to annexation of property.



- 1.K APPROVE THE FINAL SUBDIVISION MAP AND SUBDIVISION IMPROVEMENT AGREEMENT FOR ELLIS GARDENS PHASE 1, TRACT 3877, AND AUTHORIZE THE CITY CLERK TO FILE THE SUBDIVISION IMPROVEMENT AGREEMENT WITH OFFICE OF THE SAN JOAQUIN COUNTY RECORDER – **Resolution 2019-075** approved the final map and Subdivision Improvement Agreement.
- 1.L APPROVE THE FINAL SUBDIVISION MAP AND SUBDIVISION IMPROVEMENT AGREEMENT FOR ELLIS GARDENS PHASE 2, TRACT 3906, AND AUTHORIZE THE CITY CLERK TO FILE THE SUBDIVISION IMPROVEMENT AGREEMENT WITH OFFICE OF THE SAN JOAQUIN COUNTY RECORDER – **Resolution 2019-076** approved the final map and Subdivision Improvement Agreement.
- 1.M APPROVE THE FINAL SUBDIVISION MAP AND SUBDIVISION IMPROVEMENT AGREEMENT FOR ELLIS GARDENS PHASE 3, TRACT 3907, AND AUTHORIZE THE CITY CLERK TO FILE THE SUBDIVISION IMPROVEMENT AGREEMENT WITH OFFICE OF THE SAN JOAQUIN COUNTY RECORDER – **Resolution 2019-077** approved the final map and the Subdivision Improvement Agreement.
- 1.N APPROVE THE AGREEMENT FOR DEFERRAL OF CERTAIN IMPACT FEES FOR ELLIS GARDENS PHASE 1-3 (TRACT 3877, TRACT 3906, AND TRACT 3907), AND AUTHORIZE THE CITY CLERK TO FILE THE FEE DEFERRAL AGREEMENT WITH OFFICE OF THE SAN JOAQUIN COUNTY RECORDER – **Resolution 2019-078** approved the Agreement for Deferral of Certain Impact Fees.
- 1.O AUTHORIZE AN APPROPRIATION OF FUNDS FROM PLAN C STORM DRAINAGE FUND 322 TO CIP 76045 TO REIMBURSE SOUTH TRACY INDUSTRIAL PARK, LLC, FOR COMPLETING STORM DRAINAGE DETENTION BASIN IMPROVEMENTS – **Resolution 2019-079** authorized the appropriation of funds.
- 1.P APPROVE MASTER PROFESSIONAL SERVICES AGREEMENT AND TASK ORDER NO. 1 BETWEEN THE CITY OF TRACY AND ECIVIS, INCORPORATED FOR GRANT MANAGEMENT SOFTWARE LICENSE SUBSCRIPTION AND CONSULTING SERVICES AND AUTHORIZE THE CITY MANAGER AND FINANCE DIRECTOR TO EXECUTE FUTURE TASK ORDERS TO THE AGREEMENT - **Resolution 2019-080** approved the Master Services Agreement and Task Order No. 1.
- 1.Q AWARD A CONSTRUCTION CONTRACT TO GOODLAND LANDSCAPE CONSTRUCTION, INC., OF TRACY, CALIFORNIA, FOR CONSTRUCTION OF LEGACY FIELDS SPORTS COMPLEX PHASE 1D – CIP 78164 WITH BASE BID AND ADDITIVE BID ALTERNATE “A,” AND AUTHORIZE THE CITY MANAGER TO APPROVE CHANGE ORDERS UP TO A CONTINGENCY AMOUNT OF \$480,960, IF NEEDED – **Resolution 2019-081** awarded the construction contract.

- 1.E APPROVE THIRD AMENDMENT TO GRANICUS SERVICE AGREEMENT WITH GRANICUS, INC. FOR THE CITY OF TRACY WEBSITE CMS (CONTENT MANAGEMENT SYSTEM) FOR A TOTAL AMOUNT NOT TO EXCEED \$71,355 OVER A FIVE-YEAR TERM, AND APPROVE A SUPPLEMENTAL APPROPRIATION FROM THE GENERAL FUND FOR THE CONTRACT AMOUNT

Abdul Wahid pulled the item to request a Technology Overlay Committee.

Vanessa Carrera, Economic Development Analyst clarified the City has an IT Department.

There were no comments from City Council.

**ACTION:** Motion was made by Council Member Vargas and seconded by Council Member Arriola to adopt **Resolution 2019-082** approving Third Amendment to Granicus Service Agreement with Granicus, Inc. for website CMS (Content Management System) services for the City of Tracy for a total amount not to exceed \$71,355 over a five-year term, and a supplemental appropriation from the General Fund for the contract amount. Roll call vote found all in favor; passed and so ordered.

- 1.R AWARD A CONSTRUCTION CONTRACT TO T&S INTERMODAL MAINTENANCE, INC., OF STOCKTON, CALIFORNIA, D/B/A T&S WEST, OF LINDEN, CALIFORNIA, IN THE AMOUNT OF \$5,497,230 FOR THE MACARTHUR DRIVE WIDENING AND RECONSTRUCTION PROJECT, CIPs 73126 & 72073, FEDERAL PROJECT NUMBER STPL-5192(033), WITH A NOT TO EXCEED BUDGET OF \$6,736,564, AUTHORIZE AN APPROPRIATION OF \$550,054 FROM ISP SOUTH FUND (F354), AUTHORIZE AN APPROPRIATION OF \$3,000,000 FROM TRANSPORTATION DEVELOPMENT ACT (TDA) FUND (F241) TO CIP 73126, AND AUTHORIZE THE CITY MANAGER TO APPROVE CHANGE ORDERS UP TO THE CONTINGENCY AMOUNT OF \$824,528, IF NEEDED

Mayor Pro Tem Young pulled the item to confirm that there will be clear communication with the community regarding timeframes for the road closures during the project.

Robert Armijo, City Engineer/Assistant Development Services Director provided the staff report.

No one from the audience wished to speak.

**ACTION:** Motion was made by Council Member Vargas and seconded by Council Member Ransom to adopt **Resolution 2019-083** awarding a construction contract to T&S Intermodal Maintenance, Inc. of Stockton, California, D/B/A T&S West, of Linden, California, in the amount of \$5,497,230 for the MacArthur Drive widening and reconstruction project, CIP 73126 & 72073, Federal Project Number STPL-5192(033), with a not to exceed budget of \$6,736,564, authorize an appropriation of \$550,054 from ISP South Fund (F354), authorize an appropriation of \$3,000,000 from Transportation Development Act (TDA) Fund (F241) to CIP 73126, and authorize the City Manager to approve Change Orders up to

specified project contingency amount of \$824,528, if needed. Roll call vote found all in favor; passed and so ordered.

2. ITEMS FROM THE AUDIENCE – Robert Tanner referred to candidate Forms 460 and 497 and suggested if a successful candidate receives a donation of \$4,000 or more from a developer, they should not vote on the developer’s project for 50% of their term.

Cindy Gustafson, Tracy Seniors Association expressed concerns related to crosswalks and safety issues for seniors at the following locations: 11<sup>th</sup> and F Street, East Street and 9<sup>th</sup> Street, and 10<sup>th</sup> and B Street. Ms. Gustafson urged Council to contact Calwalks for help for walkability projects.

Dotty Nygard, Katherine Pachaco, Carmen Noonan spoke about their concerns with unsafe staffing in Sutter Hospital and asked the community for support for more nurses in Tracy’s hospital.

Steve Abercrombie spoke about the nursing shortage at Sutter Hospital and requested support for the nurses.

3. REGULAR AGENDA

- 3.A PUBLIC HEARING TO INTRODUCE AN ORDINANCE TO AMEND THE CORRAL HOLLOW WEST PLANNED UNIT DEVELOPMENT TO PERMIT HIGH-DENSITY SINGLE-FAMILY RESIDENTIAL USES AND ESTABLISH DEVELOPMENT STANDARDS AND APPROVAL OF A 42-LOT VESTING TENTATIVE SUBDIVISION MAP AND DEVELOPMENT REVIEW PERMIT ON AN APPROXIMATELY 3.5-ACRE LOT LOCATED AT 2483 W SCHULTE ROAD, ASSESSOR’S PARCEL NUMBER 240-660-37, AND APPROVE AN AMENDMENT TO THE CITY’S DESIGN GOALS AND STANDARDS FOR RESIDENTIAL DESIGN

Kimberly Matlock, Associate Planner provided the staff report.

Mayor Rickman opened the public hearing.

Mayor Rickman closed the public hearing.

City Council questions and comments followed.

Mark Beisswanger, Bright Homes spoke about the project.

**ACTION:** Motion was made by Council Member Vargas and seconded by Mayor Pro Tem Young to adopt **Resolution 2019-084** approving a 42-lot Vesting Tentative Subdivision Map and a Development Review Permit on an approximately 3.5-acre lot located at 2483 W. Schulte Road, Assessor’s Parcel Number 240-660-37. Roll call vote found all in favor; passed and so ordered.

**ACTION:** Motion was made by Council Member Vargas and seconded by Council Member Ransom to adopt **Resolution 2019-085** approving revised City of Tracy Design Goals and Standards. Roll call vote found all in favor; passed and so ordered.

Adrienne Richardson, City Clerk read the title of the proposed ordinance.

**ACTION:** Motion was made by Council Member Ransom and seconded by Mayor Pro Tem Young to waive the reading of the full text and introduce **Ordinance 1268** an Ordinance of the City of Tracy amending the Corral Hollow West Planned Unit Development to permit high density single-family residential uses and establish development standards on an approximately 3.5-acre lot located at 2483 W. Schulte Road, Assessor's Parcel number 240-660-37. The applicant is Bright Development and owner is Pond Creek, LLC. – Application Number PUD18-0003. Roll call vote found all in favor; passed and so ordered.

3.B DISCUSS HOMELESSNESS IN TRACY; FORM A CITY HOMELESSNESS COMMITTEE TO DEVELOP A HOMELESSNESS STRATEGIC PLAN AND APPOINT CITY COUNCIL MEMBERS TO THE COMMITTEE; AND PROVIDE DIRECTION TO STAFF

Midori Lichtwardt, Interim City Manager provided the staff report.

Barbara Pombo, Ameni Alexander, Benjamin Hatfield, Robert Tanner, Melinda, Patricia Valencia, Steven Thompson, Pete Claffey, Andrea Werse, Andrew, Patricia Alvarez, Dr. Vasudevan, Kerry Dowell, James Henderson, Greg Cose, Carols Villapudua, Joyce Claffey, Tiffanie Heben, Nathan Tran, Pete Mitracos, Carlos Ocampo, Cecily Ballungay, Erica Sandoval, Gerilyn Featherston, Holly Shewmaker, Mary Foshay, Richard English, Conrad Levoitt, Alison Quinteros, Jass Sangha, Eleassia Davis, Juana Dement, Robin Cole, Alice English, and Vecky Elliott spoke about the homeless issue in Tracy, finding solutions and resources, lack of affordable housing, forming a committee, and shared their experiences with homelessness.

Council Member Arriola responded to Alice English's comments regarding his position as Deputy District Attorney stating he does not prosecute Tracy cases so there is no conflict of interest.

Mayor Rickman called for a recess at 10:01 p.m.

Mayor Rickman reconvened the meeting at 10:16 p.m.

City Council discussion followed.

**ACTION:** Motion was made by Mayor Pro Tem Young and seconded by Council Member Ransom to form a City Homelessness Committee to develop a Homeless Strategic Plan and appoint Council Members Ransom and Council Member Arriola to the ad hoc committee.

City Council discussion continued.

**ACTION:** Council Member Vargas made a motion to amend the motion to include herself and make a subcommittee of three Council Members. Mayor Pro Tem Young, as motion proposer, denied the amendment.

**ACTION:** Roll call vote found Mayor Pro Tem Young, Council Member Arriola, and Council Member Ransom in favor of forming a City Homelessness Committee to develop a Homeless Strategic Plan and appoint Council Member Ransom and Council

Member Arriola to the ad hoc committee; passed and so ordered. Council Member Vargas opposed. Mayor Rickman abstained.

3.C APPROVE THE PRELIMINARY FY2019-20 FIRE DEPARTMENT BUDGET FOR THE SOUTH SAN JOAQUIN COUNTY FIRE AUTHORITY

Dave Bramell, Division Fire Chief provided the staff report.

No one from the public wished to speak.

Midori Lichtwardt, Interim City Manager announced Council Member Vargas recused herself from the item.

Council questions and comments followed.

**ACTION:** Motion was made by Mayor Pro Tem Young and seconded by Council Member Arriola to adopt a **Resolution 2019-086** approving the FY2019-20 preliminary budget for the South San Joaquin County Fire Authority. Roll call vote found Council Members Arriola, Ransom, Mayor Pro Tem Young and Mayor Rickman in favor; passed and so ordered. Council Member Vargas abstained.

4. ITEMS FROM THE AUDIENCE – Alison Quinteros stated enforcement is part of the solution to homelessness, but not the only solution.

Robert Tanner announced the annual Drug Take Back Event on April 27, 2019, from 10:00 a.m. to 1:30 p.m. and there are two drop off boxes in the Police Department for drugs and needles.

Eleassia Davis referred to a conversation with Mayor Pro Tem Young and asked for clarification about an ex officio position.

Alice English restated it is still a conflict of interest for Council Member Arriola to be on the homeless ad hoc committee because the homeless move around to different towns. Ms. English added Council Member Vargas should be included on the committee.

Council Member Arriola responded to Ms. English's comments stating there is no conflict of interest.

Heather Trueblood stated she was homeless and wanted to know where it is acceptable to sleep tonight.

5. STAFF ITEMS – Karin Schnaider, Finance Director provided an update on the Cannabis ordinance.

Leticia Ramirez, Assistant City Attorney announced the May 7, 2019, Council meeting will be cancelled and the next meeting will be held on May 21, 2019 at 7:00 p.m.

6. COUNCIL ITEMS

6.A APPOINT A NEW MEMBER TO SERVE ON THE PARKS AND COMMUNITY SERVICES COMMISSION

Council Member Ransom provided the staff report.

No one from the public wished to speak.

**ACTION:** Motion was made by Council Member Ransom and seconded by Mayor Pro Tem Young to appoint Rajdeep Singh to the Parks and Community Services Commission for the remainder of a vacated term beginning on April 17, 2019 and ending on January 30, 2020. Christopher Miller and Mateo Bedolla were added to the eligibility list. Roll call vote found all in favor; passed and so ordered.

6.B APPOINT NEW MEMBERS TO SERVE ON THE TRANSPORTATION ADVISORY COMMISSION

Council Member Arriola provided the staff report.

Eleassia Davis asked for an explanation about an ex officio position. Ms. Davis spoke about not being considered for the commission.

City Council questions and comments followed.

**ACTION:** Motion was made by Council Member Arriola and seconded by Mayor Pro Tem Young to appoint Jacob Hunter to the Transportation Advisory Commission to serve a four year term beginning on May 1, 2019 and ending on April 30, 2023, and Gary Cooper to fill the remainder of a vacated term beginning on April 17, 2019 and ending on April 30, 2021. Gurtej Atwal and Scott Jacobson were added to the eligibility list. Roll call vote found Council Members Arriola, Ransom, Vargas, and Mayor Pro Tem Young all in favor; passed and so ordered. Mayor Rickman opposed.

Council Member Ransom invited everyone to a Homelessness town hall meeting that will be cohosted with Tracy Community Task Force and Congressman Harder to talk about solutions.

Mayor Pro Tem Young announced spring break and wished everyone Happy Easter.

Council Member Vargas reported on her four day participation in the American Planning Association's National Planning Conference in San Francisco. Council Member Vargas requested an update on the Cultural Arts Master Plan. Mayor Rickman supported the request.

Council Member Arriola announced various local events and stated he is looking forward to the lobbying trip to Washington D.C.

Mayor Rickman announced various local events in Tracy. Mayor Rickman requested discussion regarding the release of the Police and FBI reports concerning Mayor Pro Tem Young.

City Council discussion ensued.

Leticia Ramirez, Assistant City Attorney clarified Mayor Rickman's requests:

1. City Council agenda item to discuss a policy regarding disclosure of documents in response to Public Records requests.
2. Closed Session item regarding disclosure of the Police report involving Mayor Pro Tem Young.

Council Member Vargas supported both requests.

7. ADJOURNMENT – Time: 12:05 a.m. Wednesday, April 17, 2019.

**ACTION:** Motion was made by Mayor Rickman and seconded by Council Member Vargas to adjourn. Roll call vote found all in favor; passed and so ordered.

The above agenda was posted at the Tracy City Hall on April 11, 2019. 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

**APPROVE THE FIRST AMENDMENTS TO THE SUBDIVISION IMPROVEMENT AGREEMENTS FOR TRACT 3788 - TRACY HILLS VILLAGE 1A, TRACT 3889 - TRACY HILLS VILLAGE 3A, TRACT 3890 - TRACY HILLS VILLAGE 4A, TRACT 3891 - TRACY HILLS VILLAGE 5A, TRACT 3943 - TRACY HILLS VILLAGE 1B, TRACT 3945 - TRACY HILLS VILLAGE 3B, TRACT 3946 - TRACY HILLS VILLAGE 4B, TRACT 3948 - TRACY HILLS VILLAGE 5B, AND AUTHORIZE THE CITY CLERK TO FILE THE FIRST AMENDMENTS WITH THE OFFICE OF THE SAN JOAQUIN COUNTY RECORDER.**

EXECUTIVE SUMMARY

City staff requests that the City Council approve the First Amendments to the Subdivision Improvement Agreements (“First Amendments”) for the above referenced eight (8) tracts and villages within the Tracy Hills Phase 1A project (“Subject Villages”). Approval and recordation of the First Amendments will result in Tracy Phase I, LLC (“Assignor”), as Subdivider under the original Subdivision Improvement Agreements for the Subject Villages (“Original SIAs”), assigning and transferring all of its rights and obligations pursuant to terms and conditions of the Original SIAs to Lennar Homes of California, Inc. (“Assignee”). Under the terms of the First Amendments, the Assignee will furnish to the City the required improvement security to replace the security furnished by the Assignor pursuant to the Original SIAs. Following the Assignee’s furnishing of such replacement security, the City will return the security provided by the Assignor.

DISCUSSION

The Original SIAs by which the Assignor agreed to furnish, construct and install all public improvements associated with the Subject Villages, were approved by the City Council on March 20, 2018 (for Villages 1A, 3A, 4A and 5A) and June 19, 2018 (for Villages 1B, 3B, 4B and 5B). The Original SIAs were subsequently executed by the City and Assignor and were recorded in the Office of the San Joaquin County Recorder.

The Final Subdivision Maps for the Subject Villages were recorded on April 11, 2018 (for Villages 1A, 3A, 4A and 5A) and June 28, 2018 (for Villages 1B, 3B, 4B and 5B) in the Office of the San Joaquin County Recorder. Subsequent to the recordation of said maps, and by virtue of the Grant Deed recorded September 6, 2018, San Joaquin County Records, the Assignor conveyed title to all of the lots comprising the Subject Villages to the Assignee.

Assignor now desires to assign and transfer to Assignee, and Assignee wishes to acquire from Assignor, all of Assignor’s rights and obligations pursuant to the Original SIAs, and the City wishes to consent to such assignment.

Consistent with the California Subdivision Map Act and Tracy Municipal Code, the Assignee will furnish to the City the improvement security to replace the security



furnished by the Assignor pursuant to the Original SIAs. Subsequent to the furnishing of such replacement security by the Assignee, the City will return the security originally provided by the Assignor.

Upon the recordation of the First Amendments, the Assignor will be released by the City from any and all obligations under the Original SIAs, except as otherwise set forth in the First Amendments.

#### FISCAL IMPACT

The Assignor has paid the applicable engineering review fees, which include the cost of review of the Improvement Plans and processing of the Original SIAs and the First Amendments.

#### STRATEGIC PLAN

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

#### RECOMMENDATION

That the Tracy City Council, by resolution, approve the First Amendments to the Subdivision Improvement Agreements for the Subject Tracy Hills Villages, and authorize the City Clerk to file the First Amendments with the Office of the San Joaquin County Recorder.

Prepared by: Nanda Gottiparthi, PE, SNG & Associates, Inc.

Reviewed by: Robert Armijo, PE, City Engineer / Assistant Development Services Director  
Karin Schnaider, Finance Director  
Andrew Malik, Assistant City Manager

Approved by: Midori Lichtwardt, Interim City Manager

#### ATTACHMENTS

Attachments A – First Amendment to SIA for Village 1A  
Attachments B – First Amendment to SIA for Village 3A  
Attachments C – First Amendment to SIA for Village 4A  
Attachments D – First Amendment to SIA for Village 5A  
Attachments E – First Amendment to SIA for Village 1B  
Attachments F – First Amendment to SIA for Village 3B  
Attachments G – First Amendment to SIA for Village 4B  
Attachments H – First Amendment to SIA for Village 5B

ORIGINAL

RECORDING REQUESTED BY  
AND WHEN RECORDED MAIL TO:

TRACY PHASE I, LLC  
888 San Clemente, Suite 100  
Newport Beach, CA 92660  
Attention: Caren Read, Esq.

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(Space Above For Recorder's Use)

**FIRST AMENDMENT TO SUBDIVISION IMPROVEMENT AGREEMENT  
TRACT 3788, TRACY HILLS VILLAGE 1A**

This **FIRST AMENDMENT TO SUBDIVISION IMPROVEMENT AGREEMENT** (hereinafter "First Amendment to SIA") is made and entered into as of \_\_\_\_\_, 2019, by and between **TRACY PHASE I, LLC**, a Delaware limited liability company (hereinafter, "Assignor"), **LENNAR HOMES OF CALIFORNIA, INC.**, a California corporation (hereinafter, "Assignee"), and the **CITY OF TRACY**, a municipal corporation (hereinafter "City").

**RECITALS**

A. The City of Tracy ("City") and Assignor entered into that certain Subdivision Improvement Agreement for Final Subdivision Map for Tract 3788, Tracy Hills Village 1A, recorded in the Official Records of San Joaquin County, California, on March 29, 2018, as Instrument No. 2018-034910 (the "SIA"). Pursuant to the SIA, Assignor agreed to furnish, construct, and install all public improvements referred to in the SIA as the "Work" or "Scope of Work."

B. Assignor conveyed to Assignee certain real property more particularly described in Exhibit "A" attached hereto and incorporated herein by reference (hereinafter "Property"), said Property comprising the subject Final Subdivision Map for Tract 3788, Tracy Hills Village 1A.

C. Pursuant to Section 16 of the SIA, the SIA shall not be assigned or transferred, without the written consent of the City.

D. Assignor now desires to assign and transfer to Assignee, and Assignee wishes to acquire from Assignor, all of Assignor's rights and obligations pursuant to the SIA, and the City wishes to consent to the assignment.

E. Consistent with Subdivision Map Act (including Government Code sections 66499 *et seq.*) and Tracy Municipal Code Section 12.36.080, Assignee desires to furnish to the City security to replace the security furnished by Assignor pursuant to Section 5 of the SIA ("Assignor's Security"), and Assignor desires that, following Assignee's furnishing of such replacement security, the City return Assignor's Security to Assignor.

## AGREEMENT

NOW, THEREFORE, Assignor, Assignee, and City hereby agree as follows:

1. Assignment. As of the Effective Date (as defined below), Assignor grants, assigns, transfers, and delivers to Assignee all of Assignor's rights, title and interest under the SIA to Assignee.
  2. Assumption. As of the Effective Date, Assignee agrees to assume all of Assignor's duties and obligations under the SIA.
  3. Replacement of Security. Pursuant to Section 5 of the SIA, Assignor has furnished the City security in the form noted below. Assignee shall post replacement security for all of the items noted below and for purposes of this First Amendment to SIA, such security posted by Assignee shall hereinafter be referred to as "Replacement Security."
    - 3.1. Faithful Performance security in the amount of \$ 1,419,264.00 in accordance with the cost estimates approved by City to secure faithful performance of the SIA (until the date on which the City Council accepts the work as complete.
    - 3.2. Labor and Material security in the amount of \$1,419,264.00 in accordance with the cost estimates approved by City to secure payment by the Assignor to laborers and materialmen (until the date on which claims are required to be made by laborers and materialmen).
    - 3.3. Warranty security in the amount of \$141,926.00 in accordance with the cost estimates approved by City to secure faithful performance of the SIA (from the date on which the City Council accepts the work as complete until one year thereafter).
    - 3.4. Monumentation security in the amount of \$ 15,875.00 to secure faithful performance of setting monuments as described in the Final Map for Tract 3788, Tracy Hills Village 1A within one year from the date of the SIA pursuant to Government Code section 66496.
- City hereby acknowledges that it has reviewed the Replacement Security and determined it is in full compliance with the terms and conditions stated in the SIA for such security.
4. Insurance. Assignor, Assignee and City agree Assignor's insurance, previously provided to City, shall remain in full force and effect in accordance with the insurance requirements of the SIA.
  5. Return of Assignor's Security. Within five (5) business days of the later of (i) receipt by the City of the Replacement Security from Assignee and (ii) the Effective Date, the City shall return Assignor's Security.
  6. Consent of City. City hereby consents to the assignment of the SIA from the Assignor to the Assignee, as set forth in this First Amendment to SIA.
  7. Release of Assignor. From and after the Effective Date, City releases Assignor from any and all obligations under the SIA, except for Assignor's continuing obligation to provide insurance as described in Section 4 above.

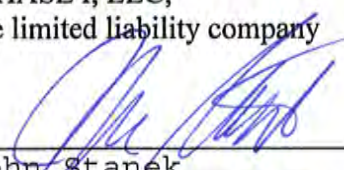
8. Effective Date. For purposes of this First Amendment to SIA upon execution by Assignor, Assignee and the City, the Effective Date shall be deemed to be the recordation date of this Amendment in the Official Records of San Joaquin County, California.
9. Binding Effect. This First Amendment to SIA shall be binding upon and inure to the benefit of the successors, permitted assigns, personal representatives, heirs and legatees of the respective parties hereto. Notwithstanding the foregoing or anything to the contrary in the SIA, the SIA and this Agreement shall automatically terminate and be of no further force or effect with respect to any portion of the Property: (a) containing a completed residence for which a certificate of occupancy has been issued; and/or (b) conveyed to a homeowner's association, public utility company, or public agency.
10. No Oral Modifications. This First Amendment to SIA may not be amended or modified except in writing executed by all of the parties hereto.
11. Severability. The invalidity, illegality or unenforceability of any provision of this First Amendment to SIA shall not affect the enforceability of any other provision of this Assignment, all of which shall remain in full force and effect.
12. Time of the Essence. Time is of the essence of this First Amendment to SIA and of the obligations required hereunder.
13. Non-Waiver. No delay or failure by any party to exercise any right hereunder, and no partial or single exercise of such right, shall constitute a waiver of that or any other right, unless otherwise expressly provided herein,
14. Further Assurances. The parties agree to execute all documents and instruments reasonably required in order to effect and implement the terms of this SIA and/or this First Amendment to SIA.
15. Counterpart Originals. This First Amendment to SIA may be executed in several duplicate originals, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. The signature pages of one or more counterpart copies may be removed from such counterpart copies and all attached to the same copy of this First Amendment to SIA, which, with all attached signature pages, shall be deemed to be an original agreement.
16. Recordation. This First Amendment to SIA shall be recorded in the official records of the County of San Joaquin Recorder.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first written above.

**“ASSIGNOR”**

TRACY PHASE I, LLC,  
a Delaware limited liability company

By:   
Name: John Stanek  
Its: Authorized Representative

**“ASSIGNEE”**

LENNAR HOMES OF CALIFORNIA, INC.,  
a California corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

**“CITY”**

CITY OF TRACY,  
a municipal corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

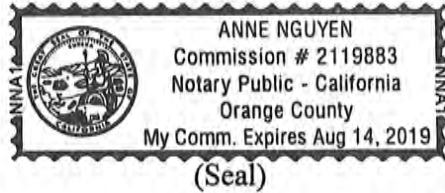
COUNTY OF Orange

On April 2, 2019, before me, Anne Nguyen,  
(insert name of notary)

Notary Public, personally appeared John Stanek,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s); or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Anne Nguyen

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF \_\_\_\_\_

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(insert name of notary)

Notary Public, personally appeared \_\_\_\_\_,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

(Seal)

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first written above.

**“ASSIGNOR”**

TRACY PHASE I, LLC,  
a Delaware limited liability company

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

**“ASSIGNEE”**

LENNAR HOMES OF CALIFORNIA, INC.,  
a California corporation

By:  \_\_\_\_\_  
Name: Bridgit Koller  
Its: Vice President

**“CITY”**

CITY OF TRACY,  
a municipal corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

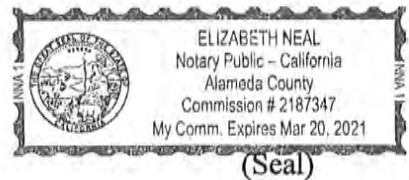
STATE OF CALIFORNIA  
COUNTY OF Contra Costa

On April 12, 2019, before me, Elizabeth Neal,  
(insert name of notary)

Notary Public, personally appeared Bridgit Keller,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Elizabeth Neal

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA  
COUNTY OF \_\_\_\_\_

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(insert name of notary)

Notary Public, personally appeared \_\_\_\_\_,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

(Seal)



**EXHIBIT "A"**

**LEGAL DESCRIPTION OF PROPERTY**

All that real property situate in the City of Tracy, County of San Joaquin, State of California, described as follows:

Lot 1 as shown on the map of Tract No. 3878, filed January 26, 2018, in Book 43 of Maps and Plats, at Page 17, Official Records of San Joaquin County.

ORIGINAL

RECORDING REQUESTED BY  
AND WHEN RECORDED MAIL TO:

TRACY PHASE I, LLC  
888 San Clemente, Suite 100  
Newport Beach, CA 92660  
Attention: Caren Read, Esq.

---

(Space Above For Recorder's Use)

**FIRST AMENDMENT TO SUBDIVISION IMPROVEMENT AGREEMENT  
TRACT 3889, TRACY HILLS VILLAGE 3A**

This **FIRST AMENDMENT TO SUBDIVISION IMPROVEMENT AGREEMENT** (hereinafter "First Amendment to SIA") is made and entered into as of \_\_\_\_\_, 2019, by and between **TRACY PHASE I, LLC**, a Delaware limited liability company (hereinafter, "Assignor"), **LENNAR HOMES OF CALIFORNIA, INC.**, a California corporation (hereinafter, "Assignee"), and the **CITY OF TRACY**, a municipal corporation (hereinafter "City").

**RECITALS**

A. The City of Tracy ("City") and Assignor entered into that certain Subdivision Improvement Agreement for Final Subdivision Map for Tract 3889, Tracy Hills Village 3A, recorded in the Official Records of San Joaquin County, California, on March 29, 2018, as Instrument No. 2018-034907 (the "SIA"). Pursuant to the SIA, Assignor agreed to furnish, construct, and install all public improvements referred to in the SIA as the "Work" or "Scope of Work."

B. Assignor conveyed to Assignee certain real property more particularly described in Exhibit "A" attached hereto and incorporated herein by reference (hereinafter "Property"), said Property comprising the subject Final Subdivision Map for Tract 3889, Tracy Hills Village 3A.

C. Pursuant to Section 16 of the SIA, the SIA shall not be assigned or transferred, without the written consent of the City.

D. Assignor now desires to assign and transfer to Assignee, and Assignee wishes to acquire from Assignor, all of Assignor's rights and obligations pursuant to the SIA, and the City wishes to consent to the assignment.

E. Consistent with Subdivision Map Act (including Government Code sections 66499 *et seq.*) and Tracy Municipal Code Section 12.36.080, Assignee desires to furnish to the City security to replace the security furnished by Assignor pursuant to Section 5 of the SIA ("Assignor's Security"), and Assignor desires that, following Assignee's furnishing of such replacement security, the City return Assignor's Security to Assignor.

## AGREEMENT

NOW, THEREFORE, Assignor, Assignee, and City hereby agree as follows:

1. Assignment. As of the Effective Date (as defined below), Assignor grants, assigns, transfers, and delivers to Assignee all of Assignor's rights, title and interest under the SIA to Assignee.
  2. Assumption. As of the Effective Date, Assignee agrees to assume all of Assignor's duties and obligations under the SIA.
  3. Replacement of Security. Pursuant to Section 5 of the SIA, Assignor has furnished the City security in the form noted below. Assignee shall post replacement security for all of the items noted below and for purposes of this First Amendment to SIA, such security posted by Assignee shall hereinafter be referred to as "Replacement Security."
    - 3.1. Faithful Performance security in the amount of \$ 1,280,675.00 in accordance with the cost estimates approved by City to secure faithful performance of the SIA (until the date on which the City Council accepts the work as complete).
    - 3.2. Labor and Material security in the amount of \$1,280.675.00 in accordance with the cost estimates approved by City to secure payment by the Assignor to laborers and materialmen (until the date on which claims are required to be made by laborers and materialmen).
    - 3.3. Warranty security in the amount of \$128,068.00 in accordance with the cost estimates approved by City to secure faithful performance of the SIA (from the date on which the City Council accepts the work as complete until one year thereafter).
    - 3.4. Monumentation security in the amount of \$ 15,125.00 to secure faithful performance of setting monuments as described in the Final Map for Tract 3889, Tracy Hills Village 3A within one year from the date of the SIA pursuant to Government Code section 66496.
- City hereby acknowledges that it has reviewed the Replacement Security and determined it is in full compliance with the terms and conditions stated in the SIA for such security.
4. Insurance. Assignor, Assignee and City agree Assignor's insurance, previously provided to City, shall remain in full force and effect in accordance with the insurance requirements of the SIA.
  5. Return of Assignor's Security. Within five (5) business days of the later of (i) receipt by the City of the Replacement Security from Assignee and (ii) the Effective Date, the City shall return Assignor's Security.
  6. Consent of City. City hereby consents to the assignment of the SIA from the Assignor to the Assignee, as set forth in this First Amendment to SIA.
  7. Release of Assignor. From and after the Effective Date, City releases Assignor from any and all obligations under the SIA, except for Assignor's continuing obligation to provide insurance as described in Section 4 above.

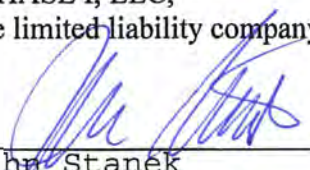
8. Effective Date. For purposes of this First Amendment to SIA upon execution by Assignor, Assignee and the City, the Effective Date shall be deemed to be the recordation date of this Amendment in the Official Records of San Joaquin County, California.
9. Binding Effect. This First Amendment to SIA shall be binding upon and inure to the benefit of the successors, permitted assigns, personal representatives, heirs and legatees of the respective parties hereto. Notwithstanding the foregoing or anything to the contrary in the SIA, the SIA and this Agreement shall automatically terminate and be of no further force or effect with respect to any portion of the Property: (a) containing a completed residence for which a certificate of occupancy has been issued; and/or (b) conveyed to a homeowner's association, public utility company, or public agency.
10. No Oral Modifications. This First Amendment to SIA may not be amended or modified except in writing executed by all of the parties hereto.
11. Severability. The invalidity, illegality or unenforceability of any provision of this First Amendment to SIA shall not affect the enforceability of any other provision of this Assignment, all of which shall remain in full force and effect.
12. Time of the Essence. Time is of the essence of this First Amendment to SIA and of the obligations required hereunder.
13. Non-Waiver. No delay or failure by any party to exercise any right hereunder, and no partial or single exercise of such right, shall constitute a waiver of that or any other right, unless otherwise expressly provided herein,
14. Further Assurances. The parties agree to execute all documents and instruments reasonably required in order to effect and implement the terms of this SIA and/or this First Amendment to SIA.
15. Counterpart Originals. This First Amendment to SIA may be executed in several duplicate originals, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. The signature pages of one or more counterpart copies may be removed from such counterpart copies and all attached to the same copy of this First Amendment to SIA, which, with all attached signature pages, shall be deemed to be an original agreement.
16. Recordation. This First Amendment to SIA shall be recorded in the official records of the County of San Joaquin Recorder.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first written above.

**“ASSIGNOR”**

TRACY PHASE I, LLC,  
a Delaware limited liability company

By:   
Name: John Stanek  
Its: Authorized Representative

**“ASSIGNEE”**

LENNAR HOMES OF CALIFORNIA, INC.,  
a California corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

**“CITY”**

CITY OF TRACY,  
a municipal corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

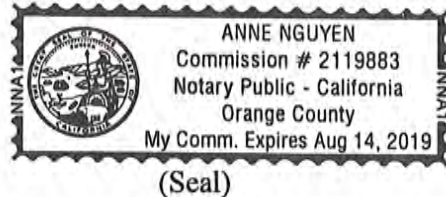
COUNTY OF Orange

On April 2, 2019, before me, Anne Nguyen,  
(insert name of notary)

Notary Public, personally appeared John Stanek,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Anne Nguyen

(Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF \_\_\_\_\_

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(insert name of notary)

Notary Public, personally appeared \_\_\_\_\_,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

(Seal)

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first written above.


**“ASSIGNOR”**

TRACY PHASE I, LLC,  
a Delaware limited liability company

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

**“ASSIGNEE”**

LENNAR HOMES OF CALIFORNIA, INC.,  
a California corporation

By:  \_\_\_\_\_  
Name: Bridgit Koller  
Its: Vice President

**“CITY”**

CITY OF TRACY,  
a municipal corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

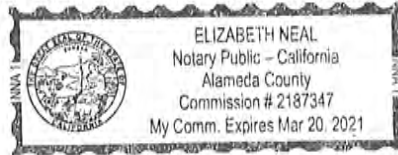
COUNTY OF Contra Costa

On April 12, 2019, before me, Elizabeth Neal,  
(insert name of notary)

Notary Public, personally appeared Bridgit Koller,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Elizabeth Neal

(Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF \_\_\_\_\_

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(insert name of notary)

Notary Public, personally appeared \_\_\_\_\_,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

(Seal)



EXHIBIT "A"

**LEGAL DESCRIPTION OF PROPERTY**

All that real property situate in the City of Tracy, County of San Joaquin, State of California, described as follows:

Lot 6 as shown on the map of Tract No. 3878, filed January 26, 2018, in Book 43 of Maps and Plats, at Page 17, Official Records of San Joaquin County.

ORIGINAL

RECORDING REQUESTED BY  
AND WHEN RECORDED MAIL TO:

TRACY PHASE I, LLC  
888 San Clemente, Suite 100  
Newport Beach, CA 92660  
Attention: Caren Read, Esq.

---

(Space Above For Recorder's Use)

**FIRST AMENDMENT TO SUBDIVISION IMPROVEMENT AGREEMENT  
TRACT 3890, TRACY HILLS VILLAGE 4A**

This **FIRST AMENDMENT TO SUBDIVISION IMPROVEMENT AGREEMENT** (hereinafter "First Amendment to SIA") is made and entered into as of \_\_\_\_\_, 2019, by and between **TRACY PHASE I, LLC**, a Delaware limited liability company (hereinafter, "Assignor"), **LENNAR HOMES OF CALIFORNIA, INC.**, a California corporation (hereinafter, "Assignee"), and the **CITY OF TRACY**, a municipal corporation (hereinafter "City").

**RECITALS**

A. The City of Tracy ("City") and Assignor entered into that certain Subdivision Improvement Agreement for Final Subdivision Map for Tract 3890, Tracy Hills Village 4A, recorded in the Official Records of San Joaquin County, California, on March 29, 2018, as Instrument No. 2018-034908 (the "SIA"). Pursuant to the SIA, Assignor agreed to furnish, construct, and install all public improvements referred to in the SIA as the "Work" or "Scope of Work."

B. Assignor conveyed to Assignee certain real property more particularly described in Exhibit "A" attached hereto and incorporated herein by reference (hereinafter "Property"), said Property comprising the subject Final Subdivision Map for Tract 3890, Tracy Hills Village 4A.

C. Pursuant to Section 16 of the SIA, the SIA shall not be assigned or transferred, without the written consent of the City.

D. Assignor now desires to assign and transfer to Assignee, and Assignee wishes to acquire from Assignor, all of Assignor's rights and obligations pursuant to the SIA, and the City wishes to consent to the assignment.

E. Consistent with Subdivision Map Act (including Government Code sections 66499 *et seq.*) and Tracy Municipal Code Section 12.36.080, Assignee desires to furnish to the City security to replace the security furnished by Assignor pursuant to Section 5 of the SIA ("Assignor's Security"), and Assignor desires that, following Assignee's furnishing of such replacement security, the City return Assignor's Security to Assignor.

## AGREEMENT

NOW, THEREFORE, Assignor, Assignee, and City hereby agree as follows:

1. Assignment. As of the Effective Date (as defined below), Assignor grants, assigns, transfers, and delivers to Assignee all of Assignor's rights, title and interest under the SIA to Assignee.
  2. Assumption. As of the Effective Date, Assignee agrees to assume all of Assignor's duties and obligations under the SIA.
  3. Replacement of Security. Pursuant to Section 5 of the SIA, Assignor has furnished the City security in the form noted below. Assignee shall post replacement security for all of the items noted below and for purposes of this First Amendment to SIA, such security posted by Assignee shall hereinafter be referred to as "Replacement Security."
    - 3.1. Faithful Performance security in the amount of \$ 1,262,140.00 in accordance with the cost estimates approved by City to secure faithful performance of the SIA (until the date on which the City Council accepts the work as complete.
    - 3.2. Labor and Material security in the amount of \$1,262,140.00 in accordance with the cost estimates approved by City to secure payment by the Assignor to laborers and materialmen (until the date on which claims are required to be made by laborers and materialmen).
    - 3.3. Warranty security in the amount of \$126,214.00 in accordance with the cost estimates approved by City to secure faithful performance of the SIA (from the date on which the City Council accepts the work as complete until one year thereafter).
    - 3.4. Monumentation security in the amount of \$ 12,500.00 to secure faithful performance of setting monuments as described in the Final Map for Tract 3890, Tracy Hills Village 4A within one year from the date of the SIA pursuant to Government Code section 66496.
- City hereby acknowledges that it has reviewed the Replacement Security and determined it is in full compliance with the terms and conditions stated in the SIA for such security.
4. Insurance. Assignor, Assignee and City agree Assignor's insurance, previously provided to City, shall remain in full force and effect in accordance with the insurance requirements of the SIA.
  5. Return of Assignor's Security. Within five (5) business days of the later of (i) receipt by the City of the Replacement Security from Assignee and (ii) the Effective Date, the City shall return Assignor's Security.
  6. Consent of City. City hereby consents to the assignment of the SIA from the Assignor to the Assignee, as set forth in this First Amendment to SIA.
  7. Release of Assignor. From and after the Effective Date, City releases Assignor from any and all obligations under the SIA, except for Assignor's continuing obligation to provide insurance as described in Section 4 above.

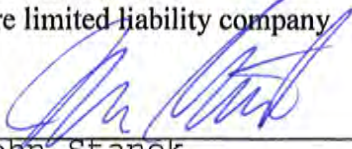
8. Effective Date. For purposes of this First Amendment to SIA upon execution by Assignor, Assignee and the City, the Effective Date shall be deemed to be the recordation date of this Amendment in the Official Records of San Joaquin County, California.
9. Binding Effect. This First Amendment to SIA shall be binding upon and inure to the benefit of the successors, permitted assigns, personal representatives, heirs and legatees of the respective parties hereto. Notwithstanding the foregoing or anything to the contrary in the SIA, the SIA and this Agreement shall automatically terminate and be of no further force or effect with respect to any portion of the Property: (a) containing a completed residence for which a certificate of occupancy has been issued; and/or (b) conveyed to a homeowner's association, public utility company, or public agency.
10. No Oral Modifications. This First Amendment to SIA may not be amended or modified except in writing executed by all of the parties hereto.
11. Severability. The invalidity, illegality or unenforceability of any provision of this First Amendment to SIA shall not affect the enforceability of any other provision of this Assignment, all of which shall remain in full force and effect.
12. Time of the Essence. Time is of the essence of this First Amendment to SIA and of the obligations required hereunder.
13. Non-Waiver. No delay or failure by any party to exercise any right hereunder, and no partial or single exercise of such right, shall constitute a waiver of that or any other right, unless otherwise expressly provided herein,
14. Further Assurances. The parties agree to execute all documents and instruments reasonably required in order to effect and implement the terms of this SIA and/or this First Amendment to SIA.
15. Counterpart Originals. This First Amendment to SIA may be executed in several duplicate originals, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. The signature pages of one or more counterpart copies may be removed from such counterpart copies and all attached to the same copy of this First Amendment to SIA, which, with all attached signature pages, shall be deemed to be an original agreement.
16. Recordation. This First Amendment to SIA shall be recorded in the official records of the County of San Joaquin Recorder.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first written above.

**“ASSIGNOR”**

TRACY PHASE I, LLC,  
a Delaware limited liability company

By:   
Name: John Stanek  
Its: Authorized Representative

**“ASSIGNEE”**

LENNAR HOMES OF CALIFORNIA, INC.,  
a California corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

**“CITY”**

CITY OF TRACY,  
a municipal corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

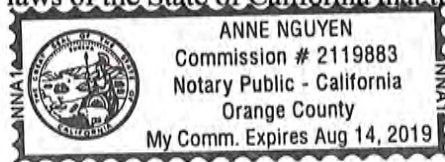
COUNTY OF Orange

On April 2, 2019, before me, Anne Nguyen,  
(insert name of notary)

Notary Public, personally appeared John Stanek,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Anne Nguyen

(Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF \_\_\_\_\_

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(insert name of notary)

Notary Public, personally appeared \_\_\_\_\_,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

(Seal)

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first written above.


**“ASSIGNOR”**

TRACY PHASE I, LLC,  
a Delaware limited liability company

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

**“ASSIGNEE”**

LENNAR HOMES OF CALIFORNIA, INC.,  
a California corporation

By:  \_\_\_\_\_  
Name: Bridgit Koller  
Its: Vice President

**“CITY”**

CITY OF TRACY,  
a municipal corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

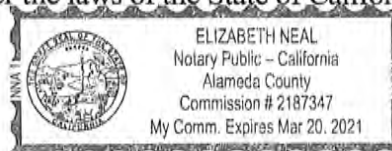
COUNTY OF Contra Costa

On April 12, 2019, before me, Elizabeth Neal,  
(insert name of notary)

Notary Public, personally appeared Bridgit Keller,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Elizabeth Neal

(Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF \_\_\_\_\_

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(insert name of notary)

Notary Public, personally appeared \_\_\_\_\_,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

(Seal)



EXHIBIT "A"

**LEGAL DESCRIPTION OF PROPERTY**

All that real property situate in the City of Tracy, County of San Joaquin, State of California, described as follows:

Lot 8 as shown on the map of Tract No. 3878, filed January 26, 2018, in Book 43 of Maps and Plats, at Page 17, Official Records of San Joaquin County.

ORIGINAL

RECORDING REQUESTED BY  
AND WHEN RECORDED MAIL TO:

TRACY PHASE I, LLC  
888 San Clemente, Suite 100  
Newport Beach, CA 92660  
Attention: Caren Read, Esq.

---

(Space Above For Recorder's Use)

**FIRST AMENDMENT TO SUBDIVISION IMPROVEMENT AGREEMENT  
TRACT 3891, TRACY HILLS VILLAGE 5A**

This **FIRST AMENDMENT TO SUBDIVISION IMPROVEMENT AGREEMENT** (hereinafter "First Amendment to SIA") is made and entered into as of \_\_\_\_\_, 2019, by and between **TRACY PHASE I, LLC**, a Delaware limited liability company (hereinafter, "Assignor"), **LENNAR HOMES OF CALIFORNIA, INC.**, a California corporation (hereinafter, "Assignee"), and the **CITY OF TRACY**, a municipal corporation (hereinafter "City").

**RECITALS**

A. The City of Tracy ("City") and Assignor entered into that certain Subdivision Improvement Agreement for Final Subdivision Map for Tract 3891, Tracy Hills Village 5A, recorded in the Official Records of San Joaquin County, California, on March 29, 2018, as Instrument No. 2018-034911 (the "SIA"). Pursuant to the SIA, Assignor agreed to furnish, construct, and install all public improvements referred to in the SIA as the "Work" or "Scope of Work."

B. Assignor conveyed to Assignee certain real property more particularly described in Exhibit "A" attached hereto and incorporated herein by reference (hereinafter "Property"), said Property comprising the subject Final Subdivision Map for Tract 3891, Tracy Hills Village 5A.

C. Pursuant to Section 16 of the SIA, the SIA shall not be assigned or transferred, without the written consent of the City.

D. Assignor now desires to assign and transfer to Assignee, and Assignee wishes to acquire from Assignor, all of Assignor's rights and obligations pursuant to the SIA, and the City wishes to consent to the assignment.

E. Consistent with Subdivision Map Act (including Government Code sections 66499 *et seq.*) and Tracy Municipal Code Section 12.36.080, Assignee desires to furnish to the City security to replace the security furnished by Assignor pursuant to Section 5 of the SIA ("Assignor's Security"), and Assignor desires that, following Assignee's furnishing of such replacement security, the City return Assignor's Security to Assignor.

## AGREEMENT

NOW, THEREFORE, Assignor, Assignee, and City hereby agree as follows:

1. Assignment. As of the Effective Date (as defined below), Assignor grants, assigns, transfers, and delivers to Assignee all of Assignor's rights, title and interest under the SIA to Assignee.
  2. Assumption. As of the Effective Date, Assignee agrees to assume all of Assignor's duties and obligations under the SIA.
  3. Replacement of Security. Pursuant to Section 5 of the SIA, Assignor has furnished the City security in the form noted below. Assignee shall post replacement security for all of the items noted below and for purposes of this First Amendment to SIA, such security posted by Assignee shall hereinafter be referred to as "Replacement Security."
    - 3.1. Faithful Performance security in the amount of \$ 1,516,009.00 in accordance with the cost estimates approved by City to secure faithful performance of the SIA (until the date on which the City Council accepts the work as complete.
    - 3.2. Labor and Material security in the amount of \$1,516,009.00 in accordance with the cost estimates approved by City to secure payment by the Assignor to laborers and materialmen (until the date on which claims are required to be made by laborers and materialmen).
    - 3.3. Warranty security in the amount of \$151,601.00 in accordance with the cost estimates approved by City to secure faithful performance of the SIA (from the date on which the City Council accepts the work as complete until one year thereafter).
    - 3.4. Monumentation security in the amount of \$ 14,000.00 to secure faithful performance of setting monuments as described in the Final Map for Tract 3891, Tracy Hills Village 5A within one year from the date of the SIA pursuant to Government Code section 66496.
- City hereby acknowledges that it has reviewed the Replacement Security and determined it is in full compliance with the terms and conditions stated in the SIA for such security.
4. Insurance. Assignor, Assignee and City agree Assignor's insurance, previously provided to City, shall remain in full force and effect in accordance with the insurance requirements of the SIA.
  5. Return of Assignor's Security. Within five (5) business days of the later of (i) receipt by the City of the Replacement Security from Assignee and (ii) the Effective Date, the City shall return Assignor's Security.
  6. Consent of City. City hereby consents to the assignment of the SIA from the Assignor to the Assignee, as set forth in this First Amendment to SIA.
  7. Release of Assignor. From and after the Effective Date, City releases Assignor from any and all obligations under the SIA, except for Assignor's continuing obligation to provide insurance as described in Section 4 above.

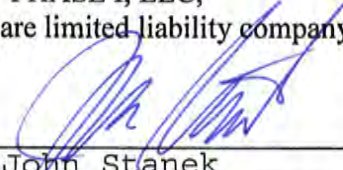
8. Effective Date. For purposes of this First Amendment to SIA upon execution by Assignor, Assignee and the City, the Effective Date shall be deemed to be the recordation date of this Amendment in the Official Records of San Joaquin County, California.
9. Binding Effect. This First Amendment to SIA shall be binding upon and inure to the benefit of the successors, permitted assigns, personal representatives, heirs and legatees of the respective parties hereto. Notwithstanding the foregoing or anything to the contrary in the SIA, the SIA and this Agreement shall automatically terminate and be of no further force or effect with respect to any portion of the Property: (a) containing a completed residence for which a certificate of occupancy has been issued; and/or (b) conveyed to a homeowner's association, public utility company, or public agency.
10. No Oral Modifications. This First Amendment to SIA may not be amended or modified except in writing executed by all of the parties hereto.
11. Severability. The invalidity, illegality or unenforceability of any provision of this First Amendment to SIA shall not affect the enforceability of any other provision of this Assignment, all of which shall remain in full force and effect.
12. Time of the Essence. Time is of the essence of this First Amendment to SIA and of the obligations required hereunder.
13. Non-Waiver. No delay or failure by any party to exercise any right hereunder, and no partial or single exercise of such right, shall constitute a waiver of that or any other right, unless otherwise expressly provided herein,
14. Further Assurances. The parties agree to execute all documents and instruments reasonably required in order to effect and implement the terms of this SIA and/or this First Amendment to SIA.
15. Counterpart Originals. This First Amendment to SIA may be executed in several duplicate originals, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. The signature pages of one or more counterpart copies may be removed from such counterpart copies and all attached to the same copy of this First Amendment to SIA, which, with all attached signature pages, shall be deemed to be an original agreement.
16. Recordation. This First Amendment to SIA shall be recorded in the official records of the County of San Joaquin Recorder.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first written above.

**“ASSIGNOR”**

TRACY PHASE I, LLC,  
a Delaware limited liability company

By:   
Name: John Stanek  
Its: Authorized Representative

**“ASSIGNEE”**

LENNAR HOMES OF CALIFORNIA, INC.,  
a California corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

**“CITY”**

CITY OF TRACY,  
a municipal corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA  
COUNTY OF Orange

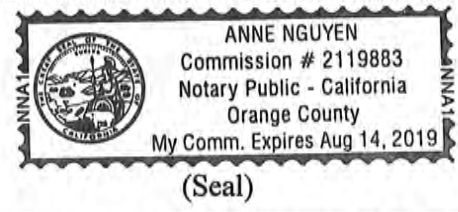
On April 2, 2019, before me, Anne Nguyen,  
(insert name of notary)

Notary Public, personally appeared John Stanek,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Anne Nguyen



A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA  
COUNTY OF \_\_\_\_\_

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(insert name of notary)

Notary Public, personally appeared \_\_\_\_\_,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

(Seal)

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first written above.

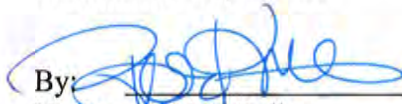
**“ASSIGNOR”**

TRACY PHASE I, LLC,  
a Delaware limited liability company

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

**“ASSIGNEE”**

LENNAR HOMES OF CALIFORNIA, INC.,  
a California corporation

By:  \_\_\_\_\_  
Name: Bridgit Koller  
Its: Vice President

**“CITY”**

CITY OF TRACY,  
a municipal corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

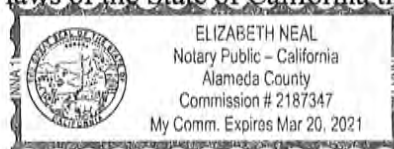
COUNTY OF Contra Costa

On April 12, 2019, before me, Elizabeth Neal,  
(insert name of notary)

Notary Public, personally appeared Bridgit Collier,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Elizabeth Neal

(Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF \_\_\_\_\_

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(insert name of notary)

Notary Public, personally appeared \_\_\_\_\_,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

(Seal)



EXHIBIT "A"

**LEGAL DESCRIPTION OF PROPERTY**

All that real property situate in the City of Tracy, County of San Joaquin, State of California, described as follows:

Lot 11 as shown on the map of Tract No. 3878, filed January 26, 2018, in Book 43 of Maps and Plats, at Page 17, Official Records of San Joaquin County.

ORIGINAL

RECORDING REQUESTED BY  
AND WHEN RECORDED MAIL TO:

TRACY PHASE I, LLC  
888 San Clemente, Suite 100  
Newport Beach, CA 92660  
Attention: Caren Read, Esq.

---

(Space Above For Recorder's Use)

**FIRST AMENDMENT TO SUBDIVISION IMPROVEMENT AGREEMENT  
TRACT 3943, TRACY HILLS VILLAGE 1B**

This **FIRST AMENDMENT TO SUBDIVISION IMPROVEMENT AGREEMENT** (hereinafter "First Amendment to SIA") is made and entered into as of \_\_\_\_\_, 2019, by and between **TRACY PHASE I, LLC**, a Delaware limited liability company (hereinafter, "Assignor"), **LENNAR HOMES OF CALIFORNIA, INC.**, a California corporation (hereinafter, "Assignee"), and the **CITY OF TRACY**, a municipal corporation (hereinafter "City").

**RECITALS**

A. The City of Tracy ("City") and Assignor entered into that certain Subdivision Improvement Agreement for Final Subdivision Map for Tract 3943, Tracy Hills Village 1B, recorded in the Official Records of San Joaquin County, California, on July 19, 2018, as Instrument No. 2018-079695 (the "SIA"). Pursuant to the SIA, Assignor agreed to furnish, construct, and install all public improvements referred to in the SIA as the "Work" or "Scope of Work."

B. Assignor conveyed to Assignee certain real property more particularly described in Exhibit "A" attached hereto and incorporated herein by reference (hereinafter "Property"), said Property comprising the subject Final Subdivision Map for Tract 3943, Tracy Hills Village 1B.

C. Pursuant to Section 16 of the SIA, the SIA shall not be assigned or transferred, without the written consent of the City.

D. Assignor now desires to assign and transfer to Assignee, and Assignee wishes to acquire from Assignor, all of Assignor's rights and obligations pursuant to the SIA, and the City wishes to consent to the assignment.

E. Consistent with Subdivision Map Act (including Government Code sections 66499 *et seq.*) and Tracy Municipal Code Section 12.36.080, Assignee desires to furnish to the City security to replace the security furnished by Assignor pursuant to Section 5 of the SIA ("Assignor's Security"), and Assignor desires that, following Assignee's furnishing of such replacement security, the City return Assignor's Security to Assignor.

## AGREEMENT

NOW, THEREFORE, Assignor, Assignee, and City hereby agree as follows:

1. Assignment. As of the Effective Date (as defined below), Assignor grants, assigns, transfers, and delivers to Assignee all of Assignor's rights, title and interest under the SIA to Assignee.
  2. Assumption. As of the Effective Date, Assignee agrees to assume all of Assignor's duties and obligations under the SIA.
  3. Replacement of Security. Pursuant to Section 5 of the SIA, Assignor has furnished the City security in the form noted below. Assignee shall post replacement security for all of the items noted below and for purposes of this First Amendment to SIA, such security posted by Assignee shall hereinafter be referred to as "Replacement Security."
    - 3.1. Faithful Performance security in the amount of \$977,636.00 in accordance with the cost estimates approved by City to secure faithful performance of the SIA (until the date on which the City Council accepts the work as complete).
    - 3.2. Labor and Material security in the amount of \$977,636.00 in accordance with the cost estimates approved by City to secure payment by the Assignor to laborers and materialmen (until the date on which claims are required to be made by laborers and materialmen).
    - 3.3. Warranty security in the amount of \$97,764.00 in accordance with the cost estimates approved by City to secure faithful performance of the SIA (from the date on which the City Council accepts the work as complete until one year thereafter).
    - 3.4. Monumentation security in the amount of \$ 12,500.00 to secure faithful performance of setting monuments as described in the Final Map for Tract 3943, Tracy Hills Village 1B within one year from the date of the SIA pursuant to Government Code section 66496.
- City hereby acknowledges that it has reviewed the Replacement Security and determined it is in full compliance with the terms and conditions stated in the SIA for such security.
4. Insurance. Assignor, Assignee and City agree Assignor's insurance, previously provided to City, shall remain in full force and effect in accordance with the insurance requirements of the SIA.
  5. Return of Assignor's Security. Within five (5) business days of the later of (i) receipt by the City of the Replacement Security from Assignee and (ii) the Effective Date, the City shall return Assignor's Security.
  6. Consent of City. City hereby consents to the assignment of the SIA from the Assignor to the Assignee, as set forth in this First Amendment to SIA.
  7. Release of Assignor. From and after the Effective Date, City releases Assignor from any and all obligations under the SIA, except for Assignor's continuing obligation to provide insurance as described in Section 4 above.

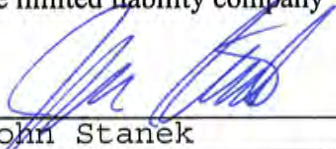
8. Effective Date. For purposes of this First Amendment to SIA upon execution by Assignor, Assignee and the City, the Effective Date shall be deemed to be the recordation date of this Amendment in the Official Records of San Joaquin County, California.
9. Binding Effect. This First Amendment to SIA shall be binding upon and inure to the benefit of the successors, permitted assigns, personal representatives, heirs and legatees of the respective parties hereto. Notwithstanding the foregoing or anything to the contrary in the SIA, the SIA and this Agreement shall automatically terminate and be of no further force or effect with respect to any portion of the Property: (a) containing a completed residence for which a certificate of occupancy has been issued; and/or (b) conveyed to a homeowner's association, public utility company, or public agency.
10. No Oral Modifications. This First Amendment to SIA may not be amended or modified except in writing executed by all of the parties hereto.
11. Severability. The invalidity, illegality or unenforceability of any provision of this First Amendment to SIA shall not affect the enforceability of any other provision of this Assignment, all of which shall remain in full force and effect.
12. Time of the Essence. Time is of the essence of this First Amendment to SIA and of the obligations required hereunder.
13. Non-Waiver. No delay or failure by any party to exercise any right hereunder, and no partial or single exercise of such right, shall constitute a waiver of that or any other right, unless otherwise expressly provided herein,
14. Further Assurances. The parties agree to execute all documents and instruments reasonably required in order to effect and implement the terms of this SIA and/or this First Amendment to SIA.
15. Counterpart Originals. This First Amendment to SIA may be executed in several duplicate originals, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. The signature pages of one or more counterpart copies may be removed from such counterpart copies and all attached to the same copy of this First Amendment to SIA, which, with all attached signature pages, shall be deemed to be an original agreement.
16. Recordation. This First Amendment to SIA shall be recorded in the official records of the County of San Joaquin Recorder.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first written above.

**“ASSIGNOR”**

TRACY PHASE I, LLC,  
a Delaware limited liability company

By:   
Name: John Stanek  
Its: Authorized Representative

**“ASSIGNEE”**

LENNAR HOMES OF CALIFORNIA, INC.,  
a California corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

**“CITY”**

CITY OF TRACY,  
a municipal corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

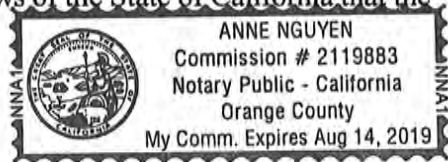
COUNTY OF Orange

On April 2, 2019, before me, Anne Nguyen,  
(insert name of notary)

Notary Public, personally appeared John Stanek,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Anne Nguyen

(Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF \_\_\_\_\_

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(insert name of notary)

Notary Public, personally appeared \_\_\_\_\_,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

(Seal)

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first written above.


**“ASSIGNOR”**

TRACY PHASE I, LLC,  
a Delaware limited liability company

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

**“ASSIGNEE”**

LENNAR HOMES OF CALIFORNIA, INC.,  
a California corporation

By:  \_\_\_\_\_  
Name: Bridgit Koller  
Its: Vice President

**“CITY”**

CITY OF TRACY,  
a municipal corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

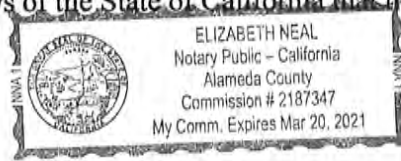
COUNTY OF Contra Costa

On April 12, 2019, before me, Elizabeth Neal,  
(insert name of notary)

Notary Public, personally appeared Bridgit Koller,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Elizabeth Neal

(Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF \_\_\_\_\_

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(insert name of notary)

Notary Public, personally appeared \_\_\_\_\_,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

(Seal)



EXHIBIT "A"

**LEGAL DESCRIPTION OF PROPERTY**

All that real property situate in the City of Tracy, County of San Joaquin, State of California, described as follows:

Lot 2 as shown on the map of Tract No. 3878, filed January 26, 2018, in Book 43 of Maps and Plats, at Page 17, Official Records of San Joaquin County.

ORIGINAL

RECORDING REQUESTED BY  
AND WHEN RECORDED MAIL TO:

TRACY PHASE I, LLC  
888 San Clemente, Suite 100  
Newport Beach, CA 92660  
Attention: Caren Read, Esq.

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(Space Above For Recorder's Use)

**FIRST AMENDMENT TO SUBDIVISION IMPROVEMENT AGREEMENT  
TRACT 3945, TRACY HILLS VILLAGE 3B**

This **FIRST AMENDMENT TO SUBDIVISION IMPROVEMENT AGREEMENT** (hereinafter "First Amendment to SIA") is made and entered into as of \_\_\_\_\_, 2019, by and between **TRACY PHASE I, LLC**, a Delaware limited liability company (hereinafter, "Assignor"), **LENNAR HOMES OF CALIFORNIA, INC.**, a California corporation (hereinafter, "Assignee"), and the **CITY OF TRACY**, a municipal corporation (hereinafter "City").

**RECITALS**

A. The City of Tracy ("City") and Assignor entered into that certain Subdivision Improvement Agreement for Final Subdivision Map for Tract 3945, Tracy Hills Village 3B, recorded in the Official Records of San Joaquin County, California, on August 7, 2018, as Instrument No. 2018-087265 (the "SIA"). Pursuant to the SIA, Assignor agreed to furnish, construct, and install all public improvements referred to in the SIA as the "Work" or "Scope of Work."

B. Assignor conveyed to Assignee certain real property more particularly described in Exhibit "A" attached hereto and incorporated herein by reference (hereinafter "Property"), said Property comprising the subject Final Subdivision Map for Tract 3945, Tracy Hills Village 3B.

C. Pursuant to Section 16 of the SIA, the SIA shall not be assigned or transferred, without the written consent of the City.

D. Assignor now desires to assign and transfer to Assignee, and Assignee wishes to acquire from Assignor, all of Assignor's rights and obligations pursuant to the SIA, and the City wishes to consent to the assignment.

E. Consistent with Subdivision Map Act (including Government Code sections 66499 *et seq.*) and Tracy Municipal Code Section 12.36.080, Assignee desires to furnish to the City security to replace the security furnished by Assignor pursuant to Section 5 of the SIA ("Assignor's Security"), and Assignor desires that, following Assignee's furnishing of such replacement security, the City return Assignor's Security to Assignor.

## AGREEMENT

NOW, THEREFORE, Assignor, Assignee, and City hereby agree as follows:

1. Assignment. As of the Effective Date (as defined below), Assignor grants, assigns, transfers, and delivers to Assignee all of Assignor's rights, title and interest under the SIA to Assignee.
  2. Assumption. As of the Effective Date, Assignee agrees to assume all of Assignor's duties and obligations under the SIA.
  3. Replacement of Security. Pursuant to Section 5 of the SIA, Assignor has furnished the City security in the form noted below. Assignee shall post replacement security for all of the items noted below and for purposes of this First Amendment to SIA, such security posted by Assignee shall hereinafter be referred to as "Replacement Security."
    - 3.1. Faithful Performance security in the amount of \$577,346.00 in accordance with the cost estimates approved by City to secure faithful performance of the SIA (until the date on which the City Council accepts the work as complete).
    - 3.2. Labor and Material security in the amount of \$577,346.00 in accordance with the cost estimates approved by City to secure payment by the Assignor to laborers and materialmen (until the date on which claims are required to be made by laborers and materialmen).
    - 3.3. Warranty security in the amount of \$57,735.00 in accordance with the cost estimates approved by City to secure faithful performance of the SIA (from the date on which the City Council accepts the work as complete until one year thereafter).
    - 3.4. Monumentation security in the amount of \$ 10,750.00 to secure faithful performance of setting monuments as described in the Final Map for Tract 3945, Tracy Hills Village 3B within one year from the date of the SIA pursuant to Government Code section 66496.
- City hereby acknowledges that it has reviewed the Replacement Security and determined it is in full compliance with the terms and conditions stated in the SIA for such security.
4. Insurance. Assignor, Assignee and City agree Assignor's insurance, previously provided to City, shall remain in full force and effect in accordance with the insurance requirements of the SIA.
  5. Return of Assignor's Security. Within five (5) business days of the later of (i) receipt by the City of the Replacement Security from Assignee and (ii) the Effective Date, the City shall return Assignor's Security.
  6. Consent of City. City hereby consents to the assignment of the SIA from the Assignor to the Assignee, as set forth in this First Amendment to SIA.
  7. Release of Assignor. From and after the Effective Date, City releases Assignor from any and all obligations under the SIA, except for Assignor's continuing obligation to provide insurance as described in Section 4 above.

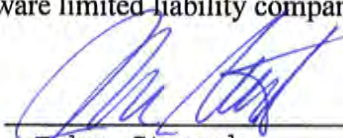
8. Effective Date. For purposes of this First Amendment to SIA upon execution by Assignor, Assignee and the City, the Effective Date shall be deemed to be the recordation date of this Amendment in the Official Records of San Joaquin County, California.
9. Binding Effect. This First Amendment to SIA shall be binding upon and inure to the benefit of the successors, permitted assigns, personal representatives, heirs and legatees of the respective parties hereto. Notwithstanding the foregoing or anything to the contrary in the SIA, the SIA and this Agreement shall automatically terminate and be of no further force or effect with respect to any portion of the Property: (a) containing a completed residence for which a certificate of occupancy has been issued; and/or (b) conveyed to a homeowner's association, public utility company, or public agency.
10. No Oral Modifications. This First Amendment to SIA may not be amended or modified except in writing executed by all of the parties hereto.
11. Severability. The invalidity, illegality or unenforceability of any provision of this First Amendment to SIA shall not affect the enforceability of any other provision of this Assignment, all of which shall remain in full force and effect.
12. Time of the Essence. Time is of the essence of this First Amendment to SIA and of the obligations required hereunder.
13. Non-Waiver. No delay or failure by any party to exercise any right hereunder, and no partial or single exercise of such right, shall constitute a waiver of that or any other right, unless otherwise expressly provided herein,
14. Further Assurances. The parties agree to execute all documents and instruments reasonably required in order to effect and implement the terms of this SIA and/or this First Amendment to SIA.
15. Counterpart Originals. This First Amendment to SIA may be executed in several duplicate originals, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. The signature pages of one or more counterpart copies may be removed from such counterpart copies and all attached to the same copy of this First Amendment to SIA, which, with all attached signature pages, shall be deemed to be an original agreement.
16. Recordation. This First Amendment to SIA shall be recorded in the official records of the County of San Joaquin Recorder.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first written above.

**“ASSIGNOR”**

TRACY PHASE I, LLC,  
a Delaware limited liability company

By:   
Name: John Stanek  
Its: Authorized Representative

**“ASSIGNEE”**

LENNAR HOMES OF CALIFORNIA, INC.,  
a California corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

**“CITY”**

CITY OF TRACY,  
a municipal corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

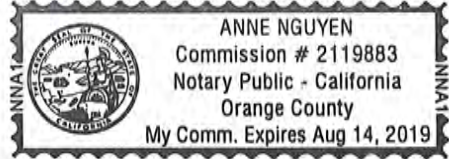
STATE OF CALIFORNIA  
COUNTY OF Orange

On April 2, 2019, before me, Anne Nguyen,  
(insert name of notary)

Notary Public, personally appeared John Stanek,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Anne Nguyen

(Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA  
COUNTY OF \_\_\_\_\_

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(insert name of notary)

Notary Public, personally appeared \_\_\_\_\_,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

(Seal)

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first written above.


**“ASSIGNOR”**

TRACY PHASE I, LLC,  
a Delaware limited liability company

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

**“ASSIGNEE”**

LENNAR HOMES OF CALIFORNIA, INC.,  
a California corporation

By:  \_\_\_\_\_  
Name: Bridgit Koller  
Its: Vice President

**“CITY”**

CITY OF TRACY,  
a municipal corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

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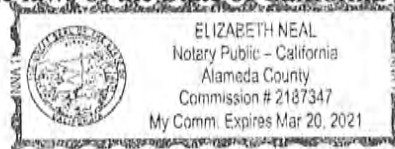
STATE OF CALIFORNIA  
COUNTY OF Contra Costa

On April 12, 2019, before me, Elizabeth Neal,  
(insert name of notary)

Notary Public, personally appeared Bridgit Koller,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Elizabeth Neal

(Seal)

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STATE OF CALIFORNIA  
COUNTY OF \_\_\_\_\_

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(insert name of notary)

Notary Public, personally appeared \_\_\_\_\_,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

(Seal)



EXHIBIT "A"

**LEGAL DESCRIPTION OF PROPERTY**

All that real property situate in the City of Tracy, County of San Joaquin, State of California, described as follows:

Lot 7 as shown on the map of Tract No. 3878, filed January 26, 2018, in Book 43 of Maps and Plats, at Page 17, Official Records of San Joaquin County.

ORIGINAL

RECORDING REQUESTED BY  
AND WHEN RECORDED MAIL TO:

TRACY PHASE I, LLC  
888 San Clemente, Suite 100  
Newport Beach, CA 92660  
Attention: Caren Read, Esq.

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(Space Above For Recorder's Use)

**FIRST AMENDMENT TO SUBDIVISION IMPROVEMENT AGREEMENT  
TRACT 3946, TRACY HILLS VILLAGE 4B**

This **FIRST AMENDMENT TO SUBDIVISION IMPROVEMENT AGREEMENT** (hereinafter "First Amendment to SIA") is made and entered into as of \_\_\_\_\_, 2019, by and between **TRACY PHASE I, LLC**, a Delaware limited liability company (hereinafter, "Assignor"), **LENNAR HOMES OF CALIFORNIA, INC.**, a California corporation (hereinafter, "Assignee"), and the **CITY OF TRACY**, a municipal corporation (hereinafter "City").

**RECITALS**

A. The City of Tracy ("City") and Assignor entered into that certain Subdivision Improvement Agreement for Final Subdivision Map for Tract 3946, Tracy Hills Village 4B, recorded in the Official Records of San Joaquin County, California, on July 19, 2018, as Instrument No. 2018-079696 (the "SIA"). Pursuant to the SIA, Assignor agreed to furnish, construct, and install all public improvements referred to in the SIA as the "Work" or "Scope of Work."

B. Assignor conveyed to Assignee certain real property more particularly described in Exhibit "A" attached hereto and incorporated herein by reference (hereinafter "Property"), said Property comprising the subject Final Subdivision Map for Tract 3946, Tracy Hills Village 4B.

C. Pursuant to Section 16 of the SIA, the SIA shall not be assigned or transferred, without the written consent of the City.

D. Assignor now desires to assign and transfer to Assignee, and Assignee wishes to acquire from Assignor, all of Assignor's rights and obligations pursuant to the SIA, and the City wishes to consent to the assignment.

E. Consistent with Subdivision Map Act (including Government Code sections 66499 *et seq.*) and Tracy Municipal Code Section 12.36.080, Assignee desires to furnish to the City security to replace the security furnished by Assignor pursuant to Section 5 of the SIA ("Assignor's Security"), and Assignor desires that, following Assignee's furnishing of such replacement security, the City return Assignor's Security to Assignor.

## AGREEMENT

NOW, THEREFORE, Assignor, Assignee, and City hereby agree as follows:

1. Assignment. As of the Effective Date (as defined below), Assignor grants, assigns, transfers, and delivers to Assignee all of Assignor's rights, title and interest under the SIA to Assignee.
  2. Assumption. As of the Effective Date, Assignee agrees to assume all of Assignor's duties and obligations under the SIA.
  3. Replacement of Security. Pursuant to Section 5 of the SIA, Assignor has furnished the City security in the form noted below. Assignee shall post replacement security for all of the items noted below and for purposes of this First Amendment to SIA, such security posted by Assignee shall hereinafter be referred to as "Replacement Security."
    - 3.1. Faithful Performance security in the amount of \$ 786,676.00 in accordance with the cost estimates approved by City to secure faithful performance of the SIA (until the date on which the City Council accepts the work as complete).
    - 3.2. Labor and Material security in the amount of \$786,676.00 in accordance with the cost estimates approved by City to secure payment by the Assignor to laborers and materialmen (until the date on which claims are required to be made by laborers and materialmen).
    - 3.3. Warranty security in the amount of \$78,668.00 in accordance with the cost estimates approved by City to secure faithful performance of the SIA (from the date on which the City Council accepts the work as complete until one year thereafter).
    - 3.4. Monumentation security in the amount of \$ 11,250.00 to secure faithful performance of setting monuments as described in the Final Map for Tract 3946, Tracy Hills Village 4B within one year from the date of the SIA pursuant to Government Code section 66496.
- City hereby acknowledges that it has reviewed the Replacement Security and determined it is in full compliance with the terms and conditions stated in the SIA for such security.
4. Insurance. Assignor, Assignee and City agree Assignor's insurance, previously provided to City, shall remain in full force and effect in accordance with the insurance requirements of the SIA.
  5. Return of Assignor's Security. Within five (5) business days of the later of (i) receipt by the City of the Replacement Security from Assignee and (ii) the Effective Date, the City shall return Assignor's Security.
  6. Consent of City. City hereby consents to the assignment of the SIA from the Assignor to the Assignee, as set forth in this First Amendment to SIA.
  7. Release of Assignor. From and after the Effective Date, City releases Assignor from any and all obligations under the SIA, except for Assignor's continuing obligation to provide insurance as described in Section 4 above.

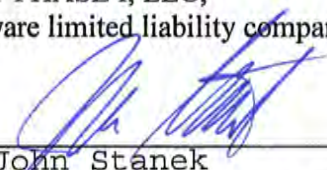
8. Effective Date. For purposes of this First Amendment to SIA upon execution by Assignor, Assignee and the City, the Effective Date shall be deemed to be the recordation date of this Amendment in the Official Records of San Joaquin County, California.
9. Binding Effect. This First Amendment to SIA shall be binding upon and inure to the benefit of the successors, permitted assigns, personal representatives, heirs and legatees of the respective parties hereto. Notwithstanding the foregoing or anything to the contrary in the SIA, the SIA and this Agreement shall automatically terminate and be of no further force or effect with respect to any portion of the Property: (a) containing a completed residence for which a certificate of occupancy has been issued; and/or (b) conveyed to a homeowner's association, public utility company, or public agency.
10. No Oral Modifications. This First Amendment to SIA may not be amended or modified except in writing executed by all of the parties hereto.
11. Severability. The invalidity, illegality or unenforceability of any provision of this First Amendment to SIA shall not affect the enforceability of any other provision of this Assignment, all of which shall remain in full force and effect.
12. Time of the Essence. Time is of the essence of this First Amendment to SIA and of the obligations required hereunder.
13. Non-Waiver. No delay or failure by any party to exercise any right hereunder, and no partial or single exercise of such right, shall constitute a waiver of that or any other right, unless otherwise expressly provided herein,
14. Further Assurances. The parties agree to execute all documents and instruments reasonably required in order to effect and implement the terms of this SIA and/or this First Amendment to SIA.
15. Counterpart Originals. This First Amendment to SIA may be executed in several duplicate originals, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. The signature pages of one or more counterpart copies may be removed from such counterpart copies and all attached to the same copy of this First Amendment to SIA, which, with all attached signature pages, shall be deemed to be an original agreement.
16. Recordation. This First Amendment to SIA shall be recorded in the official records of the County of San Joaquin Recorder.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first written above.

**“ASSIGNOR”**

TRACY PHASE I, LLC,  
a Delaware limited liability company

By:   
Name: John Stanek  
Its: Authorized Representative

**“ASSIGNEE”**

LENNAR HOMES OF CALIFORNIA, INC.,  
a California corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

**“CITY”**

CITY OF TRACY,  
a municipal corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

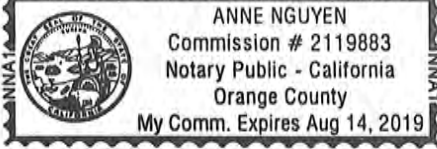
STATE OF CALIFORNIA  
COUNTY OF Orange

On April 2, 2019, before me, Anne Nguyen,  
(insert name of notary)

Notary Public, personally appeared John Stanek,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Anne Nguyen

(Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA  
COUNTY OF \_\_\_\_\_

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(insert name of notary)

Notary Public, personally appeared \_\_\_\_\_,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

(Seal)

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first written above.


**“ASSIGNOR”**

TRACY PHASE I, LLC,  
a Delaware limited liability company

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

**“ASSIGNEE”**

LENNAR HOMES OF CALIFORNIA, INC.,  
a California corporation

By:  \_\_\_\_\_  
Name: Bridgit Koller  
Its: Vice President

**“CITY”**

CITY OF TRACY,  
a municipal corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

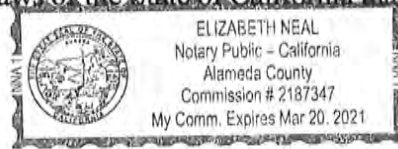
STATE OF CALIFORNIA  
COUNTY OF Contra Costa

On April 12, 2019, before me, Elizabeth Neal,  
(insert name of notary)

Notary Public, personally appeared Bridgit Koller,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Elizabeth Neal

(Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA  
COUNTY OF \_\_\_\_\_

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(insert name of notary)

Notary Public, personally appeared \_\_\_\_\_,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

(Seal)



EXHIBIT "A"

**LEGAL DESCRIPTION OF PROPERTY**

All that real property situate in the City of Tracy, County of San Joaquin, State of California, described as follows:

Lot 9 as shown on the map of Tract No. 3878, filed January 26, 2018, in Book 43 of Maps and Plats, at Page 17, Official Records of San Joaquin County.

ORIGINAL

RECORDING REQUESTED BY  
AND WHEN RECORDED MAIL TO:

TRACY PHASE I, LLC  
888 San Clemente, Suite 100  
Newport Beach, CA 92660  
Attention: Caren Read, Esq.

---

(Space Above For Recorder's Use)

**FIRST AMENDMENT TO SUBDIVISION IMPROVEMENT AGREEMENT  
TRACT 3948, TRACY HILLS VILLAGE 5B**

This **FIRST AMENDMENT TO SUBDIVISION IMPROVEMENT AGREEMENT** (hereinafter "First Amendment to SIA") is made and entered into as of \_\_\_\_\_, 2019, by and between **TRACY PHASE I, LLC**, a Delaware limited liability company (hereinafter, "Assignor"), **LENNAR HOMES OF CALIFORNIA, INC.**, a California corporation (hereinafter, "Assignee"), and the **CITY OF TRACY**, a municipal corporation (hereinafter "City").

**RECITALS**

A. The City of Tracy ("City") and Assignor entered into that certain Subdivision Improvement Agreement for Final Subdivision Map for Tract 3948, Tracy Hills Village 5B, recorded in the Official Records of San Joaquin County, California, on July 19, 2018, as Instrument No. 2018-079697 (the "SIA"). Pursuant to the SIA, Assignor agreed to furnish, construct, and install all public improvements referred to in the SIA as the "Work" or "Scope of Work."

B. Assignor conveyed to Assignee certain real property more particularly described in Exhibit "A" attached hereto and incorporated herein by reference (hereinafter "Property"), said Property comprising the subject Final Subdivision Map for Tract 3948, Tracy Hills Village 5B.

C. Pursuant to Section 16 of the SIA, the SIA shall not be assigned or transferred, without the written consent of the City.

D. Assignor now desires to assign and transfer to Assignee, and Assignee wishes to acquire from Assignor, all of Assignor's rights and obligations pursuant to the SIA, and the City wishes to consent to the assignment.

E. Consistent with Subdivision Map Act (including Government Code sections 66499 *et seq.*) and Tracy Municipal Code Section 12.36.080, Assignee desires to furnish to the City security to replace the security furnished by Assignor pursuant to Section 5 of the SIA ("Assignor's Security"), and Assignor desires that, following Assignee's furnishing of such replacement security, the City return Assignor's Security to Assignor.

## AGREEMENT

NOW, THEREFORE, Assignor, Assignee, and City hereby agree as follows:

1. Assignment. As of the Effective Date (as defined below), Assignor grants, assigns, transfers, and delivers to Assignee all of Assignor's rights, title and interest under the SIA to Assignee.
2. Assumption. As of the Effective Date, Assignee agrees to assume all of Assignor's duties and obligations under the SIA.
3. Replacement of Security. Pursuant to Section 5 of the SIA, Assignor has furnished the City security in the form noted below. Assignee shall post replacement security for all of the items noted below and for purposes of this First Amendment to SIA, such security posted by Assignee shall hereinafter be referred to as "Replacement Security."
  - 3.1. Faithful Performance security in the amount of \$477,807.00 in accordance with the cost estimates approved by City to secure faithful performance of the SIA (until the date on which the City Council accepts the work as complete).
  - 3.2. Labor and Material security in the amount of \$477,807.00 in accordance with the cost estimates approved by City to secure payment by the Assignor to laborers and materialmen (until the date on which claims are required to be made by laborers and materialmen).
  - 3.3. Warranty security in the amount of \$47,781.00 in accordance with the cost estimates approved by City to secure faithful performance of the SIA (from the date on which the City Council accepts the work as complete until one year thereafter).
  - 3.4. Monumentation security in the amount of \$7,625.00 to secure faithful performance of setting monuments as described in the Final Map for Tract 3948, Tracy Hills Village 5B within one year from the date of the SIA pursuant to Government Code section 66496.

City hereby acknowledges that it has reviewed the Replacement Security and determined it is in full compliance with the terms and conditions stated in the SIA for such security.
4. Insurance. Assignor, Assignee and City agree Assignor's insurance, previously provided to City, shall remain in full force and effect in accordance with the insurance requirements of the SIA.
5. Return of Assignor's Security. Within five (5) business days of the later of (i) receipt by the City of the Replacement Security from Assignee and (ii) the Effective Date, the City shall return Assignor's Security.
6. Consent of City. City hereby consents to the assignment of the SIA from the Assignor to the Assignee, as set forth in this First Amendment to SIA.
7. Release of Assignor. From and after the Effective Date, City releases Assignor from any and all obligations under the SIA, except for Assignor's continuing obligation to provide insurance as described in Section 4 above.

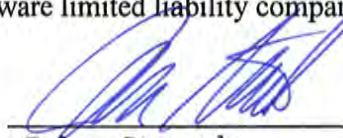
8. Effective Date. For purposes of this First Amendment to SIA upon execution by Assignor, Assignee and the City, the Effective Date shall be deemed to be the recordation date of this Amendment in the Official Records of San Joaquin County, California.
9. Binding Effect. This First Amendment to SIA shall be binding upon and inure to the benefit of the successors, permitted assigns, personal representatives, heirs and legatees of the respective parties hereto. Notwithstanding the foregoing or anything to the contrary in the SIA, the SIA and this Agreement shall automatically terminate and be of no further force or effect with respect to any portion of the Property: (a) containing a completed residence for which a certificate of occupancy has been issued; and/or (b) conveyed to a homeowner's association, public utility company, or public agency.
10. No Oral Modifications. This First Amendment to SIA may not be amended or modified except in writing executed by all of the parties hereto.
11. Severability. The invalidity, illegality or unenforceability of any provision of this First Amendment to SIA shall not affect the enforceability of any other provision of this Assignment, all of which shall remain in full force and effect.
12. Time of the Essence. Time is of the essence of this First Amendment to SIA and of the obligations required hereunder.
13. Non-Waiver. No delay or failure by any party to exercise any right hereunder, and no partial or single exercise of such right, shall constitute a waiver of that or any other right, unless otherwise expressly provided herein,
14. Further Assurances. The parties agree to execute all documents and instruments reasonably required in order to effect and implement the terms of this SIA and/or this First Amendment to SIA.
15. Counterpart Originals. This First Amendment to SIA may be executed in several duplicate originals, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. The signature pages of one or more counterpart copies may be removed from such counterpart copies and all attached to the same copy of this First Amendment to SIA, which, with all attached signature pages, shall be deemed to be an original agreement.
16. Recordation. This First Amendment to SIA shall be recorded in the official records of the County of San Joaquin Recorder.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first written above.

**“ASSIGNOR”**

TRACY PHASE I, LLC,  
a Delaware limited liability company

By:   
Name: John Stanek  
Its: Authorized Representative

**“ASSIGNEE”**

LENNAR HOMES OF CALIFORNIA, INC.,  
a California corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

**“CITY”**

CITY OF TRACY,  
a municipal corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

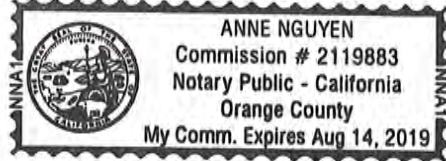
COUNTY OF Orange

On April 2, 2019, before me, Anne Nguyen,  
(insert name of notary)

Notary Public, personally appeared John Stanek,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Anne Nguyen

(Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF \_\_\_\_\_

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(insert name of notary)

Notary Public, personally appeared \_\_\_\_\_,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

(Seal)

IN WITNESS WHEREOF, the parties hereto have executed this Assignment as of the day and year first written above.

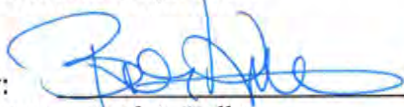
**“ASSIGNOR”**

TRACY PHASE I, LLC,  
a Delaware limited liability company

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

**“ASSIGNEE”**

LENNAR HOMES OF CALIFORNIA, INC.,  
a California corporation

By:  \_\_\_\_\_  
Name: Bridgit Koller  
Its: Vice President

**“CITY”**

CITY OF TRACY,  
a municipal corporation

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

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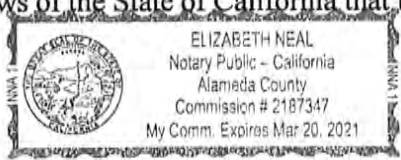
STATE OF CALIFORNIA  
COUNTY OF Contra Costa

On April 12, 2019, before me, Elizabeth Neal,  
(insert name of notary)

Notary Public, personally appeared Bridgit Koller,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature Elizabeth Neal

(Seal)

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA  
COUNTY OF \_\_\_\_\_

On \_\_\_\_\_, before me, \_\_\_\_\_,  
(insert name of notary)

Notary Public, personally appeared \_\_\_\_\_,  
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are  
subscribed to the within instrument and acknowledged to me that he/she/they executed the same  
in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the  
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the  
foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature \_\_\_\_\_

(Seal)



**EXHIBIT "A"**

**LEGAL DESCRIPTION OF PROPERTY**

All that real property situate in the City of Tracy, County of San Joaquin, State of California, described as follows:

Lot 12 as shown on the map of Tract No. 3878, filed January 26, 2018, in Book 43 of Maps and Plats, at Page 17, Official Records of San Joaquin County.

RESOLUTION 2019-\_\_\_\_\_

APPROVING THE FIRST AMENDMENT TO THE SUBDIVISION IMPROVEMENT AGREEMENT FOR TRACT 3788, TRACY HILLS VILLAGE 1A, AND AUTHORIZING THE CITY CLERK TO FILE THE FIRST AMENDMENT WITH THE OFFICE OF THE SAN JOAQUIN COUNTY RECORDER

WHEREAS, The Subdivision Improvement Agreement for Tract 3788, Tracy Hills Village 1A (“Original SIA”), by and between the City of Tracy (“City”) and Tracy Phase I, LLC (“Assignor”), was approved by the City Council on March 20, 2018, and was recorded in the Office of the San Joaquin County Recorder on March 29, 2018, and

WHEREAS, Pursuant to the Original SIA, Assignor agreed to furnish, construct and install all public improvements associated with Tract 3788, Tracy Hills Village 1A, and

WHEREAS, The Final Subdivision Map for Tract 3788, Tracy Hills Village 1A, was executed by the Assignor and was recorded on April 11, 2018, and

WHEREAS, Subsequent to the recordation of said map the Assignor conveyed title to all of the lots comprising Tract 3788, Tracy Hills Village 1A, to Lennar Homes of California, Inc. (“Assignee”), and

WHEREAS, Assignor now desires to assign and transfer to Assignee, and Assignee wishes to acquire from Assignor, all of Assignor’s rights and obligations pursuant to the Original SIA and the City wishes to consent to such assignment, and

WHEREAS, The Assignee will furnish to the City the improvement security to replace the security furnished by the Assignor pursuant to the Original SIA and, subsequent to the furnishing of such replacement security by the Assignee, the City will return the security originally provided by the Assignor, and

WHEREAS, In furtherance of the statements and desires set forth above, City, Assignor and Assignee each consent to the execution and recordation of the First Amendment to the Subdivision Improvement Agreement for Tract 3788, Tracy Hills Village 1A (“First Amendment”), and

WHEREAS, Upon the recordation of the First Amendment, the Assignor will be released by the City from any and all obligations under the Original SIA, except as otherwise set forth in the First Amendment, and

WHEREAS, The Assignor has paid the cost of engineering, plan review and processing of the Original SIA and First Amendment;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy hereby approves the First Amendment to the Subdivision Improvement Agreement for Tract 3788, Tracy Hills Village 1A, and authorizes the City Clerk to file the First Amendment with the Office of the San Joaquin County Recorder.

\*\*\*\*\*

The foregoing Resolution 2019-\_\_\_\_\_ was passed and adopted by the Tracy City Council on the 21<sup>st</sup> day of May, 2019, by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

RESOLUTION 2019-\_\_\_\_\_

APPROVING THE FIRST AMENDMENT TO THE SUBDIVISION IMPROVEMENT AGREEMENT FOR TRACT 3943, TRACY HILLS VILLAGE 1B, AND AUTHORIZING THE CITY CLERK TO FILE THE FIRST AMENDMENT WITH THE OFFICE OF THE SAN JOAQUIN COUNTY RECORDER

WHEREAS, The Subdivision Improvement Agreement for Tract 3943, Tracy Hills Village 1B (“Original SIA”), by and between the City of Tracy (“City”) and Tracy Phase I, LLC (“Assignor”), was approved by the City Council on June 19, 2018, and was recorded in the Office of the San Joaquin County Recorder on July 19, 2018, and

WHEREAS, Pursuant to the Original SIA, Assignor agreed to furnish, construct and install all public improvements associated with Tract 3943, Tracy Hills Village 1B, and

WHEREAS, The Final Subdivision Map for Tract 3943, Tracy Hills Village 1B, was executed by the Assignor and was recorded on June 28, 2018, and

WHEREAS, Subsequent to the recordation of said map the Assignor conveyed title to all of the lots comprising Tract 3943, Tracy Hills Village 1B, to Lennar Homes of California, Inc. (“Assignee”), and

WHEREAS, Assignor now desires to assign and transfer to Assignee, and Assignee wishes to acquire from Assignor, all of Assignor’s rights and obligations pursuant to the Original SIA and the City wishes to consent to such assignment, and

WHEREAS, The Assignee will furnish to the City the improvement security to replace the security furnished by the Assignor pursuant to the Original SIA and, subsequent to the furnishing of such replacement security by the Assignee, the City will return the security originally provided by the Assignor, and

WHEREAS, In furtherance of the statements and desires set forth above, City, Assignor and Assignee each consent to the execution and recordation of the First Amendment to the Subdivision Improvement Agreement for Tract 3943, Tracy Hills Village 1B (“First Amendment”), and

WHEREAS, Upon the recordation of the First Amendment, the Assignor will be released by the City from any and all obligations under the Original SIA, except as otherwise set forth in the First Amendment, and

WHEREAS, The Assignor has paid the cost of engineering, plan review and processing of the Original SIA and First Amendment;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy hereby approves the First Amendment to the Subdivision Improvement Agreement for Tract 3943, Tracy Hills Village 1B, and authorizes the City Clerk to file the First Amendment with the Office of the San Joaquin County Recorder.

\*\*\*\*\*

The foregoing Resolution 2019-\_\_\_\_\_ was passed and adopted by the Tracy City Council on the 21<sup>st</sup> day of May, 2019, by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

RESOLUTION 2019-\_\_\_\_\_

APPROVING THE FIRST AMENDMENT TO THE SUBDIVISION IMPROVEMENT AGREEMENT FOR TRACT 3889, TRACY HILLS VILLAGE 3A, AND AUTHORIZING THE CITY CLERK TO FILE THE FIRST AMENDMENT WITH THE OFFICE OF THE SAN JOAQUIN COUNTY RECORDER

WHEREAS, The Subdivision Improvement Agreement for Tract 3889, Tracy Hills Village 3A (“Original SIA”), by and between the City of Tracy (“City”) and Tracy Phase I, LLC (“Assignor”), was approved by the City Council on March 20, 2018, and was recorded in the Office of the San Joaquin County Recorder on March 29, 2018, and

WHEREAS, Pursuant to the Original SIA, Assignor agreed to furnish, construct and install all public improvements associated with Tract 3889, Tracy Hills Village 3A, and

WHEREAS, The Final Subdivision Map for Tract 3889, Tracy Hills Village 3A, was executed by the Assignor and was recorded on April 11, 2018, and

WHEREAS, Subsequent to the recordation of said map the Assignor conveyed title to all of the lots comprising Tract 3889, Tracy Hills Village 3A, to Lennar Homes of California, Inc. (“Assignee”), and

WHEREAS, Assignor now desires to assign and transfer to Assignee, and Assignee wishes to acquire from Assignor, all of Assignor’s rights and obligations pursuant to the Original SIA and the City wishes to consent to such assignment, and

WHEREAS, The Assignee will furnish to the City the improvement security to replace the security furnished by the Assignor pursuant to the Original SIA and, subsequent to the furnishing of such replacement security by the Assignee, the City will return the security originally provided by the Assignor, and

WHEREAS, In furtherance of the statements and desires set forth above, City, Assignor and Assignee each consent to the execution and recordation of the First Amendment to the Subdivision Improvement Agreement for Tract 3889, Tracy Hills Village 3A (“First Amendment”), and

WHEREAS, Upon the recordation of the First Amendment, the Assignor will be released by the City from any and all obligations under the Original SIA, except as otherwise set forth in the First Amendment, and

WHEREAS, The Assignor has paid the cost of engineering, plan review and processing of the Original SIA and First Amendment;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy hereby approves the First Amendment to the Subdivision Improvement Agreement for Tract 3889, Tracy Hills Village 3A, and authorizes the City Clerk to file the First Amendment with the Office of the San Joaquin County Recorder.

\*\*\*\*\*

The foregoing Resolution 2019-\_\_\_\_\_ was passed and adopted by the Tracy City Council on the 21<sup>st</sup> day of May, 2019, by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

RESOLUTION 2019-\_\_\_\_\_

APPROVING THE FIRST AMENDMENT TO THE SUBDIVISION IMPROVEMENT AGREEMENT FOR TRACT 3945, TRACY HILLS VILLAGE 3B, AND AUTHORIZING THE CITY CLERK TO FILE THE FIRST AMENDMENT WITH THE OFFICE OF THE SAN JOAQUIN COUNTY RECORDER

WHEREAS, The Subdivision Improvement Agreement for Tract 3945, Tracy Hills Village 3B (“Original SIA”), by and between the City of Tracy (“City”) and Tracy Phase I, LLC (“Assignor”), was approved by the City Council on June 19, 2018, and was recorded in the Office of the San Joaquin County Recorder on August 7, 2018, and

WHEREAS, Pursuant to the Original SIA, Assignor agreed to furnish, construct and install all public improvements associated with Tract 3945, Tracy Hills Village 3B, and

WHEREAS, The Final Subdivision Map for Tract 3945, Tracy Hills Village 3B, was executed by the Assignor and was recorded on June 28, 2018, and

WHEREAS, Subsequent to the recordation of said map the Assignor conveyed title to all of the lots comprising Tract 3945, Tracy Hills Village 3B, to Lennar Homes of California, Inc. (“Assignee”), and

WHEREAS, Assignor now desires to assign and transfer to Assignee, and Assignee wishes to acquire from Assignor, all of Assignor’s rights and obligations pursuant to the Original SIA and the City wishes to consent to such assignment, and

WHEREAS, The Assignee will furnish to the City the improvement security to replace the security furnished by the Assignor pursuant to the Original SIA and, subsequent to the furnishing of such replacement security by the Assignee, the City will return the security originally provided by the Assignor, and

WHEREAS, In furtherance of the statements and desires set forth above, City, Assignor and Assignee each consent to the execution and recordation of the First Amendment to the Subdivision Improvement Agreement for Tract 3945, Tracy Hills Village 3B (“First Amendment”), and

WHEREAS, Upon the recordation of the First Amendment, the Assignor will be released by the City from any and all obligations under the Original SIA, except as otherwise set forth in the First Amendment, and

WHEREAS, The Assignor has paid the cost of engineering, plan review and processing of the Original SIA and First Amendment;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy hereby approves the First Amendment to the Subdivision Improvement Agreement for Tract 3945, Tracy Hills Village 3B, and authorizes the City Clerk to file the First Amendment with the Office of the San Joaquin County Recorder.

\* \* \* \* \*



The foregoing Resolution 2019-\_\_\_\_\_ was passed and adopted by the Tracy City Council on the 21<sup>st</sup> day of May, 2019, by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

RESOLUTION 2019-\_\_\_\_\_

APPROVING THE FIRST AMENDMENT TO THE SUBDIVISION IMPROVEMENT AGREEMENT FOR TRACT 3890, TRACY HILLS VILLAGE 4A, AND AUTHORIZING THE CITY CLERK TO FILE THE FIRST AMENDMENT WITH THE OFFICE OF THE SAN JOAQUIN COUNTY RECORDER

WHEREAS, The Subdivision Improvement Agreement for Tract 3890, Tracy Hills Village 4A (“Original SIA”), by and between the City of Tracy (“City”) and Tracy Phase I, LLC (“Assignor”), was approved by the City Council on March 20, 2018, and was recorded in the Office of the San Joaquin County Recorder on March 29, 2018, and

WHEREAS, Pursuant to the Original SIA, Assignor agreed to furnish, construct and install all public improvements associated with Tract 3890, Tracy Hills Village 4A, and

WHEREAS, The Final Subdivision Map for Tract 3890, Tracy Hills Village 4A, was executed by the Assignor and was recorded on April 11, 2018, and

WHEREAS, Subsequent to the recordation of said map the Assignor conveyed title to all of the lots comprising Tract 3890, Tracy Hills Village 4A, to Lennar Homes of California, Inc. (“Assignee”), and

WHEREAS, Assignor now desires to assign and transfer to Assignee, and Assignee wishes to acquire from Assignor, all of Assignor’s rights and obligations pursuant to the Original SIAs and the City wishes to consent to such assignment, and

WHEREAS, The Assignee will furnish to the City the improvement security to replace the security furnished by the Assignor pursuant to the Original SIA and, subsequent to the furnishing of such replacement security by the Assignee, the City will return the security originally provided by the Assignor, and

WHEREAS, In furtherance of the statements and desires set forth above, City, Assignor and Assignee each consent to the execution and recordation of the First Amendment to the Subdivision Improvement Agreement for Tract 3890, Tracy Hills Village 4A (“First Amendment”), and

WHEREAS, Upon the recordation of the First Amendment, the Assignor will be released by the City from any and all obligations under the Original SIA, except as otherwise set forth in the First Amendment, and

WHEREAS, The Assignor has paid the cost of engineering, plan review and processing of the Original SIA and First Amendment;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy hereby approves the First Amendment to the Subdivision Improvement Agreement for Tract 3890, Tracy Hills Village 4A, and authorizes the City Clerk to file the First Amendment with the Office of the San Joaquin County Recorder.

\* \* \* \* \*

The foregoing Resolution 2019-\_\_\_\_\_ was passed and adopted by the Tracy City Council on the 21<sup>st</sup> day of May, 2019, by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

RESOLUTION 2019-\_\_\_\_\_

APPROVING THE FIRST AMENDMENT TO THE SUBDIVISION IMPROVEMENT AGREEMENT FOR TRACT 3946, TRACY HILLS VILLAGE 4B, AND AUTHORIZING THE CITY CLERK TO FILE THE FIRST AMENDMENT WITH THE OFFICE OF THE SAN JOAQUIN COUNTY RECORDER

WHEREAS, The Subdivision Improvement Agreement for Tract 3946, Tracy Hills Village 4B (“Original SIA”), by and between the City of Tracy (“City”) and Tracy Phase I, LLC (“Assignor”), was approved by the City Council on June 19, 2018, and was recorded in the Office of the San Joaquin County Recorder on July 19, 2018, and

WHEREAS, Pursuant to the Original SIA, Assignor agreed to furnish, construct and install all public improvements associated with Tract 3946, Tracy Hills Village 4B, and

WHEREAS, The Final Subdivision Map for Tract 3946, Tracy Hills Village 4B, was executed by the Assignor and was recorded on June 28, 2018, and

WHEREAS, Subsequent to the recordation of said map the Assignor conveyed title to all of the lots comprising Tract 3946, Tracy Hills Village 4B, to Lennar Homes of California, Inc. (“Assignee”), and

WHEREAS, Assignor now desires to assign and transfer to Assignee, and Assignee wishes to acquire from Assignor, all of Assignor’s rights and obligations pursuant to the Original SIA and the City wishes to consent to such assignment, and

WHEREAS, The Assignee will furnish to the City the improvement security to replace the security furnished by the Assignor pursuant to the Original SIA and, subsequent to the furnishing of such replacement security by the Assignee, the City will return the security originally provided by the Assignor, and

WHEREAS, In furtherance of the statements and desires set forth above, City, Assignor and Assignee each consent to the execution and recordation of the First Amendment to the Subdivision Improvement Agreement for Tract 3946, Tracy Hills Village 4B (“First Amendment”), and

WHEREAS, Upon the recordation of the First Amendment, the Assignor will be released by the City from any and all obligations under the Original SIA, except as otherwise set forth in the First Amendment, and

WHEREAS, The Assignor has paid the cost of engineering, plan review and processing of the Original SIA and First Amendment;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy hereby approves the First Amendment to the Subdivision Improvement Agreement for Tract 3946, Tracy Hills Village 4B, and authorizes the City Clerk to file the First Amendment with the Office of the San Joaquin County Recorder.

\* \* \* \* \*

The foregoing Resolution 2019-\_\_\_\_\_ was passed and adopted by the Tracy City Council on the 21<sup>st</sup> day of May, 2019, by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

RESOLUTION 2019-\_\_\_\_\_

APPROVING THE FIRST AMENDMENT TO THE SUBDIVISION IMPROVEMENT AGREEMENT FOR TRACT 3891, TRACY HILLS VILLAGE 5A, AND AUTHORIZING THE CITY CLERK TO FILE THE FIRST AMENDMENT WITH THE OFFICE OF THE SAN JOAQUIN COUNTY RECORDER

WHEREAS, The Subdivision Improvement Agreement for Tract 3891, Tracy Hills Village 5A (“Original SIA”), by and between the City of Tracy (“City”) and Tracy Phase I, LLC (“Assignor”), was approved by the City Council on March 20, 2018, and was recorded in the Office of the San Joaquin County Recorder on March 29, 2018, and

WHEREAS, Pursuant to the Original SIA, Assignor agreed to furnish, construct and install all public improvements associated with Tract 3891, Tracy Hills Village 5A, and

WHEREAS, The Final Subdivision Map for Tract 3891, Tracy Hills Village 5A, was executed by the Assignor and was recorded on April 11, 2018, and

WHEREAS, Subsequent to the recordation of said map the Assignor conveyed title to all of the lots comprising Tract 3891, Tracy Hills Village 5A, to Lennar Homes of California, Inc. (“Assignee”), and

WHEREAS, Assignor now desires to assign and transfer to Assignee, and Assignee wishes to acquire from Assignor, all of Assignor’s rights and obligations pursuant to the Original SIA and the City wishes to consent to such assignment, and

WHEREAS, The Assignee will furnish to the City the improvement security to replace the security furnished by the Assignor pursuant to the Original SIA and, subsequent to the furnishing of such replacement security by the Assignee, the City will return the security originally provided by the Assignor, and

WHEREAS, In furtherance of the statements and desires set forth above, City, Assignor and Assignee each consent to the execution and recordation of the First Amendment to the Subdivision Improvement Agreement for Tract 3891, Tracy Hills Village 5A (“First Amendment”), and

WHEREAS, Upon the recordation of the First Amendment, the Assignor will be released by the City from any and all obligations under the Original SIA, except as otherwise set forth in the First Amendment, and

WHEREAS, The Assignor has paid the cost of engineering, plan review and processing of the Original SIA and First Amendment;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy hereby approves the First Amendment to the Subdivision Improvement Agreement for Tract 3891, Tracy Hills Village 5A, and authorizes the City Clerk to file the First Amendment with the Office of the San Joaquin County Recorder.

\* \* \* \* \*

The foregoing Resolution 2019-\_\_\_\_\_ was passed and adopted by the Tracy City Council on the 21<sup>st</sup> day of May, 2019, by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

RESOLUTION 2019-\_\_\_\_\_

APPROVING THE FIRST AMENDMENT TO THE SUBDIVISION IMPROVEMENT AGREEMENT FOR TRACT 3948, TRACY HILLS VILLAGE 5B, AND AUTHORIZING THE CITY CLERK TO FILE THE FIRST AMENDMENT WITH THE OFFICE OF THE SAN JOAQUIN COUNTY RECORDER

WHEREAS, The Subdivision Improvement Agreement for Tract 3948, Tracy Hills Village 5B (“Original SIA”), by and between the City of Tracy (“City”) and Tracy Phase I, LLC (“Assignor”), was approved by the City Council on June 19, 2018, and was recorded in the Office of the San Joaquin County Recorder on July 19, 2018, and

WHEREAS, Pursuant to the Original SIA, Assignor agreed to furnish, construct and install all public improvements associated with Tract 3948, Tracy Hills Village 5B, and

WHEREAS, The Final Subdivision Map for Tract 3948, Tracy Hills Village 5B, was executed by the Assignor and was recorded on June 28, 2018, and

WHEREAS, Subsequent to the recordation of said map the Assignor conveyed title to all of the lots comprising Tract 3948, Tracy Hills Village 5B, to Lennar Homes of California, Inc. (“Assignee”), and

WHEREAS, Assignor now desires to assign and transfer to Assignee, and Assignee wishes to acquire from Assignor, all of Assignor’s rights and obligations pursuant to the Original SIA and the City wishes to consent to such assignment, and

WHEREAS, The Assignee will furnish to the City the improvement security to replace the security furnished by the Assignor pursuant to the Original SIA and, subsequent to the furnishing of such replacement security by the Assignee, the City will return the security originally provided by the Assignor, and

WHEREAS, In furtherance of the statements and desires set forth above, City, Assignor and Assignee each consent to the execution and recordation of the First Amendment to the Subdivision Improvement Agreement for Tract 3948, Tracy Hills Village 5B (“First Amendment”), and

WHEREAS, Upon the recordation of the First Amendment, the Assignor will be released by the City from any and all obligations under the Original SIA, except as otherwise set forth in the First Amendment, and

WHEREAS, The Assignor has paid the cost of engineering, plan review and processing of the Original SIA and First Amendment;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy hereby approves the First Amendment to the Subdivision Improvement Agreement for Tract 3948, Tracy Hills Village 5B, and authorizes the City Clerk to file the First Amendment with the Office of the San Joaquin County Recorder.

\* \* \* \* \*



The foregoing Resolution 2019-\_\_\_\_\_ was passed and adopted by the Tracy City Council on the 21<sup>st</sup> day of May, 2019, by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

AGENDA ITEM 1.C

REQUEST

**RATIFY THE SAN JOAQUIN COUNCIL OF GOVERNMENTS ANNUAL  
FINANCIAL PLAN FOR FISCAL YEAR 2019-2020**

EXECUTIVE SUMMARY

This item seeks Council approval and ratification of the San Joaquin Council of Governments (SJCOG) Annual Financial Plan.

DISCUSSION

The Joint Powers Agreement forming SJCOG, which the City is a party to, requires that the Annual Financial Plan be sent to member agencies for ratification by each governing body.

Attached is correspondence from SJCOG, dated March 29, 2019, requesting the City ratify the Plan prior to June 30, 2019; Resolution R-19-21 adopting the Plan; and a copy of the Annual Financial Plan (Attachment A).

STRATEGIC PLAN

This agenda item is a routine operational item and does not relate to the Council's Strategic Plans.

FISCAL IMPACT

SJCOG receives funding from a variety of sources and distributes those funds to local jurisdictions. The City does not make a direct contribution to SJCOG, therefore there is no fiscal impact associated with this action.

RECOMMENDATION

Staff recommends that City Council, by resolution, ratify the SJCOG Annual Financial Plan for Fiscal Year 2019-2020.

Prepared by: Adrienne Richardson, City Clerk

Reviewed by: Karin Schnaider, Finance Director  
Andrew Malik, Assistant City Manager

Approved by: Midori Lichtwardt, Interim City Manager

ATTACHMENTS

Attachment A - San Joaquin Council of Government's Annual Financial Plan for FY 2019-2020



## SAN JOAQUIN COUNCIL OF GOVERNMENTS

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

March 29, 2019

CITY OF TRACY

APR 03 2019

CITY MANAGER'S OFFICE

Midori Lichtwardt  
City of Tracy  
333 Civic Center Plaza  
Tracy, CA 95376

Dear Ms. Lichtwardt:

Enclosed is a summary of the San Joaquin Council of Governments' Annual Financial Plan (AFP) for Fiscal Year 2019/20. The Board adopted the Plan on March 28, 2019. A copy of the adopting resolution is enclosed. Pursuant to SJCOG's Joint Powers Agreement, following adoption of the budget by the SJCOG Board, it is to be delivered to member agencies for ratification by each governing body. Approval by governing bodies representing 55% or more of the county's population is considered ratification.

Therefore, SJCOG requests you place SJCOG's Annual Financial Plan for Fiscal Year 2019/20 on a forthcoming agenda prior to June 30, 2019 for approval.

The Annual Financial Plan implements the FY 2019/20 Overall Work Program (OWP) that was also adopted by the SJCOG Board on March 28, 2019.

The attached Annual Financial Plan (AFP) provides a detail of expenditures by cost category and line item comparing the proposed FY 2019/20 budgets with the current year (FY 2018/19) adopted budget, as most recently amended along with FY 2017/18 actual expenditures. The Annual Financial Plan represents the general fund budget for SJCOG. The revenues and expenditures in the AFP are the same as the Overall Work Program (OWP) presented in a traditional line item format compared to the work element format of the OWP.

The attached includes a summary of revenues and expenditures in the AFP and schedules detailing each of those categories (Revenues, Service and Supplies, Transportation, Training and Travel, Professional Services and Fixed/Capital Assets).

Readers should note several differences between SJCOG and member agency's budgets:

- SJCOG revenue sources are quite different from our member agencies. For example, Federal Highways Administration (FHWA) PL and Federal Transit Administration (FTA) 5303 funds are only available to Metropolitan Planning Organizations.
- SJCOG employs staff on an at-will basis vis-à-vis civil service and has its own employee handbook and policies.

*Robert Rickman*

CHAIR

*Doug Kuehne*

VICE CHAIR

*Andrew T. Chesley*

EXECUTIVE DIRECTOR

*Member Agencies*

CITIES OF

ESCALON,

LATHROP,

LODI,

MANTECA,

RIPON,

STOCKTON,

TRACY,

AND

THE COUNTY OF SAN

JOAQUIN

- SJCOG has its own Financial and Accounting Policy guiding our financial matters including procurement procedures.
- As noted below, SJCOG offers a defined contribution retirement plan to its employees. SJCOG has no CalPERS or post employments benefit obligations except limited sick leave conversion as noted.

The following assumptions are incorporated in the budget:

1. Work will not begin, and expenses will not be incurred unless anticipated revenue sources are secured.
2. The AFP anticipates SJCOG to be fully staffed. The budget includes a 6% pool that can be drawn upon by the Executive Director for merit-based increases. The full impact of that pool is incorporated into the salary driven benefits (retirement, Medicare, disability).
3. SJCOG has no significant liability exposure for post-employment benefits.
  - a. The employee retirement program is a defined contribution program managed by the International City Managers Association Retirement Program.
  - b. SJCOG employee vacation accruals are capped at two times the individual's annual leave.
  - c. Upon retirement (50 years of age/20 years of SJCOG employment), an employee can convert accrued sick leave hours to pay for health care premiums until their sick leave account is exhausted and is based upon the employee's salary at retirement. There is no inflation factor in post-retirement years. Payout is limited to a maximum of one year's value of documented premium costs per year.

## REVENUES

Compared to the current year amended AFP, SJCOG general fund operating revenues are proposed to increase from \$10,746,530 to \$10,789,687. Budgeted expenditures are \$10,789,687.

Overall, federal funding for general fund activities is 55.6%% lower than FY 2018/19 due to:

- Regional Surface Transportation Program (RSTP) reduced by \$1.4 million with those funds spent in FY 2018/19. RSTP was established by California State Statute utilizing federal Surface Transportation funds to promote flexibility in State and local transportation decisions to best address State and local transportation needs.
- Staff is not proposing to program any Federal Transit Administration (FTA) carryover therefore FTA carryover is lower by \$100,000.
- There are slight increases in Federal Highways Administration (FHWA) planning funds (PL) and FTA MPO planning funds (5303).

State funding sources are \$1,618,007 higher or 44.92% due to:

- \$1,000,000 in Senate Bill 1 funding (The Road Repair and Accountability Act of 2017) for both FY 18/19 and FY 19/20 expanded Freeway Service Patrol funding.
- \$ 983,048 for both FY 18/19 and FY 19/20 I-205 Freeway Service Patrol funding.
- There is \$200,000 less in State Transportation Improvement Program (STIP) (A list of transportation projects, chosen from those proposed by regional transportation agencies and Caltrans that are approved for state funding by the **California Transportation Commission**) Planning and Programming due to redirecting directly to project development. It will return next fiscal year.

- \$220,000 of draw down has occurred on two years of Sustainable Planning Grants offset by a FY 19-20 allocation of \$353,812.
- \$250,000 Caltrans for the next two years that will be passed through to California Councils of Governments (CALCOG) for the California Regional Leadership programs and to organize 2 or 3 workshops related to the implementation of the California Transportation Plan

Local revenues are higher by \$117,878 or 2.72% due to increased sales tax-based revenues.

## EXPENDITURES

**Salaries and Benefits** are proposed to increase by 1.35% \$4,406,539 to \$4,466,831 when compared to the FY 18/19 amended budget. The primary reason for the increase is due to an increase in medical and dental premiums. The budget includes a 6% pool for merit-based raises. The salary-driven benefits adjust accordingly.

**Services and Supplies** is proposed to be increase slightly by 3.73% \$1,208,700 to \$1,255,470 due to increase in Building Maintenance and utilities, increase in property and liability insurance premiums and SJCOG Building Debt Service Principal and Interest due to rising interest rates.

**Transportation, travel and training** is proposed to remain the same as the past two years.

**Professional Services** is decreasing 1.31%% from \$4,935,791 to \$4,871,886 reflecting the decrease in the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) Implementation FY 17/18 grant work elements.

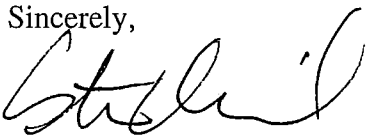
- A SCS is an enhanced land use element, developed as part of each Regional Transportation Plan (RTP) update. It sets forth a growth strategy for the region, which combined with the transportation plan, strives towards achieving GHG emissions reductions.
- RTP-A 20-year plan prepared by **Regional Transportation Planning Agencies** to guide the development of a balanced transportation system within a county. State and federal law requires the plan to be update every 4 years.

**Fixed Assets/capital** remains the same as the previous year at \$195,000.

SJCOG staff would be pleased to appear before your policymakers to answer any questions they might have regarding this matter. **We request ratification prior to June 30, 2019.** Please let me know when this will be on your agenda. If you have any questions regarding this matter, don't hesitate to contact me at 235-0600.

Thank you for your assistance.

Sincerely,



STEVE DIAL

Deputy Executive Director/Chief Financial Officer



**San Joaquin Council of Governments  
ANNUAL FINANCIAL PLAN  
Fiscal Year 2019/2020**

Proposed Final March 28, 2019

**CHAIR**

Mayor Robert Rickman, City of Tracy

**VICE-CHAIR**

Councilmember Doug Kuehne, City of Lodi

**BOARD OF DIRECTORS**

Councilmember Walt Murken	City of Escalon
Mayor Sonny Dhaliwal	City of Lathrop
Councilmember Gary Singh	City of Manteca
Councilmember Jesus Andrade	City of Stockton
Councilmember Sol Jobrack	City of Stockton
Vice Mayor Dan Wright	City of Stockton
Supervisor Bob Elliott	County of San Joaquin
Supervisor Chuck Winn	County of San Joaquin
Supervisor Katherine Miller	County of San Joaquin
Councilmember Leo Zuber	City of Ripon

**EX OFFICIO DIRECTORS**

Dan McElhinney, Acting Director	Caltrans District 10
Gary Giovanetti, Director	San Joaquin Regional Transit District
Elizabeth Blanchard, Commissioner	Port of Stockton

**SUBMITTED BY:**

Andrew T. Chesley  
Executive Director

Steve Dial  
Deputy Executive Director/  
Chief Financial Officer

San Joaquin Council of Governments  
**ANNUAL FINANCIAL PLAN**  
 Fiscal Year 2019/20  
 Proposed Final March 28, 2019

REVENUES	FY 2017-18 Actual	FY 2018-19 Amendment #1	FY 2019-20 Proposed 3/28/19	+/- Change	+/- % Change
Federal Grants	\$ 4,019,540	\$ 4,529,361	\$ 2,836,633	\$ (1,692,728)	-59.67%
State Grants	\$ 1,136,466	\$ 1,983,838	\$ 3,601,845	\$ 1,618,007	44.92%
Local	\$ 4,157,348	\$ 4,213,331	\$ 4,331,209	\$ 117,878	2.72%
Interest	\$ 5,000	\$ 5,000	\$ 5,000	\$ -	0.00%
Other	\$ 15,000	\$ 15,000	\$ 15,000	\$ -	0.00%
<b>SJCOG OPERATING REVENUE</b>	<b>\$ 9,333,354</b>	<b>\$ 10,746,530</b>	<b>\$ 10,789,687</b>	<b>\$ 43,157</b>	<b>13.15%</b>
<b>EXPENDITURES</b>					
Salaries & Benefits	\$ 4,159,847	\$ 4,406,539	\$ 4,466,831	\$ 60,293	1.35%
Services & Supplies	\$ 894,178	\$ 1,208,700	\$ 1,255,470	\$ 46,770	3.73%
				\$ -	
Office Expense	\$ 245,906	\$ 256,200	\$ 262,470	\$ 6,270	2.39%
Communications	\$ 53,110	\$ 66,000	\$ 66,000	\$ -	0.00%
Memberships	\$ 39,123	\$ 56,000	\$ 50,000	\$ (6,000)	-12.00%
Maintenance - Equipment	\$ 3,515	\$ 13,000	\$ 10,000	\$ (3,000)	-30.00%
Rents & Leases - Equipment	\$ 108,790	\$ 225,000	\$ 225,000	\$ -	0.00%
Transportation, Travel & Training (In & Out of State)	\$ 114,500	\$ 114,500	\$ 114,500	\$ -	0.00%
Publications & Legal Notices	\$ 4,747	\$ 10,000	\$ 7,500	\$ (2,500)	-33.33%
Insurance	\$ 94,063	\$ 108,000	\$ 120,000	\$ 12,000	10.00%
Building Operations & Maintenance	\$ 81,956	\$ 185,000	\$ 200,000	\$ 15,000	7.50%
SJCOG Building Debt Service Principal and Interest	\$ 148,468	\$ 175,000	\$ 200,000	\$ 25,000	12.50%
Professional Services	\$ 2,442,787	\$ 4,935,791	\$ 4,871,886	\$ (63,905)	-1.31%
Capital Outlay	\$ 121,212	\$ 195,500	\$ 195,500	\$ -	0.00%
Unallocated/Reserve					
<b>SJCOG OPERATING EXPENDITURES</b>	<b>\$ 7,618,025</b>	<b>\$ 10,746,530</b>	<b>\$ 10,789,687</b>	<b>\$ 43,157</b>	<b>0.40%</b>

San Joaquin Council of Governments  
ANNUAL FINANCIAL PLAN  
Fiscal Year 2019/20  
Proposed Final March 28, 2019

REVENUE

Revenue Source	FY 2017-18 Actual	FY 2018-19 Amendment #1	FY 2019-20 Proposed 3/28/19	+/- Change
<b>FEDERAL GRANTS</b>				
<i>U.S. Department of Transportation:</i>				
Federal Highway Administration (PL)	\$ 1,268,522.02	\$ 1,268,522	\$ 1,320,000	\$ 51,477.98
Federal Highway Administration (PL C/O)				\$ -
Federal Transit Administration MPO Planning (FTA 5303)	\$ 301,018.16	\$ 301,018	\$ 316,633	\$ 15,614.84
Federal Transit Administration MPO Planning (FTA 5303 C/O)		\$ 100,000		\$ (100,000.00)
Regional Surface Transportation Program (RSTP) CMP Update				\$ -
RSTP SR99 and SR 120 Ramps: STPL 6088(057)	\$ 1,500,000.00	\$ 1,500,000	\$ 100,000	\$ (1,400,000.00)
				\$ -
CMAQ TDM	\$ 950,000.00	\$ 1,359,821	\$ 1,100,000	\$ (259,820.70)
Federal Earmark Redistribution(DEM06UBL 6088-050)				\$ -
	\$ 4,019,540.18	\$ 4,529,361	\$ 2,836,633	\$ (1,692,727.88)
<b>STATE GRANTS</b>				
<i>California Department of Transportation:</i>				
				\$ -
STIP Planning & Programming	\$ 200,000.00	\$ 200,000	\$ -	\$ (200,000.00)
FY 17/18 Caltrans Sustainable Transportation Planning Grant (5B1)		\$ 348,039	\$ 193,000	\$ (155,039.09)
FY 18/19 Caltrans Sustainable Transportation Planning Grant (5B1)	\$ 341,671.00	\$ 341,671	\$ 264,650	\$ (77,021.00)
FY 19/20 Caltrans Sustainable Transportation Planning Grant (5B1)			\$ 353,812	\$ 353,812.00
Caltrans Rural Planning Assistance (RPA)		\$ 53,395	\$ 250,000	\$ 196,605.00
Freeway Service Patrol (FSP13-6088-048)				\$ -
Freeway Service Patrol (FSP14-6088-053)	\$ 506,198.00	\$ 454,522	\$ -	\$ (454,522.28)
Freeway Service Patrol (I-205) FY 18/19 allocation			\$ 491,524	\$ 491,524.00
Freeway Service Patrol (I-205) FY 19/20 allocation			\$ 491,524	\$ 491,524.00
Freeway Service Patrol (FSP18 SB1 6088-063)		\$ 437,741	\$ 437,740	\$ (0.70)
FSP18 SB1 FY 18-19 allocation			\$ 500,000	\$ 500,000.00
FSP19 SB1 FY 19-20 allocation			\$ 500,000	\$ 500,000.00
Caltrans TDM Partnership Planning Grant				\$ -
Affordable Housing & Sustainable Communities Carryover		\$ 19,873	\$ -	\$ (19,873.00)
Affordable Housing & Sustainable Communities FY 18/19 Enterprise		\$ 40,000	\$ 30,998	\$ (9,001.60)
State Transit Assistance	\$ 88,597.00	\$ 88,597	\$ 88,597	\$ -
SUBTOTAL	\$ 1,136,466.00	\$ 1,983,838	\$ 3,601,845	\$ 1,618,007.33
<b>LOCAL</b>				
TDA (LTF Planning + TDA Administration)	\$ 1,214,048.00	\$ 1,214,048	\$ 1,299,200	\$ 85,152.00
TDA (LTF ALUC Stockton Metro)				\$ -
Measure K Project Management	\$ 1,000,000.00	\$ 1,000,000	\$ 1,000,000	\$ -
Measure K Administration	\$ 593,200.00	\$ 593,200	\$ 662,000	\$ 68,800.00
RTIF	\$ 75,000.00	\$ 75,000	\$ 27,720	\$ (47,280.00)
Valley MPOs Air Quality Planning	\$ 181,100.00	\$ 181,100	\$ 181,100	\$ -
Fresno Prop 84				\$ -
TDM - Merced CAG CMAQ	\$ 83,000.00	\$ 63,794	\$ 75,000	\$ 11,206.00
TDM - StanCOG CMAQ	\$ 195,000.00	\$ 200,000	\$ 200,000	\$ -
Tri-County Travel Demand (Merced, Stanislaus, San Joaquin)		\$ 13,189	\$ 13,189	\$ -
SACOG TDM (Trip Planning System)	\$ 95,000.00	\$ 95,000	\$ 95,000	\$ -
StanCOG- Modeling				\$ -
Calaveras COG: RTPA Technical Support				\$ -
SAFE	\$ 150,000.00	\$ 207,000	\$ 207,000	\$ -
COG Fees	\$ 10,000.00	\$ 10,000	\$ 10,000	\$ -
SJCOGI	\$ 561,000.00	\$ 561,000	\$ 561,000	\$ -
SUBTOTAL	\$ 4,157,348.00	\$ 4,213,331	\$ 4,331,209	\$ 117,878.00
<b>OTHER</b>				
Sales Tax Line of Credit and 2011 Bond Issuance				
Interest	\$ 5,000.00	\$ 5,000	\$ 5,000	\$ -
Other (ALUC Fees+doc fees)	\$ 15,000.00	\$ 15,000	\$ 15,000	\$ -
SUBTOTAL	\$ 20,000.00	\$ 20,000	\$ 20,000	\$ -
<b>TOTAL</b>	\$ 9,333,354.18	\$ 10,746,529.95	\$ 10,789,687.40	\$ 43,157.45



San Joaquin Council of Governments  
 ANNUAL FINANCIAL PLAN  
 Fiscal Year 2019/20  
 Proposed Final March 28, 2019  
 SERVICE AND SUPPLIES

		FY 2017-18	FY 2018-19	FY 2019-20	+/-
Title	Line Item Description	Actual	Amendment #1	Proposed 3/28/19	Change
Office Expense - General	General Supplies		\$ 74,000	\$ 75,000	\$ 1,000
	Recognitions		\$ 2,000	\$ 2,000	\$ -
	Printing		\$ 12,270	\$ 12,270	\$ -
	Noncapital Equip/Furniture		\$ 20,000	\$ 20,000	\$ -
	Computer Software & License		\$ 119,730	\$ 125,000	\$ 5,270
<b>Office Expense - General Subtotal</b>		\$ -	\$ 228,000	\$ 234,270	\$ 6,270
<b>Office Expense - Postage Subtotal</b>		\$ -	\$ 18,000	\$ 18,000	\$ -
<b>Office Expense - Subscriptions Subtotal</b>		\$ -	\$ 10,200	\$ 10,200	\$ -
<b>Office Expense - Subtotal</b>		\$ 245,906	\$ 256,200	\$ 262,470	\$ 6,270
<b>Communications-Subtotal</b>		\$ 53,110	\$ 66,000	\$ 66,000	\$ -
<b>Memberships - Subtotal</b>		\$ 39,123	\$ 56,000	\$ 50,000	\$ (6,000)
<b>Maintenance - Equipment - Subtotal</b>		\$ 3,515	\$ 13,000	\$ 10,000	\$ (3,000)
<b>Rents &amp; Leases - Equipment - Subtotal</b>		\$ 108,790	\$ 225,000	\$ 225,000	\$ -
<b>Publications &amp; Legal Notices - Subtotal</b>		\$ 4,747	\$ 10,000	\$ 7,500	\$ (2,500)
<b>Insurances - Subtotal</b>		\$ 94,063	\$ 108,000	\$ 120,000	\$ 12,000
<b>Building Maintenance - Subtotal</b>		\$ 81,956	\$ 185,000	\$ 200,000	\$ 15,000
<b>BuildingDebt Service - Principle &amp; Interest</b>		\$ 148,468	\$ 175,000	\$ 200,000	\$ 25,000
<b>TOTAL SERVICES &amp; SUPPLIES</b>		\$ 779,678	\$ 1,094,200	\$ 1,140,970	\$ 46,770

San Joaquin Council of Governments  
 ANNUAL FINANCIAL PLAN  
 Fiscal Year 2019/20  
 Proposed Final March 28, 2019

Tranportation Travel & Training

	FY 2017-18	FY 2018-19	FY 2019-20
	Actual	Amendment #1	Proposed 3/28/19
In and Out of State Travel	\$ 80,000	\$ 80,000	\$ 80,000
Training	\$ 31,500	\$ 31,500	\$ 31,500
Rideshare Incentive	\$ 3,000	\$ 3,000	\$ 3,000
Transportation & Travel - Subtotal	\$ 114,500	\$ 114,500	\$ 114,500

POSITION CLASSIFICATIONS & SALARY SCHEDULE  
ANNUAL

Proposed Amendment March 28, 2019

Position	12 month Change in CPI	Minimum		Maximum	
		Previous	New	Previous	New
<u>Executive Director</u>		220,923.15	\$ 231,969.11		
<u>GROUP A</u>				85% of Exec. Dir. \$ 187,784.68	\$ 197,173.74
Deputy Executive Director/Chief Financial Officer Deputy Director Planning, Prog. & Project Delivery					
<u>GROUP B</u>	3.6940%	87,058.60	\$ 90,274.55	\$ 138,717.14	\$ 143,841.35
Habitat Conservation Program Manager* Manager of Administrative Services Project Manager					
<u>GROUP C</u>	3.6940%	73,315.78	\$ 76,024.06	124,770.81	\$ 129,379.84
Chief Accountant Senior Regional Planner Senior Program Specialist Information Technology Manager					
<u>GROUP D</u>	3.6940%	64,875.73	\$ 67,272.24	96,943.89	\$ 100,524.99
Associate Regional Planner Associate Habitat Planner Associate Program Specialist Staff Accountant Account-Paroll Specialist Public Information Officer					
<u>GROUP E</u>	3.6940%	57,285.41	\$ 59,401.53	81,472.58	\$ 84,482.18
Assistant Regional Planner Assistant Program Specialist Assistant Habitat Planner Administrative Analyst Information Technology Technician					
<u>GROUP F</u>	3.6940%	50,893.84	\$ 52,773.86	68,707.48	\$ 71,245.54
Office Administrator					
<u>GROUP G</u>	3.6940%	44,919.19	\$ 46,578.50	65,754.10	\$ 68,183.06
Administrative Technician Accounting Assistant II Planning Technician					
<u>GROUP H</u>	3.6940%	38,491.83	\$ 39,913.72	54,420.08	\$ 56,430.35
Accounting Assistant I Administrative Clerk II					
<u>GROUP I</u>	3.6940%	33,854.00	\$ 35,104.57	47,045.39	\$ 48,783.25
Administrative Clerk I					

\*The Board adopted the findings of the Salary & Classification study in May 2015 grandfathering the Program Manager and Habitat Program Manager at the previously adopted salary range, \$145,000.

**San Joaquin Council of Governments**  
**ANNUAL FINANCIAL PLAN**  
**Fiscal Year 2019/20**  
**Proposed Final March 28, 2019**

**PROFESSIONAL SERVICES**

<b>Work Element No./Project Description</b>	<b>FY 2017-18 Actual</b>	<b>FY 2018-19 Amendment #1</b>	<b>FY 2019-20 Proposed 3/28/19</b>
601.01--Regional Transportation Plan	\$ 245,334	\$ 400,000	\$ 200,000
601.011--Regional Transportation Plan (AHSC)	\$ 4,429	\$ 59,873	\$ 39,000
601.012--SCS Implementation FY 17/18 SB1 grant		\$ 884,539	\$ 102,500
601.013--SCS Implementation FY 18/19 SB1 grant			\$ 40,000
601.014--SCS Implementation FY 19/20 SB1 grant			\$ 125,000
601.02--Regional Planning Studies	\$ 15,000	\$ 30,000	\$ 30,000
602.01--RTIP		\$ -	
603.01--Road & Street Monitoring	\$ 677,526	\$ 921,993	\$ 900,000
603.02--Transit Coordination	\$ 1,500	\$ 50,000	
603.03--Transportation Air Quality	\$ 247,352	\$ 200,000	\$ 200,000
603.04--Goods Movement		\$ -	
603.041 --Goods Movement Partnership Planning Grant		\$ -	
701.01--Technical Assistance		\$ -	
801.01--Intergovernmental Coordination	\$ 86,466	\$ 50,000	\$ 130,000
801.012--Intergovernmental Coordination (RPA)	\$ 26,605	\$ 80,000	\$ 290,886
801.02--Projections & Forecasts	\$ 70,695	\$ 50,000	\$ 62,000
801.03--Airport Land Use Commission	\$ 19,564	\$ 50,000	\$ 5,000
801.04--Congestion Management		\$ 85,000	\$ 50,000
801.05--Regional Planning		\$ 15,000	\$ 15,000
801.06--Valley MPO Coordination	\$ 23,464	\$ 20,000	\$ 45,000
801.07--Interregional Partnerships		\$ -	
801.09--SJCOG Inc			
901.01--Measure K	\$ 31,619	\$ 100,000	\$ 50,000
901.02--RTIF	\$ 3,108	\$ 46,000	\$ 15,000
901.03--Smart Growth		\$ -	
1001.01--COG OWP		\$ 5,000	\$ 5,000
1001.02--TDA Administration	\$ 180,360	\$ 250,000	\$ 250,000
1001.03--Community Involvement	\$ 14,520	\$ 17,500	\$ 17,500
1001.04--FAST ACT Management		\$ -	
1101.01--Transportation Demand Management	\$ 311,530	\$ 250,000	\$ 300,000
1101.03--Transportation Demand Management		\$ -	
1201.01--Freeway Service Patrol	\$ 328,261	\$ 708,145	\$ 850,000
1201.015--Freeway Service Patrol (SB1)		\$ 437,741	\$ 650,000
1201.03 - SJCOG Interns			
1301.01 - Performance Based Planning and Programming			
Indirect	\$ 155,454	\$ 225,000	\$ 500,000
<b>TOTAL</b>	<b>\$ 2,442,787</b>	<b>\$ 4,935,791</b>	<b>\$ 4,871,886</b>

**San Joaquin Council of Governments**  
**ANNUAL FINANCIAL PLAN**  
**Fiscal Year 2019/20**  
**Proposed Final March 28, 2019**

**FIXED ASSETS**

<i>Title</i>	<i>Description</i>	FY 2017-18 Actual	FY 2018-19 Amendment #1	FY 2019-20 Proposed
	Office Furniture/Equipment	\$	25,000	\$ 25,000
	Replacement Printers (2)	\$	5,500	\$ 5,500
	Server Upgrade	\$	30,000	\$ 30,000
	ERP Accounting System	\$	-	\$ -
	Customer Relation Management	\$	25,000	\$ 25,000
	Computer Upgrades	\$	20,000	\$ 20,000
	Capitalized Building Maintenance/Upgrades	\$	90,000	\$ 90,000
<b>TOTAL</b>		<b>\$ 121,212</b>	<b>\$ 195,500</b>	<b>\$ 195,500</b>



**RESOLUTION  
SAN JOAQUIN COUNCIL OF GOVERNMENTS**

**R-19-21**

**RESOLUTION APPROVING THE ADOPTION OF THE 2019-2020  
ANNUAL FINANCIAL PLAN  
FOR THE SAN JOAQUIN COUNCIL OF GOVERNMENTS**

WHEREAS, the San Joaquin Council of Governments is required by the Joint Powers Agreement to adopt a budget (Annual Financial Plan) annually, and

WHEREAS, the adopted budget is to be sent to the member agencies for ratification.


NOW THEREFORE BE IT RESOLVED, that the San Joaquin Council of Governments adopts the FY 2019-2020 Annual Financial Plan and directs the Executive Director to transmit it to the member agencies for ratification.

PASSED AND ADOPTED this 28th day of March 2019 by the following vote of the San Joaquin Council of Governments, to wit:

**AYES: Councilmember Andrade, Stockton; Mayor Dhaliwal, Lathrop; Supervisor Elliot, SJC; Mayor Pro Tem Kuehne, Lodi; Supervisor Miller, SJC; Councilmember Murken, Escalon; Mayor Rickman, Tracy; Councilmember Singh, Manteca; Supervisor Winn, SJC; Vice Mayor Wright, Stockton; Councilmember Jobrack, Stockton; Mayor Zuber, Ripon.**

NOES:

ABSENT: None.

  
ROBERT RICKMAN  
Chair

RESOLUTION 2019 -

APPROVING THE SAN JOAQUIN COUNCIL OF GOVERNMENTS  
ANNUAL FINANCIAL PLAN FOR FISCAL YEAR 2019-2020

WHEREAS, The Joint Powers Agreement between the San Joaquin Council of Governments and its member agencies requires the Annual Financial Plan to be ratified by the governing body of each member agency, and

WHEREAS, The Tracy City Council considered the Annual Financial Plan at its meeting of May 21, 2019;

NOW, THEREFORE, BE IT RESOLVED, That City Council of the City of Tracy hereby approves the San Joaquin Council of Governments Annual Financial Plan for Fiscal Year 2019-2020.

\* \* \* \* \*

The foregoing Resolution 2019- was passed and adopted by the Tracy City Council on the 21st day of May 2019, by the following vote:

AYES: COUNCIL MEMBERS:  
NOES: COUNCIL MEMBERS:  
ABSENT: COUNCIL MEMBERS:  
ABSTAIN: COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

AGENDA ITEM 1.D

REQUEST

**AUTHORIZE SUBMISSION OF THE ANNUAL CLAIM TO THE STATE OF CALIFORNIA, THROUGH THE SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOG), FOR TRANSPORTATION DEVELOPMENT ACT FUNDS IN THE AMOUNT OF \$6,025,677 FOR FISCAL YEAR 2018-2019, AND AUTHORIZE THE FINANCE DIRECTOR TO EXECUTE THE CLAIM**

EXECUTIVE SUMMARY

The City of Tracy (City) receives funds from the Transportation Development Act (TDA) that allow the City to provide transportation services throughout the community. The annual claim is necessary for the City to continue to receive TDA funding from the State through the San Joaquin Council of Governments (SJCOG). The amount the City will claim for FY 2018-2019 from the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA) is \$6,025,677.

TDA funds are used for City TRACER operations and capital acquisitions, street and road maintenance, and pedestrian and bike paths. Staff recommends that the City Council approve the claim for TDA funds for FY 2018-2019, and authorize the Finance Director to execute the claim.

DISCUSSION

Under the provisions of the Transportation Development Act (TDA), the City is required to make an annual claim for funds apportioned to the City under the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). This claim is made to the State through the San Joaquin Council of Governments.

The total claim is for \$6,015,702 in LTF, including \$384,429 of previous year's unclaimed and \$2,154,292 of Unexpended Carryover and \$9,975 in STA funds. The available TDA funding for FY 2018-19 for the City of Tracy to claim under the LTF and STA is \$3,768,184.

<b>TRACY FISCAL YEAR 2018-2019 TDA CLAIM AMOUNTS AND PURPOSES</b>		
Fund	Amount	Purpose
LTF	\$1,846,719	Article 8 Contractor Operating (PUC 99400(c))
LTF	\$384,429	Article 8 Contractor Operating (PUC 99400( c)) Previous Year's Unclaimed
LTF	\$105,383	Article 8 Contractor Operating (PUC 99400(c)) Unexpended Carryover



LTF	\$79,259	Article 8 (99400 (e) ) Contractor Capital
LTF	\$77,562	Pedestrian and Bicycle: Article 3 (PUC 99234)
LTF	\$74,897	Pedestrian and Bicycle: Article 3 (PUC 99234) Unexpended Carryover
LTF	\$1,370,240	Roads & Streets: Article 8 (99400 (a))
LTF	\$1,974,012	Roads & Streets: Article 8 (99400 (a)) Unexpended Carryover
LTF	\$103,201	LTF TDA Administration
STA	\$9,975	CCR Section 6730 (a)
Total	\$6,025,677	Total LTF/STA claimed
Less:	<u>(\$2,257,493)</u>	TDA Administration & Unexpended Carryover
	<u>\$3,768,184</u>	Net LTF funds to be disbursed to City of Tracy

Staff requests the Council authorize submission of the claim through SJCOG and authorize the Finance Director to execute the claim.

STRATEGIC PLAN

This agenda item is a routine operational item and does not relate to the Council's Strategic Plans.

FISCAL IMPACT

Authorization to submit the claim is necessary for the City to continue to receive TDA funding. Such funding is budgeted for FY 2018-2019 for the transit program and to support various street programs.

RECOMMENDATION

Staff recommends that City Council approve, by resolution, the claim for TDA funds for FY 2018-2019 in the amount of \$6,025,677 and authorize the Finance Director to execute the claim.

Prepared by: Ed Lovell, Management Analyst II

Reviewed by: Brian MacDonald, Parks & Recreation Director  
 Karin Schnaider, Finance Director  
 Andrew Malik, Assistant City Manager

Approved by: Midori Lichtwardt, Interim City Manager

RESOLUTION 2019-\_\_\_\_\_

AUTHORIZING THE SUBMISSION OF THE ANNUAL CLAIM TO THE STATE OF CALIFORNIA, THROUGH THE SAN JOAQUIN COUNCIL OF GOVERNMENTS, FOR TRANSPORTATION DEVELOPMENT ACT FUNDS IN THE AMOUNT OF \$6,025,677 FOR FISCAL YEAR 2018-2019, AND AUTHORIZING THE FINANCE DIRECTOR TO EXECUTE THE CLAIM

WHEREAS, Under the provisions of the Transportation Development Act (TDA), the City is required to make an annual claim to the State of California for funds apportioned to the City under the Local Transportation Fund and the State Transit Assistance Fund, and the claim is made to the State through the San Joaquin Council of Governments, and

WHEREAS, unclaimed amounts are carried forward to the next fiscal year for reimbursement in that time period, and

WHEREAS, The City's FY 2018-2019 claim under the Local Transportation Fund and the State Transit Assistance Fund includes funds requested for FY 2018-2019 in the amount of \$6,025,677 as indicated for the following purposes:

<b>TRACY FISCAL YEAR 2018-2019 TDA CLAIM AMOUNTS AND PURPOSES</b>		
Fund	Amount	Purpose
LTF	\$1,846,719	Article 8 Contractor Operating (PUC 99400(c))
LTF	\$384,429	Article 8 Contractor Operating (PUC 99400( c)) Previous Year's Unclaimed
LTF	\$105,383	Article 8 Contractor Operating (PUC 99400(c)) Unexpended Carryover
LTF	\$79,259	Article 8 (99400 (e) ) Contractor Capital
LTF	\$77,562	Pedestrian and Bicycle: Article 3 (PUC 99234)
LTF	\$74,897	Pedestrian and Bicycle: Article 3 (PUC 99234) Unexpended Carryover
LTF	\$1,370,240	Roads & Streets: Article 8 (99400 (a))
LTF	\$1,974,012	Roads & Streets: Article 8 (99400 (a)) Unexpended Carryover
LTF	\$103,201	LTF TDA Administration
STA	\$9,975	CCR Section 6730 (a)
Total	\$6,025,677	Total LTF/STA claimed
Less:	<u>(\$2,257,493)</u>	TDA Administration & Unexpended Carryover
	<u>\$3,768,184</u>	Net LTF funds to be disbursed to City of Tracy

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy authorizes submission of a claim for TDA Funds for FY 2018-2019 in the amount of \$6,025,677 (Local Transportation Fund and State Transit Assistance Fund), to the State of California, through the San Joaquin Council of Governments, and authorizes the Finance Director to execute the claim.

\* \* \* \* \*

The foregoing Resolution 2019-\_\_\_\_\_ was adopted by the Tracy City Council on the 21<sup>st</sup> day of May, 2019, by the following vote:

AYES:           COUNCIL MEMBERS:  
NOES:           COUNCIL MEMBERS:  
ABSENT:        COUNCIL MEMBERS:  
ABSTAIN:       COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:  
  
\_\_\_\_\_  
CITY CLERK

AGENDA ITEM 1.E

REQUEST

**FIND IT IS IN THE BEST INTEREST OF THE CITY TO FOREGO A COMPETITIVE PROPOSAL PROCESS AND APPROVE AN AGREEMENT WITH BARYALAI FEROSZ AND LAMIA FEROSZ TO SELL APPROXIMATELY 19,016 SQUARE FEET OF SURPLUS CITY REAL PROPERTY (A PORTION OF APN 212-040-67) LOCATED BETWEEN THE FEROSZ REAL PROPERTY (APNS 212-270-20 AND 212-270-21) AND THE SOUTHERN BOUNDARY FENCE OF DETENTION BASIN 10**

EXECUTIVE SUMMARY

The request is to sell approximately 19,016 square feet of unused, City-owned real property to Baryalai Feroz and Lamia Feroz, owners of adjacent real property. Staff recommends approval of the sale.

DISCUSSION

Baryalai Feroz and Lamia Feroz, the owners of real property on Auto Plaza Drive are currently developing the site for future business use. The project site is adjacent to a City-owned and maintained storm-drainage detention pond (DB-10). The City acquired and developed DB-10 approximately 22 years ago. Between DB-10 and the Feroz property site is a strip of property (Attachment A), formerly used as a drainage ditch by the surrounding farmland. It was part of the parcel purchased by the City for the development of DB-10. Use of the ditch by area farms was discontinued many years ago.

This property has no useful value to the City and was declared as surplus real property by City Council on September 19, 2017. The size and shape of the property render it a significant challenge to develop by itself. Furthermore, the 19,016 square foot property does not have direct access to public streets, sewer, water, or other utilities. Effectively, the property only has value or development potential to the adjacent property owner.

The City has no plans or intention to use this strip of property. All of the City's DB-10 improvements, including perimeter fence and raised service drive, are outside of the strip of property. In its current, undeveloped condition, the strip of property is a maintenance liability and nuisance for the City.

By selling this property, it can be incorporated into the future development of the adjacent parcel. This will further promote economic development goals of the City and result in efficient use of the property, to benefit (1) the future business tenants, (2) consumers of Tracy who obtain service from businesses located at this site, and (3) the City as a whole from the potential increased property tax or other benefits.

City staff received approval from City Council on September 19, 2017, to negotiate with adjacent property owners for the sale of this strip of property. Staff interacted with area appraisers to negotiate a price of \$0.85 per square foot for the strip of land. The sale price of the property is \$16,163.60.

It should be noted the parcel number for the City-owned parcel (APN 212-040-67) was recently updated by San Joaquin County and the previous parcel number (APN 212-040-11) is reflected on the signed Purchase and Sale of Real Property Agreement. The signed agreement will be corrected to the new parcel number.

On April 24, 2019, the Planning Commission determined that the sale of this property is in conformance with the City's General Plan.

Tracy Municipal Code section 2.20.300 requires the disposition of real property by competitive proposals unless the City Council, by resolution, determines other procedures are in the best interests of the City. Staff requests that the City Council determine that it is in the best interest of the City to forego the competitive proposal procedure and enter into an agreement to sell the property to Baryalai Feroz and Lamia Feroz because no other property owner could have access to use the subject property, and on September 19, 2017, Council authorized negotiations with adjacent property owners.

#### STRATEGIC PLAN

The proposal supports the City Council's Economic Development Strategy by supporting the creation of local employment and diversifying the local economic base.

#### FISCAL IMPACT

Proceeds from the sale of this property will be deposited in the General Fund.

#### RECOMMENDATION

Staff recommends that the City Council, by resolution, make a finding that it is in the best interest of the City to forego a competitive proposal process and approve an agreement with Baryalai Feroz and Lamia Feroz to sell approximately 19,016 square feet of surplus City real property located between the Feroz real property and the southern boundary fence of City's storm drainage detention basin 10 (A Portion of APN 212-040-67).

Prepared by: Kevin Tobeck, Project Specialist II

Reviewed by: Karin Schnaider, Finance Director  
Andrew Malik, Assistant City Manager

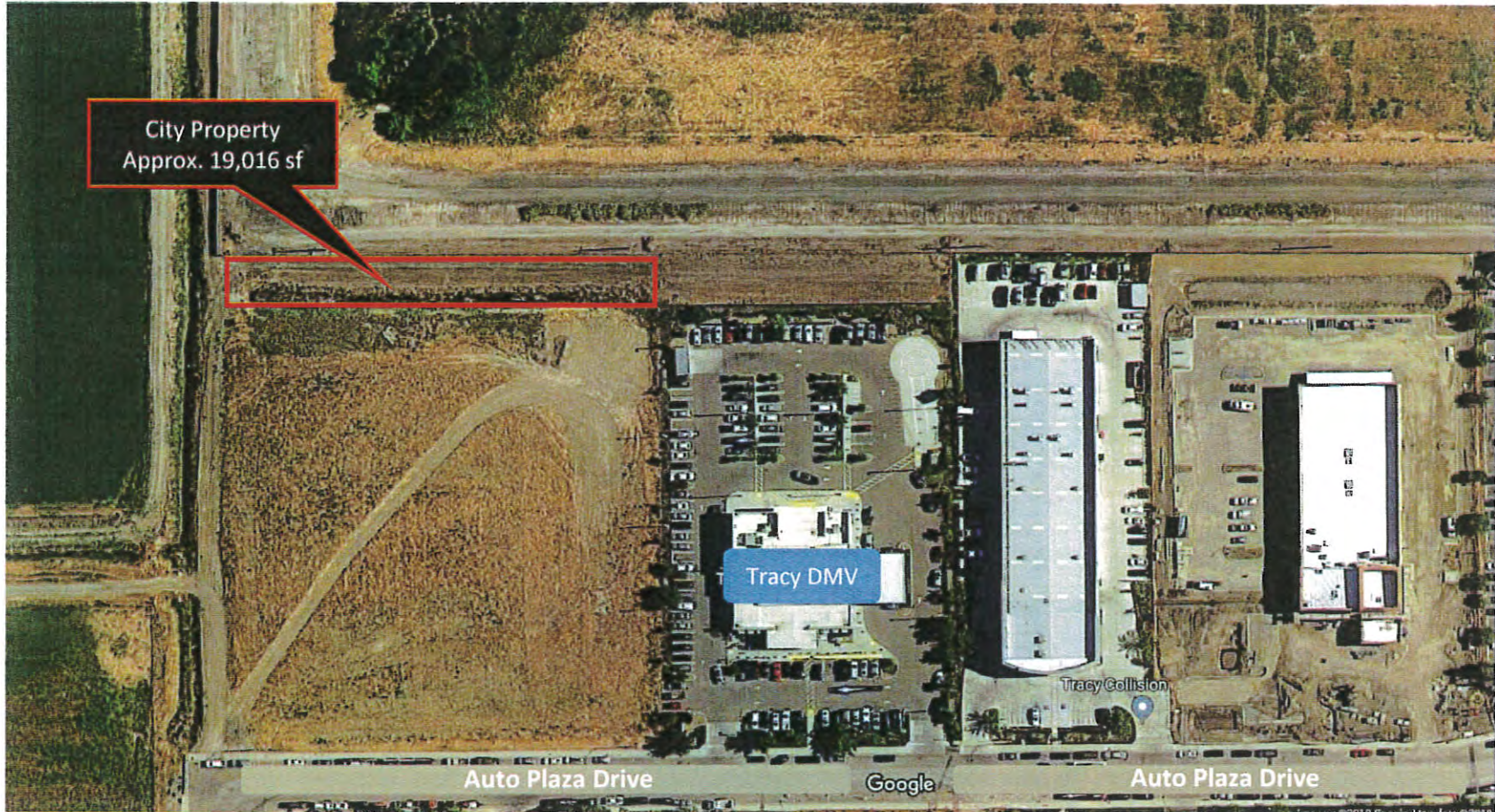
Approved by: Midori Lichtwardt, Interim City Manager

#### ATTACHMENTS

Attachment A – Location of Subject Property

Attachment B – Purchase and Sale of Real Property Agreement

ATTACHMENT "A"



CITY OF TRACY  
PURCHASE AND SALE OF REAL PROPERTY AGREEMENT

This Purchase and Sale Agreement ("Agreement") is entered into between the CITY OF TRACY, a municipal corporation, (hereinafter "CITY") and Baryalai Feroz and Lamia Feroz, (hereinafter "BUYER") for the purchase of certain real property owned by CITY.

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. **Purchase.** CITY agrees to sell to BUYER and BUYER agrees to purchase from CITY upon the terms and for the consideration set forth in this Agreement, all that certain real property situated in the City of Tracy, County of San Joaquin, State of California, consisting of approximately 19,016 square feet of land, commonly known as 21401 S. Naglee Road, with Assessor's parcel number 212-040-11, which is legally described in Exhibit A attached hereto and made a part hereof (hereinafter "PROPERTY").
2. **Purchase Price.** BUYER will pay CITY the sum of SIXTEEN THOUSAND ONE HUNDRED SIXTY-THREE AND 60/100 DOLLARS (\$16,163.60) as consideration for the purchase of the fee property identified in Exhibit A.
3. **Conveyance.** Conveyance by CITY shall be all of its right, title and interest in the PROPERTY.
4. **Escrow.**
  - a. **Escrow Instructions.** BUYER hereby authorizes CITY to prepare escrow instructions in accordance with this Agreement on behalf of both parties.
  - b. **Deposit of Purchase Price.** Prior to the close of escrow, BUYER will deposit into escrow, or cause to be deposited into escrow, all funds if due and/or documents, required from BUYER to enable escrow to close. CITY agrees to deposit with the Escrow Agent a Grant Deed conveying the PROPERTY to BUYER, together with such other instruments as are necessary.
  - c. **Title.** Title to the PROPERTY shall be vested to: Baryalai Feroz and Lamia Feroz.
  - d. **Escrow Fees, Charges, and Costs.** BUYER shall pay all recording fees, title insurance, documentary stamp taxes, or other real estate transaction costs, taxes or fees by whatever name known, including escrow fees or brokers commission, if any, and personal property sales taxes where applicable. CITY shall have no liability or responsibility for any costs, taxes, fees, or expenses.
5. **Right of Possession and Use.** BUYER's right of possession shall begin at close of Escrow. The consideration shown in Section 2, includes, but is not limited to, full payment for the possession and use from that date, including interest and damages if any.

6. **Property Taxes.** BUYER further acknowledges full responsibility, and CITY shall have no liability or responsibility, for the payment of all property taxes and assessments accruing after the close of escrow.
7. **AS-IS Condition of the Property/Buyer's Examination of the Property.** CITY makes no warranty as to the condition of the property and BUYER agrees that it is purchasing the PROPERTY "as is" and in reliance on BUYER's own investigation, which it has had the opportunity to conduct to its satisfaction prior to the date of execution of this Agreement. BUYER will fund repairs required by lenders, if required.
8. **Binding on Successors and Assigns.** The terms, conditions, covenants and agreements set forth herein shall apply to and bind the heirs, executors, administrators, assigns and successors of the parties hereto.
9. **Payment of Deed of Trust.** If applicable, CITY agrees to subordinate CITY'S deed of trust to any purchase money deed of trust incurred by BUYER in this transaction.
10. **Approval of City.** This Agreement is subject to the approval of CITY. This Agreement shall have no force or effect unless and until the City Council approves it and the City's Authorized Representative executes the Agreement.
11. **Specific Performance.** In the event of a breach of this Agreement, the non-breaching party shall be entitled to pursue any and all remedies available to it, without limitation, claims for damages attributable to the breach, and specific performance of this Agreement.
12. **Miscellaneous.**
  - a. **Notices.** All notices, demands or other communications which this Agreement contemplates or authorizes shall be in writing and shall be personally delivered or mailed to the other party to the other party as follows:
    - i. Mailing address of BUYER:  
Baryalai Feroz and Lamia Feroz  
4593 Crabapple Court  
Tracy, CA 95377
    - ii. Mailing address of CITY:  
City of Tracy  
333 Civic Center Plaza  
Tracy, CA 95376
    - iii. With a copy to:  
City Attorney  
City of Tracy  
333 Civic Center Plaza  
Tracy, CA 95376



- iv. Communications shall be deemed to have been given and received on the first to occur of: (1) actual receipt at the address designated above, or (2) three working days after the deposit in United States Mail of registered or certified mail, sent to the address designated above.
- b. Modifications. This Agreement may not be modified orally or in any manner other than by an agreement in writing signed by both parties.
- c. Waivers. Waiver of a breach or default under this Agreement shall not constitute a continuing waiver or a waiver of a subsequent breach of the same or any other provision of this Agreement.
- d. Governing Law. This Agreement shall be governed under the laws of the State of California.
- e. Exhibits. All exhibits referred to in this Agreement, and any exhibits which may from time to time be referred to in any duly executed amendment to this Agreement, are by such reference incorporated herein and are a part of this Agreement. The exhibits to this Agreement are as follows:

Exhibit A – Legal Description of PROPERTY

- f. Counterparts Signature. This Agreement may be executed in counterparts, each of which shall be an original, but all counterparts shall constitute one agreement.
- g. Entire Agreement. This Agreement comprises the entire integrated understanding between the parties concerning this purchase and sale. This Agreement superseded all prior negotiations, representations or agreements.

SIGNATURES ARE ON THE FOLLOWING PAGE


IN WITNESS WHEREOF, the parties have executed this Agreement the day and year first written herein below.

BUYER:

CITY OF TRACY,  
A MUNICIPAL CORPORATION

By:   
Baryali Feroz  
Date: 4/22/19

By: \_\_\_\_\_  
Title: \_\_\_\_\_  
Date: \_\_\_\_\_

By:   
Lamia Feroz  
Date: 4/22/19

**Approved as to Form**

By: \_\_\_\_\_  
Thomas Watson, City Attorney

**EXHIBIT A**

**LEGAL DESCRIPTION**

**CITY TO APN 212-270-20 (PARCEL A 24 PM 140)**

THAT CERTAIN REAL PROPERTY SITUATED IN THE CITY OF TRACY, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

A PORTION OF LOT 37 OF "NAGLEE BURK TRACT," ACCORDING TO THE OFFICIAL MAP THEREOF, FILED FOR RECORD MARCH 7, 1911 AND RECORDED IN VOLUME 5 OF MAPS AND PLATS AT PAGE 18, SAN JOAQUIN COUNTY RECORDS, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THAT PARCEL OF LAND DESCRIBED IN THE QUITCLAIM DEED TO THE CITY OF TRACY, FILED DECEMBER 28, 2017 IN THE OFFICE OF THE SAN JOAQUIN COUNTY RECORDER, AS DOCUMENT # 2017-154993 OF OFFICIAL RECORDS, SAID POINT ALSO BEING THE NORTHWEST CORNER OF PARCEL A, AS SAID PARCEL IS DELINEATED UPON THAT CERTAIN PARCEL MAP FILED NOVEMBER 8, 2007 IN THE OFFICE OF THE SAN JOAQUIN COUNTY RECORDER IN BOOK 24 OF PARCEL MAPS AT PAGE 140, SAID POINT ALSO BEING ON THE WEST LINE OF SAID LOT 37 (5 M&P 18); THENCE ALONG THE WEST LINE OF SAID LOT 37 (5 M&P 18) NORTH 00 DEGREES 02 MINUTES 30 SECONDS WEST 47.00 FEET TO A POINT; THENCE LEAVING SAID WEST LINE OF LOT 37 (5 M&P 18) SOUTH 89 DEGREES 43 MINUTES 39 SECONDS EAST 226.06 FEET TO A POINT; THENCE SOUTH 00 DEGREES 02 MINUTES 35 SECONDS EAST 45.76 FEET TO THE NORTHEAST CORNER OF SAID PARCEL A (24 PM 140); THENCE ALONG THE NORTH LINE OF SAID PARCEL A (24 PM 140) SOUTH 89 DEGREES 57 MINUTES 25 SECONDS WEST 226.06 FEET TO THE POINT OF BEGINNING.

CONTAINING 10483± S.F.

**LEGAL DESCRIPTION**

**CITY TO APN 212-270-21 (PARCEL B 24 PM 140)**

THAT CERTAIN REAL PROPERTY SITUATED IN THE CITY OF TRACY, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

A PORTION OF LOT 37 OF "NAGLEE BURK TRACT," ACCORDING TO THE OFFICIAL MAP THEREOF, FILED FOR RECORD MARCH 7, 1911 AND RECORDED IN VOLUME 5 OF MAPS AND PLATS AT PAGE 18, SAN JOAQUIN COUNTY RECORDS, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF PARCEL B, AS SAID PARCEL IS DELINEATED UPON THAT CERTAIN PARCEL MAP FILED NOVEMBER 8, 2007 IN THE OFFICE OF THE SAN JOAQUIN COUNTY RECORDER IN BOOK 24 OF PARCEL MAPS AT PAGE 140; THENCE LEAVING SAID NORTHWEST CORNER OF SAID PARCEL B (24 PM 140) NORTH 00 DEGREES 02 MINUTES 35 SECONDS WEST 45.76 FEET TO A POINT; THENCE SOUTH 89 DEGREES 43 MINUTES 39 SECONDS EAST 188.65 FEET TO A POINT; THENCE SOUTH 00 DEGREES 02 MINUTES 35 SECONDS EAST 44.72 FEET TO THE NORTHEAST CORNER OF SAID PARCEL B (24 PM 140); THENCE ALONG THE NORTH LINE OF SAID PARCEL B (24 PM 140) SOUTH 89 DEGREES 57 MINUTES 25 SECONDS WEST 188.65 FEET TO THE POINT OF BEGINNING.

CONTAINING 8533± S.F.

RESOLUTION 2019-

FINDING IT IS IN THE BEST INTEREST OF THE CITY TO FOREGO A COMPETITIVE PROPOSAL PROCESS AND APPROVING AN AGREEMENT WITH BARYALAI FEROZ AND LAMIA FEROZ TO SELL APPROXIMATELY 19,016 SQUARE FEET OF SURPLUS CITY REAL PROPERTY (A PORTION OF APN 212-040-67) LOCATED BETWEEN THE FEROZ PROPERTY (APNS 212-270-20 AND 212-270-21) AND THE SOUTHERN BOUNDARY FENCE OF DETENTION BASIN 10

WHEREAS, Baryalai Feroz and Lamia Feroz, the owners of real property on Auto Plaza Drive (APNs 212-270-20 and 212-270-21) have offered to purchase an approximately 19,016 square foot strip of vacant, City-owned real property ("subject property") located between their property and the southern boundary fence of the City's Detention Basin 10, to incorporate the subject property into future development, and

WHEREAS, The subject property is a surplus, leftover remnant, of a larger parcel, which is no longer necessary for the City's use, and declared surplus by City Council on September 19, 2017, and

WHEREAS, Ownership of the subject property by the City in its undeveloped condition is a maintenance liability and nuisance for the City, and inefficient use of real estate, and

WHEREAS, Sale of the subject property will enable commercial development of the subject property and thereby support economic development goals of the City, and

WHEREAS, On April 24, 2019, in accordance with Government Code Section 65402(a), the Planning Commission determined the sale of the subject property is in conformance with the City's General Plan, and

WHEREAS, No other property owner could have access to use the subject property, and therefore, in accordance with Tracy Municipal Code Section 2.20.300(c), a request for competitive proposals was not in the best interests of the City, and on September 19, 2017, City Council authorized negotiations with adjacent property owners, and

WHEREAS, The City negotiated a sale price, based on appraisal information and negotiations, of \$0.85 per square foot, or \$16,163.60;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy hereby:

- (1) Finds that it is in the best interest of the City to forego a competitive proposal process; and
- (2) Approves the sale of the subject real property to Baryalai Feroz and Lamia Feroz for \$16,163.60.

\* \* \* \* \*

The foregoing Resolution 2019-\_\_\_\_\_ was adopted by the City Council on the 21<sup>st</sup> day of May, 2019, by the following vote:

AYES:            COUNCIL MEMBERS:

NOES:           COUNCIL MEMBERS:

ABSENT:        COUNCIL MEMBERS:

ABSTAIN:       COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

AGENDA ITEM 1.F

REQUEST

**APPROVE CHANGES TO THE CITY OF TRACY TRAVEL EXPENSE PROCEDURE FOR EMPLOYEES REGARDING PERMITTED EXPENSE RATES AND THE APPROVAL PROCESS FOR TRAVEL EXPENSES**

EXECUTIVE SUMMARY

This action will update the City of Tracy's Travel Expense Procedure for City of Tracy employees to align the permitted expense rates with those established by the United States Internal Revenue Service and delegate approval authority for out-of-state travel under \$2,000 to the Finance Director.

DISCUSSION

The City of Tracy Travel Expense Procedure governs the process of reimbursement for costs associated with travel for City of Tracy employees. The last revision to the procedure occurred in January 1997 and established the maximum meal per diem rate of \$42 per day including tax and tip for meals not provided as part of registration or conference fees.

Periodically, the Human Resources department reviews Administrative Policies & Procedures to ensure they comply with current laws and industry standards. The Travel Expense Procedure is being revised to align the meals and incidental expenses with the guidelines established by the United States Internal Revenue Service and streamline the approval process for standard travel within California and out-of-state travel under \$2,000.

Proposed changes to the Travel Expense Procedure include, updating the meals per diem rate to comply with the current meals and incidental per diem rates established by the United States Internal Revenue Service. Additionally, clarification language has been added to the permitted expense rates section regarding lodging and transportation to encourage employees to utilize the most economical lodging and ground transportation options. The approval procedure for travel expenses has been amended to authorize the Finance Director to approve all in-state travel and travel out-of-state under \$2,000. This will streamline the approval process by reducing the number of travel requests requiring City Manager approval. Any travel out-of-state which exceeds \$2,000 will continue to be approved by the City Manager. These changes will reflect practices that are in line with current industry standards for employee travel.

This action will not affect the current policy for reimbursement for travel and expenses for elected and appointed officials.

STRATEGIC PLAN

This agenda item is a routine operational item and is not related to the City Council's Strategic Plans.

FISCAL IMPACT

The impact to the General Fund as a result of approving this procedure will be absorbed by approved department budgets.

RECOMMENDATION

Staff recommends City Council adopt a resolution approving changes to the City of Tracy Travel Expense Procedure regarding permitted expense rates and approval process for travel expenses.

Prepared by: Judy Carlos, Human Resources Analyst II

Reviewed by: Kimberly Murdaugh, Human Resources Director  
Thomas Watson, City Attorney  
Karin Schnaider, Finance Director

Approved by: Midori Lichtwardt, Interim City Manager

Attachments: Exhibit A – Travel Expense Procedure



CITY OF TRACY  
ADMINISTRATIVE POLICY AND PROCEDURE MANUAL

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SUBJECT: : TRAVEL EXPENSE - *Procedure*  
DATE ISSUED: : *Revised May 21, 2019*  
SECTION: : T

SECTION 1: PURPOSE

The purpose of this Travel Expense procedure is to provide employees information on travel requests and expenses.

SECTION 2: PROCEDURE

A. POLICY

It is in the best interest of the City that employees remain informed and trained in activities, developments and professional trends affecting the affairs of the City. As such, attendance at institutes, hearings, meetings, conferences or other gatherings is of value to the City and its citizens.

B. APPROVAL REQUIRED

All overnight travel and/or consecutive day travel must be approved by the City Manager or designee in advance.

The City Manager or designee has the responsibility to determine the reasonableness of travel requests as justified by the purpose of the travel. The intent is to make travel as economical as possible:

1. By examining each trip to determine necessity. Travel is not to be permitted when it can be handled by mail or telephone.
2. By minimizing the number of people who must travel for a single purpose.

3. By use of air travel when it is less costly than the use of private vehicle, unless otherwise approved.
4. By requiring the use of City vehicles, unless there is a valid reason for the use of a personal vehicle.

C. TRAVEL REQUEST REQUIRED

All City employees shall submit a travel request listing the expected expenses of the trip. This request must be approved by the Finance Director or designee. The employee must sign this request and is liable to the City for all monies advanced until an expense report, per "D" below, is filed.

Prior to submitting the request for consideration by the Finance Director or designee, it is the responsibility of the Department Head to ensure that the employee has provided proof of automobile insurance to the City when private transportation will be used in the course of the travel.

D. EXPENSE REPORT

The employee must file a completed expense report within seven (7) days of the conclusion of the trip and attach all necessary receipts to document the travel expenses. Any monies advanced, but not used for authorized expenses, must be returned to the City. Failure of the employee to file an expense report or submission of a false report may be grounds for disciplinary action.

E. PERMITTED EXPENSE RATES

1. Lodging - Actual cost for a single occupancy room at a motel or hotel with average quality accommodations. The government and group rates should be requested where available. Lodging will be paid at the Standard Room Rate (unless the conference room rate is less). Receipts for lodging costs must be presented. Non-compensable lodging expenses not considered a City expense include, but are not limited to:

- Late check-out and guarantee charges
- Personal services (i.e. barber/hair salon, shoeshines, health club and/or massage).
- Entertainment, including but not limited to in-room movies.
- Pet-related expenses.

2. Meals - Costs for meals not provided as a part of a registration fee will be calculated according to the meals and incidental expenses per diem rate established by the U.S. Internal Revenue Service. Meals provided by the conference or included in the registration fee will not be eligible for per diem. 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.

3. Transportation & Mileage - Travel by private car will be reimbursed at the current rate per mile approved by the U.S. Internal Revenue Service for use in connection with City business. For employees receiving a vehicle allowance, mileage reimbursement will be adjusted according to the applicable compensation & benefit plan. 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. Employees 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. Airfare will be reimbursed at the cost of a coach fare.

4. Other Expenses - Actual cost of conference registration, business related telephone calls and internet connection services, parking and other legitimate expenses will be allowed.

Employees shall document all allowable travel-related expenditures with itemized receipts or invoices. For missing documents, the employee shall attach a Memorandum signed by the Department Head.

F. COSTS NOT ALLOWED

Costs for spouses or other family members accompanying City employees will not be reimbursed. Meals in the Tracy area, entertainment, laundry and valet services will not be reimbursed.

G. OUT-OF-STATE TRAVEL

Travel out-of-state, which exceeds \$2,000, shall be approved by the City Manager. Travel out-of-state under \$2,000 may be approved by the Finance Director or designee.

H. BUDGETARY PROVISIONS

All anticipated conferences, conventions and professional meetings shall be budgeted for by the respective departments and offices in the current operating budget. The City Manager or designee may substitute one meeting for another to cover unusual or unexpected meetings of an urgent nature.

I. VOLUNTARY CONTRIBUTIONS

Voluntary contributions by outside agencies or by City employees themselves may be considered and approved as part of a travel request to help offset travel costs. In such cases, City funds may be used to cover part of the costs and work hours approved for employee attendance at a training seminar or conference, where the activity provides benefit to the City, contributes to the professional development of a City staff member and does not involve a conflict of interest.

Amended by Resolution 93-008, January 5, 1993  
Amended by Resolution 97-021, January 7, 1997  
Amended by Resolution 2019-XXX, May 21, 2019

RESOLUTION 2019 - \_\_\_\_\_

APPROVE CHANGES TO THE CITY OF TRACY TRAVEL EXPENSE PROCEDURE FOR EMPLOYEES REGARDING PERMITTED EXPENSE RATES AND APPROVAL PROCESS FOR TRAVEL EXPENSES

WHEREAS, The City Council has previously approved the City of Tracy Travel Expense Procedure which established travel and expense reimbursement procedures for employees; and

WHEREAS, The current procedure specifies that meals will be reimbursed for “actual cost for all meals including tips up to a maximum of \$42 per day”, and

WHEREAS, The current procedure requires that all travel out-of-state be approved by the City Manager, and

WHEREAS, Staff recommends updating the procedure to align the meals and incidental expenses with the guidelines established by the United States Internal Revenue Service and streamline the approval process for standard travel within California and out-of-state travel under \$2,000.

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy hereby approves the changes to the Travel Expense Procedure, which include, implementing the use of the meals and incidental expenses per diem rate as established by the U.S. Internal Revenue Service and authorizes the Finance Director to approve all in-state travel and out-of-state travel under \$2,000.

\*\*\*\*\*

The Tracy City Council adopted the foregoing Resolution 2019 - \_\_\_\_\_ on the 21st day of May, 2019 by the following vote:

AYES: COUNCIL MEMBERS

NOES: COUNCIL MEMBERS

ABSENT: COUNCIL MEMBERS

ABSTAIN: COUNCIL MEMBERS

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

AGENDA ITEM 1.G

REQUEST

**WAIVE SECOND READING AND ADOPT ORDINANCE 1268, AN ORDINANCE OF THE CITY OF TRACY AMENDING THE CORRAL HOLLOW WEST PLANNED UNIT DEVELOPMENT TO PERMIT HIGH DENSITY SINGLE-FAMILY RESIDENTIAL USES AND ESTABLISH DEVELOPMENT STANDARDS ON AN APPROXIMATELY 3.5-ACRE LOT LOCATED AT 2483 W. SCHULTE ROAD, ASSESSOR'S PARCEL NUMBER 240-660-37. THE APPLICANT IS BRIGHT DEVELOPMENT AND OWNER IS POND CREEK, LLC. APPLICATION NUMBER PUD18-0003**

EXECUTIVE SUMMARY

Ordinance 1268 was introduced at the regular Council meeting held on April 16, 2019. Ordinance 1268 is before Council for adoption.

DISCUSSION

Ordinance 1268 was introduced at a noticed public hearing on April 16, 2019, to amend the land use designation of the approximately 3.5-acre lot located at 2483 W Schulte Road, Assessor's Parcel Number 240-660-37 (Southgate Lot A), located within the Corral Hollow West Planned Unit Development (PUD) to permit high density single-family uses and multi-family uses. The proposed PUD amendment, if approved, would allow high-density development to occur on the subject site without requiring that the buildings be multi-family. This allows flexibility for other building types to be developed at the site, should this project ultimately not be constructed. The PUD is also currently silent on development standards for the subject site. The PUD amendment application includes a proposal for development standards for single-family development.

Ordinance 1268 is before City Council for adoption.

STRATEGIC PLAN

This agenda item does not relate to the Council's four strategic plans.

FISCAL IMPACT

There is no fiscal impact.

RECOMMENDATION

That City Council adopt Ordinance 1268.

Prepared by: Adrienne Richardson, City Clerk  
Reviewed by: Andrew Malik, Assistant City Manager  
Approved by: Midori Lichtwardt, Interim City Manager

ORDINANCE 1268

AN ORDINANCE OF THE CITY OF TRACY AMENDING THE CORRAL HOLLOW WEST PLANNED UNIT DEVELOPMENT TO PERMIT HIGH DENSITY SINGLE-FAMILY RESIDENTIAL USES AND ESTABLISH DEVELOPMENT STANDARDS ON AN APPROXIMATELY 3.5-ACRE LOT LOCATED AT 2483 W SCHULTE ROAD, ASSESSOR'S PARCEL NUMBER 240-660-37.

THE APPLICANT IS BRIGHT DEVELOPMENT AND OWNER IS POND CREEK, LLC.  
APPLICATION NUMBER PUD18-0003

The City Council of the City of Tracy does ordain as follows:

SECTION 1: The land use designation of the approximately 3.5-acre lot located at 2483 W Schulte Road, Assessor's Parcel Number 240-660-37 (Southgate Lot A), located within the Corral Hollow West Planned Unit Development is amended to permit high density single-family uses and multi-family uses.

SECTION 2: The development standards for single-family residential development on Southgate Lot A shall be as follows:

Minimum Interior Lot Width - 35'  
Minimum Interior Lot Depth - 55'  
Minimum Interior Lot Size - 2,000 sq. ft.  
Minimum Corner Lot Width - 40'  
Minimum Corner Lot Depth - 55'  
Minimum Corner Lot Size - 2,300 sq. ft.

Front Yard Setback - 5' Minimum with 8' minimum to garage door  
Interior Side Yard Setback for single-family detached - 3' Minimum  
Interior Side Yard Setback for single-family attached - 0' on one side, 3' Minimum on the other  
Street Side Yard Setback - 3' Minimum  
Rear Yard Setback - 4' Minimum  
Rear Yard Open Space - 150 sq. ft.  
Maximum Lot Coverage - 70%  
Maximum Building Height - 30'  
Off Street Parking - 2 spaces, non-tandem and enclosed in a garage, per dwelling unit in accordance with the Tracy Municipal Code

Accessory buildings, shade structures, projections into yards and courts shall be developed in accordance the development standards of this PUD.

All standards for fence, wall and hedge heights shall be consistent with Tracy Municipal Code Section 10.08.3250, specifically the HDR zone.

Parking of boats or recreation vehicles and motor homes within driveways or on the private street is prohibited within the PUD.

SECTION 3: This Ordinance shall take effect thirty (30) days after its final passage and adoption.

SECTION 4: This Ordinance shall either (1) be published once in a newspaper of general circulation, within 15 days after its final adoption, or (2) be published in summary form and posted in the City Clerk's office at least five days before the ordinance is adopted and within 15 days after adoption, with the names of the Council Members voting for and against the ordinance. (Gov't. Code §36933.)

\*\*\*\*\*

The foregoing Ordinance 1268 was introduced at a regular meeting of the Tracy City Council on the 16<sup>th</sup> day of April, 2019, adopted on the 21st day of May, 2019, and became effective on the 20th day of June, 2019, by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK



AGENDA ITEM 1.H

REQUEST

**APPROVE A PROFESSIONAL SERVICES AGREEMENT WITH HF&H CONSULTANTS, LLC TO PERFORM A SOLID WASTE RATE STUDY**

EXECUTIVE SUMMARY

Staff is seeking Council approval of a Professional Services Agreement with HF&H Consultants, LLC (HF&H) to conduct an analysis of current solid waste rate and fee structures, provide the basis for recommendations concerning rates necessary to deliver operational services, as well as services compliant with new regulations, providing for future growth, changes in law, infrastructure needs, and adequate financial reserves that will sustain the Solid Waste Enterprise Fund.

DISCUSSION

The City contracts with Tracy Delta Solid Waste Management, Inc. (Tracy Disposal) and Tracy Material Recovery and Solid Waste Transfer, Inc. (Tracy MRF) for the collection, material acceptance, processing, and transfer services for all residential, commercial, and industrial solid waste, recycling, and green waste services. In addition, other City contractors provide services such as tree and landscape maintenance, street sweeping, etc. that generate materials that are composted or disposed of in landfills, and also have an impact on City infrastructure. Portions of these operational costs or infrastructure impacts may be recoverable through the Solid Waste Program.

The purpose of the Solid Waste Rate Study would be to conduct a comprehensive analysis of the City's residential, commercial, and industrial solid waste and recycling rates, along with associated fees for service impacts, recycling, and green waste diversion that would sustain the enterprise fund while protecting the interests of the community. In addition, rates for food waste collection and processing would need to be developed, as would any other mandated or foreseeable programs.

Public Works requested proposals for a Solid Waste Rate Study through the Request for Proposal (RFP) process. Proposals were received from three consultants. The three consultants were:

HF&H Consultants, Inc. – Walnut Creek, CA  
R3 Consulting Group, Inc. – Roseville, CA  
Skumatz Economic Research Associates, Inc. (SERA) – Superior, CO

City staff reviewed each proposal and scored each one using an established matrix which included: completeness of submittal, understanding of work, experience in the industry and with a similar scope of work, feasibility, alternative approaches, stability and longevity of the company, communication and reporting system, and cost. After completing the evaluation process, staff found HF&H Consultants, Inc. to be the most qualified and responsive to the City's program needs.

HF&H will work closely with the City's Solid Waste and Finance staff, as well as with Tracy Disposal and Tracy MRF staff, to analyze the current rate setting methodology in place and test it for validity. HF&H will also review the true cost of solid waste services currently being provided to the community, calculate the true cost of services that need to be provided due to changes in law and regulations, and analyze the costs of increasing services available to residents. HF&H will provide recommendations for rate setting methodologies, fees, and costs based on equitably distributing financial obligations to those who would be utilizing the services, while taking into account future growth, inflation, regulations, infrastructure, equipment needs, and the need for adequate financial reserves.

In addition, in order to meet the State's diversion goals, HF&H will draft an ordinance to mandate participation in the City's diversion programs for City staff to review and submit for Council approval.

#### STRATEGIC PLAN

This agenda item is consistent with the Council approved Governance Strategy to ensure continued fiscal sustainability through financial and budgetary stewardship.

#### FISCAL IMPACT

This Agreement has a not to exceed amount of \$130,720. Funding is available in the approved FY 2018/2019 budget.

#### RECOMMENDATION

Staff recommends Council approve a Professional Service Agreement with HF&H Consultants, LLC to perform a Solid Waste Rate Study.

Prepared by: Connie Vieira, Public Works Management Analyst II

Reviewed by: Don Scholl, Public Works Director  
Karin Schnaider, Finance Director  
Andrew Malik, Assistant City Manager

Approved by: Midori Lichtwardt, Interim City Manager

#### ATTACHMENTS

Attachment A – Professional Services Agreement

**CITY OF TRACY  
PROFESSIONAL SERVICES AGREEMENT WITH  
HF&H CONSULTANTS, LLC  
Solid Waste Rate Study**

This Professional Services Agreement (**Agreement**) is entered into between the City of Tracy, a municipal corporation (**City**), and HF&H Consultants, LLC, a Limited Liability Company (**Consultant**). City and Consultant are referred to individually as "Party" and collectively as "Parties."

**Recitals**

- A.** City desires to retain Consultant to perform a Solid Waste Rate Study; and
- B.** On October 25, 2018, the City issued a Request for Proposals (RFP) for a Solid Waste Rate Study (**Project**). On November 15, 2018, Consultant submitted its proposal for the Project to the City. City has determined that Consultant possesses the knowledge, skills, experience and certification required to provide the services.
- C.** After negotiations between the City and Consultant, the Parties have reached an agreement for the performance of services in accordance with the terms set forth in this Agreement.
- D.** This Agreement is being executed pursuant to Resolution No. \_\_\_\_ approved by Tracy City Council on May 21, 2019.

**Now therefore, the Parties mutually agree as follows:**

- 1. Scope of Work.** Consultant shall perform the services described in Exhibit "A" attached and incorporated by reference. The services shall be performed by, or under the direct supervision of, Consultant's Authorized Representative: Marva Sheehan, CPA and Vice President as the project director. Consultant shall not replace its Authorized Representative, nor shall Consultant use any subcontractors or subconsultants, without City's prior written consent.
- 2. Time of Performance.** Time is of the essence in the performance of services under this Agreement and the timing requirements set forth shall be strictly adhered to unless otherwise modified in writing in accordance with this Agreement. Consultant shall complete all required services no later than October 1, 2019. Any services for which times for performance are not specified in this Agreement shall be started and completed by Consultant in a reasonably prompt and timely manner based upon the circumstances and direction communicated to the Consultant. Consultant shall submit all requests for time extensions to the City in writing no later than ten days after the start of the condition which purportedly caused the delay, and not later than the date on which performance is due. City shall grant or deny such requests at its sole discretion.
- 3. Compensation.** City shall pay Consultant on a time and expense basis.
  - 3.1 Not to Exceed Amount.** Consultant's total compensation under this Agreement shall not exceed \$130,720. Consultant's billing rates shall cover all costs and expenses for Consultant's performance of this Agreement. No work shall be performed by Consultant in excess of the total compensation amount provided in this section without the City's prior written approval.
  - 3.2 Invoices.** Consultant shall submit monthly invoices to the City that describe the services performed, including times, dates, and names of persons performing the services and tasks completed.

**3.2.1.** Consultant's failure to submit invoices in accordance with these requirements may result in the City rejecting said invoices and thereby delaying payment to Consultant.

**3.3 Payment.** Within 30 days after the City's receipt of invoice, City shall make payment to the Consultant based upon the services described on the invoice and approved by the City.

**4. Indemnification.** Consultant shall, to the fullest extent permitted by law, indemnify, defend (with independent counsel approved by the City), and hold harmless the City from and against any claims arising out of Consultant's performance or failure to comply with obligations under this Agreement, except to the extent caused by the sole, active negligence or willful misconduct of the City.

In this section, "City" means the City, its officials, officers, agents, employees and volunteers; "Consultant" means the Consultant, its employees, agents and subcontractors; "Claims" includes claims, demands, actions, losses, damages, injuries, and liability, direct or indirect (including any and all related costs and expenses) and any allegations of these; and "Arising out of" includes "pertaining to" and "relating to".

(The duty of a "design professional" to indemnify and defend the City is limited to claims that arise out of, pertain to, or relate to the negligence, recklessness or willful misconduct of the design professional, under Civ. Code § 2782.8.)

The provisions of this section survive completion of the services or the termination of this Agreement, and are not limited by the provisions of Section 5 relating to insurance.

**5. Insurance.** Consultant shall, throughout the duration of this Agreement, maintain insurance to cover Consultant, its agents, representatives, and employees in connection with the performance of services under this Agreement at the minimum levels set forth herein.

**5.1 Commercial General Liability** (with coverage at least as broad as ISO form CG 00 01 01 96) "per occurrence" coverage shall be maintained in an amount not less than \$4,000,000 general aggregate and \$2,000,000 per occurrence for general liability, bodily injury, personal injury, and property damage.

**5.2 Automobile Liability** (with coverage at least as broad as ISO form CA 00 01 07 97, for "any auto") "claims made" coverage shall be maintained in an amount not less than \$1,000,000 per accident for bodily injury and property damage.

**5.3 Workers' Compensation** coverage shall be maintained as required by the State of California.

**5.4 Professional Liability** "claims made" coverage shall be maintained to cover damages that may be the result of errors, omissions, or negligent acts of Consultant in an amount not less than \$1,000,000 per claim.

**5.5 Endorsements.** Consultant shall obtain endorsements to the automobile and commercial general liability insurance policies with the following provisions:

**5.5.1** The City (including its elected officials, officers, employees, agents, and volunteers) shall be named as an additional "insured."

**5.5.2** For any claims related to this Agreement, Consultant's coverage shall be primary insurance with respect to the City. Any insurance maintained by the City shall be excess of the Consultant's insurance and shall not contribute with it.

**5.6 Notice of Cancellation.** Consultant shall notify the City if the policy is canceled before the expiration date. For the purpose of this notice requirement, any material change in the policy prior to the expiration shall be considered a cancellation. Consultant shall immediately obtain a replacement policy.

**5.7 Authorized Insurers.** All insurance companies providing coverage to Consultant shall be insurance organizations authorized by the Insurance Commissioner of the State of California to transact the business of insurance in the State of California.

**5.8 Insurance Certificate.** Consultant shall provide evidence of compliance with the insurance requirements listed above by providing a certificate of insurance and endorsements, in a form satisfactory to the City, before the City signs this Agreement.

**5.9 Substitute Certificates.** Consultant shall provide a substitute certificate of insurance no later than 30 days prior to the policy expiration date of any insurance policy required by this Agreement.

**5.10 Consultant's Obligation.** Maintenance of insurance by the Consultant as specified in this Agreement shall in no way be interpreted as relieving the Consultant of any responsibility whatsoever (including indemnity obligations under this Agreement), and the Consultant may carry, at its own expense, such additional insurance as it deems necessary. Failure to provide or maintain any insurance policies or endorsements required herein may result in the City terminating this Agreement.

**6. Termination.** The City may terminate this Agreement by giving ten days' written notice to Consultant. Upon termination, Consultant shall give the City all original documents, including preliminary drafts and supporting documents, prepared by Consultant for this Agreement. The City shall pay Consultant for all services satisfactorily performed in accordance with this Agreement, up to the date notice is given.

**7. Dispute Resolution.** If any dispute arises between the City and Consultant that cannot be settled after engaging in good faith negotiations, City and Consultant agree to resolve the dispute in accordance with the following:

**7.1** Each Party shall designate a senior management or executive level representative to negotiate the dispute;

**7.2** The representatives shall attempt, through good faith negotiations, to resolve the dispute by any means within their authority.

**7.3** If the issue remains unresolved after fifteen (15) days of good faith negotiations, the Parties shall attempt to resolve the disagreement by negotiations between legal counsel. If the aforementioned process fails, the Parties shall resolve any remaining disputes through mediation to expedite the resolution of the dispute.

**7.4** The mediation process shall provide for the selection within fifteen (15) days by both Parties of a disinterested third person as mediator, shall be commenced within thirty (30) days and shall be concluded within fifteen (15) days from the commencement of the mediation.

**7.5** The Parties shall equally bear the costs of any third party in any alternative dispute resolution process.

**7.6** The dispute resolution process is a material condition to this Agreement and must be exhausted prior to either Party initiating legal action. This dispute resolution process is not intended to nor shall be construed to change the time periods for filing a claim or action specified by Government Code §§ 900 et seq.

**8. Ownership of Work.** All original documents prepared by Consultant for this Agreement, whether complete or in progress, are the property of the City, and shall be given to the City at the completion of Consultant's services, or upon demand from the City. No such documents shall be revealed or made available by Consultant to any third party without the City's prior written consent.

**9. Independent Contractor Status.** Consultant is an independent contractor and is solely responsible for the acts of its employees or agents, including any negligent acts or omissions. Consultant is not City's employee and Consultant shall have no authority, express or implied, to act on behalf of the City as an agent, or to bind the City to any obligation, unless the City provides prior written

authorization. Consultant is free to work for other entities while under contract with the City. Consultant, and its agents or employees, are not entitled to City benefits.

**10. Conflicts of Interest.** Consultant (including its employees, agents, and subconsultants) shall not maintain or acquire any direct or indirect interest that conflicts with the performance of this Agreement. If Consultant maintains or acquires such a conflicting interest, the City may terminate any contract (including this Agreement) involving Consultant's conflicting interest.

**11. Notices.** All notices, demands, or other communications which this Agreement contemplates or authorizes shall be in writing and shall be personally delivered or mailed to the other party to the addresses listed below. Communications shall be deemed to have been given and received on the first to occur of: (1) actual receipt at the address designated below, or (2) three working days after the deposit in the United States Mail of registered or certified mail, sent to the address designated below.

To City:

Don Scholl  
Public Works Director  
520 Tracy Blvd.  
Tracy, CA 95376

To HF&H Consultants, LLC:

Marva M. Sheehan  
Vice President  
201 N. Civic Drive, Suite 230  
Walnut Creek, CA 94596

With a copy to:  
City Attorney  
333 Civic Center Plaza  
Tracy, CA 95376

**12. Miscellaneous.**

**12.1 Standard of Care.** Unless otherwise specified in this Agreement, the standard of care applicable to Consultant's services will be the degree of skill and diligence ordinarily used by reputable professionals performing in the same or similar time and locality, and under the same or similar circumstances.

**12.2 Amendments.** This Agreement may not be modified orally or in any manner other than by an agreement in writing signed by both Parties.

**12.3 Waivers.** Waiver of a breach or default under this Agreement shall not constitute a continuing waiver or a waiver of a subsequent breach of the same or any other provision of this Agreement.

**12.4 Assignment and Delegation.** Consultant may not assign, transfer or delegate this Agreement or any portion of it without the City's written consent. Any attempt to do so will be void. City's consent to one assignment shall not be deemed to be a consent to any subsequent assignment.

**12.5 Jurisdiction and Venue.** The interpretation, validity, and enforcement of the Agreement shall be governed by and construed under the laws of the State of California. Any suit, claim, or legal proceeding of any kind related to this Agreement shall be filed and heard in a court of competent jurisdiction in the County of San Joaquin.

**12.6 Compliance with the Law.** Consultant shall comply with all local, state, and federal laws, whether or not those laws are expressly stated in this Agreement.

**12.7 Business Entity Status.** Consultant is responsible for filing all required documents and/or forms with the California Secretary of State and meeting all requirements of the Franchise Tax Board, to the extent such requirements apply to Consultant. By entering into this Agreement,

Consultant represents that it is not a suspended corporation. If Consultant is a suspended corporation at the time it enters this Agreement, City may take steps to have this Agreement declared voidable.

**12.8. Business License.** Before the City signs this Agreement, Consultant shall obtain a City of Tracy Business License.

**12.9 Successors and Assigns.** This Agreement shall inure to the benefit of and be binding upon the Parties hereto and their respective successors and assigns.

**12.10 Construction of Agreement.** Each Party hereto has had an equivalent opportunity to participate in the drafting of this Agreement and/or to consult with legal counsel. Therefore, the usual construction of an agreement against the drafting Party shall not apply hereto.

**12.11. Severability.** If a term of this Agreement is held invalid by a court of competent jurisdiction, the Agreement shall be construed as not containing that term, and the remainder of this Agreement shall remain in effect.

**12.12 Controlling Provisions.** In the case of any conflict between the terms of this Agreement and the Exhibits hereto, and Consultant's proposal (if any), the Agreement shall control. In the case of any conflict between the Exhibits hereto and the Consultant's proposal (if any), the Exhibits shall control.

**12.13 Entire Agreement.** This Agreement and the attached Exhibits comprise the entire integrated understanding between the Parties concerning the services to be performed. This Agreement supersedes all prior negotiations, representations or agreements. All exhibits attached hereto are incorporated by reference herein.

**13. Signatures.** The individuals executing this Agreement on behalf of Consultant represent and warrant that they have the right, power, legal capacity and authority to enter into and to execute this Agreement on behalf of Consultant.

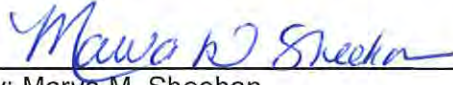
[SIGNATURES ON FOLLOWING PAGE]

The Parties agree to the full performance of the terms set forth here.

**City of Tracy**

**HF&H Consultants, LLC**

\_\_\_\_\_  
By: Robert Rickman  
Title: Mayor  
Date: \_\_\_\_\_

  
\_\_\_\_\_  
By: Marva M. Sheehan  
Title: Vice President  
Date: 5-13-19

Attest:

\_\_\_\_\_  
Adrienne Richardson, City Clerk

Approved as to form:

\_\_\_\_\_  
Thomas T. Watson, City Attorney

Exhibits:

- A Scope of Work



## EXHIBIT A - Scope of Work

### **Phase 1 Rate / Fee Study**

#### **Task 1: Project Initiation**

Purpose: To understand the policies, procedures, assumptions, and calculations used to set rates for the City's integrated waste and recycling collection operations and related services

##### **1a: Background Review**

Consultant will review background data provided by the City prior to the kick-off meeting. Information to be reviewed includes, but may not be limited to:

- The City's current utility policies and procedures, including general ledger account structure;
- Regulatory requirements as they affect operations, capital projects, revenue requirements, and rate structures of the City's solid waste collection operations and related services;
- The City's current rate model;
- The City's Comprehensive Annual Financial Report related to solid waste collection activities;
- The City's budget related to integrated waste and recycling collection and related activities; and,
- Current rates and customer counts by line of business (i.e., residential, commercial, roll-off, etc.).

##### **1b: Kick-Off Meeting**

Consultant will prepare for, attend, and facilitate a kick-off meeting with City staff. This will be a working meeting to review and discuss, among other things:

- Key team members;
- Project goals and objectives;
- Key policy objectives of the City regarding solid waste rates and fees;
- Current issues and concerns (financial and operational);
- Project scope and timing;
- The distribution of operating and capital expenses among user classes; and,
- Future residential and commercial recycling and organics diversion programs;
  - Key model components (lines of collection services, other operations funded through solid waste rates, customer subscription data, etc.) and assumptions (assumed growth, assumed disposal tonnages, landfill tip fees, recyclable materials processing fees, annual reserve targets, etc.);
  - Model scenarios and sensitivities; and,

- o Model format.

City staff should budget a minimum of four hours for this meeting. Consultant staff will also be available to meet with individual City staff following the kick-off meeting to review various issues in more detail as needed.

## **Task 2: Investigation and Data Collection**

Purpose: To determine the availability of the data needed to perform the required analysis. This will include data from both the City's financial systems and that of the collector.

### **2a: Current Operations**

Consultant will review, identify, and summarize the City's collection system, financial and operational data to evaluate current:

- Revenue Sources (residential, commercial, multi-family, etc. by material type collected);
- Reserve fund policies and requirements;
- Operating expenses;
- Allocations between solid waste collection activities;
- Allocations of overhead costs;
- Capital cost funding and other funding sources; and,
- Billing programs.

Consultant will review the City's existing service agreements with Tracy Delta Solid Waste Management, Inc. and Tracy Material Recovery & Solid Waste Transfer, Inc. to ensure all financial aspects of the agreements are addressed in the development of the revenue requirement.

Consultant will evaluate the current information and compare it to industry benchmarks derived from operational and financial data Consultant has gathered from recent cost of service studies; and, Consultant evaluation of recent competitive proposals.

Consultant will compare the overall costs of providing residential collection services and commercial collection services to the revenue generated from rates charged to customers of each service group to determine if the current rate structure meets the requirements of Proposition 218.

Consultant will use the information from Consultant assessment of the current rate structure to discuss options available to the City to meet expected changes in the underlying collection costs.

## **Task 3 – Survey of Comparable Agencies' Rates**

Purpose: Consultant will conduct a survey of other cities to compare the City's rates to other agencies of comparable population and services.

### **3a: Gather Data**

Consultant will research and determine the agencies that would have comparable services and of similar population size. Consultant will present and obtain approval from City staff of the list prior to obtaining the survey data. The results of the survey will take into consideration differences between agencies, such as:

- Variation in level of services;
- Fee variations (franchise fees, vehicle impact fees, AB 939 fees, etc.); and,
- Proximity to a landfill or processing facility

### **3b: Summarize Results**

Consultant will summarize the survey results in a chart form for presentation to City staff and inclusion in our Phase 1 report.

### **Task 4 – Communication of Phase 1 Findings**

Purpose: Phase 1 will provide City staff with the foundation for Phase 2. Consultant will address all current concerns/needs before embarking on future needs. This report will provide City staff with the ability to address future programs and other needs along with potential funding sources.

Consultant will prepare a report documenting the analysis, findings, and recommendations, and present these to the staff for comment and discussion.

### **Phase 2 – Develop Rate and Fee Methodologies and Recommendations**

Purpose: Phase 2 will provide the opportunity for Consultant, the City, and the Collector to work together to develop new and innovative ways to meet the City's collection needs while complying with new program requirements.

#### **Task 1 – Rates for Food Waste**

Consultant will discuss food waste program options with City staff. Consultant will then facilitate meetings with City staff and the collection and processing companies to discuss how best to implement the food waste programs and related rates in the most efficient and economical manner.

#### **Task 2 – Drop Box Rates**

Consultant will facilitate meetings with City staff and the collection company to discuss current drop box rates and costs. Consultant will compare those rates and costs to industry benchmarks and determine if the City rates should be modified.

#### **Task 3 – Analysis of Current Fees and Service Levels**

Consultant will facilitate meetings with City staff and, as appropriate, the collection and processing companies to discuss current City fees and service levels. Consultant will also discuss other fees and services that may be of interest to the City. Consultant will analyze the fees and service levels and propose changes as needed.

#### **Task 4 – Projected Cost of Service**

Purpose: To provide a stand-alone model that City staff can use to determine future rates that is simple to use yet provides functionality to incorporate current and future needs. The model will be developed in a format the City is accustomed to using.

#### **4a: Develop Rate Model**

Incorporating the results of Tasks 1 through 3, Consultant will prepare a multi-year user-friendly model for the City's use to project future rates and costs. The model will incorporate:

- The impact of projected growth and inflation on operational and financial assumptions;
- The impact of new diversion programs (e.g., expanded commercial recycling and organics programs) on operational and financial assumptions;
- The allocation of existing revenues, operating expenses, and capital expenses to the collection system;
- A cost of service analysis to assist in Proposition 218 compliance;
- The use of alternative funding sources (Vehicle Impact Fee, Clean Water Program Fee, etc.), if desired; and,
- The maintenance of necessary operating reserves.

The model will allow the City to input actual annual data which will be used to update the five year projections each year.

Additionally, the model will allow the use of alternative rate structures (up to three) to allow a "what if" feature to assess the rate impact of future scenarios (timing of adjustments, new diversion programs, new fees, new services, etc.) or other changes the City may want to evaluate and include in the rate model.

Consultant will provide documentation and training for City staff once the model is developed.

#### **4b: Modeling Future Considerations – Growth and Diversion Requirements**

The City anticipates significant growth in the near and long-term future. Additionally, there are State-mandated diversion requirements the City must consider. Consultant will develop a model that will provide a mechanism to carefully plan for these two concerns to assure financial stability for the City as the complexities between the two overlap and affect multiple facets of the operation. The analysis will focus on:

- Expected operating and capital expenditures to accommodate the City's expected future growth; and,
- Expected rate impacts to accommodate diversion due to recent legislation including:
  - AB 341 requiring mandatory commercial recycling;
  - AB 1826 requiring commercial and multi-family organics service to customers generating two yards per week of solid waste by the year 2020; and,
  - SB 1383 mandating 75% diversion (based on 2014 levels) of organic material and a 20% improvement in edible food recovered by 2025. This bill applies to residential, commercial, and multi-family customers.

Consultant's specific tasks will include:

- Reviewing the City's productivity and cost assumptions associated with growth and the expanded diversion programs for incorporation into the new rate model. The review will include analysis of expected changes in:
  - The costs of billing and the associated costs for adding customers and services; and,
  - Processing and disposal fees to accommodate the higher costs of processing organic materials.
- Meeting with City and Collector staff to discuss potential changes in Collection methods (i.e., going from a single cart to a split cart collection system for residential food scraps).

## **Task 5 – Additional Funding Sources**

### **5a: Vehicle Impact Fee**

Much of the deterioration of streets is caused by larger and heavier vehicles. A single, large truck can cause as much damage as thousands of automobiles. Solid waste, recycling, and yard waste vehicles (Refuse Vehicles) are the heaviest vehicles regularly operating on residential streets. While impacts differ from one jurisdiction to another, the impacts are significant. Consultant will evaluate the impacts and provide recommended fee assessments.

Consultant will perform a Vehicle Impact Fee analysis that can be incorporated into the new rate model to allow the City to recover street maintenance costs through the solid waste rates charged to customers.

### **5b: Clean Water Program Expenses**

The California State Water Resources Control Board, through its permit process, has instituted the requirement for trash control implementation. Consultant will develop a fee structure for capturing the recovery of the storm drain capitol and maintenance costs (cost of trash capture devices and on-going maintenance) through the refuse rates. Consultant will work with your stormwater department in evaluating the costs.

### **5c. Miscellaneous Expenses**

Consultant will perform analysis of other programs and services (e.g. tree maintenance) that may allow the City to recover costs through the solid waste rates charged to customers.

## **Task 6 – Reporting and Presentations**

Purpose: To provide the City with a draft report, final report, rate review recommendations, rate and fee recommendations, and to work with staff to present those results to the City Council and the public as requested.

### **6a: Draft Report**

Consultant will prepare and issue a draft report to City staff that includes documentation of the analysis that was conducted, the rate model and inputs, and recommended adjustments to rates and fees.

### **6b: Final Report**

Consultant will revise the draft report, as appropriate, to respond to comments and recommendations by City staff. Revisions to the draft report may be necessary due to, but not limited to, the following: 1) new information not previously available; 2) changes to information previously provided by the City; 3) errors

in the calculations used to support the findings and/or; 4) for the purpose of clarification and implementation of fees and/or recommendations.

**6c: Rate Review Assistance**

Consultant will assist City staff in developing a rate review process that takes into account changes to the collection system recommended in the final report.

**6d: Presentations**

Consultant will be available to discuss and present the results of the rate study, as required, to the City Council. If requested, we will also work with City staff to present the information at a Public Hearing.

The presentations will include a review of the issues related to rate and fee methodologies, revenue requirements and model design, and recommended rate structures and new services. Consultant's fees account for up to two such meetings. Additional meetings and/or study sessions may be arranged on a time-and-materials basis at the City's option.

**Task 7: Development of Mandatory Recycling and Organics Ordinances**

Purpose: In order to meet the State's diversion goals, City desires ordinances to mandate participation in the City's diversion programs.

**7a: Develop Ordinances**

Consultant will provide model ordinances to City staff for its review and revise accordingly.

**7b: Obtain City Attorney Approval**

Consultant will meet twice with City staff and the City Attorney to ensure proper compliance with the City's municipal code.

**7c: Finalize Ordinances**

Consultant will finalize the ordinances based on City Staff and City Attorney's comments.

**Task 8: Engagement Management**

Throughout the engagement, Consultant representatives: Ric Hutchinson and Scott Holt, will develop work plans, monitor their completion, and modify work plans that will guide Consultant staff in the performance of the engagement. The engagement director, Marva Sheehan, will review the analytical tasks and the interim, draft, and final work products to ensure that they fulfill the City's needs.

RESOLUTION \_\_\_\_\_

APPROVING A PROFESSIONAL SERVICES AGREEMENT WITH HF&H CONSULTANTS, LLC TO PERFORM A SOLID WASTE RATE STUDY

WHEREAS, the City desires to complete a Solid Waste Rate Study to conduct a comprehensive analysis of the City’s residential, commercial, and industrial solid waste and recycling rates, along with associated fees for service impacts, recycling, and green waste diversion that would sustain the enterprise fund while protecting the interest of the community, and

WHEREAS, The Solid Waste Rate Study would also develop rates for food waste collection and processing, and any other mandated or foreseeable programs, and

WHEREAS, Public Works requested proposals for a Solid Waste Rate Study and proposals were received from three consultants, and

WHEREAS, After completing the evaluation process, HF&H Consultants, LLC was found to be the most qualified and responsive to the City’s program needs, and

WHEREAS, The not to exceed amount for this Agreement is \$130,720;

NOW, THEREFORE, BE IT RESOLVED, The City Council approves a Professional Services Agreement with HF&H Consultants, LLC to perform a Solid Waste Rate Study.

\* \* \* \* \*

The foregoing Resolution \_\_\_\_\_ was passed and adopted by the Tracy City Council on the 21<sup>st</sup> day of May 2019, by the following vote:

AYES: COUNCIL MEMBERS

NOES: COUNCIL MEMBERS

ABSENT: COUNCIL MEMBERS

ABSTAIN: COUNCIL MEMBERS

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

AGENDA ITEM 1.I

REQUEST

**APPROVE AMENDMENT NO. 1 TO THE PROFESSIONAL SERVICES AGREEMENT WITH RIDE RIGHT, LLC TO EXTEND THE CONTRACT FOR ONE YEAR**

EXECUTIVE SUMMARY

The City of Tracy currently has a Professional Services Agreement (PSA) with Ride Right, LLC to operate the Tracer Bus System. The base term of the PSA is set to expire June 30, 2019. The PSA contains an option to extend the contract for an additional year. Both the City and Ride Right wish to exercise that option to extend the contract for one additional year from July 1, 2019 through June 30, 2020.

DISCUSSION

The City of Tracy has a Professional Services Agreement (PSA) with Ride Right, LLC to operate the Tracer Bus System. Ride Right has been the operating contractor for Tracer since August 2016. The current agreement expires on June 30, 2019, but has an option to extend the agreement. The City and Ride Right have agreed to extend the contract for one additional year, from July 1, 2019 through June 30, 2020.

In addition to the one year extension, the City has asked that Ride Right supply three additional buses for service during the one year period while staff works to procure buses which will be going out of service this next year due to their age. This request to supply additional buses would be beyond what Ride Right is already required to provide in the existing contract at a cost of approximately \$170,000.

Both Ride Right and the City have also agreed to increase the base wages for the contract staff as follows: \$18/hour for drivers, \$18.30/hour for dispatchers, \$15/hour for reservationists. The current contract calls for a base of \$16/hour for drivers, \$15/hour for dispatchers, and \$14/hour for reservationists. Among transit agencies within San Joaquin County, Tracy is currently at the lower end of the pay spectrum. The increase will align Tracy towards the middle of the spectrum and allow Ride Right to be more competitive in its ability to recruit and retain staff.

The amendment to the contract (Attachment A) will increase the contract price by \$531,298 for FY19/20. The increased costs will be funded through operating assistance grants from the Federal Transit Administration and the state's Transportation Development Act.

STRATEGIC PLAN

This agenda item is a routine operational item and does not relate to the Council's Strategic Plans.



FISCAL IMPACT

Funding to operate the Tracer Bus System comes out of the Transit Fund and is paid through a combination of Federal and State grants, which are incorporated into the annual budget adopted by City Council. Any increases in cost will be included as part of the FY19/20 budget. There is currently funding available through Federal and State grants to fund the increase in costs.

RECOMMENDATION

Staff recommends that City Council approve Amendment No. 1 to the Professional Services Agreement with Ride Right, LLC to extend the contract for one year.

Prepared by: Ed Lovell, Management Analyst II

Reviewed by: Brian MacDonald, Parks & Recreation Director  
Karin Schnaider, Finance Director  
Andrew Malik, Assistant City Manager

Approved by: Midori Lichtwardt, Interim City Manager

Attachment A: Amendment 1 to Professional Services Agreement with Ride Right, LLC

**CITY OF TRACY  
AMENDMENT 1 TO PROFESSIONAL SERVICES AGREEMENT  
WITH RIDE RIGHT, LLC**

This Amendment No. 1 (hereafter "Amendment") to the Professional Services Agreement between the City of Tracy, a municipal corporation ("City") and Ride Right, LLC, a Missouri Limited Liability Company ("Contractor"). City and Contractor are referred to individual as "Party" and collectively as "Parties."

**RECITALS**

- A. On July 5, 2016, City entered into a Professional Services Agreement ("Agreement") with Contractor for Public Transportation Services.
- B. City wishes to exercise its option to extend the Agreement for one year, from July 1, 2019 to June 30, 2020, as outlined in Section 1.1 of Exhibit A of the Agreement.
- C. City and Contractor agree that in order to be competitive in attracting and retaining bus drivers, an increase to the base wages for Contractor staff is needed. Additionally, City has requested that Contractor provide three additional service vehicle for the duration of this amendment while City procures replacement vehicles.
- D. Parties desire to increase the "Not to Exceed" amount specified in section 3.1 of the Agreement for the option year period July 1, 2019 through June 30, 2020.

**NOW THEREFORE, THE PARTIES MUTUALLY AGREE AS FOLLOWS:**

- 1. **RECITALS TRUE AND CORRECT.** City and Contractor hereby agree that the recitals set forth above are true and correct.
- 2. **INCORPORATION OF AGREEMENT.** This Amendment hereby incorporates by reference all terms and conditions set forth in the Agreement, unless specifically deleted or modified hereby. Such deletions or modifications shall not be deemed to extinguish any monetary obligation that Contractor assumed thereunder.
- 3. **TERMS OF AMENDMENT.**
  - A. Subsection 3.1 of Section 3, "Compensation," is hereby deleted and replaced with the following:

“3.1 General. For services performed by Contractor under this Agreement, City shall pay Contractor on a time and expense basis, at the billing rates set forth in Exhibit “B,” attached and incorporated by reference. Contractor’s fee for this Agreement is Not to Exceed \$3,194,231. No payment shall be made to Contractor for any amount that is in excess of the Not to Exceed amount without the City’s prior written approval.

**B.** Section 1 of Exhibit A, “TERM,” is hereby amended to read as follows:

“The Term of this Agreement shall be from July 1, 2019 through June 30, 2020.

**C.** Subsection 1.1.”OPTION TO EXTEND” of Section 1 of Exhibit A is hereby deleted in its entirety.

**D.** Section 2 of Exhibit “A,” is hereby amended to read as follows:

“A.(5) The determination of wages and benefits for the employees is at the Contractor’s sole discretion based on legal requirements, negotiated labor agreements or system needs within the exception of the following positions which shall be paid at a minimum the following rates:

- Drivers - \$18 per hour
- Dispatchers - \$18.30 per hour
- Reservationists - \$15 per hour

Compensation rates may be lower during initial training periods.”

**E.** Vehicles: Contractor will provide at minimum, seven (7) vehicles to be used for transit service, and two (2) vehicles to be used for road supervision/driver shuttling.”

**F.** Exhibit “B-1,” attached hereto shall supplement Exhibit “B” of the Agreement.

**3. MODIFICATIONS.** This Amendment may not be modified orally or in any manner other than by an agreement in writing signed by both parties, in accordance with the requirements of the Agreement.

**4. SEVERABILITY.** If any term of this Amendment is held invalid by a court of competent jurisdiction, the Amendment shall be construed as not containing that term, and the remainder of this Amendment shall remain in effect.

**5. SIGNATURES.** The individuals executing this Amendment represent and warrant that they have the right, power, legal capacity, and authority to enter into and to execute this amendment on behalf of the respective legal entities of the Contractor and the City. This Amendment shall inure to the benefit of and be binding upon the parties hereto and their respective successors and assigns.

IN WITNESS WHEREOF the parties do hereby agree to this full performance of the terms set forth herein.

<b>City of Tracy</b>	<b>Contractor</b> Ride Right, LLC
_____	<i>Alaina Maciá</i>
By: Robert Rickman	By: Alaina Maciá
Title: Mayor	Title: Manager
Date: _____	Date: <u>04/22/2019</u>
Approved by City Council on	Federal Employer Tax ID
_____ by Resolution No.	No. 26-3937729
_____.	
Attest:	
_____	
Adrienne Richardson, City Clerk	
Approved as to form:	
_____	
Thomas Watson, City Attorney	

**EXHIBIT “B-1”**

**RATES**

	<b>Ride Right (Operations &amp; Maintenance)</b>
<b>Contractor Costs</b>	<b>FY 19/20</b>
Monthly Fixed Rate	\$139,862
Annual Fixed Cost	\$1,678,344
Hourly Variable Rate	\$43.01
Annual Variable Cost	\$1,515,887
Annual Revenue Hours Fixed Route	25,133
Annual Revenue Hours Paratransit	10,112
<b>Not to exceed amount:</b>	<b>\$3,194,231</b>

RESOLUTION 2019-\_\_\_\_\_

APPROVING AMENDMENT NO. 1 TO THE PROFESSIONAL SERVICES AGREEMENT WITH RIDE RIGHT, LLC EXTENDING THE CONTRACT FOR ONE YEAR

WHEREAS, The City of Tracy has entered into a Professional Services Agreement with Ride Right, LLC which runs through June 30, 2019, and

WHEREAS, The contract contains an option to extend for one year, and

WHEREAS, Both the City and Ride Right agree to amend the contract for one additional year from July 1, 2019 through June 30, 2020 and incorporate the changes contained within the amendment;

NOW, THEREFORE, BE IT RESOLVED, That City Council approves Amendment No. 1 to the Professional Services Agreement with Ride Right, LLC extending the contract for one year.

\* \* \* \* \*

The foregoing Resolution 2019-\_\_\_\_\_ was adopted by the Tracy City Council on the 21<sup>st</sup> day of May, 2019, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

AGENDA ITEM 1.J

REQUEST

**AUTHORIZE THE REMOVAL OF THE NO PARKING ZONE ON THE WEST SIDE OF MARIANI COURT AND AMEND RESOLUTION NO. 2004-387**

EXECUTIVE SUMMARY

Staff is requesting that the City Council authorize the removal of the No Parking Zone on the west side of Mariani Court to assist with the parking needs of the businesses in the area.

DISCUSSION

Mariani Court is a two-way, forty-four feet wide industrial street that starts at the end of Stonebridge Drive, off MacArthur Drive. Currently, there is a parking restriction on either sides of both Stonebridge Drive and Mariani Court. This restriction was enforced through Council Resolution No. 2004-387. The parking restriction was needed due to trucks parking on both sides of the street, creating difficulty for other businesses to drive on these streets and to enter and exit their properties. These trucks were waiting to make deliveries to the Heinz Plant in the early morning hours.

This restriction was imposed based on the guidelines in Section 3.08.440 of the Tracy Municipal Code.

The Heinz Plant is no longer at that location and new businesses have opened up along the east side of the street.

Staff conducted a field visit and observed that parking restriction on the west side of the street can be eliminated to assist the additional parking needs of all businesses on Mariani Court. Attachment A shows the zone for the No Parking restriction removal. There are no driveways on this side of the street. It is recommended to retain the parking restriction on the east side to prevent any sight-distance restrictions to vehicles entering and exiting the driveways.

FISCAL IMPACT

The costs associated with signing and striping related to the removal of the No Parking Zone can be absorbed within the existing traffic striping operation budget.

STRATEGIC PLAN

This agenda item is consistent with the Council approved Strategy to Provide a Healthy Setting for Existing Businesses.

RECOMMENDATION

That the Tracy City Council, by resolution, remove the No Parking Zone on the west side of Mariani Court, and amend Resolution No. 2004-387.

Prepared by: Anju Pillai, PE, Associate Civil Engineer

Reviewed by: Zabih Zaca, PE, Senior Civil Engineer  
Robert Armijo, PE, City Engineer / Assistant Development Services Director  
Karin Schnaider, Finance Director  
Andrew Malik, Assistant City Manager

Approved by: Midori Lichtwardt, Interim City Manager

ATTACHMENTS

Attachment A – Location Map



**ATTACHMENT A**



**ZONE FOR NO-PARKING  
RESTRICTION REMOVAL**

**MARIANI CT**

**STONEBRIDGE DR**

**MacARTHUR DR**

RESOLUTION 2019-\_\_\_\_\_

AUTHORIZING THE REMOVAL OF THE NO PARKING ZONE ON THE WEST SIDE OF MARIANI COURT AND AMENDING RESOLUTION NO. 2004-387

WHEREAS, Mariani Court is a two-way, forty-four feet wide industrial street in the City of Tracy, and

WHEREAS, The Court starts at the end of Stonebridge Drive, off of MacArthur Drive, and there is a parking restriction on both sides of Stonebridge Drive and Mariani Court, and

WHEREAS, This parking restriction was established by Resolution No. 2004-387, and

WHEREAS, This parking restriction was necessitated due to trucks parking on both sides of the street, especially trucks from the Heinz Plant, creating difficulty for other businesses to drive on these streets and to enter and exit their properties, and

WHEREAS, This restriction was imposed based on the guidelines in Section 3.08.440 of the Tracy Municipal Code, and

WHEREAS, The Heinz Plant is no longer at the current location and new businesses have opened up along the east side of the street, and

WHEREAS, Staff conducted a field visit and observed that parking restriction on the west side of the street and determined that the parking restriction can be eliminated to meet the additional parking needs of all businesses in Mariani Court, and

WHEREAS, It is recommended that the parking restriction on the east side continue in order to prevent any sight-distance restrictions to vehicles entering and exiting the driveways;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy hereby authorizes the removal of the No Parking Zone on the west side of Mariani Court and amends Resolution No. 2004-387 to be consistent with this resolution.

\* \* \* \* \*

The foregoing Resolution 2019-\_\_\_\_\_ was passed and adopted by the City Council on the 21<sup>st</sup> day of May, 2019, by the following vote:

AYES: COUNCIL MEMBERS:  
NOES: COUNCIL MEMBERS:  
ABSENT: COUNCIL MEMBERS:  
ABSTAIN: COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

AGENDA ITEM 1.K

REQUEST

**ADOPT RESOLUTIONS: (1) INITIATING PROCEEDINGS FOR THE ANNEXATION OF MARIANI BUSINESS PARK (APN 250-260-09) INTO THE TRACY CONSOLIDATED LANDSCAPE MAINTENANCE DISTRICT (ZONE 10), (2) DECLARE INTENTION TO ANNEX MARIANI BUSINESS PARK (APN 250-260-09); ACCEPT AND APPROVE THE ENGINEER'S REPORT; CONDUCT A PROPERTY OWNER BALLOT OFFICIAL ASSESSMENT PROCEEDING, AND SET A DATE FOR A PUBLIC HEARING OF JUNE 4, 2019**

EXECUTIVE SUMMARY

As a condition of approval for the Mariani Business Park (APN 250-260-09), the developer is required to annex the development into the Consolidated Landscape Maintenance District ("LMD"). The assessments, paid by new property owners, helps off-set the additional costs of providing services related to the maintenance of landscaping in LMD Zone 10.

DISCUSSION

The established LMD has levied annual assessments pursuant to provisions of the Landscape and Lighting Act of 1972 (Streets and Highways Code sections 22500-22679) (the "Act") to pay the costs and expenses related to special benefits received from the maintenance and operation of the landscape improvements connected with development.

The proposed annexation of the Mariani Business Park into Zone 10 of the LMD will provide funding for the services for the landscape improvements. (See Attachment A – "Preliminary Engineers Report".) Funding will also include the costs of personnel, equipment replacement, maintenance, and professional contract services and services related thereto, including collection and accumulation of funds to pay for anticipated operating cost shortfalls and reserves for repair and replacement of landscaping, improvements, drainage, and any additional expense allowable under Section 22569(a) of the Act.

The Act and Article XIIID of the California Constitution require the following to complete the annexation into the LMD:

1. A resolution initiating proceedings for the annexation of the development into the LMD and ordering the Engineer's Report, which will identify the improvements and services connected with the project, an estimate of the costs financed by the levy of assessments, the properties benefiting from the improvements, and the method of apportioning the assessments connected with the annexation;
2. A resolution declaring the City Council's intention to annex territory to the LMD, to levy and collect an annual assessment,
  - a. and to conduct a public hearing (to be set for June 4, 2019) regarding the annexation to the LMD and the levy of assessments, and
  - b. preliminary approval of the Engineer's Report, and

- c. calls for a property owner protest proceeding and authorizes the City Clerk to prepare and mail a notice of the public hearing, and in the same or separate mailing, mail property owner protest ballots to the property owner regarding the proposed levy of assessments and the assessment range formula;
  - i. section 4 of article XIID of the California Constitution and Government Code section 53753 require the City to provide 45 days' written notice of a public hearing, and to mail ballots, to the owners of the parcels to be assessed. The property owner has signed a waiver of the required 45-day notice and mailing period prior to the public hearing (See Attachment B).
3. If the City Council adopts the aforementioned resolutions, staff will publicly notice the Resolution of Intention prior to the public hearing (proposed for June 4, 2019).
4. City conducts a public hearing regarding the annexation to the LMD and the levy of assessments;
5. The City Council by resolution:
  - a. declares results of the protest balloting proceedings and establishes the maximum assessment, and
  - b. provides final approval of Engineer's Report, and
  - c. orders the levy and collection of assessments.

#### STRATEGIC PLAN

This item achieves the goal of the Strategic Plan of Governance from Goal 2 to "ensure continued fiscal sustainability through financial and budgetary stewardship".

#### FISCAL IMPACT

Fund 271, Zone 10 should see an increase of \$5,334 and will see an increase every year according to the method of apportionment established by the LMD.

#### RECOMMENDATION

That the City Council, by resolutions, adopt resolutions: (1) initiating proceedings for the intention to annex Mariani Business Park (APN 250-260-09) into the Tracy Consolidated Landscape Maintenance District (Zone 10), (2) declare intention to annex Mariani Business Park (APN 250-260-09); accept and approve the Engineer's Report; conduct a property owner ballot official assessment proceeding, and set a date for a Public Hearing of June 4, 2019.

Prepared by: Robin Kloepfer, Management Analyst

Reviewed by: Don Scholl, Public Works Director

Karin Schnaider, Finance Director

Andrew Malik, Assistant City Manger

Approved by: Midori Lichtwardt, Interim City Manager

#### ATTACHMENTS:

Attachment A - "Preliminary Engineers Report"

Attachment B - "Waiver of 45 Day Notice Period", Executed



# **Preliminary Engineer's Report**

**For**

**City of Tracy  
Consolidated Landscape Maintenance District  
Zone 10 Annexation**

**Fiscal Year 2019-20**

**Submitted To:**

**City of Tracy, California**

**Prepared By:**



**April 2019**

**ENGINEER'S REPORT  
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Appendices

- A     Assessment Diagram
- B     Assessment Roll

**ENGINEER'S REPORT**

**THE CITY OF TRACY  
LANDSCAPE MAINTENANCE DISTRICT  
ZONE 10 ANNEXATION (MARIANI CT.)**

The undersigned acting on behalf of Harris & Associates, respectfully submits the enclosed Engineer's Report as directed by City Council pursuant to the provisions of Section 4 of Article XIID of the California Constitution, and provisions of the Landscaping and Lighting Act of 1972, Section 22500 et seq. of the California Streets and Highways Code. The undersigned certifies that he is a Professional Engineer, registered in the State of California.

DATED: \_\_\_\_\_, 2019



By: K. Dennis Klingelhofer  
Assessment Engineer  
R.C.E. No. 50255

I HEREBY CERTIFY that the enclosed Engineer's Report, together with Assessment Roll and Assessment Diagram thereto attached, was filed with me on the \_\_\_\_ day of \_\_\_\_\_, 2019.

Adrienne Richardson, City Clerk  
City of Tracy  
San Joaquin County, California

By \_\_\_\_\_

I HEREBY CERTIFY that the enclosed Engineer's Report, together with Assessment Roll and Assessment Diagram thereto attached, was approved and confirmed by the City Council of the City of Tracy, California, on the \_\_\_\_ day of \_\_\_\_\_, 2019.

Adrienne Richardson, City Clerk  
City of Tracy  
San Joaquin County, California

By \_\_\_\_\_

**CITY OF TRACY**

**FISCAL YEAR 2018-19**

**ENGINEER'S REPORT**

**PREPARED PURSUANT TO THE PROVISIONS OF THE  
LANDSCAPING AND LIGHTING ACT OF 1972  
SECTION 22500 THROUGH 22679  
OF THE CALIFORNIA STREETS AND HIGHWAYS CODE,  
ARTICLE XIID OF THE CALIFORNIA CONSTITUTION, AND  
THE PROPOSITION 218 OMNIBUS IMPLEMENTATION ACT  
(GOVERNMENT CODE SECTION 53750 ET SEQ.)**

Pursuant to Part 2 of Division 15 of the Streets and Highways Code of the State of California, Article XIID of the California Constitution (Proposition 218), and the Proposition 218 Omnibus Implementation Act and in accordance with the Resolution of Initiation, adopted by the City Council of the City of Tracy, State of California, in connection with the proceedings for:

**THE CITY OF TRACY  
LANDSCAPE MAINTENANCE DISTRICT  
ZONE 10 ANNEXATION (MARIANI CT.)**

Hereinafter referred to as the "Annexation Area", I, K. Dennis Klingelhofer, P.E., the authorized representative of Harris & Associates, the duly appointed ENGINEER OF WORK, submit herewith the "Report" consisting of five (5) parts as follows:

**PART A  
PLANS AND SPECIFICATIONS**

Plans and specifications for the improvements are as set forth on the lists thereof, attached hereto, and are on file in the Office of the City Engineer and are incorporated herein by reference.

**PART B  
ESTIMATE OF COST**

An estimate of the costs of the proposed improvements, including incidental costs and expenses in connection therewith, is as set forth on the lists thereof, attached hereto, and are on file in the Office of the City Clerk and incorporated herein by reference.



**PART C**  
**METHOD OF APPORTIONMENT**

The method of apportionment of assessments provides a proposed assessment of the net amount of the costs and expenses of the improvements to be assessed upon the several lots and parcels of land within the Annexation Area, in proportion to the estimated benefits to be received by such lots and parcels.

**PART D**  
**ASSESSMENT DIAGRAM**

The Diagram of the Annexation Area Boundaries showing the exterior boundaries of the Annexation Area and the lines and dimensions of each lot or parcel of land within the Zone. The lines and dimensions of each lot or parcel within the Annexation Area are those lines and dimensions shown on the maps of the Assessor of the County of San Joaquin for the fiscal year to which this Report applies. The Assessor's maps and records are incorporated by reference herein and made part of this Report.

**PART E**  
**ASSESSMENT ROLL**

An assessment of the estimated cost of the improvements on each benefited lot or parcel of land within the Annexation Area.

## **PART A**

### **Plans and Specifications**

The proposed improvements for the Annexation include landscape improvements, (the "Landscape Improvements").

The plans and specifications for the Improvements, showing the general nature, location and the extent of the Improvements, are on file with the City and are by reference herein made a part of this report.

The Improvements are generally described below.

#### **LOCATION OF AREA TO BE ANNEXED**

The Annexation Area is generally located north of 11th Street, south of Acacia Street, east of Franklin Avenue and west of MacArthur Drive. At the north end of Mariani Court.

Zone 10 is generally located in the the MacArthur Drive area, bounded by I-205 to the north and 11th Street to the south.

#### **DESCRIPTION OF IMPROVEMENTS MAINTAINED AND SERVICED**

Zone 10 of the District maintains Arterial Street Landscaping improvements along MacArthur Drive, Pescadero Avenue and Grant Line Road.

**PART B**  
**Estimate of Costs**

The estimated maximum costs for Maintenance Services are the estimated costs of maintenance and services if the Improvements were fully maintained for Fiscal Year 2018-19. Section 22569(a) of Landscape and Lighting Act of 1972 (the "1972 Act") provides that estimate of costs includes the total cost for improvements to be made for the year, being the total costs of constructing or installing all proposed improvements and of maintaining and servicing all existing and proposed improvements, including all incidental expenses. This may include an operating reserve which shall not exceed the estimated costs of maintenance and servicing to December 10 of the fiscal year, or whenever the City expects to receive its apportionment of special assessments and tax collections from the County, whichever is later.

The following table shows a summary of the estimated annual costs for the Annexation:

<b>DIRECT COSTS</b>	
Long-Term Cyclical Maintenance	\$0
Maintenance Contracts	\$1,727
Utilities	\$706
Supplies	<u>\$531</u>
<b>TOTAL DIRECT COSTS</b>	<b>\$2,963</b>
<b>ADMINISTRATION COSTS</b>	
Field and Supervisory Personnel	\$1,883
LMD Administration	\$105
Indirect Costs	\$380
County Collection Fee	<u>\$3</u>
<b>TOTAL ADMINISTRATION COSTS</b>	<b>\$2,370</b>
<b>TOTAL DIRECT AND ADMIN COSTS</b>	<b>\$5,334</b>
Total Balance to Levy	<b>\$5,334</b>
Total Revenue at Maximum Rate	\$5,334
Variance above/(below) Maximum Revenue	\$0
<b>DISTRICT STATISTICS</b>	
Total Parcels	1
Total Acres	11.9
Total EDUs	59.5
Proposed Levy per EDU	\$89.64
Max Levy per EDU	\$89.64
<b>Total Proposed Assessment</b>	<b>\$5,333.58</b>
Total Maximum Assessment	\$5,333.58

## PART C Method of Apportionment of Assessment

The Method of Apportionment outlines the formula by which property that receives special benefit from the improvements and services provided will be assessed annually. The Method of Apportionment for the District follows:

Each parcel within the District is deemed to receive special benefit from the landscaping improvements. Each parcel that has a special benefit conferred upon it as a result of the maintenance and operation of the improvements is identified and the proportionate special benefit derived by each identified parcel is determined in relationship to the entirety of the costs of the maintenance, operation, and servicing of the improvements.

Each parcel is assigned a weighting factor known as an Equivalent Dwelling Unit (EDU) to identify the parcel's proportionate special benefit from the improvements. Each parcel's EDU is calculated based on the parcel's land use, development status and/or size as compared to other parcels that are associated with the improvements. All single-family residential properties are assigned an EDU of 1.00, and all other property types are assigned an EDU proportionate to the special benefits they receive as compared to this single-family residential property. The total EDU's in a Zone is divided into the total amount to be assessed (Balance to Levy) to establish the Levy per EDU (Rate). This Rate is then multiplied by the parcel's individual EDU to establish the parcel's levy amount.

### Land Use Classifications

Every parcel within the District is assigned a land use classification based on available parcel information obtained from the County Assessor's Office and City records. To assess benefits equitably, it is necessary to relate the different type of parcel improvements to each other. The Equivalent Dwelling Unit method of assessment apportionment uses the single-family home site as the basic unit of assessment. A single-family home site equals one Equivalent Dwelling Unit (EDU). Every other land use is converted to EDU's based on an assessment formula that equates the property's specific development status, type of development (land use), and size of the property, as compared to a single-family home site.

The EDU method of apportioning benefit is typically seen as the most appropriate and equitable assessment methodology for districts formed under the 1972 Act, as the benefit to each parcel from the improvements are apportioned as a function of land use type, size and development.

The Annexation Area consists of one property type; Developed, Non-Residential parcels

**Developed Non-Residential.** This land use is defined as property developed for non-residential use, including, but not limited to, commercial and industrial properties, offices, churches and not-for-profit institutions and private schools. This land use type is assessed at 5.00 EDU per gross acre. Parcels less than 0.20 acres are assigned a minimum of 1.00 EDU.

### Assessment Rate Per EDU

The Assessment Rate Per EDU for the Annexation Area is calculated by dividing the Total Balance to Levy for the Annexation Area by the total EDUs in the Annexation.

The following formulas are used to calculate each property's assessment:

$$\text{Total Balance to Levy} \div \text{Total EDUs} = \text{Levy per EDU}$$

$$\text{Levy per EDU} \times \text{Parcel EDU} = \text{Parcel Levy Amount}$$

### Assessment Range Formula

The annual landscaping assessment shall be calculated for each parcel annually by multiplying each parcel's number of EDU's by the actual assessment rate for the specific fiscal year. The actual annual assessment rate levied in any fiscal year for the Annexation Area may not exceed the maximum annual assessment rate for such fiscal year without receiving property owner approval for the increase. The actual assessment rate shall be as approved by the City Council, not to exceed the maximum annual assessment rate for such fiscal year, after a noticed public hearing has been conducted, as required by law.

In each year, starting in the first year after the annexation (2018/19), the maximum annual assessment shall be increased in an amount equal to the lesser of: (1) three percent (3.0%), or (2) the annual percentage increase of the Local Consumer Price Index ("CPI") for All Urban Consumers, for the San Francisco-Oakland-Hayward Area. This is the same formula applied to all other parcels in the Zone and District.

Each fiscal year, the City shall identify the percentage difference between the CPI for June and the CPI for the previous June (or similar time period). This percentage difference shall then establish the range of increased assessments allowed based on CPI. Should the Bureau of Labor Statistics revise such index or discontinue the preparation of such index, the City shall use the revised index or comparable system as approved by the City Council for determining fluctuations in the cost of living.

The actual annual assessment rate and actual assessments levied in any fiscal year will be as approved by the City Council and may not exceed the maximum annual assessment rate for that fiscal year without property owner approval via a Proposition 218 compliant increase procedure.

## **PART D**

### **Annexation Diagram**

The boundary diagram for the Annexation Area is included herein as Appendix B, and is part of this report.

The lines and dimensions of each lot or parcel within the Annexation Area are those lines and dimensions shown on the maps of the Assessor of the County of San Joaquin for the fiscal year to which this Report applies. The Assessor's maps and records are incorporated by reference herein and made part of this Report.

## **PART E**

### **Assessment Roll**

All assessed lots or parcels of real property within the Annexation Area are listed on the Assessment Roll. The Assessment Roll states the net amount to be assessed upon assessable lands within the District for Fiscal Year 2018-19, shows the Fiscal Year 2018-19 assessment upon each lot and parcel within the District, and describes each assessable lot or parcel of land within the District. These lots are more particularly described in the Assessment Roll, which is included in this Report as Appendix C.

The Assessment Roll, Appendix C, shows the original parcels, which will be subdivided into individual parcel numbers prior to development. The individual parcels may be assessed based on their development status, parcel type and corresponding EDU.

## APPENDIX A

The Annexation Area Diagram is shown on the following page. Also included is a map of the Zone 10 boundaries, including the area proposed to be annexed.

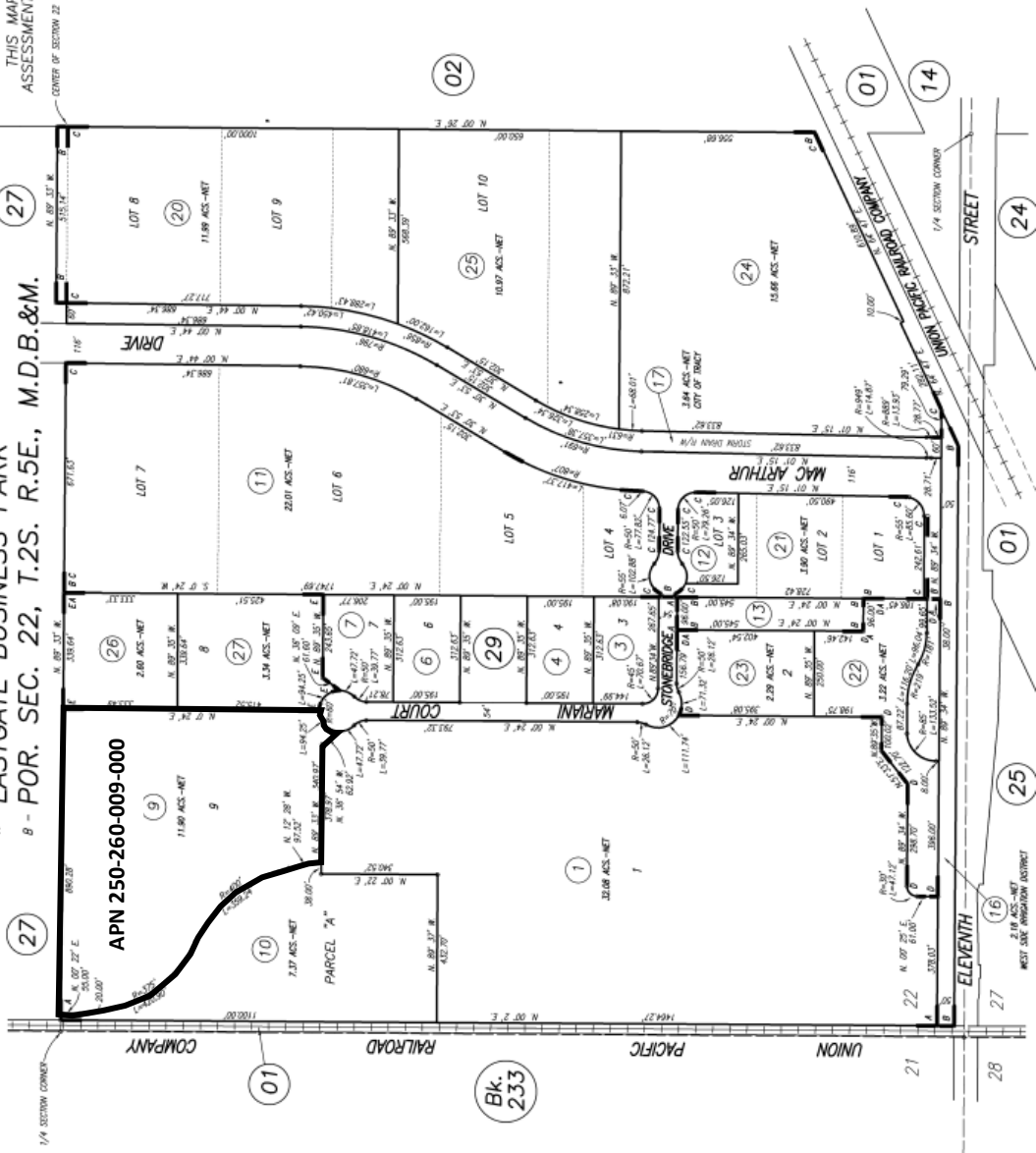


250-26

THIS MAP IS FOR  
ASSESSMENT USE ONLY

APN 250-260-009-000

A - EASTGATE BUSINESS PARK  
B - POR. SEC. 22, T.2S. R.5E., M.D.B.&M.



E - P. M. Bk. 24 Pg. 102  
D - P. M. Bk. 22 Pg. 085  
C - P. M. Bk. 18 Pg. 020  
A - R. M. Bk. 34 Pg. 077

NOTE: Assessor's Parcel Numbers Shown in Circles.  
Assessor's Block Numbers Shown in Ellipses.

HIGHEST A.P.N. USED	YEAR	PAR. #	PAR. #	PAR. #
2000	20			
02-02	21			
03-04	23			
10-11	27			

CITY OF TRACY  
Assessor's Map Bk.250 Pg.26  
County of San Joaquin, Calif.

2000

## ASSESSMENT DIAGRAM FOR CITY OF TRACY CONSOLIDATED LANDSCAPE MAINTENANCE DISTRICT (ZONE 10 ANNEXATION)

CITY OF TRACY, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA

NOTES:  
REFERENCE IS HEREBY MADE TO MAPS OF RECORD IN THE OFFICE OF THE ASSESSOR OF THE COUNTY OF SAN JOAQUIN, FOR A DETAILED DESCRIPTION OF THE LINES AND DIMENSIONS OF ANY PARCELS SHOWN HEREIN, WHICH MAPS SHALL GOVERN FOR ALL DETAILS CONCERNING THE LINES AND DIMENSIONS OF SUCH PARCELS.

ZONE BOUNDARY

1. FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF TRACY THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 201\_\_\_\_\_.

CITY CLERK

2. RECORDED IN THE OFFICE OF THE SUPERINTENDENT OF STREETS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 201\_\_\_\_\_.

SUPERINTENDENT OF STREETS  
CITY OF TRACY

3. AN ASSESSMENT WAS LEVIED BY THE CITY COUNCIL OF THE CITY OF TRACY, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, ON THE LOTS, PIECES, AND PARCELS OF LAND SHOWN ON THIS ASSESSMENT DIAGRAM. SAID ASSESSMENT WAS LEVIED ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 201\_\_\_\_\_. THE ASSESSMENT DIAGRAM AND THE ASSESSMENT ROLL WERE RECORDED IN THE OFFICE OF THE SUPERINTENDENT OF STREETS OF THE CITY OF TRACY, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 201\_\_\_\_\_. REFERENCE IS MADE TO THE ASSESSMENT ROLL RECORDED IN THE OFFICE OF THE SUPERINTENDENT OF STREETS FOR THE EXACT AMOUNT OF EACH ASSESSMENT LEVIED AGAINST EACH PARCEL OF LAND SHOWN ON THIS ASSESSMENT DIAGRAM.

CITY CLERK

4. FILED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 201\_\_\_\_\_, AT THE HOUR OF \_\_\_\_\_ O'CLOCK \_\_\_\_\_ M, IN BOOK \_\_\_\_\_ OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS, AT PAGES \_\_\_\_\_ THROUGH \_\_\_\_\_, IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA.

COUNTY RECORDER  
COUNTY OF SAN JOAQUIN

**APPENDIX B  
 Assessment Roll**

City of Tracy  
 Consolidated Landscape Maintenance District  
 Zone 10 Annexation (Mariani Ct.)

The Assessment Roll is hereby incorporated and made a part of this Report, as shown below

Reference is made to the San Joaquin County Assessment Roll for a description of the lots or parcels in the Annexation Area.

**FY 2019-20 Assessment Roll**

ZONE	APN	OWNER	PARCEL TYPE	ACRES	EDU FACTOR	TOTAL EDU'S	2019/20		2019/20 APPLIED ASSESSMENT
							RATE PER EDU	MAXIMUM ASSESSMENT	
10 (Mariani Bus. Park)	250-260-090-000	Scannell Properties #340, LLC	COM	11.90	5.00	59.50	\$89.64	\$5,333.58	\$5,333.58
<b>TOTALS:</b>							<b>59.50</b>	<b>\$5,333.58</b>	<b>\$5,333.58</b>

**WAIVER OF 45 DAY NOTICE PERIOD**

**CITY OF TRACY  
CONSOLIDATED LANDSCAPE MAINTENANCE DISTRICT  
ZONE 10 ANNEXATION  
(MARIANI COURT)**

The execution of this waiver constitutes a public declaration of waiver of the 45 day notice period for the Tracy Consolidated Landscape Maintenance District (the "District), Annexation into Zone 10 (Mariani Ct.). The undersigned landowner does hereby waive the notice requirements of Proposition 218 (California Constitution Articles XIII C and XIII D), the Proposition 218 Omnibus Implementation Act (Government Code Section 53750, et seq).

The undersigned landowner certifies that he or she owns 100% of the assessable land contained within the area to be annexed (Mariani Ct.).

The undersigned further certifies that they are either the record owner of the property or the representative of the record owner of such property who is legally authorized to complete and submit this waiver for and on behalf of the record owner.

Kindly return the signed waiver at your earliest convenience, via email to Robin Kloepfer at the City of Tracy, [robin.kloepfer@cityoftracy.org](mailto:robin.kloepfer@cityoftracy.org).

**CERTIFICATE OF ENTITLEMENT**

*The undersigned certifies under penalty of perjury that he/she is entitled to complete and submit this waiver.*

SCANNELL PROPERTIES #340, LLC

By 

Signature of Property Owner Marc D. Pfleging, Manager Printed Name

April 16, 2019  
Date

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TRACY INITIATING PROCEEDINGS FOR THE ANNEXATION OF MARIANI BUSINESS PARK (APN 250-260-09) INTO THE CITY OF TRACY CONSOLIDATED LANDSCAPE MAINTENANCE DISTRICT FOR FISCAL YEAR 2019/2020, PURSUANT TO THE PROVISIONS OF PART 2 OF DIVISION 15 OF THE CALIFORNIA STREETS AND HIGHWAYS CODE

**WHEREAS**, the City Council of the City of Tracy ("City"), pursuant to the provisions of the Landscaping and Lighting Act of 1972, Part 2, Division 15 of the California Streets and Highways Code ("Act"), desires to initiate proceedings for the annexation of the Mariani Business Park (APN 250-260-09), into Zone 10 ("Annexation") of the City of Tracy Consolidated Landscape Maintenance District ("District"), and to levy and collect annual assessments for the Annexation commencing in Fiscal Year 2019/2020 to pay for the operation, maintenance, and servicing of landscaping improvements, and appurtenant facilities related thereto, and

**WHEREAS**, pursuant to Section 22585 of Article 1, Chapter 2, of the Act, proceedings for the formation of an assessment district shall be initiated by resolution and that resolution shall generally describe the improvements to be maintained within the Annexation and order the engineer to prepare and file a report in accordance with Article 4 (commencing with Section 22565) of Chapter 1 of the Act, and

**WHEREAS**, the City has retained Harris & Associates for the purpose of assisting with the annexation, the establishment of annual assessments, and to prepare and file a report with the City Clerk concerning the annexation, and the proposed annual levy of assessments in accordance with the Act and the provisions of the California Constitution Article XIID (the "Constitution");

**NOW, THEREFORE, IT IS HEREBY RESOLVED AS FOLLOWS:**

**SECTION 1.** That the foregoing recitals are true and correct.

**SECTION 2.** That the City proposes to annex the development known as "Mariani Business Park" into the District, and to levy and collect annual assessments for the Annexation commencing in Fiscal Year 2019/2020 to pay for the operation, maintenance, and servicing of local landscaping improvements, and appurtenant facilities related thereto; and

**SECTION 3.** That the Annexation, as described in the Engineer's Report, consists of the lots and parcels of land that will receive special benefits from the improvements and services provided and are within boundaries of the City of Tracy, and maps and documents referencing these lots and parcels of land are made part of this Resolution by reference; and

**SECTION 4.** That the improvements for which the Annexation is proposed generally include, but are not limited to, ground cover, turf, shrubs, trees, irrigation systems, drainage and electrical systems, masonry walls or other fencing, entryway monuments or other ornamental structures, recreational equipment, hardscapes and any associated appurtenances within medians, parkways, dedicated

easements, channel-ways, parks or open space areas within Zone 10 of the District.

**SECTION 5.** That Harris & Associates is designated by this Council as the Engineer of Work for the Annexation and is hereby directed to prepare and file with the City Clerk an Engineer's Report concerning the Annexation to the District and the annual levy of assessments in accordance with the requirements of Chapter 1, Article 4 of the Act and California Constitution Article XIID.

\*\*\*\*\*

The foregoing Resolution \_\_\_\_\_ was passed and adopted by the City Council of the City of Tracy on the 21<sup>st</sup> day of May, 2019 by the following vote:

- AYES:            COUNCIL MEMBERS:
- NOES:           COUNCIL MEMBERS:
- ABSENT:        COUNCIL MEMBERS:
- ABSTAIN:       COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TRACY DECLARING ITS INTENTION TO ANNEX THE MARIANI BUSINESS PARK (APN 250-260-09), ZONE 10 OF THE CITY OF TRACY CONSOLIDATED LANDSCAPE MAINTENANCE DISTRICT AND TO LEVY ANNUAL ASSESSMENTS COMMENCING WITH FISCAL YEAR 2019/2020; ACCEPTING AND APPROVING THE ENGINEER'S REPORT; TO CONDUCT A PROPERTY OWNER OFFICIAL ASSESSMENT BALLOT PROCEEDING ON THE MATTER OF THE NEW ASSESSMENTS; AND SETTING A TIME AND PLACE FOR THE PUBLIC HEARING FOR JUNE 4, 2019 ON THESE MATTERS

**WHEREAS**, the City Council of the City of Tracy ("City"), pursuant to the provisions of the Landscaping and Lighting Act of 1972, Part 2, Division 15 of the California Streets and Highways Code ("Act") did by previous resolution, initiated proceedings for the annexation of territory into Zone 10 ("Annexation") of the City of Tracy, Landscape Maintenance District ("District"), and to levy and collect annual assessments for the Annexation commencing in Fiscal Year 2019/2020 to pay for the operation, maintenance, and servicing of local landscaping improvements, and appurtenant facilities related thereto, and

**WHEREAS**, the City has retained Harris & Associates as the Engineer of Work for the purpose of preparing and filing an Engineer's Report ("Report") with the City Clerk concerning the Annexation and the proposed annual levy of assessments in accordance with the provisions of Chapter 1, Article 4 of the Act and the provisions of the California Constitution Article XIID (the "Constitution"), and the Report has been presented to the City Council, and

**WHEREAS**, the City desires and intends to annex the development known as "Mariani Business Park (APN 250-260-09)" into the District, to levy and collect annual assessments for the Annexation commencing in Fiscal Year 2019/20 to pay for the operation, maintenance, and servicing of the local landscaping improvements, and appurtenant facilities related thereto;

**NOW, THEREFORE, IT IS HEREBY RESOLVED AS FOLLOWS:**

**SECTION 1.** That the foregoing recitals are true and correct.

**SECTION 2.** That the Report prepared by Harris and Associates, attached hereto and incorporated as part of this Resolution, consists of the following:

- A Description of the Improvements (Plans and Specifications), and
- The Method of Apportionment that details the method of calculating the proportional special benefits and the annual assessment obligation for each affected parcel including a description of an "Assessment Range Formula" applicable to subsequent assessments, and
- The estimated annual cost and expenses to provide the improvements (Budget) that establishes the proposed "Maximum Assessment Rate" and first year's assessments, and
- An Assessment/Annexation Diagram, and

- An Assessment Roll containing the assessment to be levied for each Assessor Parcel Number within the Annexation, commencing in Fiscal Year 2019/2020 based on the assessment rate and method of apportionment described therein; and

**SECTION 3.** That the Engineer's Report is approved on a preliminary basis as submitted or amended by direction of this City Council; and

**SECTION 4.** That the City Council declares its intention to annex the development known as "Mariani Business Park (APN 250-260-09)" into the District, to levy and collect annual assessments under the Act for the Annexation commencing in Fiscal Year 2019/2020 to pay for the operation, maintenance, and servicing of local landscaping improvements, and appurtenant facilities related thereto; and

That the Annexation as described in the Report consists of the lots and parcels of land that will receive special benefits from the improvements and services to be provided and are within boundaries of the City of Tracy and, by reference, maps and documents referencing these lots and parcels of land are made part of this Resolution; and

**SECTION 5.** That the improvements for which the Annexation is proposed generally include, but are not limited to, ground cover, turf, shrubs, trees, irrigation systems, drainage and electrical systems, masonry walls or other fencing, entryway monuments or other ornamental structures, recreational equipment, hardscapes and any associated appurtenances within medians, parkways, dedicated easements, channel-ways, parks or open space areas within Zone 10 of the District.

**SECTION 6.** That Notice is hereby given that a public hearing on these matters will be held by the City Council on Tuesday, June 4, 2019, at 7:00 P.M., or as soon thereafter as feasible, in the City Council Chambers, located at, 333 Civic Center Plaza, Tracy, CA. At the Public Hearing, all interested persons shall be afforded the opportunity to hear and be heard; and

**SECTION 7.** That City Clerk or their designee is hereby authorized and directed to prepare and mail notice of the Public Hearing and property owner Official Assessment Ballots to the subject property owners regarding the proposed Annexation, levy of the assessments and the assessment range formula outlined in the Engineer's Report, pursuant to Article XIID of the California Constitution and Government Code section 53753; and

**SECTION 8.** That the property Official Assessment Ballot proceeding conducted for the Annexation shall constitute the property owner's approval or rejection of the proposed levy of assessments, assessment range formula and Annexation into the District. Each landowner may return the ballot by mail or in person to the City Clerk no later than the conclusion of the Public Hearing on Tuesday, June 4, 2019. After the close of the Public Hearing, the City shall tabulate the ballots returned to determine if majority protest exists. The ballots shall be weighted according to the proportional financial obligation of each affected property. Majority protest exists if, upon the conclusion of the hearing, ballots submitted in opposition to the assessment exceed the ballots submitted in favor of the assessment; and

**SECTION 9.** The assessments are proposed to be levied annually. If the proposed assessments are approved and confirmed by the City Council, the assessments may increase in future years by an amount equal to the lesser of: (1) three percent (3.0%), or (2) the annual percentage increase of the Local Consumer Price Index ("CPI") for All Urban Consumers, for the San Francisco-Oakland-

Hayward Area. In each subsequent year in which the assessments will be levied, an updated Engineer's Report, including a proposed budget and assessment rate, shall be prepared. The updated Engineer's Report shall be considered by the City Council at a noticed public hearing. The updated Engineer's Report shall serve as the basis for the continuation of the assessments.

\* \* \* \* \*

The foregoing Resolution \_\_\_\_\_ was passed and adopted by the City Council of the City of Tracy on the 21<sup>st</sup> day of May, 2019 by the following vote:

- AYES:            COUNCIL MEMBERS:
- NOES:           COUNCIL MEMBERS:
- ABSENT:        COUNCIL MEMBERS:
- ABSTAIN:       COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK



City Clerk  
City of Tracy  
333 Civic Center Plaza  
Tracy, CA 95376

**OFFICIAL ASSESSMENT BALLOT**  
**City of Tracy**  
Annexation for Consolidated Landscape Maintenance District  
Zone 10 (Mariani Ct.)

Scannell Properties #340, LLC  
8801 River Crossing Blvd, Ste. 300  
Indianapolis, IN 46240

Assessor's Parcel Number: 250-260-090  
Proposed Maximum Assessment: \$5,333.58

The person completing and submitting this assessment ballot must be the record owner of the property identified above or the representative of the record owner of such property who is legally authorized to complete and submit this ballot for and on behalf of the record owner. Please see "Summary of Assessment Ballot Procedures" on the back of this ballot for assistance in filling out the ballot. If there are two or more property owners, only one needs to sign and return the ballot.

**Please mark your ballot in ink. Do not use pencil.**

Upon completion, fold the assessment ballot, place it in the return envelope and seal the envelope. Mail or deliver the assessment ballot to the address shown on the return envelope pursuant to the instructions on the back of this ballot.

**Please see the "Summary of Assessment Ballot Procedures" on the back of this sheet.**

For additional information about this Annexation to the Tracy Consolidated Landscaping Maintenance District, Zone 10 (Mariani Ct.), please see the enclosed legal notice.

**This is not a bill.**

✂ *Please cut along this line, fold the ballot, seal in the provided envelope, and return to the City Clerk* ✂

**PROPERTY OWNER ASSESSMENT BALLOT**

Assessor's Parcel Number: 950-260-090  
Owner Name: Scannell Properties #340, LLC  
Maximum Assessment for this Parcel: \$5,333.58

- Yes, I am IN FAVOR of the proposed assessment to pay for landscape maintenance and the levy of the proposed assessment for the Annexation for the Tracy Consolidated Landscape Maintenance District, Zone 10, (Mariani Ct.).**
- No, I am OPPOSED to the proposed assessment to pay for landscape maintenance and the levy of the proposed assessment for the Annexation for the Tracy Consolidated Landscape Maintenance District, Zone 10, (Mariani Ct.).**

***The undersigned certifies under penalty of perjury that the undersigned is entitled to complete and submit this assessment ballot.***

**BALLOT**

\_\_\_\_\_  
Signature of person completing assessment ballot

\_\_\_\_\_  
Print name of person completing assessment ballot

## SUMMARY OF ASSESSMENT BALLOT PROCEDURES

If you are the owner of the property described on the enclosed Assessment Ballot, or the authorized representative of the record owner, you may submit the enclosed Assessment Ballot to the City to support or oppose the new Assessment. Please follow the instructions below to complete and return your Assessment Ballot.

1. Register your vote on the enclosed Assessment Ballot in favor or against the proposed new Assessment by placing an "X" in the corresponding box.
2. Mark, sign and date your Assessment Ballot in pen. (Assessment Ballots received without a signature will not be counted.) Do not use pencil.
3. Place your completed Assessment Ballot into the provided return envelope, and seal the envelope.
4. Mail or personally deliver your Assessment Ballot to the City Clerk of the City of Tracy, 333 Civic Center Plaza, Tracy, CA 95367.
5. The City **must** receive mailed Assessment Ballots by June 4, 2019. **Postmarks will not be accepted.**
6. Assessment Ballots must be received by the City Clerk prior to the close of the Public Hearing concerning the proposed new Assessment on Tuesday, June 4, 2019, at the Tracy City Hall Council Chambers. Any Assessment Ballots received after the close of the Public Hearing cannot legally be counted.
7. Following the close of the Public Hearing, the City Clerk or designee will tabulate the Assessment Ballots received. The Assessment Ballots are weighted by the Assessment amount for each property. (Simplified, this means one vote per each dollar of Assessment.)
8. The proposed new Assessment may be confirmed unless a majority protest exists. A majority protest exists if, upon the close of the Public Hearing, the monetary value of the Assessment Ballots submitted in opposition to the proposed new Assessment exceeds the monetary value of the Assessment Ballots submitted in favor of the proposed new Assessment.
9. If a majority protest exists, the proposed new Assessment will not be annexed into the Assessment District.
10. If a majority protest does not exist, the proposed new Assessment will be annexed into the Assessment District and may be levied beginning in Fiscal Year 2019/20.
11. Your Assessment Ballot is not confidential and may be subject to public disclosure.

*The information in this notice and the accompanying materials were compiled and are distributed at public expense by the City of Tracy in compliance with Proposition 218. This information is presented in the public interest. It is not intended to influence or attempt to influence the actions of the property owners to cast Assessment Ballots in favor or against the proposed new Assessment.*

**Notice to Property Owners and Assessment Ballot  
for the Proposed Annexation to the City of Tracy  
Consolidated Landscape Maintenance District, Zone 10 (Mariani Ct.)**

**I. Notice**

This notice informs you, as a record owner of property within the proposed Annexation Area to the Assessment District, that on May 21, 2019, the City Council of the City of Tracy adopted a Resolution of Intention in which it declared its intention to levy new Assessments in Zone 10 (Mariani Ct.), an Annexation to the Consolidated Landscape Maintenance District, and has scheduled a Public Hearing concerning the new Assessments. If the new Assessments are approved by the property owners, the Assessments may be levied beginning in Fiscal Year 2019-20.

The Public Hearing will be held during a regular meeting of the City of Tracy City Council on

**June 4 2019, at 7:00 p.m.**

or as soon thereafter as the matter may be heard, in the City Council Chambers located at 333 Civic Center Plaza, Tracy, California. All interested persons are invited to attend the Public Hearing and express opinions on the matter of the proposed new Assessment.

Persons who wish to submit an Assessment Ballot should mail or personally deliver it as shown below and in accordance with the directions provided on the back of the Assessment Ballot under "Summary of Assessment Ballot Procedures" included herein.

- **Mail Delivery:** If by mail, place the Assessment Ballot in the mail in sufficient time to be received no later than June 4, 2019. If your Assessment Ballot is not received by this time, the Assessment Ballot will not be counted. Please mail the Assessment Ballot to the City Clerk, City of Tracy, 333 Civic Center Plaza, Tracy, CA 95376. **Please note that postmarks will not be accepted.**
- **Personal Delivery:** The Assessment Ballot can be delivered to the City Clerk on or before the close of the Public Hearing on June 4, 2019. Please deliver the Assessment Ballot to the City Clerk at 333 Civic Center Plaza, Tracy, California.

**II. Assessment Information**

1. **Name of Assessment:** Annexation for Consolidated Landscape Maintenance District, Zone 10 (Mariani Ct.)
2. **The Total Proposed Assessment for the Whole Annexation Area: \$5,333.58**
3. **Your Proposed Total Assessment:** The proposed annual Assessment on your property is provided on the Assessment Ballot.
4. **Duration of the Proposed Assessment:** The proposed new Assessment for landscape maintenance will be levied annually until the City Council determines that the assessment is no longer necessary
5. **Reason for the Assessment:** The proposed new Assessments shall be used to pay for maintenance, operations, and capital replacement costs for landscaping improvements located in and about the Mariani Business Park on MacArthur Drive, Pescadero Avenue, and Grant Line Road, and associated district administrative costs.
6. **Calculation of the Assessment:** The Assessment is proposed on all parcels that receive direct and special benefit from the landscaping improvements.

The amount of each proposed Assessment was calculated based upon the proportional special benefit received by each parcel to be assessed. The exact method and formula of spreading the Assessment is set forth in the Assessment Engineer's Report for the Annexation to the Assessment District, a copy of which is on file with the City Clerk.

The Assessment shown on the Assessment Ballot is the maximum amount that can be assessed commencing Fiscal Year 2019-20 and can be adjusted annually based on the lesser of 3% or the annual average change in the Consumer Price Index, All Urban Consumers, for the San Francisco-Oakland-Hayward Area ("CPI"). The actual Assessments levied in any fiscal year will be as approved by the City Council and may not exceed the maximum Assessment rate without receiving property owner approval for the increase.

7. **Assessment Balloting Results:** If 50% or more of the weighted Assessment Ballots returned support the Annexation to the Assessment District, the Assessment amount shown on the enclosed Assessment Ballot may be imposed. If a majority of the Assessment Ballots returned oppose the Annexation to the Assessment District, the Assessment will not be imposed. Assessment Ballots are weighted proportionally by each parcel's proposed Assessment amount. (This means 1 vote for each \$1 of Assessment.)

**III. Questions Regarding These Proceedings**

If you have any questions about this process, please call the City of Tracy, (209) 831-6366.

May 21, 2019

AGENDA ITEM 1.L

REQUEST

**ACCEPT TRAVEL REPORT FROM CITY ATTORNEY REGARDING ATTENDANCE  
AT LEAGUE OF CALIFORNIA CITIES CITY ATTORNEYS' CONFERENCE**

EXECUTIVE SUMMARY

This agenda item involves a travel report from the City Attorney.

DISCUSSION

The City Attorney, Assistant and Deputy City Attorneys attended the annual League of California Cities City Attorneys' Conference May 8-10, 2019. The Conference provided an opportunity to hear presentations, and obtain written materials, on a variety of topics including: CEQA, marijuana regulations, FPPC developments, housing, homelessness, elections, ethics, revenue and taxation, as well as general litigation, land use litigation, and labor and employment litigation updates.

Information obtained was and will continue to be shared with the appropriate departments.

STRATEGIC PLAN

This agenda item is not related to City Council's Strategic Plans.

FISCAL IMPACT

The costs of travel and training were included in this year's budget.

RECOMMENDATION

That the Council accept the Conference Travel Report.

Prepared by: Thomas T. Watson, City Attorney

Reviewed by: Karin Schnaider, Finance Director

Approved by: Midori Lichtwardt, Interim City Manager

AGENDA ITEM 3.A

REQUEST

**PUBLIC HEARING TO INTRODUCE AN ORDINANCE AMENDING SECTION 3.08.580 OF THE TRACY MUNICIPAL CODE TO UPDATE SPECIAL SPEED ZONES**

EXECUTIVE SUMMARY

To allow the Police Department to enforce posted traffic speed on streets with use of radar equipment, it is necessary to establish speed limits in accordance with the requirements of the California Vehicle Code (CVC). The CVC requires completion of engineering and traffic surveys to establish posted speeds once every five years. Staff has recently completed engineering and traffic surveys to update speed limits on thirty-nine arterial and collector street segments in accordance with the CVC and California Manual of Uniform Traffic Control Devices (CAMUTCD) and recommends introducing an ordinance to amend special speed zones.

DISCUSSION

The use of radar equipment is one of the most effective tools for enforcing speed limits and traffic safety on City streets. To allow the Police Department to fully utilize the equipment, it is necessary to establish speed limits in accordance with the requirements of the California Vehicle Code (CVC). In order to legally use radar equipment for speed enforcement, engineering and traffic surveys are needed to establish posted speeds once every five years.

Section 3.08.580 of the Tracy Municipal Code (TMC) establishes speed zones on various streets in the City. Speed limits on streets are established based on engineering and traffic surveys and the applicable traffic engineering standards. Speed limits in the vicinity of schools are posted in accordance with the requirements of the CVC and Caltrans Traffic Manual. Since these surveys are good for a period of five years, an amendment to the TMC is necessary every five years to update these surveys, which result in an update of posted speeds.

The Engineering Division completed an engineering and traffic survey on 39 segments of arterial and collector street segments. The existing segments in this study was last surveyed in the year 2013 and is being reviewed and updated with the current 2018 survey. This survey will update the posted speeds and provide the basis for the proposed amendments of the municipal code; thus resulting in continuation of special speed zones with updated speed limits on the street segments listed in Attachment A.

This update to the City's traffic code will establish radar enforceable speed limit zones for arterial and collector streets including Central Avenue, Corral Hollow Road, Crossroads Drive, Cypress Drive, Eleventh Street, Fabian Road, Kavanagh Avenue, Lammers Road, Lauriana Lane, Linne Road, MacArthur Drive, Mount Diablo Avenue, Naglee Road, Orchard Parkway, Schulte Road, Starflower Drive, Sycamore Parkway, Tennis Lane, Tracy Boulevard, Western Pacific Way, and Whispering Wind Drive.

Based on the results of the speed survey, staff recommends that existing speed limits on eight street segments be changed and that Section 3.08.580 of the TMC be amended to

reflect that change. Staff recommends that the remaining streets segments remain unchanged.

The following table lists the proposed changes on eight street segments:

Street	Segment	Previously Established	Newly Established	Change
Crossroads Dr	Eleventh St to Gaines Ln	30	25	5 mph down
Crossroads Dr	Eleventh St to Greystone Dr	35	30	5 mph down
Linne Rd	West City Limits to East City Limits	45	50	5 mph up
MacArthur Dr	Valpico Rd to Fair Oaks Dr	40	45	5 mph up
MacArthur Dr	Fair Oaks Dr to South City Limits	35	40	5 mph up
Schulte Rd	Barcelona Dr to Mabel Josephine Dr	35	40	5 mph up
Tracy Blvd	Sixth St to Schulte Rd	35	40	5 mph up
Tracy Blvd	Schulte Rd to Valpico Rd	40	45	5 mph up

The segment *Eleventh Street – East Street to East City Limits* is recommended to be split into two segments due to the recent completion of the 11<sup>th</sup> Street Bridge. The first segment is *East Street to Beginning of Bridge* and the second segment is *Beginning of Bridge to East City Limits*. There is no change to the speed limit of the first segment and it remains as 35 mph.

Similarly, the *Corral Hollow Rd – Eleventh Street to Parkside Drive* is recommended to be split into two segments – *Eleventh Street to Schulte Road*, and *Schulte Road to Parkside Drive*. There is no change to the speed limit of the second segment and it remains at 40 mph.

The segment of *Schulte Road – West City Limits to Corral Hollow Road* was renamed to *Western Pacific Way* recently.

Therefore, the following three new roadway segments are recommended to be added to the ordinance for radar enforcement.

Street	Segment	Previously Established	Newly Established	Change
Eleventh St	Beginning of Bridge to East City Limits	35	45	10 mph up
Corral Hollow Rd	Schulte Rd to Eleventh St	40	45	5 mph up
Western Pacific Way	West City Limits to Corral Hollow Rd	45	50	5 mph up

The recommendations are based upon the 85<sup>th</sup> percentile speed of surveyed moving vehicles on those streets with consideration given to the existing road site conditions such as street alignment, classification, collisions, etc. The CVC allows further adjustment of the surveyed speed based upon the above conditions. The research indicates that posting speeds lower than the closest 85<sup>th</sup> percentile speed does not lower the speed of motorists.

The Police Department has reviewed the surveys and concurs with the proposed speed limits. A copy of the proposed Ordinance Amendment is provided as Attachment C.

The survey indicates a new posted speed of 45 mph on the Eleventh Street Bridge. However, in order to continue legal enforcement of speed with radar equipment, a notice of this Amendment was posted on the Eleventh Street Bridge for five days pursuant to Section 22404 of the CVC.

A copy of all engineering and traffic surveys certified as correct by the City Engineer will be maintained in the Engineering Division files with a duplicate copy on file with the Police Department.

#### FISCAL IMPACT

Enforcement of speed limits is a budgeted item and is the Police Department's responsibility. Signing and striping changes as the result of speed changes will be performed by Public Works staff. Signing and striping is also a budgeted item.

#### RECOMMENDATION

That City Council introduce and waive the full reading of an Ordinance amending Section 3.08.580, "Special Speed Zones," of Chapter 3.08 "Traffic Regulations" of the City of Tracy Municipal Code, which regulates the establishment of special speed zones.

Prepared by: Anju Pillai, PE, Associate Civil Engineer

Reviewed by: Zabih Zaca, PE, Senior Civil Engineer  
Robert Armijo, PE, City Engineer / Assistant Director of Development Services  
Karin Schnaider, Finance Director  
Andrew Malik, Assistant City Manager

Approved by: Midori Lichtwardt, Interim City Manager

#### ATTACHMENTS

Attachment A – Speed Survey Locations  
Attachment B – TMC Section Special Speed Zone Table 2018  
Attachment C – Ordinance  
Attachment D – Speed Zone Report December 2018

**ATTACHMENT A**

<b>S.R. NO.</b>	<b>SEGMENT</b>	<b>FROM</b>	<b>TO</b>	<b>PREVIOUSLY ESTABLISHED SPEED LIMIT</b>	<b>85TH PERCENTILE SPEED</b>	<b>PROPOSED SPEED</b>
1	CENTRAL AVE	SYCAMORE PARKWAY	TRACY BOULEVARD	35	38	35
2	CORRAL HOLLOW ROAD	SCHULTE ROAD	PARKSIDE DRIVE	40	46	40
3	CORRAL HOLLOW ROAD	ELEVENTH STREET	SCHULTE ROAD	40	49	45
4	CROSSROADS DRIVE	GREYSTONE DRIVE	ELEVENTH STREET	35	37	30
5	CROSSROADS DRIVE	ELEVENTH STREET	GAINES LANE	30	32	25
6	CYPRESS DRIVE	HICKORY AVENUE	CORRAL HOLLOW ROAD	30	33	30
7	ELEVENTH STREET	EAST STREET	BEGINNING OF BRIDGE	35	41	35
8	ELEVENTH STREET	BEGINNING OF BRIDGE	EAST CITY LIMITS	35	51	45
9	ELEVENTH STREET	LAMMERS ROAD	CORRAL HOLLOW ROAD	45	51	45
10	ELEVENTH STREET	CORRAL HOLLOW ROAD	LINCOLN BOULEVARD	35	40	35
11	ELEVENTH STREET	LINCOLN BOULEVARD	TRACY BOULEVARD	30	37	30
12	ELEVENTH STREET	WEST CITY LIMITS	LAMMERS ROAD	55	71	55
13	FABIAN ROAD	LAMMERS ROAD	MAIME ANDERSON LANE	35	38	35
14	KAVANAGH LANE	LINCOLN BOULEVARD	TRACY BOULEVARD	25	30	25
15	KAVANAGH LANE	CORRAL HOLLOW ROAD	LINCOLN BOULEVARD	25	32	25
16	LAMMERS ROAD	ELEVENTH STREET	SOUTH CITY LIMITS	45	51	45
17	LAURIANA LANE	SCHULTE ROAD	CYPRESS DRIVE	30	36	30
18	LINNE ROAD	WEST CITY LIMITS	EAST CITY LIMITS	45	53	50
19	MACARTHUR DRIVE	GRANT LINE ROAD	ELEVENTH STREET	40	45	40



S.R. NO.	SEGMENT	FROM	TO	PREVIOUSLY ESTABLISHED SPEED LIMIT	85TH PERCENTILE SPEED	PROPOSED SPEED
20	MACARTHUR DRIVE	NORTH CITY LIMITS	I-205	40	45	40
21	MACARTHUR DRIVE	SCHULTE ROAD	VALPICO ROAD	40	45	40
22	MACARTHUR DRIVE	I-205	GRANT LINE ROAD	40	44	40
23	MACARTHUR DRIVE	VALPICO ROAD	FAIROAKS DRIVE	40	48	45
24	MACARTHUR DRIVE	FAIROAKS DRIVE	SOUTH CITY LIMITS	35	43	40
25	MT DIABLO AVENUE	CENTRAL AVENUE	MACARTHUR DRIVE	25	31	25
26	MT DIABLO AVENUE	TRACY BOULEVARD	CENTRAL AVENUE	25	32	25
27	NAGLEE ROAD	NORTH CITY LIMITS	GRANT LINE ROAD	35	38	35
28	ORCHARD PARKWAY	GRANT LINE ROAD	LOWELL AVENUE	35	41	35
29	SCHULTE ROAD	MABEL JOSEPHINE DRIVE	BARCELONA DRIVE	35	45	40
30	SCHULTE ROAD	CORRAL HOLLOW ROAD	TRACY BOULEVARD	40	45	40
31	STARFLOWER DRIVE	CORRAL HOLLOW ROAD	DOVE STREET	25	31	25
32	SYCAMORE PARKWAY	VALPICO ROAD	SCHULTE ROAD	35	44	40
33	SYCAMORE PARKWAY	TRACY BOULEVARD	VALPICO ROAD	30	36	30
34	TENNIS LANE	CORRAL HOLLOW ROAD	JILL DRIVE	25	30	25
35	TRACY BOULEVARD	SIXTH STREET	SCHULTE ROAD	35	46	40
36	TRACY BOULEVARD	SCHULTE ROAD	VALPICO ROAD	40	50	45
37	WESTERN PACIFIC WAY	CORRAL HOLLOW ROAD	WEST CITY LIMITS	45	57	50
38	WHISPERING WIND DRIVE	TRACY BOULEVARD	MIDDLEFIELD DRIVE	30	40	30
39	WHISPERING WIND DRIVE	REGIS DRIVE	TRACY BOULEVARD	30	35	30

## Attachment B

### 3.08.580 Special speed zone Table

Name of Street or Portion Affected	Declared Prima Facie Speed Limit (Miles per Hour)
- Arbor Road	
Holly Drive to Mac Arthur Drive	35
- Balboa Drive	
Portola Way to Clover Road	25
- Barcelona Drive	
Cypress Drive to Schulte Road	25
- Beechnut Avenue	
Sequoia Boulevard to Tracy Boulevard	30
- Beverly Place	
Lincoln Boulevard to Tracy Boulevard	25
- Brichetto Road	
Chrisman Road to east City limits	50
- Brookview Drive	
Regis Drive to Reids Way	30
Reids Way to Glenbrook Drive	25
- Buthmann Avenue	
Grant Line Road to Clover Road	25
- Byron Road	
Corral Hollow Road to Lammers Road	40
- Central Avenue	
Sycamore Parkway to Tracy Boulevard	35
Tracy Boulevard to Mount Diablo Avenue	30
Mount Diablo Avenue to Eleventh Street	25
- Chester Drive	
Eaton Avenue to Lowell Avenue	25
- Chrisman Road	

Grant Line Road to Paradise Ave	40
Paradise Avenue to RR Tracks (south of Paradise Ave)	40
Valpico Road to north City limits	45
- Clover Road	
West City limits to Holly Drive	25
- Corral Hollow Road	
North City limits to Grant Line Road	35
Grant Line Road to Eleventh Street	40
Eleventh Street to Schulte Road	45
Schulte Road to Parkside Drive	40
Parkside Drive to Valpico Road (City limits)	40
Valpico Road to Linne Road (City limits)	45
1100' south of Linne Road to I-580	50
I-580 to South City Limits	55
- Crossroads Avenue	
Greystone Drive to Eleventh Street	30
Eleventh Street to Gaines Lane	25
- Cypress Drive	
Hickory Avenue to Corral Hollow Road	25
Corral Hollow Road to Summer Lane	30
- Dominique Drive	
Eastlake Circle to Elissagary Drive	30
- Dove Drive/Way	
Sycamore Parkway to Starflower Drive	25
- East Lake Circle	
Crater Place to Lakeview Drive (East side)	25
Crater Place to Lakeview Drive (West side)	25
- East Street	
Sixth Street to Grant Line Road	25
- Eaton Avenue	
Richard Drive to East Street	25
- Eleventh Street	

West City limits to Lammers Road	55
Lammers Road to Corral Hollow Road	45
Corral Hollow Road to Lincoln Boulevard	35
Lincoln Boulevard to Tracy Boulevard	30
Tracy Boulevard to East Street	30
East Street to the Beginning of Bridge	35
<b>Beginning of Bridge to East City Limits</b>	<b>45</b>
- Entrada Way	
Grant Line Road to Portola Way	25
- Fabian Road	
Lammers Road to Mamie Anderson Lane	35
- Fourth Street	
Tracy Boulevard to Central Avenue	35
- Glenbriar Drive	
Valpico Road to Glenbriar Circle	30
- Glenbrook Drive	
Brookview Drive to MacArthur Drive	25
- Grant Line Road	
West City limits/Byron Road to Corral Hollow Road	40
Corral Hollow Road to Tracy Boulevard	40
Tracy Boulevard to MacArthur Drive	40
MacArthur Drive to east City Limits	45
- Hansen Road	
Schulte Road to I-205 (City Limits)	50
- Henley Parkway	
Lowell Avenue to Bridle Creek Drive	35
- Holly Drive	
Eleventh Street to Clover Road	25
Clover Road to the north City limits	35
- Jackson Avenue	
Crossroads Drive to Jefferson Parkway	25
- Jefferson Parkway	

Eleventh Street to Jackson Avenue	30
- Joe Pombo Parkway	
Bridle Creek Drive to Grant Line Road	35
- Kavanagh Avenue	
Corral Hollow Road to Tracy Boulevard	25
Tracy Boulevard to Balboa Drive	25
- Lammers Road	
Eleventh Street to Byron Road	40
Eleventh Street to City Limits south of Jaguar Run	45
Redbridge Drive to Schulte Road (City Limits)	45
- Lankershire Drive	
Montgomery Lane to Byron Road	25
- Larch Road	
Tracy Boulevard to Holly Drive	35
- Lauriana Lane	
Schulte Road to Cypress Avenue	30
- Lincoln Boulevard	
Eleventh Street to Grant Line Road	30
- Linne Road	
West City limits to east City limits	50
- Lowell Avenue	
Blanford Lane to Corral Hollow Road	30
Corral Hollow Road to Lincoln Boulevard	30
Lincoln Boulevard to Tracy Boulevard	30
Tracy Boulevard to East Street	25
- MacArthur Drive	
South City limits to Fair Oaks Drive	40
Fair Oaks Drive to Valpico Road	45
Valpico to Schulte Road	40
Schulte Road to SPRR Tracks	40
SPRR Tracks to Eleventh Street	30

Eleventh Street to I-205 Interchange	40
I-205 Interchange to north City limits	40
- Middlefield Drive	
Corral Hollow Road to Whispering Wind Drive	35
Whispering Wind Drive to Peony Drive	25
- Mountain House Parkway	
Schulte Road to Berkeley Road	40
Berkeley Road to I-205 (City Limits)	45
- Mt. Diablo Avenue	
Tracy Boulevard to Central Avenue	25
Central Avenue to MacArthur Drive	25
- Naglee Road	
Grant Line Road to north City limits	35
- Orchard Parkway	
Lowell Avenue to Grant Line Road	35
- Paradise Avenue	
Grant Line Road to north City limits	45
Chrisman Road to Grant Line Road	40
- Parker Avenue	
Eleventh Street to Grant Line Road	25
- Parkside Drive	
Winter Lane to Corral Hollow Road	25
- Pescadero Avenue	
MacArthur Drive to 2,500' east of MacArthur Drive	35
2,500' east of MacArthur Drive to east City limits	40
- Portola Way	
Holly Drive to Entrada Way	25
- Presidio Place	
Jackson Avenue to Compton Place	25
- Richard Drive	
Lincoln Boulevard to Eaton Avenue	25
- Schulte Road	

Barcelona Dr to Mabel Josephine Dr	40
Corral Hollow Road to Tracy Boulevard	40
Tracy Boulevard to MacArthur Drive	40
Corral Hollow Road to Mabel Josephine Drive	35
East City Limits to Hansen Road	50
Hansen Road to Mountain House Parkway	40
- Sequoia Boulevard	
Alden Glen Drive to Beechnut Street	25
- Sixth Street	
Tracy Boulevard to MacArthur Drive	30
- Starflower Drive	
Corral Hollow Road to Dove Drive/Way	25
- Summer Lane	
Eleventh Street to Brittany Place	25
- Sycamore Parkway	
Tracy Boulevard to Valpico Road	30
Valpico Road to Schulte Road	35
- Tennis Lane	
Corral Hollow Road to Jill Drive	25
Tracy Boulevard to Corral Hollow Road	25
- Tenth Street	
Tracy Boulevard to East Street	25
Civic Center Drive to Mac Arthur Drive	25
- Third Street	
Central Avenue to Mt. Diablo Avenue	25
- Tracy Boulevard	
South City limits to Linne Road	40
Linne Road to Valpico Road	45
Valpico to Schulte Road	45
Schulte Road to Sixth Street	40
Sixth Street to Lowell Avenue	35
Lowell Avenue to Grant Line Road	35

Grant Line Road to Larch Road	35
Larch Road to the north City limits	35
- Valpico Road	
West City limits to Tracy Boulevard	40
Tracy Boulevard to MacArthur Drive	40
MacArthur Drive to Fairoaks Drive	40
Fairoaks Drive to east City limits	45
-Western Pacific Way	
Corral Hollow Road to West City Limits (along RR tracks)	50
- Whispering Wind Drive	
St. Regis Drive to Tracy Boulevard	30
Tracy Boulevard to Middlefield Drive	30

The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except on the basis of an engineering and traffic survey. The provisions of this section shall not apply in respect to the twenty-five (25) mile per hour prima facie speed limit which is applicable when passing a school building or the grounds thereof



## ORDINANCE \_\_\_\_\_

AMENDING SECTION 3.08.580, OF CHAPTER 3.08  
(TRAFFIC REGULATIONS) OF TITLE 3 (PUBLIC SAFETY)  
OF THE TRACY MUNICIPAL CODE

WHEREAS, The use of radar equipment is one of the most effective tools for enforcing speed limits and traffic safety on City streets, and

WHEREAS, Subsection (c) of California Vehicle Code section 40803 provides that evidence of conducting a speed zone survey within the last five years to establish the prima facie speed for a local street or road shall constitute a prima facie case that such local street or road is not a speed trap for the purposes of radar enforcement, and

WHEREAS, City staff completed an Engineering & Traffic survey in February 2019, and

WHEREAS, The survey shows prima facie speed limits for certain new street portions as set forth below, and

NOW THEREFORE, The City Council of the City of Tracy, does ordain as follows:

SECTION 1: Amended Section. Section 3.08.580 of Chapter 3.08 of Title 3 of the Tracy Municipal Code is hereby amended to update the previously established Declared Prima Facie Speed Limit (Miles per Hour) for the below described street portions to read as follows:

<b>Name of Street and Portion Affected</b>	<b>Declared Prima Facie Speed Limit (Miles per Hour)</b>
- <b>Crossroads Drive</b> Eleventh Street to Gaines Lane	25
- <b>Crossroads Drive</b> Greystone Drive to Eleventh Street	30
- <b>Linne Rd</b> West City Limits to East City Limits	50
- <b>MacArthur Drive</b> Valpico Road to Fair Oaks Drive	45
- <b>MacArthur Drive</b> Fair Oaks Drive to South City Limits	40
- <b>Schulte Road</b> Mabel Josephine Drive to Barcelona Drive	40
- <b>Tracy Blvd</b> Sixth Street to Schulte Road	40
- <b>Tracy Blvd</b> Schulte Road to Valpico Road	45

SECTION 2: Amended Section. Section 3.08.580 of Chapter 3.08 of Title 3 of the Tracy Municipal Code is hereby amended to add a Declared Prima Facie Speed Limit (Miles per Hour) for the following described street portions:

<b>Name of Street and Portion Affected</b>	<b>Declared Prima Facie Speed Limit (Miles per Hour)</b>
<b>-Eleventh Street</b> Beginning of Bridge to East City Limits	45
<b>- Corral Hollow Rd</b> Schulte Rd to Eleventh St	45
<b>- Western Pacific Way</b> West City Limits to Corral Hollow Rd	50

SECTION 3: Remaining sections. Except as herein added or changed, the remaining sections of the Tracy Municipal Code, including the Declared Prima Facie Speed Limit (Miles per Hour) for the Portions of Streets not set forth above, shall remain in full force.

SECTION 4: Title, chapter, and section headings. Title, chapter, and section headings contained herein shall not be deemed to govern, limit, modify, or in any manner affect the scope, meaning or intent of the provisions of any title, chapter, or section hereof.

SECTION 5: Constitutionality. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this Ordinance.

SECTION 6: Effective date. This Ordinance shall take effect thirty (30) days after its final passage and adoption.

SECTION 7: Publication. This Ordinance shall either (1) be published once in a newspaper of general circulation, within 15 days after its final adoption, or (2) be published in summary form and posted in the City Clerk's office at least five days before the Ordinance is adopted and within 15 days after adoption, with the names of the Council Members voting for and against the Ordinance. (Gov't. Code §36933.).

\* \* \* \* \*

Ordinance \_\_\_\_\_  
Page 3

The foregoing Ordinance \_\_\_\_\_ was introduced at a regular meeting of the Tracy City Council on the \_\_\_\_\_ day of May 2019, and finally adopted on the \_\_\_\_\_ day of \_\_\_\_\_, 2019, by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

City of Tracy

# **Engineering & Traffic Survey Report December 2018**



**Engineering Division  
Development Services Department**

# Index

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**December**  
**2018**

**Engineering & Traffic Survey Report**

**I. INTRODUCTION**

This report presents the results of Traffic and Engineering Surveys conducted in the year 2018 by and for the City of Tracy. The surveys were conducted to establish safe and reasonable speed limits. The findings of this report will enable the City to justify radar enforcement of speed limits in these roadways, as indicated in Section 40802 of the California Vehicle Code. Segments of the following City streets were investigated:

- Central Avenue - Sycamore Parkway to Tracy Boulevard
- Corral Hollow Road - Schulte Road to Parkside Drive
- Corral Hollow Road - Eleventh Street to Schulte Road
- Crossroads Drive - Greystone drive to Eleventh Street
- Crossroads Drive - Eleventh Street to Gaines Lane
- Cypress Drive - Hickory Avenue to Corral Hollow Road
- Eleventh Street - East Street to beginning of the Bridge
- Eleventh Street – Beginning of Bridge to East City Limits
- Eleventh Street - Lammers Road to Corral Hollow Road
- Eleventh Street - Corral Hollow Road to Lincoln Boulevard
- Eleventh Street - Lincoln Boulevard to Tracy Boulevard
- Eleventh Street - West City Limits to Lammers Road
- Fabian Road - Lammers Road to Maime Anderson Lane
- Kavanagh Lane - Lincoln Boulevard to Tracy Boulevard
- Kavanagh Lane - Corral Hollow Road to Lincoln Boulevard
- Lammers Road - Eleventh Street to South City Limits
- Lauriana Lane - Schulte Road to Cypress Drive
- Linne Road - West City Limits to East City Limits
- MacArthur Drive - Grant Line Road to Eleventh Street
- MacArthur Drive - North City Limits to I-205
- MacArthur Drive - Schulte Road to Valpico Road
- MacArthur Drive - I-205 to Grant Line Road
- MacArthur Drive - Valpico Road to Fair Oaks Drive
- MacArthur Drive - Fair Oaks Drive to South City Limits
- Mt Diablo Avenue - Central Avenue to MacArthur Drive
- Mt Diablo Avenue - Tracy Boulevard to Central Avenue
- Naglee Road - North City Limits to Grant Line Road
- Orchard Parkway - Grant Line Road to Lowell Avenue

- Schulte Road - Mabel Josephine Drive to Barcelona Drive
- Schulte Road - Corral Hollow Road to Tracy Boulevard
- Starflower Drive - Corral Hollow Road to Dove Street
- Sycamore Parkway - Valpico Road to Schulte Road
- Sycamore Parkway - Tracy Boulevard to Valpico Road
- Tennis Lane - Corral Hollow Road to Jill Drive
- Tracy Boulevard - Sixth Street to Schulte Road
- Tracy Boulevard - Schulte Road to Valpico Road
- Western Pacific Way - Corral Hollow Road to West City Limits
- Whispering Wind Drive - Tracy Boulevard to Middlefield Drive
- Whispering Wind Drive - Regis Drive to Tracy Boulevard

## II. STUDY PROCEDURES

Section 22352, from the California Vehicle Code requires a 25 mph prima facie speed limit on streets in residential or business district, 15 mph at railroad grade crossings, highway intersections with sight restrictions and in any alley. However, upon the basis of an Engineering and Traffic survey, a local authority may declare speed limits of 30, 35, 40, 45, 50, 55, 60, or a maximum of 65 mph in order to facilitate the orderly movement of traffic. Section 22356 currently sets the maximum speed limit at 65 mph. Also, except as provided in Section 22356, Section 22349 (b) Notwithstanding any other provisions of law, no person may drive a vehicle upon a two lane, undivided highway at a speed greater than 55 miles per hour unless that highway, or portion thereof, has been posted for higher speed by local agency on the bases of an engineering and traffic survey. Prima facie speed limits can be posted without the need for engineering and traffic surveys. The required elements in such Engineering and Traffic Survey are outlined in Section 627 of the Code. This report adopts the aforementioned guidelines in formulating the recommendations in this report.

The principle elements in this study of the selected streets are highlighted below:

### **Radar Check**

Each street was divided into segments to account for its differing roadway characteristics. Variations in roadway segments include street width, and other significant geometric factors and constraints. One speed check was made in each section from an inconspicuously parked, unmarked vehicle. Every effort was made to insure that the presence of the vehicle does not affect the driving behavior of other motorists. A minimum of 100 samples or more were taken for each section of major Roadway. All field data was coded onto forms for subsequent computer analysis.

### **Data Analysis**

For each survey section, computer analysis and calculations were performed on the field data to obtain several key parameters. The computer analysis printouts are included in the appendix of this report. A list of these parameters and a brief discussion of each follow:

**50<sup>th</sup> Percentile Speed.** The 50<sup>th</sup> percentile speed is the speed above and below which 50 percent of the sample speeds lie. This is also known as the median or middle speed.

**85<sup>th</sup> Percentile Speed.** The 85<sup>th</sup> percentile speed, or the critical speed, is the speed at or below which 85 percent of the observed vehicles are traveling. Traffic engineers generally consider that at least 85 percent of all motorists will drive at speeds that are reasonable and prudent for the prevailing conditions, without the benefit of posted speed limits, signs, or enforcement. Therefore, the



85<sup>th</sup> percentile speed is a good preliminary indicator of the appropriate speed limit that can be imposed, after taking into consideration all other secondary factors such as historical collision occurrence, traffic volumes, road features, and other special constraints.

**Pace Speed.** The pace speed is the ten-mile-per-hour increment that contains the greatest number of observed vehicles. In general, the 85<sup>th</sup> percentile speed and the recommended speed limit should lie within the upper range of the pace. This parameter is also a good indicator of a reasonable and appropriate speed limit.

**Range of Speeds.** The range of speeds is simply the speeds of the fastest and slowest vehicles observed. A large range of speeds, say in excess of 30 mph, indicates unfavorable road conditions that lead to inconsistent traffic stream and great likelihood of traffic collisions.

**Average speed.** The average speed is a simple arithmetic mean of all speeds observed in a single sample.

## **Collision Review**

At this point, a good initial estimate of the appropriate speed limit for each of the street sections has been determined. However, as a first check, it is necessary to validate these estimates by carefully reviewing the historical collision occurrences within the last two years. The location and severity of collision occurrences, of well as their frequency are considered before a final speed limit is recommended for each road section. The intersection related collisions were not included for speed zone study.

## **Field Check**

After performing the radar checks, data analyses, and collision review, a final field check was made. In performing a field check, the driver needs to be fully aware of the aforementioned parameters and particularly cognizant of the 85<sup>th</sup> percentile speeds and the pace speed. The driver evaluates the appropriateness of these values and notes the significance of other factors such as roadside development, driveways, parked vehicles, emergency shoulder areas, schools and playgrounds, pedestrians, roadway alignment, control, and numerous other intangible factors. These elements are given serious consideration in the determination of a reasonable and safe speed limit.

Reasonable limits are speeds at which motorists would drive without the affects of enforcement of signs. However, it is known that motorists tend to drive faster in residential districts away from their homes that the local residents would prefer.

People are more concerned about traffic speeds in their neighborhood than elsewhere. This is not a tendency to willfully break the law, but rather a reflection of human

behavior. Consequently, unlike multi-lane arterial roadways, where the 85<sup>th</sup> percentile speed closely approximates the posted speed limit, the 85<sup>th</sup> percentile speed on local residential streets may be much higher than the legal limit. In fact, it is not uncommon that the majority of the motorists, ever as high as 80 to 90 percent of those observed, travels in excess of the 25 mph prima facie residential speed limit. This fact does not imply that the 25 mph limit is inappropriate; it simply implies that the majority of the motorists are driving imprudently.

Frequent changes of the speed limit over a stretch of roadway need to be avoided in establishing speed limits. Varying the limits over a relatively short length of roadway may also be inappropriate. Speed limits that change every few blocks may accurately reflect prevailing driving conditions on the street, but they do not give the motorist the opportunity to become aware of the lawful limit.

For the reasons mentioned above, the recommendations in this report are made to produce consistency in the speed limits, and are not intended to encourage unsafe speeds.

### **III. TRAFFIC AND ENGINEERING STUDIES**

The following sections present the findings of the Engineering and Traffic surveys. Each of the roadway segments into which a street is divided is discussed separately, and recommendation on the speed limit is provided at the end of each sub-section. The 85<sup>th</sup> percentile speed and the recommended speed limits for the surveyed roadways are included.

#### **IV. ENGINEERING & TRAFFIC SURVEY RECOMMENDATIONS**

- **Central Avenue**

*Tracy Blvd. to Sycamore Parkway*

This segment of the Central Avenue is a two-lane major residential collector street. The segment is approximately 0.27 mile in length and 56' feet in width. There is a median island. There is a Class II bike lane. There is school frontage near the West end of the intersection. On street parking is not permitted. The previously established speed limit in this section is 35 mph.

There were 4 reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	27 mph. - 36 mph.
85 <sup>th</sup> percentile speed	38 mph.
50 <sup>th</sup> percentile speed	32 mph.

The 85<sup>th</sup> percentile speed indicates a 38 mph speed limit. There is a bike lane, intermediate intersections and school frontage in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 35 mph.

The recommended speed limit for this section therefore is 35 mph.

- **Corral Hollow Road**

Parkside Drive to Schulte Road

This segment of the Corral Hollow Road is a four lane major arterial. The segment is approximately 0.48 mile in length and 104' to 118' feet in width. There is a median island. There is a Class II bike lane. On street parking is not permitted. The posted speed limit is 40 mph.

There were two reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	36 mph - 45 mph.
85 <sup>th</sup> percentile speed	46 mph.
50 <sup>th</sup> percentile speed	42 mph

The 85<sup>th</sup> percentile speed indicates a 46 mph speed limit. There is a bike lane and intermediate intersections in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 40 mph.

The recommended speed limit for this section therefore is 40 mph.

Schulte Road to Eleventh Street

This segment of the Corral Hollow Road is a four lane major arterial. The segment is approximately 0.74 mile in length and 120' feet in width. There is a median island. There is a Class II bike lane. On street parking is not permitted. The posted speed limit is 40 mph.

There were twenty-one reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	40 mph – 49 mph.
85 <sup>th</sup> percentile speed	49 mph.
50 <sup>th</sup> percentile speed	44 mph

The 85<sup>th</sup> percentile speed indicates a 49 mph speed limit. There is a bike lane and intermediate intersections in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 45 mph

The recommended speed limit for this section therefore is 45 mph.

- **Crossroads Drive**

Eleventh Street to Gaines Lane

This segment of the Crossroads Drive is a two lane residential collector street. The segment is approximately 0.31 mile in length and 40 to 55 feet in width. There is a Class II bike lane. There is a City Park and Residential homes which fronts Crossroads Drive. There is a future school planned on this segment frontage. On street parking is permitted. The posted speed limit is 30 mph.

There were six reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	26 mph - 35 mph.
85 <sup>th</sup> percentile speed	32 mph.
50 <sup>th</sup> percentile speed	30 mph

The 85<sup>th</sup> percentile speed indicates a 32 mph speed limit. There is a bike lane, residential driveways, intermediate intersections and City Park in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 25 mph

The recommended speed limit for this section therefore is 25 mph.

Eleventh Street to Greystone Drive

This segment of the Crossroads Drive is a four lane collector street. The segment is approximately 0.31 mile in length and width varies from 78 feet to 90 feet. There is a Class II bike lane. There is Tracy Sports Complex and residential subdivisions along Crossroads Drive. The posted speed limit is 35 mph.

There were four reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	29 mph - 38 mph.
85 <sup>th</sup> percentile speed	37 mph.
50 <sup>th</sup> percentile speed	33 mph

The 85<sup>th</sup> percentile speed indicates a 37 mph speed limit. There is a bike lane, intermediate intersections and City Park in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 30 mph.

The recommended speed limit for this section therefore is 30 mph.

- **Cypress Drive**

Corral Hollow Road to Hickory Ave.

This segment of the Cypress Drive is a major residential collector street. The segment is approximately .57 miles in length and 42 feet in width. On street parking is permitted in portion of this segment. There is school frontage in this segment. The posted speed limit is 30 mph.

There were four reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	25 mph - 34 mph.
85 <sup>th</sup> percentile speed	33 mph.
50 <sup>th</sup> percentile speed	30 mph

The 85<sup>th</sup> percentile speed indicates a 33 mph speed limit. There is school frontage, City Park, and intermediate intersections in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 30 mph.

The recommended speed limit for this section therefore is 30 mph.

- **Eleventh Street**

West City limits to Lammers Road

This segment of the Eleventh Street is a four lane major arterial street. This segment is also a freeway entrance and exit. The segment is approximately .63 miles in length. There is no parking, no bike lane. The posted speed limit is 55 mph.

There were seven reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	58 mph – 67 mph.
85 <sup>th</sup> percentile speed	71 mph.
50 <sup>th</sup> percentile speed	65 mph

The 85<sup>th</sup> percentile speed indicates a 71 mph speed limit. This section of Eleventh Street connects the freeway off ramp to another segment with proposed speed limits of 45 mph. Downgrading the 85<sup>th</sup> percentile speed by only 5 mph will result in a sudden reduced 20 mph transition into the City Urban area which is not recommended. To provide adequate transitions within these connected segments the downgrading of 85<sup>th</sup> percentile speed significantly is necessary. Therefore it is recommended that the posted speed limit remain at 55 mph

The recommended speed limit for this section is 55 mph.

Lammers Road to Corral Hollow Road

This segment of the Eleventh Street is a four lane major arterial street and is a major entrance to the City. The segment is approximately 1.29 miles in length and 130 – 147 feet in width. There is a median island. There is a Class III bike lane. There is no parking permitted. The posted speed limit is 45 mph.

There were four reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	42 mph - 51 mph.
85 <sup>th</sup> percentile speed	51 mph.
50 <sup>th</sup> percentile speed	48 mph

The 85<sup>th</sup> percentile speed indicates a 51 mph speed limit. There is a Class III Bike Path, park frontage, and intermediate intersections in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 45 mph.

The recommended speed limit for this section therefore is 45 mph.

Corral Hollow Road to Lincoln Blvd.

This segment of the Eleventh Street is a four lane major arterial street. The segment is approximately .63 miles in length. The width from Corral Hollow Rd. to Alden Glen is 97 feet from Alden Glen to Lincoln 60 feet. There is a median island. There is a Class II bike lane. The posted speed limit is 35 mph.

There were twenty six reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	30 mph – 39 mph.
85 <sup>th</sup> percentile speed	40 mph.
50 <sup>th</sup> percentile speed	34 mph

The 85<sup>th</sup> percentile speed indicates a 40 mph speed limit. There is Class II Bike lane, fire station and intermediate intersections in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 35 mph

The recommended speed limit for this section therefore is 35 mph.

Lincoln Blvd. to Tracy Blvd.

This segment of the Eleventh Street is a four lane major arterial street. The segment is approximately .29 miles in length and 60 feet in width. There is no bike lane and no parking. The posted speed limit is 30 mph

There were eleven reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	29 mph – 38 mph.
85 <sup>th</sup> percentile speed	37 mph.
50 <sup>th</sup> percentile speed	33 mph

The 85<sup>th</sup> percentile speed indicates a 37 mph speed limit. There are intermediate intersection and commercial driveways in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 30 mph

The recommended speed limit for this section therefore is 30 mph.

East Street to Beginning of Bridge

This segment of the Eleventh Street is a four lane major arterial street. The segment is approximately .42 miles in length and in 60 feet width. There is no



bike lane and no parking. There is school frontage on the North side of this segment. The posted speed limit is 35 mph

There were two reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	28 mph – 37 mph.
85 <sup>th</sup> percentile speed	41 mph.
50 <sup>th</sup> percentile speed	35 mph

The 85<sup>th</sup> percentile speed indicates a 41 mph speed limit. There is school frontage, commercial driveways, residential driveways and intermediate intersections in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 35 mph.

The recommended speed limit for this section therefore is 35 mph.

*Beginning of Bridge to East City Limits*

This segment of the 11<sup>th</sup> Street is a four lane arterial street. The bridge was recently completed. The segment is approximately 0.33 mile in length and 68 feet in width. There is a class II bike lane and a sidewalk along this segment. On street parking is not permitted. The current posted speed limit is 35 mph.

10 mph pace speed	40 mph - 49 mph.
85 <sup>th</sup> percentile speed	51 mph.
50 <sup>th</sup> percentile speed	46 mph.

The 85<sup>th</sup> percentile speed indicates a 51 mph speed limit. There are intersections on both sides of this segment that justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 45 mph.

The recommended speed limit for this section is 45 mph.

- **Fabian Road**

Lammers Road to Mamie Anderson Lane

This segment of the Fabian Road is a two lane residential collector street. The segment is approximately 0.61 mile in length and 18 feet in width. On street parking is not permitted. There is some residential frontage. The posted speed limit is 35 mph

There was one reported collision on this roadway from January 2017 to December 2018.

10 mph pace speed	29 mph - 38 mph.
85 <sup>th</sup> percentile speed	38 mph.
50 <sup>th</sup> percentile speed	31 mph

The 85<sup>th</sup> percentile speed indicates a 38 mph speed limit. There is residential frontage and intermediate intersections in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 35 mph

The recommended speed limit for this section therefore is 35 mph.

- **Kavanagh Avenue**

Corral Hollow Road to Lincoln Blvd.

This segment of Kavanagh Avenue is a two lane residential collector. The segment is approximately .57 miles in length and 40 feet in width. There is Class II bike lane in this segment. Street segment has and driveway openings in this section. There is school and park frontage on the Southside in this segment. On street parking is permitted. The posted speed limit is 25 mph.

There were no reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	24 mph - 33 mph.
85 <sup>th</sup> percentile speed	32 mph.
50 <sup>th</sup> percentile speed	28 mph

The 85<sup>th</sup> percentile speed indicates a 32 mph speed limit. There is a school frontage, bike lane and residential frontage in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 25 mph

The recommended speed limit for this section therefore is 25 mph.

Lincoln Blvd. to Tracy Blvd.

This segment of Kavanagh Avenue is a two lane residential collector. The segment is approximately .45 mile in length and 40 feet in width. There are driveway openings in this section. On street parking is permitted. The posted speed limit is 25 mph.

There were no reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	23 mph - 32 mph.
85 <sup>th</sup> percentile speed	30 mph.
50 <sup>th</sup> percentile speed	27 mph

The 85<sup>th</sup> percentile speed indicates a 30 mph speed limit. There is a class III bike route and residential frontage in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 25 mph

The recommended speed limit for this section therefore is 25 mph.

- **Lammers Road**

*Eleventh St to South City Limits*

This segment of Lammers Road is a six lane major arterial facility within the City. The street narrows to a two lane facility in the un-incorporated San Joaquin County. The segment is approximately .38 mile in length and 144 feet at its widest point. On street parking is not permitted. The posted speed limit is 45 mph.

There were eight reported collisions on this roadway from January 2017 to December 2018. .

10 mph pace speed	45 mph - 54 mph.
85 <sup>th</sup> percentile speed	51 mph.
50 <sup>th</sup> percentile speed	47 mph

The 85<sup>th</sup> percentile speed indicates a 51 mph speed limit. There is school frontage, bike path and lane transitions in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 45 mph

The recommended speed limit for this section therefore is 45 mph.

- **Lauriana Lane**

Schulte Rd to Cypress Dr

This segment of Lauriana Lane is a two lane major residential collector street. The segment is approximately 0.35 mile in length and 46' feet in width. There is a median island. There is a Class II bike lane. There is school frontage on the east side. On street parking is not permitted. The posted speed limit is 30 mph.

There was one reported collision on this roadway from January 2017 to December 2018.

10 mph pace speed	28 mph. - 37 mph.
85 <sup>th</sup> percentile speed	36 mph.
50 <sup>th</sup> percentile speed	33 mph.

The 85<sup>th</sup> percentile speed indicates a 36 mph speed limit. There is a bike lane and school route in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 30 mph

The recommended speed limit for this section therefore is 30 mph.

- **Linne Road**

West City limits to East City limits

This segment of the Linne Road is a two lane arterial. The segment is approximately 1.75 miles in length and 24 feet in width. On street parking is not permitted. The posted speed limit is 45 mph.

There were six reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	43 mph - 52 mph.
85 <sup>th</sup> percentile speed	53 mph.
50 <sup>th</sup> percentile speed	49 mph

The 85<sup>th</sup> percentile speed indicates a 53 mph speed limit. There are commercial driveways, truck route and no shoulder present in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 50 mph

The recommended speed limit for this section therefore is 50 mph.

- **MacArthur Drive**

North City limits to I-205

This segment of the MacArthur Drive is a two lane arterial roadway. The segment is approximately .34 miles in length and 30' feet in width. On street parking is not permitted. The posted speed limit is 40 mph.

There were no reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	36 mph - 45 mph.
85 <sup>th</sup> percentile speed	45 mph.
50 <sup>th</sup> percentile speed	41 mph

The 85<sup>th</sup> percentile speed indicates a 45 mph speed limit. The posted speed limit contiguous to this segment in the un-incorporated San Joaquin County north of this segment is 40mph. The posted speed limit contiguous to this segment to the south of this segment is 40mph. Therefore to provide consistency it is recommended that the posted speed limit remain at 40 mph

The recommended speed limit for this section therefore is 40 mph.

I-205 to Grant Line Road

This segment of the MacArthur Drive is a four lane major arterial. The segment is approximately .68 miles in length and 94 feet in width. On street parking is not permitted. There is a Class II bike lane. There are Commercial Driveways on the Eastside of the street. The posted speed limit is 40 mph.

There were no reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	36 mph - 45 mph.
85 <sup>th</sup> percentile speed	44 mph.
50 <sup>th</sup> percentile speed	40 mph

The 85<sup>th</sup> percentile speed indicates a 44 mph speed limit. There is a bike lane, truck route, lane transitions, and industrial driveways in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 40 mph

The recommended speed limit for this section therefore is 40 mph.

Grant Line Road to Eleventh St.

This segment of the Macarthur Drive is a four lane major arterial. The segment is approximately 1.49 miles in length and 80 feet in width. There is a Class I Bike path and Class II bike lane present in this segment. On street parking is not permitted. The posted speed limit is 40 mph.

There were no reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	36 mph - 45 mph.
85 <sup>th</sup> percentile speed	45 mph.
50 <sup>th</sup> percentile speed	41 mph

The 85<sup>th</sup> percentile speed indicates a 45 mph speed limit. There is a bike lane, road curve, truck route, and industrial driveway in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 40 mph

The recommended speed limit for this section therefore is 40 mph.

Schulte Road & Valpico Road

This segment of the MacArthur Drive is a two lane major arterial. The segment is approximately 1.0 mile in length and 116' South of Yosemite drive to 381' feet North of East lake Drive the roadway is 24 feet. The remaining roadway is 80'. On street parking is not permitted. The posted speed limit is 40 mph

There were no reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	36 mph - 45 mph.
85 <sup>th</sup> percentile speed	45 mph.
50 <sup>th</sup> percentile speed	41 mph

The 85<sup>th</sup> percentile speed indicates a 45 mph speed limit. There is bike lane, intermediate intersections, and low or no shoulder in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 40 mph.

The recommended speed limit for this section therefore is 40 mph.



Valpico Road to Fair Oaks Drive

This segment of the MacArthur Drive is a two-lane arterial street. The segment is approximately .57 miles in length. The segment width varies from 44 feet to 24 feet. There are residential driveway openings in this section on both sides. On street parking is not permitted. The posted speed limit is 40 mph.

There were no reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	40 mph - 49 mph.
85 <sup>th</sup> percentile speed	48 mph.
50 <sup>th</sup> percentile speed	44 mph

The 85<sup>th</sup> percentile speed indicates a 48 mph speed limit. There is residential frontage, bike lane, and intermediate intersections in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 45 mph

The recommended speed limit for this section therefore is 45 mph.

Fair Oaks Drive to South City limits

This segment of the MacArthur Drive is a two-lane arterial street. The segment is approximately .44 miles in length. The segment width varies from 44 feet to 24 feet

. There are residential driveway openings in this section on both sides. On street parking is not permitted. The posted speed limit is 35 mph

There were no reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	32 mph - 41 mph.
85 <sup>th</sup> percentile speed	43 mph.
50 <sup>th</sup> percentile speed	37 mph

The 85<sup>th</sup> percentile speed indicates a 43 mph speed limit. There is residential frontage and intermediate intersections in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 40 mph

The recommended speed limit for this section therefore is 40 mph.

- **Mount Diablo Avenue**

Tracy Blvd to Central Avenue

This segment of the Mt. Diablo Drive is a two lane residential collector street. The segment is approximately .50 miles in length. The segment width varies from 44 feet to 56 feet. There are residential driveway openings in this section on both sides. There is school frontage on the south side of this segment. On street parking is permitted. The posted speed limit is 25 mph

There were no reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	24 mph - 33 mph.
85 <sup>th</sup> percentile speed	32 mph.
50 <sup>th</sup> percentile speed	28 mph

The 85<sup>th</sup> percentile speed indicates a 32 mph speed limit. There is school frontage, residential frontage and intermediate intersections in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 25 mph

The recommended speed limit for this section therefore is 25 mph.

Central Avenue to MacArthur Drive

This segment of the Mt. Diablo Drive is a two-lane residential collector street. The segment is approximately .50 miles in length. The width varies from 44 feet to 56 feet in this segment. There are residential driveway openings in this section on both sides. On street parking is permitted. The posted speed limit is 25 mph

There were two reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	23 mph - 32 mph.
85 <sup>th</sup> percentile speed	31 mph.
50 <sup>th</sup> percentile speed	27 mph

The 85<sup>th</sup> percentile speed indicates a 31 mph speed limit. There is school frontage, residential frontage and intermediate intersections in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 25 mph

The recommended speed limit for this section therefore is 25 mph.

- **Naglee Road**

Grant Line Road to North City limits

This segment of the Naglee Road is a four lane minor arterial street. The segment is approximately 0.75 mile in length and 102 feet in width with a raised median island. There is a class I Bike lane. On street parking is prohibited. The posted speed limit is 35 mph.

There were eighteen reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	30 mph - 39 mph.
85 <sup>th</sup> percentile speed	38 mph.
50 <sup>th</sup> percentile speed	35 mph

The 85<sup>th</sup> percentile speed indicates a 38 mph speed limit. There is a bike path, lane transitions, commercial driveways and intermediate intersections in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 35 mph

The recommended speed limit for this section therefore is 35 mph.

- **Orchard Parkway**

Grant Line Road to Lowell Avenue

This segment of the Orchard Parkway is a two lane residential collector. The segment is approximately .50 mile in length and 56 feet in width. On street parking is prohibited. The posted speed limit is 35 mph.

There were two reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	33 mph - 42 mph.
85 <sup>th</sup> percentile speed	41 mph.
50 <sup>th</sup> percentile speed	36 mph

The 85<sup>th</sup> percentile speed indicates a 41 mph speed limit. There is a bike lane, road curve and intermediate intersections in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 35 mph

The recommended speed limit for this section therefore is 35 mph.

- **Schulte Road**

Corral Hollow Road to Tracy Blvd.

This segment of Schulte Road is a four lane arterial. The segment is approx. 1.44 mile in length and 83' feet in width. There are residential developments in this section. On street parking is not permitted and there is a class II bike lane in this segment. The posted speed limit is 40 mph.

There were twelve reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	36 mph. - 45 mph.
85 <sup>th</sup> percentile speed	45 mph.
50 <sup>th</sup> percentile speed	41 mph.

The 85<sup>th</sup> percentile speed indicates a 45 mph speed limit. There is a bike lane, road curve, intermediate intersections and school route in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 40 mph

The recommended speed limit therefore is 40 mph.

Barcelona Drive to Mabel Josephine Drive

This segment of Schulte Road is a four lane arterial. The segment is approx. 0.50 mile in length and 56' feet in width with a median island. There are residential developments in this section. On street parking is not permitted and there is a class II bike lane in this segment. The posted speed limit is 35 mph.

There were no reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	35 mph. - 44 mph.
85 <sup>th</sup> percentile speed	45 mph.
50 <sup>th</sup> percentile speed	40 mph.

The 85<sup>th</sup> percentile speed indicates a 45 mph speed limit. There is a bike lane and road termination which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph.

Therefore it is recommended that the posted speed limit remain at 40 mph.

The recommended speed limit therefore is 40 mph.

- **Starflower Drive**

Corral Hollow Road and Dove Street

This segment of the Starflower Drive is a two lane collector street. The segment is approximately 0.35 mile in length and 48 feet in width. There is a class II bike lane in this segment. There are residential driveway openings in this section. On street parking is not permitted. The posted speed limit is 25 mph.

There was one reported collision on this roadway from January 2017 to December 2018.

10 mph pace speed    23 mph - 32 mph.  
85th percentile speed    31 mph.  
50th percentile speed    27 mph.

The 85th percentile speed indicates a 31 mph speed limit. There are residential driveways on both sides of this segment in addition to on-street parking that justifies the downgrading of 85th percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 25 mph.

The recommended speed limit for this section is 25 mph.

- **Sycamore Parkway**

Schulte Road to Valpico Road

This segment of Sycamore Parkway is a two lane minor arterial. The segment is approx. 1.04 mile in length and 64 feet wide. On street parking is not permitted. There is a Class I Bike lane. There is school frontage on the West side. The posted speed limit is 35 mph.

There were six reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	35 mph. - 44 mph.
85 <sup>th</sup> percentile speed	44 mph.
50 <sup>th</sup> percentile speed	40 mph.

The 85<sup>th</sup> percentile speed indicates a 44 mph speed limit. There is a bike path, road curves, school frontage and intermediate intersections in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 35 mph.

The recommended speed limit for this section is 35 mph.

Valpico Road to Tracy Blvd.

This segment of Sycamore Parkway is four lane minor arterial in the major portion of the segment. The segment then narrow downs to two-lane major collector before Tracy Blvd. The segment is approx.69 mile in length and 64' feet wide. On street parking is not permitted. There is a city park and school on the east side of this segment. The posted speed limit is 30 mph.

There were two reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	28 mph. - 37 mph.
85 <sup>th</sup> percentile speed	36 mph.
50 <sup>th</sup> percentile speed	33 mph.

The 85<sup>th</sup> percentile speed indicates a 36 mph speed limit. There is a bike path, road curves, school frontage and intermediate intersections in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 30 mph

The recommended speed limit for this section is 30 mph

- **Tennis Lane**

Corral Hollow Road to Jill Drive

This segment of Tennis Lane is a two-lane residential collector street. The segment is approximately .50 miles in length. The width varies from 44 feet to 56 feet in this segment. There are residential driveway openings in this section on both sides. On street parking is permitted. The posted speed limit is 25 mph.

There were no reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	23 mph - 32 mph.
85 <sup>th</sup> percentile speed	30 mph.
50 <sup>th</sup> percentile speed	27 mph

The 85<sup>th</sup> percentile speed indicates a 30 mph speed limit. There is residential frontage and intermediate intersections in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 25 mph

The recommended speed limit for this section therefore is 25 mph.



- **Tracy Boulevard**

Sixth Street to Schulte Road

This segment of Tracy Boulevard is a four lane arterial. The segment is approx .85 mile in length and 82 feet in width. There are residential subdivisions, on street parking is not permitted. There is a class II bike lane. The posted limit is 35 mph.

There were five reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	38 mph – 47 mph.
85 <sup>th</sup> percentile speed	46 mph.
50 <sup>th</sup> percentile speed	41 mph

The 85<sup>th</sup> percentile speed indicates a 46 mph speed limit. There is a bike lane, road curve and intermediate intersections in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 40 mph

The recommended speed limit therefore is 40 mph.

Schulte Road & Valpico Road

This segment of Tracy Boulevard is a four lane arterial. The segment is approx. 1.01 mile in length and 82 feet in width. There are commercial developments developed on the West side. There are residential subdivisions on both sides. On street parking is not permitted. There is a class II bike lane. The posted limit is 40 mph.

There were seventeen reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	39 mph - 48 mph.
85 <sup>th</sup> percentile speed	50 mph.
50 <sup>th</sup> percentile speed	44 mph

The 85<sup>th</sup> percentile speed indicates a 50 mph speed limit. There is a bike lane and intermediate intersections in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 45 mph

The recommended speed limit therefore is 45 mph.

- **Western Pacific Way**

West City limits to Corral Hollow Road

This segment is along railroad tracks and is a two lane rural collector road. The segment is approximately 1.77 mile in length and 20 feet in width. There is no bike lane, and the road parallels the railroad track. On street parking is not permitted. The posted speed limit is 45 mph.

There were two reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	48 mph - 57 mph.
85 <sup>th</sup> percentile speed	57 mph.
50 <sup>th</sup> percentile speed	51 mph

The 85<sup>th</sup> percentile speed indicates a 57 mph speed limit. There are residential driveways and no shoulder present in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 50 mph

The recommended speed limit for this section therefore is 50 mph.

- **Whispering Wind Drive**

Tracy Blvd. to Middlefield Drive

This segment of the Whispering Wind Drive is a residential collector. The segment is approx. 0.68 mile in length and 52 feet in width. There is a residential neighborhood on both sides and a future school on the north side of the segment. On street parking is permitted in this segment. The posted speed limit is 30 mph

There were no reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	32 mph. - 41 mph.
85 <sup>th</sup> percentile speed	40 mph.
50 <sup>th</sup> percentile speed	37 mph.

The 85<sup>th</sup> percentile speed indicates a 40 mph speed limit. There is residential frontage, school frontage and intermediate intersections in this segment which justifies not increasing the speed limit. Therefore it is recommended that the posted speed limit remain at 30 mph

The recommended speed limit therefore is 30 mph.

Tracy Blvd. to Regis Drive

This segment of the Whispering Wind Drive is an Industrial collector. The segment is approx. 52' feet in width. There is an industrial complex to the South. There is City park frontage at the east end of this segment. On street parking is not permitted. The posted speed limit is 30 mph

There were no reported collisions on this roadway from January 2017 to December 2018.

10 mph pace speed	26 mph. - 35 mph.
85 <sup>th</sup> percentile speed	35 mph.
50 <sup>th</sup> percentile speed	30 mph.

The 85<sup>th</sup> percentile speed indicates a 35 mph speed limit. There is city park frontage, bike lane and road termination in this segment which justifies the downgrading of 85<sup>th</sup> percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remain at 30 mph

The recommended speed limit therefore is 30 mph.

## **V. SPEED SURVEY DATA SHEETS**

## VEHICLE SPEED SURVEY REPORT

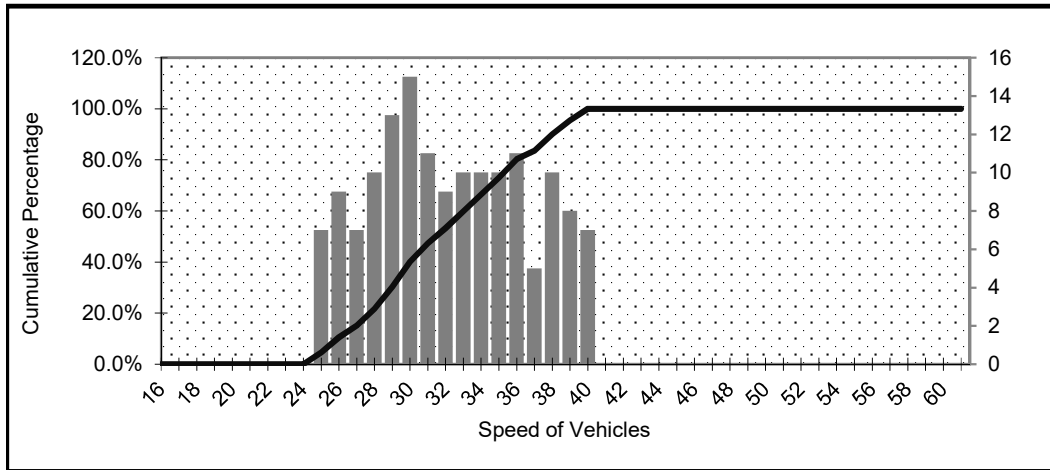
Location:	Central Avenue Between Tracy Blvd and Sycamore Pkwy		
Date:	1/17/2019	Recorder:	GJ
Begin Time:	2:00 PM	Direction:	East West
End Time:	3:30 PM	Land use:	Residential
Day:	Thursday	Type:	Minor Arterial
Weather:	Sunny and Clear	Posted Limit:	35 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	7
26	9
27	7
28	10
29	13
30	15
31	11
32	9
33	10
34	10
35	10
36	11
37	5
38	10
39	8
40	7
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>152</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	152		50th Percentile (mph)	32
Speed Range (mph)	25	40	85th Percentile (mph)	38
10 Mph Pace (mph)	27	36	Average Speed (mph)	32.28

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 4 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two- Lane Collector Roadway
Volume (if known)	
Parking Considerations	No Parking Allowed, Class II Bike Lane
Other Considerations	

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 38 MPH                  Presence of intersections in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 35 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

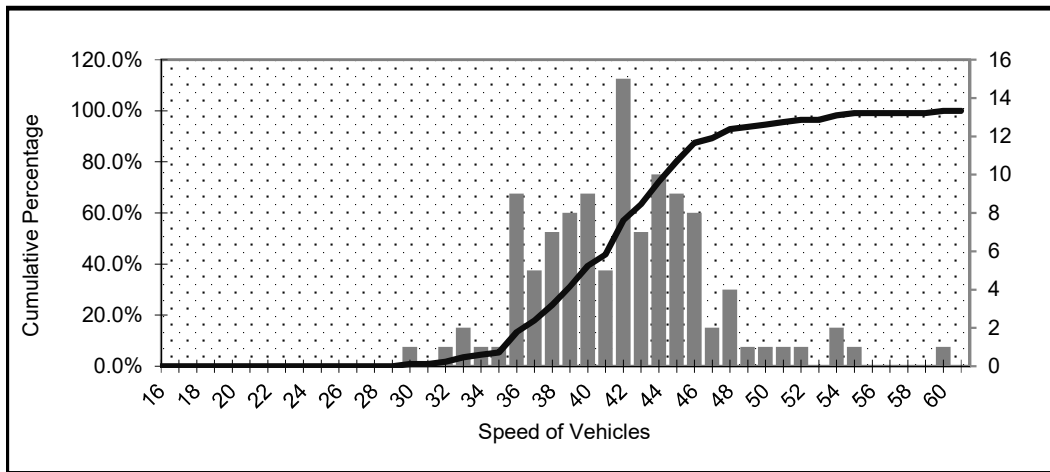
Location:	Corral Hollow Rd Between Parkside Dr and Schulte Rd		
Date:	10/16/2018	Recorder:	GJ
Begin Time:	2:30 PM	Direction:	North South
End Time:	3:15 PM	Land use:	Residential
Day:	Tuesday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	40 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	1
31	0
32	1
33	2
34	1
35	1
36	9
37	5
38	7
39	8
40	9
41	5
42	15
43	7
44	10
45	9
46	8
47	2
48	4
49	1
50	1
51	1
52	1
53	0
54	2
55	1
56	0
57	0
58	0
59	0
60	1
61	0
<b>Total</b>	<b>112</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	112		50th Percentile (mph)	42
Speed Range (mph)	30	60	85th Percentile (mph)	46
10 Mph Pace (mph)	36	45	Average Speed (mph)	42.00

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 2 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Four Lane Major Arterial
Volume (if known)	
Parking Considerations	No Parking Allowed
Other Considerations	Class II Bike Lane

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 46 MPH                  Presence of intersections in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 40 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

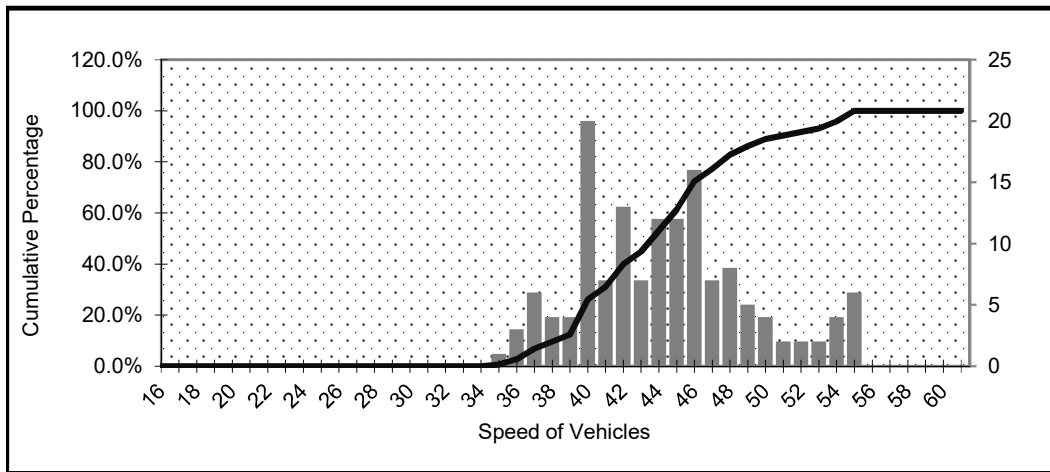
Location:	Corral Hollow Rd Between Schulte Rd and Eleventh Street		
Date:	10/11/2018	Recorder:	GJ
Begin Time:	9:30 AM	Direction:	North South
End Time:	10:45 AM	Land use:	Residential
Day:	Thursday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	40 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	0
32	0
33	0
34	0
35	1
36	3
37	6
38	4
39	4
40	20
41	7
42	13
43	7
44	12
45	12
46	16
47	7
48	8
49	5
50	4
51	2
52	2
53	2
54	4
55	6
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>145</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	145		50th Percentile (mph)	44
Speed Range (mph)	35	55	85th Percentile (mph)	49
10 Mph Pace (mph)	40	49	Average Speed (mph)	44.32

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 21 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Four Lane Major Arterial
Volume (if known)	
Parking Considerations	No Parking, Class II Bike Lane Present
Other Considerations	

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 49 MPH                  Presence of intersections in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 45 MPH</b></p>
--	--

## VEHICLE SPEED SURVEY REPORT

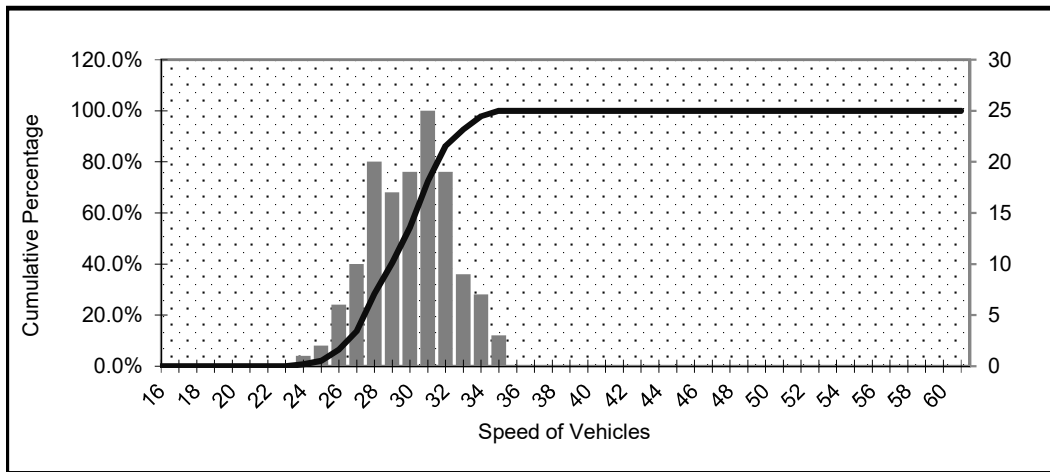
Location:	Crossroads Dr Between 11th St and Gaines Ln		
Date:	12/20/2018	Recorder:	GJ
Begin Time:	10:30 PM	Direction:	South North
End Time:	12:00 PM	Land use:	Residential
Day:	Thursday	Type:	Collector
Weather:	Sunny and Clear	Posted Limit:	30 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	1
25	2
26	6
27	10
28	20
29	17
30	19
31	25
32	19
33	9
34	7
35	3
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>138</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	138		50th Percentile (mph)	30
Speed Range (mph)	24	35	85th Percentile (mph)	32
10 Mph Pace (mph)	26	35	Average Speed (mph)	30.04

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 6 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two-Lane Collector Roadway
Volume (if known)	
Parking Considerations	Parking on both sides of the street
Other Considerations	City Park, Class II Bike Lane

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 32 MPH                  Presence of residential driveways, intersections and parking in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 25 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

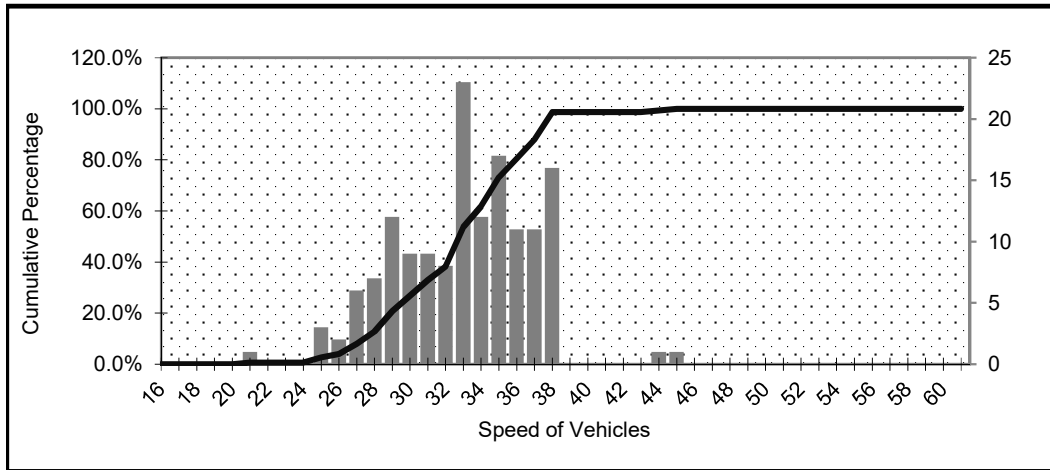
Location:	Crossroads Dr Between 11th St and Greystone Dr		
Date:	12/19/2018	Recorder:	GJ
Begin Time:	10:30 PM	Direction:	South North
End Time:	12:30 PM	Land use:	Residential
Day:	Wednesday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	35 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	1
22	0
23	0
24	0
25	3
26	2
27	6
28	7
29	12
30	9
31	9
32	8
33	23
34	12
35	17
36	11
37	11
38	16
39	0
40	0
41	0
42	0
43	0
44	1
45	1
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>149</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	149		50th Percentile (mph)	33
Speed Range (mph)	21	45	85th Percentile (mph)	37
10 Mph Pace (mph)	29	38	Average Speed (mph)	33.03


### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 4 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Four Lane Collector Roadway
Volume (if known)	
Parking Considerations	No Parking
Other Considerations	Street Parallels Tracy Sports Complex

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 37 MPH                  Presence of residential driveways, intersections and parking in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 30 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

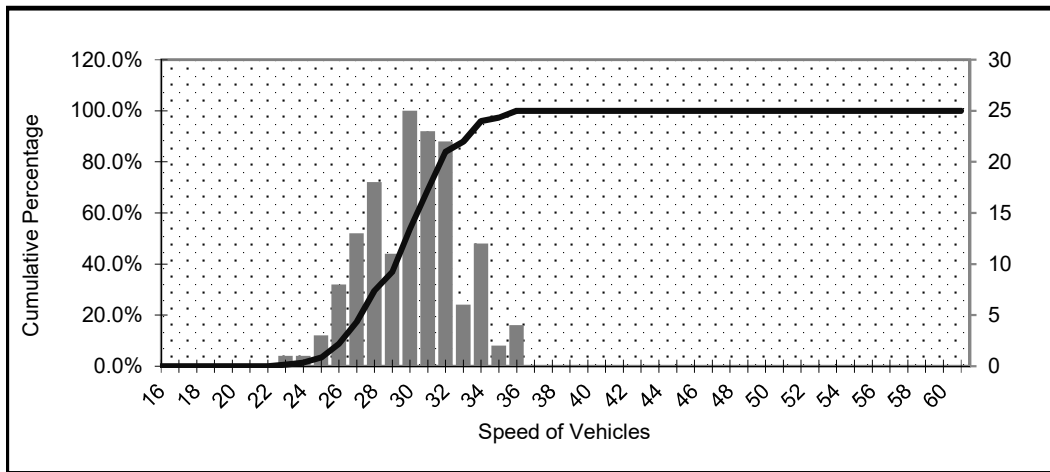
Location:	Cypress Dr Between Hickory Ave and Corral Hollow Rd		
Date:	12/20/2018	Recorder:	GJ
Begin Time:	9:15 AM	Direction:	South North
End Time:	11:15 AM	Land use:	Residential
Day:	Thursday	Type:	Collector
Weather:	Sunny and Clear	Posted Limit:	30 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	1
24	1
25	3
26	8
27	13
28	18
29	11
30	25
31	23
32	22
33	6
34	12
35	2
36	4
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>149</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	149		50th Percentile (mph)	30
Speed Range (mph)	23	36	85th Percentile (mph)	33
10 Mph Pace (mph)	25	34	Average Speed (mph)	30.14


### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 4 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two-Lane collector roadway
Volume (if known)	
Parking Considerations	Bike lane present, Parking in portion of segment
Other Considerations	Location adjacent to Villalovoz School and Cecilian Park

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 33 MPH                  Presence of residential driveways, intersections, schools collisions and parking in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 30 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

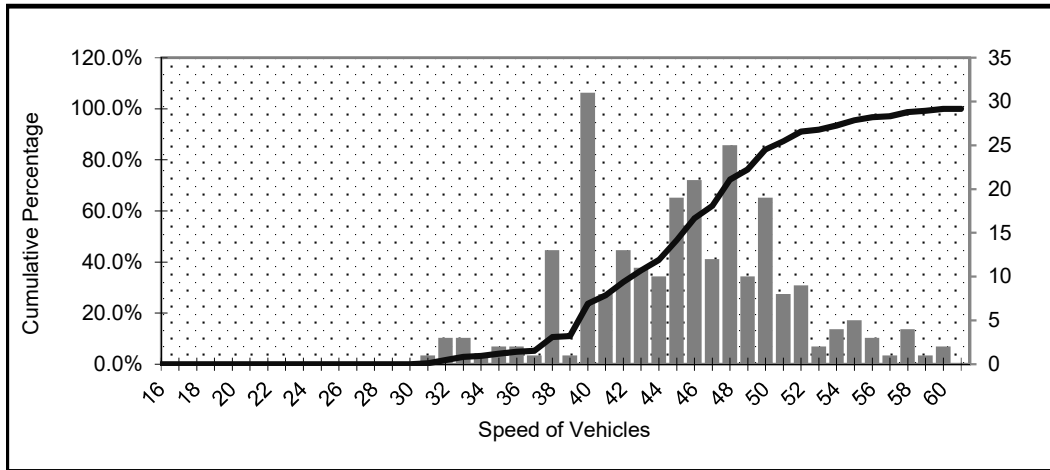
Location:	11th St Between Beginning of Bridge to East City Limits		
Date:	2/20/2019	Recorder:	GJ
Begin Time:	2:30 PM	Direction:	East West
End Time:	3:00 PM	Land use:	Urban
Day:	Tuesday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	N/A

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	1
32	3
33	3
34	1
35	2
36	2
37	1
38	13
39	1
40	31
41	8
42	13
43	11
44	10
45	19
46	21
47	12
48	25
49	10
50	19
51	8
52	9
53	2
54	4
55	5
56	3
57	1
58	4
59	1
60	2
61	0
<b>Total</b>	<b>245</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	245		50th Percentile (mph)	46
Speed Range (mph)	31	60	85th Percentile (mph)	51
10 Mph Pace (mph)	40	49	Average Speed (mph)	45.44


### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	N/A
Date Period	1/1/2017 - 12/31/2018
Street layout	Four- Lane Arterial Roadway
Volume (if known)	
Parking Considerations	No Parking, Urban
Other Considerations	Sidewalk along the bridge

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 51 MPH                  Presence of intersections justifies downgrading speed limit by 5mph</p> <p style="text-align: center;"><b>Recommended speed limit = 45 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

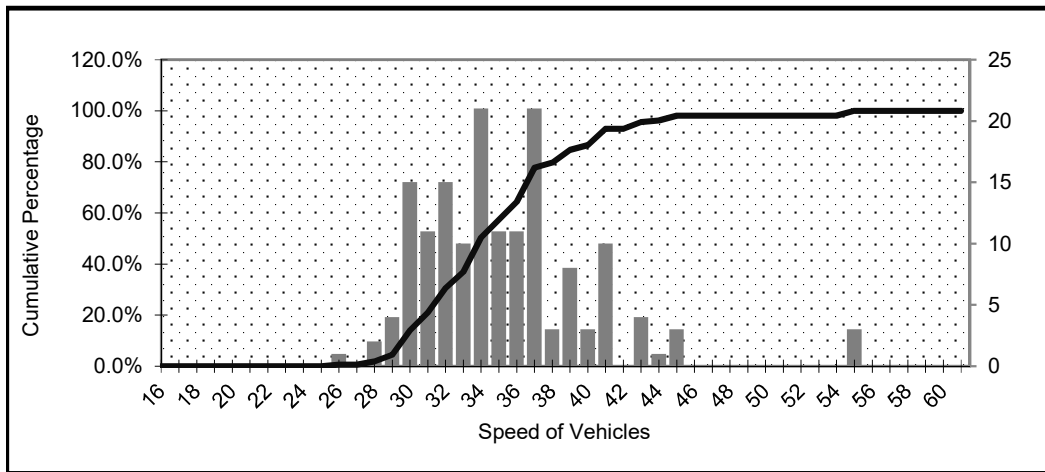
Location:	11th St between Corral Hollow Rd and Lincoln Blvd		
Date:	9/7/2018	Recorder:	GJ
Begin Time:	10:30 AM	Direction:	East West
End Time:	12:00 AM	Land use:	Commercial
Day:	Friday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	35 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	1
27	0
28	2
29	4
30	15
31	11
32	15
33	10
34	21
35	11
36	11
37	21
38	3
39	8
40	3
41	10
42	0
43	4
44	1
45	3
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	3
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>157</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	157		50th Percentile (mph)	34
Speed Range (mph)	26	55	85th Percentile (mph)	40
10 Mph Pace (mph)	30	39	Average Speed (mph)	35.31

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 26 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Four-lane Arterial Roadway
Volume (if known)	
Parking Considerations	No parking allowed, bike lane present only in section
Other Considerations	Commercial/residential area

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 40 MPH                  Presence of intersections in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 35 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

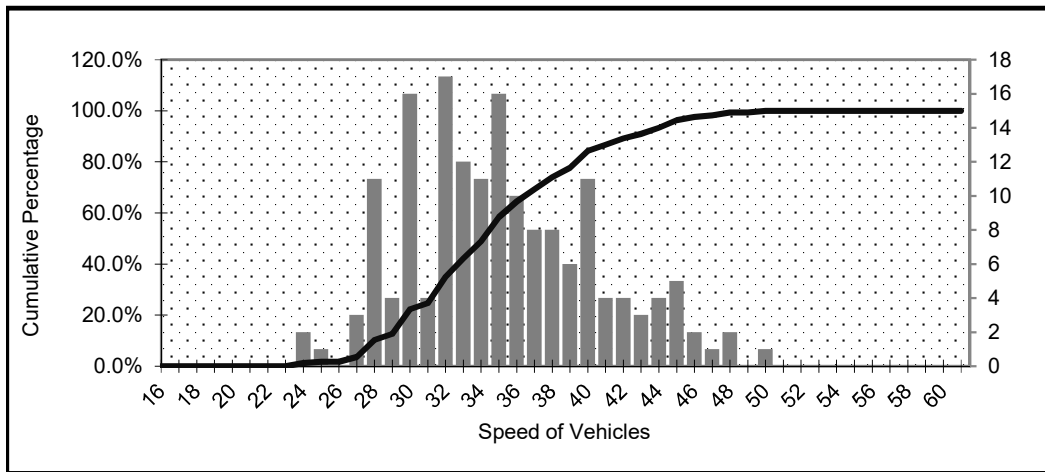
Location:	11th St between East Street and Beginning of Bridge		
Date:	2/22/2018	Recorder:	GJ
Begin Time:	2:00 PM	Direction:	West East
End Time:	2:45 PM	Land use:	Major
Day:	Friday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	35 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	2
25	1
26	0
27	3
28	11
29	4
30	16
31	4
32	17
33	12
34	11
35	16
36	10
37	8
38	8
39	6
40	11
41	4
42	4
43	3
44	4
45	5
46	2
47	1
48	2
49	0
50	1
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>166</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	166		50th Percentile (mph)	35
Speed Range (mph)	24	50	85th Percentile (mph)	41
10 Mph Pace (mph)	28	37	Average Speed (mph)	35.16

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 2 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Four-lane Arterial Roadway
Volume (if known)	
Parking Considerations	No Parking Allowed.
Other Considerations	School located on 11th St and East St

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 41 MPH                  Presence of intersections and schools collisions in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 35 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

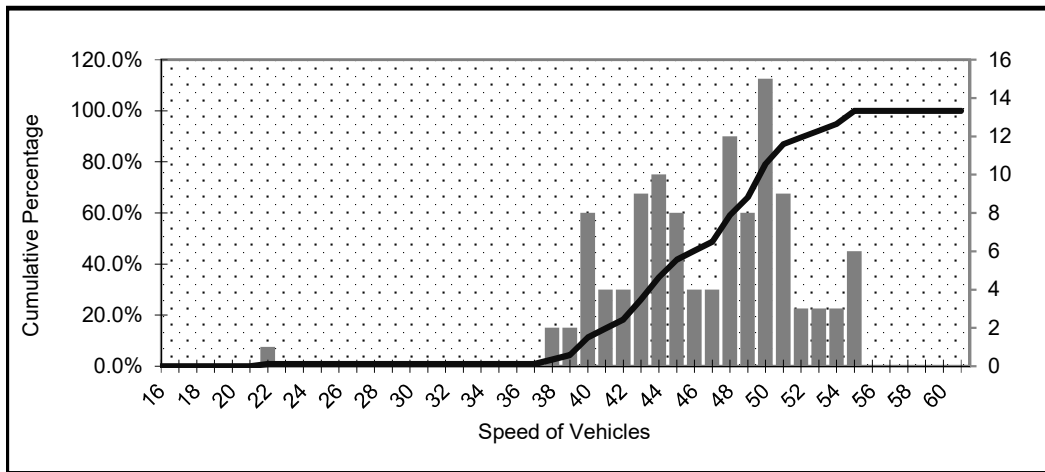
Location:	11th St between Lammers Rd and Corral Hollow Rd		
Date:	9/19/2018	Recorder:	GJ
Begin Time:	11:00 AM	Direction:	East West
End Time:	12:00 AM	Land use:	Residential
Day:	Wednesday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	45 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	1
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	0
32	0
33	0
34	0
35	0
36	0
37	0
38	2
39	2
40	8
41	4
42	4
43	9
44	10
45	8
46	4
47	4
48	12
49	8
50	15
51	9
52	3
53	3
54	3
55	6
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>115</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	115		50th Percentile (mph)	48
Speed Range (mph)	22	55	85th Percentile (mph)	51
10 Mph Pace (mph)	42	51	Average Speed (mph)	46.70


### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 4 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Four-lane Major Arterial
Volume (if known)	
Parking Considerations	No Parking, Class III Bike Lane
Other Considerations	

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 51 MPH                  Presence of intersections in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 45 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

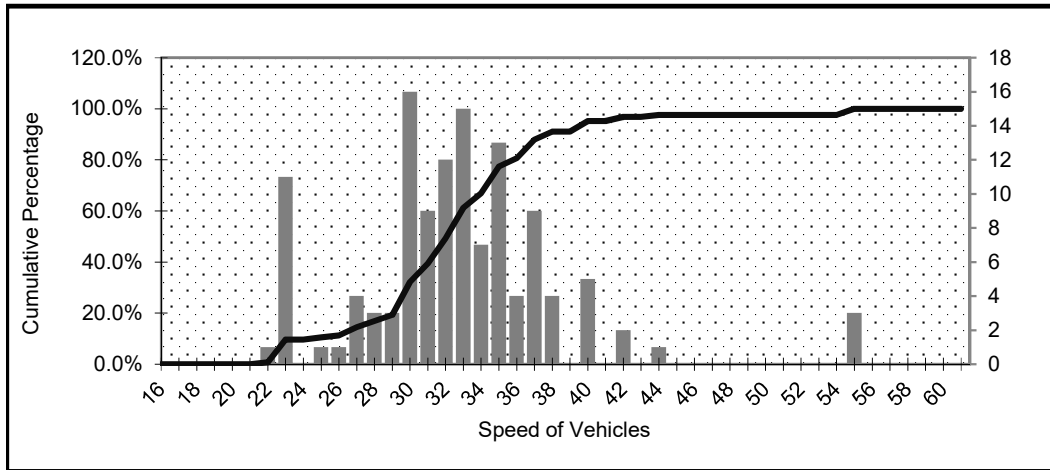
Location:	11th St between Lincoln Blvd and Tracy Blvd		
Date:	9/19/2018	Recorder:	GJ
Begin Time:	11:00 AM	Direction:	East West
End Time:	12:00 AM	Land use:	Commercial
Day:	Wednesday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	30 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	1
23	11
24	0
25	1
26	1
27	4
28	3
29	3
30	16
31	9
32	12
33	15
34	7
35	13
36	4
37	9
38	4
39	0
40	5
41	0
42	2
43	0
44	1
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	3
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>124</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	124		50th Percentile (mph)	33
Speed Range (mph)	22	55	85th Percentile (mph)	37
10 Mph Pace (mph)	29	38	Average Speed (mph)	32.73

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 11 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Four-Lane Arterial Roadway
Volume (if known)	
Parking Considerations	No Parking, No Bike Lane
Other Considerations	

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 37 MPH                  Presence of intersections in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 30 MPH</b></p>
--	--

Traffic Section, Engineering Division  
City of Tracy

**VEHICLE SPEED SURVEY REPORT**

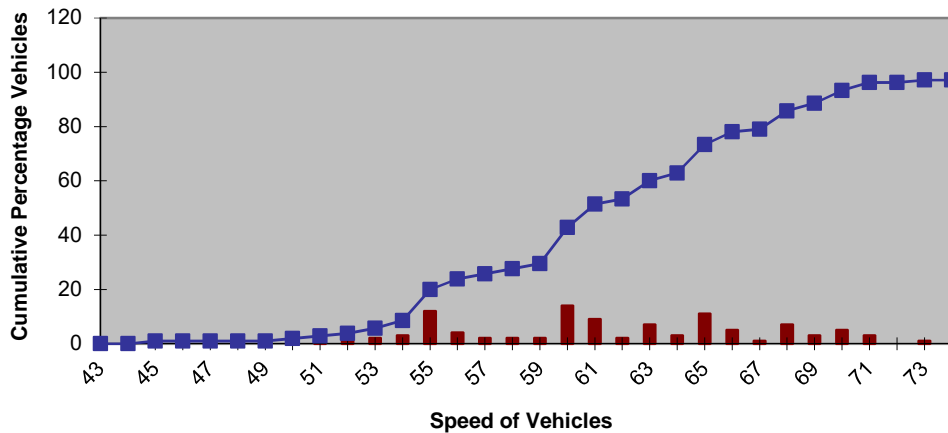
Location:	<b>Eleventh Street (Lammers Rd- West City Limits)</b>		
Date:	<u>1/23/2019</u>	Recorder:	<u>Guillermo</u>
Begin Time:	<u>9:30 AM</u>	Direction:	<u>EB</u>
End Time:	<u>10:15 AM</u>	Land use:	<u>Rural</u>
Day:	<u>Wednesday</u>	Type:	<u>Arterial</u>
Weather:	<u>Clear &amp; Sunny</u>	Posted Limit:	<u>55 mph</u>

SPEED DATA	
Speed	Number
42	0
43	0
44	0
45	1
46	0
47	0
48	0
49	0
50	1
51	1
52	1
53	2
54	3
55	12
56	4
57	2
58	2
59	2
60	14
61	9
62	2
63	7
64	3
65	11
66	5
67	1
68	7
69	3
70	5
71	3
72	0
73	1
74	0
75	0
76	1
77	1
78	0
79	0
80	1
81	0
82	0
83	0
84	0
85	0
86	0
87	0
<b>Total</b>	<b>105</b>

**SUMMARY STATISTICS**

Total observed:	<u>105 Vehicles</u>
Speed range:	<u>45-80 mph</u>
50th Percentile Speed:	<u>65 mph</u>
85th Percentile Speed:	<u>71 mph</u>
10 mph pace speed:	<u>58-67 mph</u>
Average Speed:	<u>61.98</u>

**GRAPH OF CUMULATIVE %AGE VEHICLES VS SPEED**



**ANALYSIS INFORMATION**

Number of Accidents:	7
Period:	1/1/2017-12/31/2018
Street	Four-lane Major Arterial
Volume (if known)	
Parking Conditions:	No Parking, No Bike Lane
Other Considerations	

**RECOMMENDATIONS**

85th percentile indicates speed of 71 mph. However, the presence of lower speed limit of 45 mph in the adjacent entry segment into Tracy Urban area, justifies retaining the existing speed limit of 55 mph.  
**Recommended Speed Limit = 55 mph**





## VEHICLE SPEED SURVEY REPORT

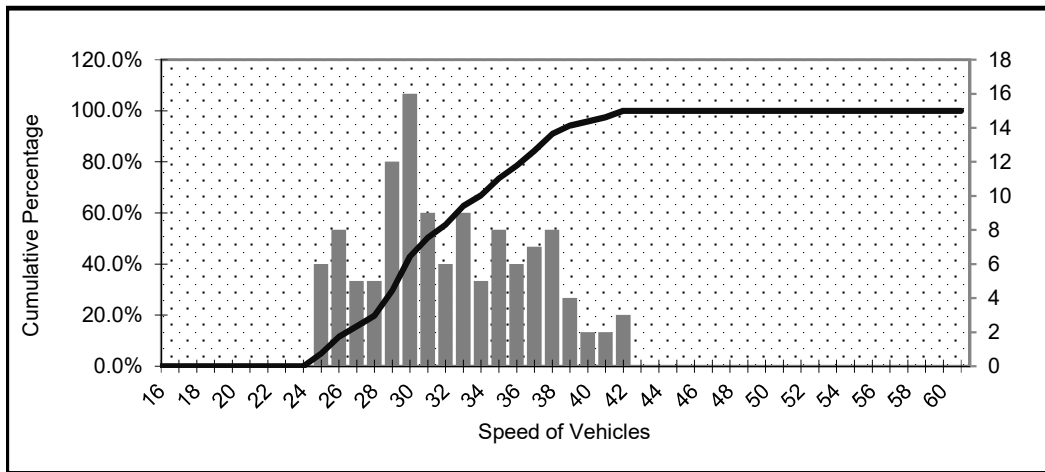
Location:	Fabian Rd Between Lammers Rd and Maimie Anderson Ln		
Date:	1/17/2019	Recorder:	GJ
Begin Time:	3:00 PM	Direction:	East West
End Time:	5:00 PM	Land use:	Residential
Day:	Thursday	Type:	Collector
Weather:	Sunny and Clear	Posted Limit:	35 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	6
26	8
27	5
28	5
29	12
30	16
31	9
32	6
33	9
34	5
35	8
36	6
37	7
38	8
39	4
40	2
41	2
42	3
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>121</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	121		50th Percentile (mph)	31
Speed Range (mph)	25	42	85th Percentile (mph)	38
10 Mph Pace (mph)	29	38	Average Speed (mph)	32.25

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 1 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two- Lane Collector Roadway
Volume (if known)	
Parking Considerations	No Parking Allowed.
Other Considerations	Some residential frontage, no bike lane.

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 38 MPH                  Presence of intersections in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 35 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

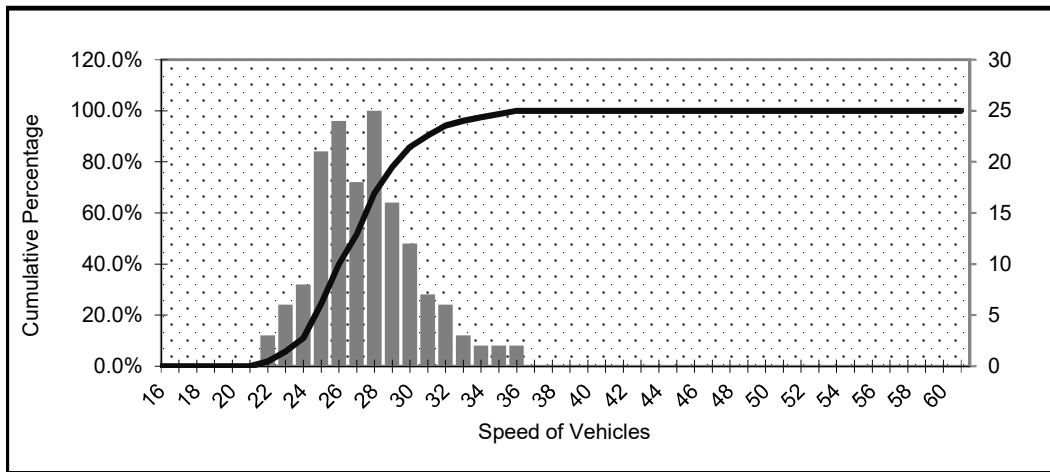
Location:	Kavanagh Ave Between Lincoln Blvd and Tracy Blvd		
Date:	1/23/2019	Recorder:	GJ
Begin Time:	1:00 PM	Direction:	East West
End Time:	2:45 PM	Land use:	Residential
Day:	Wednesday	Type:	Collector
Weather:	Sunny and Clear	Posted Limit:	25 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	3
23	6
24	8
25	21
26	24
27	18
28	25
29	16
30	12
31	7
32	6
33	3
34	2
35	2
36	2
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>155</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	155		50th Percentile (mph)	27
Speed Range (mph)	22	36	85th Percentile (mph)	30
10 Mph Pace (mph)	23	32	Average Speed (mph)	27.57

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 0 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two-Lane Collector Roadway
Volume (if known)	
Parking Considerations	Parking Present, Class III Bike Lane Present
Other Considerations	

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 30 MPH                  Presence of residential driveways, intersections and parking in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 25 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

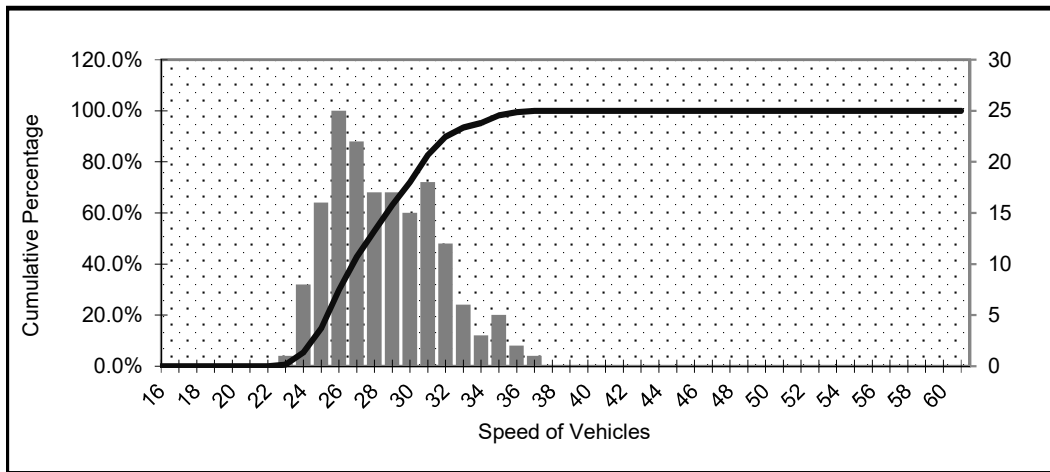
Location:	Kavanagh Ave Between Corral Hollow Rd and Lincoln Blvd		
Date:	1/23/2019	Recorder:	GJ
Begin Time:	9:15 PM	Direction:	East West
End Time:	11:30 PM	Land use:	Residential
Day:	Wednesday	Type:	Collector
Weather:	Sunny and Clear	Posted Limit:	25 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	1
24	8
25	16
26	25
27	22
28	17
29	17
30	15
31	18
32	12
33	6
34	3
35	5
36	2
37	1
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>168</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	168		50th Percentile (mph)	28
Speed Range (mph)	23	37	85th Percentile (mph)	32
10 Mph Pace (mph)	24	33	Average Speed (mph)	28.60

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 0 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two-Lane Collector Roadway
Volume (if known)	
Parking Considerations	Parking Allowed, Class II or III present
Other Considerations	Kavanagh is adjacent to Residential Homes and Elem. School

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 32 MPH                  Presence of residential driveways, intersections, schools collisions and parking in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 25 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

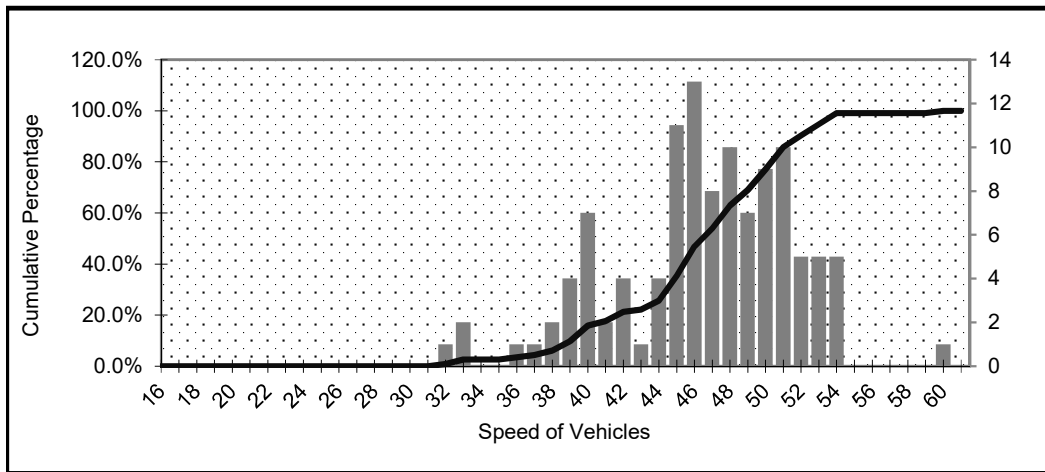
Location:	Lammers Rd Between 11th St and South Limits		
Date:	10/17/2018	Recorder:	GJ
Begin Time:	9:00 AM	Direction:	North South
End Time:	10:00 AM	Land use:	Major
Day:	Wednesday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	45 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	0
32	1
33	2
34	0
35	0
36	1
37	1
38	2
39	4
40	7
41	2
42	4
43	1
44	4
45	11
46	13
47	8
48	10
49	7
50	9
51	10
52	5
53	5
54	5
55	0
56	0
57	0
58	0
59	0
60	1
61	0
<b>Total</b>	<b>113</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	113		50th Percentile (mph)	47
Speed Range (mph)	32	60	85th Percentile (mph)	51
10 Mph Pace (mph)	45	54	Average Speed (mph)	46.54

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 8 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Six Lane Arterial Roadway
Volume (if known)	
Parking Considerations	School Frontage, Rural Conditions
Other Considerations	

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 51 MPH                  Presence of residential driveways, intersections, schools collisions in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 45 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

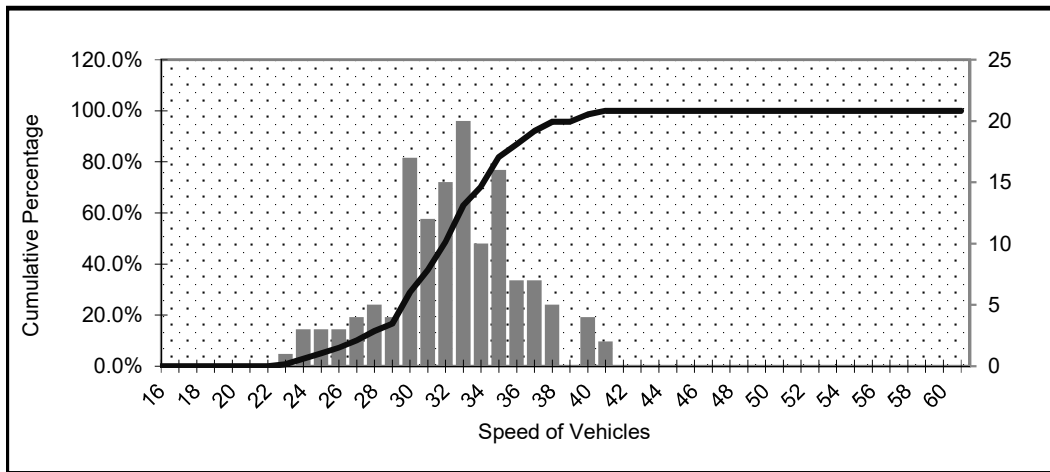
Location:	Lauriana Lane Between Schulte Road and Cypress Drive		
Date:	12/11/2018	Recorder:	GJ
Begin Time:	9:00 AM	Direction:	South North
End Time:	11:00 AM	Land use:	Residential
Day:	Tuesday	Type:	Collector
Weather:	Sunny and Clear	Posted Limit:	30 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	1
24	3
25	3
26	3
27	4
28	5
29	4
30	17
31	12
32	15
33	20
34	10
35	16
36	7
37	7
38	5
39	0
40	4
41	2
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>138</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	138		50th Percentile (mph)	33
Speed Range (mph)	23	41	85th Percentile (mph)	36
10 Mph Pace (mph)	28	37	Average Speed (mph)	32.44

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 1 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two-lane Collector Roadway
Volume (if known)	
Parking Considerations	No Parking Allowed, There is a Class II Bike Lane
Other Considerations	

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 36 MPH                  Presence of intersections and schools collisions in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 30 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

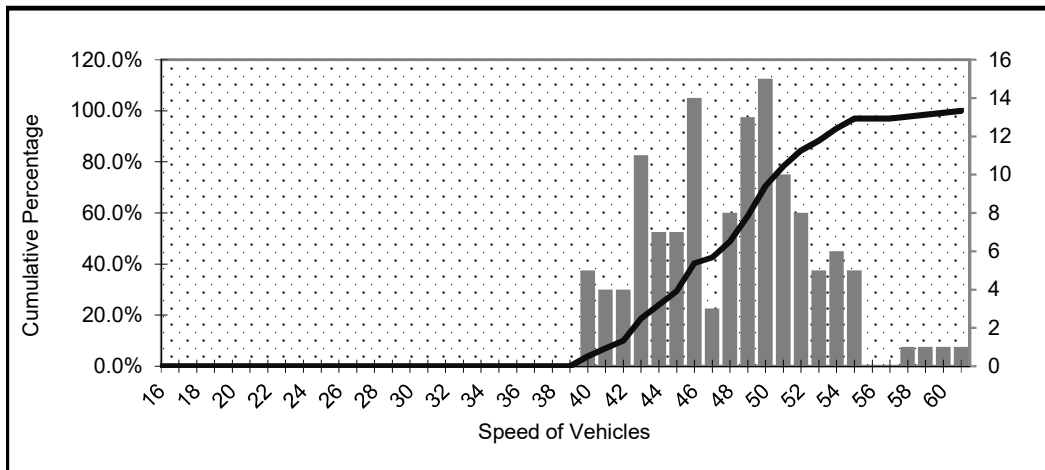
Location:	Linne Rd between West Limits and East Limits		
Date:	10/29/2018	Recorder:	GJ
Begin Time:	9:00 AM	Direction:	East West
End Time:	10:00 AM	Land use:	Rural
Day:	Monday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	45 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	0
32	0
33	0
34	0
35	0
36	0
37	0
38	0
39	0
40	5
41	4
42	4
43	11
44	7
45	7
46	14
47	3
48	8
49	13
50	15
51	10
52	8
53	5
54	6
55	5
56	0
57	0
58	1
59	1
60	1
61	1
<b>Total</b>	<b>129</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	129		50th Percentile (mph)	49
Speed Range (mph)	40	61	85th Percentile (mph)	53
10 Mph Pace (mph)	43	52	Average Speed (mph)	48.16

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 6 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Single Lane Arterial Roadway
Volume (if known)	
Parking Considerations	No Parking, No Bike Lane
Other Considerations	

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 53 MPH                  Presence of intersections in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 50 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

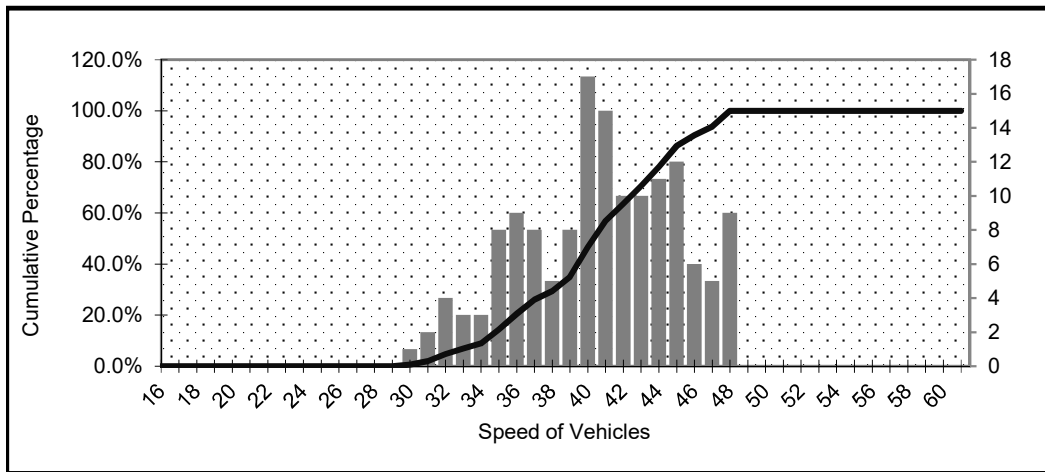
Location:	MacArthur Dr between North City Limits and I-205		
Date:	11/24/2018	Recorder:	GJ
Begin Time:	9:45 AM	Direction:	South North
End Time:	11:45 AM	Land use:	Rural
Day:	Thursday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	40 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	1
31	2
32	4
33	3
34	3
35	8
36	9
37	8
38	5
39	8
40	17
41	15
42	10
43	10
44	11
45	12
46	6
47	5
48	9
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>146</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	146		50th Percentile (mph)	41
Speed Range (mph)	30	48	85th Percentile (mph)	45
10 Mph Pace (mph)	36	45	Average Speed (mph)	40.65

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 0 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two Lane Arterial Roadway
Volume (if known)	
Parking Considerations	No Parking restrictions
Other Considerations	No Shoulder, No Bike Lane

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 45 MPH                  Presence of intersections in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 40 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

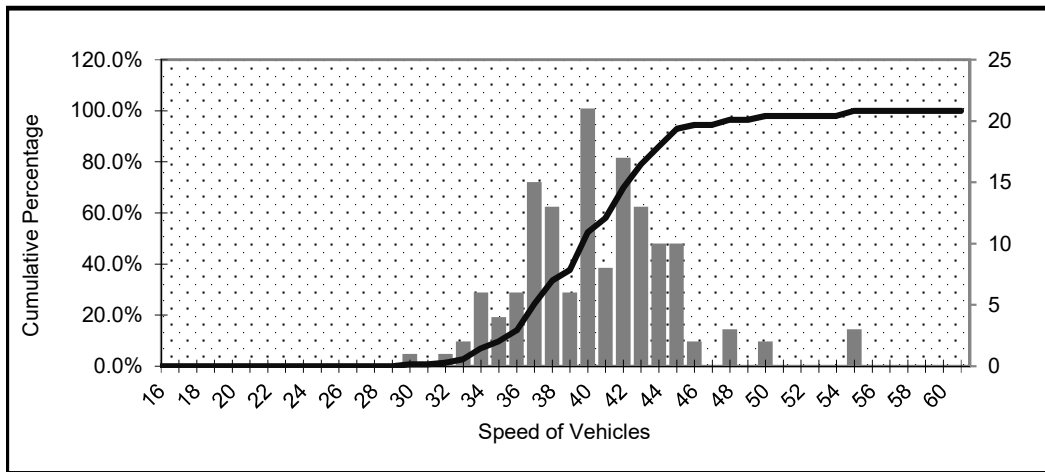
Location:	MacArthur Dr Between I-205 and Grant Line Rd		
Date:	9/10/2018	Recorder:	GJ
Begin Time:	10:30 AM	Direction:	North South
End Time:	12:00 AM	Land use:	Industrial
Day:	Monday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	40 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	1
31	0
32	1
33	2
34	6
35	4
36	6
37	15
38	13
39	6
40	21
41	8
42	17
43	13
44	10
45	10
46	2
47	0
48	3
49	0
50	2
51	0
52	0
53	0
54	0
55	3
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>143</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	143		50th Percentile (mph)	40
Speed Range (mph)	30	55	85th Percentile (mph)	44
10 Mph Pace (mph)	36	45	Average Speed (mph)	40.58

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 0 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Four- Lane Arterial Roadway
Volume (if known)	
Parking Considerations	None, Bike Lane present
Other Considerations	Industrial Area

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 44 MPH                  Presence of intersections in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 40 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

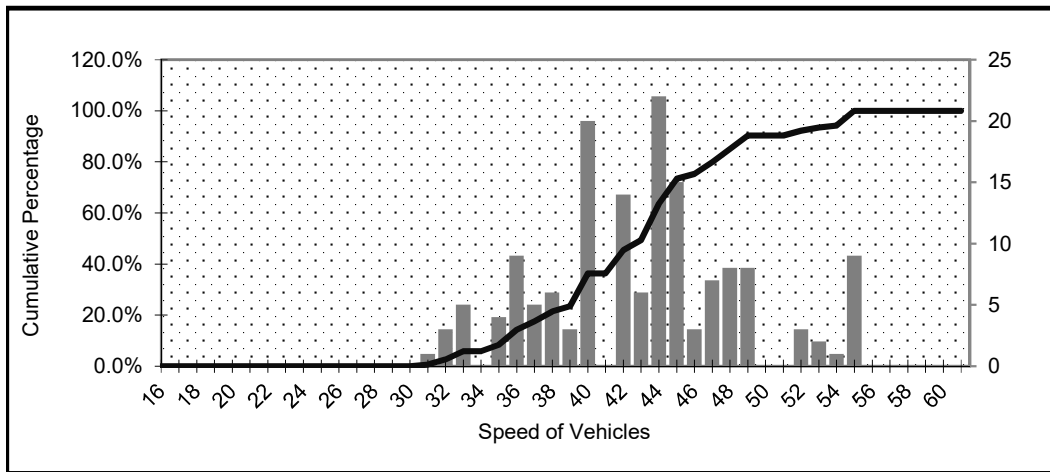
Location:	MacArthur Dr Between Valpico Rd and Fair Oaks Dr		
Date:	9/11/2018	Recorder:	GJ
Begin Time:	3:00 PM	Direction:	North South
End Time:	5:00 PM	Land use:	Rural
Day:	Tuesday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	40 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	1
32	3
33	5
34	0
35	4
36	9
37	5
38	6
39	3
40	20
41	0
42	14
43	6
44	22
45	15
46	3
47	7
48	8
49	8
50	0
51	0
52	3
53	2
54	1
55	9
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>154</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	154		50th Percentile (mph)	44
Speed Range (mph)	31	55	85th Percentile (mph)	48
10 Mph Pace (mph)	40	49	Average Speed (mph)	43.05

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 0 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two Lane Arterial Roadway
Volume (if known)	
Parking Considerations	No parking, Bike lane in portions
Other Considerations	Near School, residential driveways

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 48 MPH                  Presence of intersections in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 45 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

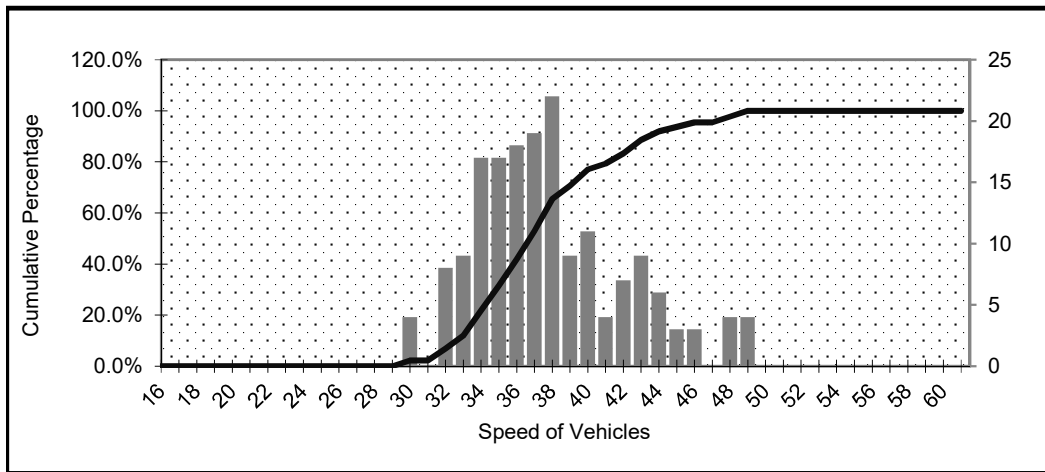
Location:	MacArthur Between Fair Oaks Dr and South City Limits		
Date:	9/18/2018	Recorder:	GJ
Begin Time:	10:00 AM	Direction:	North South
End Time:	12:00 AM	Land use:	Rural
Day:	Tuesday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	35 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	4
31	0
32	8
33	9
34	17
35	17
36	18
37	19
38	22
39	9
40	11
41	4
42	7
43	9
44	6
45	3
46	3
47	0
48	4
49	4
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>174</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	174		50th Percentile (mph)	37
Speed Range (mph)	30	49	85th Percentile (mph)	43
10 Mph Pace (mph)	32	41	Average Speed (mph)	37.90

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 0 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two Lane Arterial Roadway
Volume (if known)	
Parking Considerations	None
Other Considerations	Road Merge, Residential Frontage driveways, Shoulder

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 43 MPH                  Presence of intersections in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 40 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

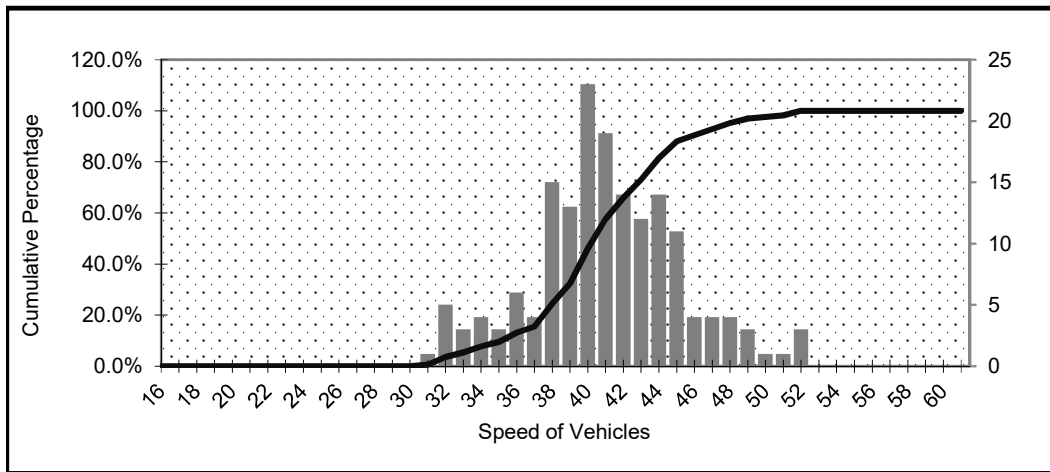
Location:	MacArthur Dr Between 11th St and Grant Line Rd		
Date:	9/18/2018	Recorder:	GJ
Begin Time:	9:30 AM	Direction:	North South
End Time:	11:00 AM	Land use:	Industrail
Day:	Tuesday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	40 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	1
32	5
33	3
34	4
35	3
36	6
37	4
38	15
39	13
40	23
41	19
42	14
43	12
44	14
45	11
46	4
47	4
48	4
49	3
50	1
51	1
52	3
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>167</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	167		50th Percentile (mph)	41
Speed Range (mph)	31	52	85th Percentile (mph)	45
10 Mph Pace (mph)	36	45	Average Speed (mph)	41.04

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 0 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Four-Lane Arterial Roadway
Volume (if known)	
Parking Considerations	No Parking allowed, Bike Lane/Bike Path Present
Other Considerations	Industrail Area, and Curves.

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 45 MPH                  Presence of intersections in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 40 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

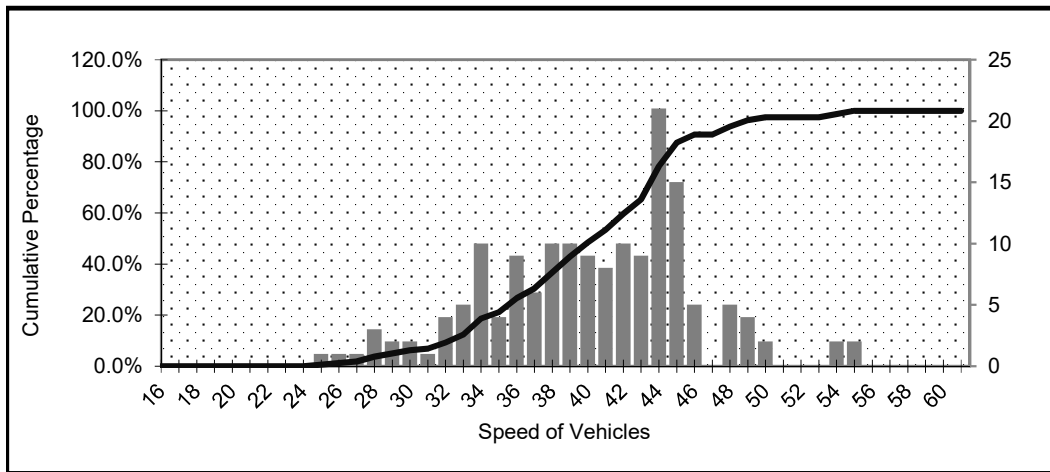
Location:	MacArthur Dr Between Valpico Rd and Schulte Rd		
Date:	9/11/2018	Recorder:	GJ
Begin Time:	10:15 AM	Direction:	North South
End Time:	12:00 AM	Land use:	Rural
Day:	Tuesday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	40 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	1
26	1
27	1
28	3
29	2
30	2
31	1
32	4
33	5
34	10
35	4
36	9
37	6
38	10
39	10
40	9
41	8
42	10
43	9
44	21
45	15
46	5
47	0
48	5
49	4
50	2
51	0
52	0
53	0
54	2
55	2
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>161</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	161		50th Percentile (mph)	41
Speed Range (mph)	25	55	85th Percentile (mph)	45
10 Mph Pace (mph)	36	45	Average Speed (mph)	40.24

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 0 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two Lane Arterial Roadway
Volume (if known)	
Parking Considerations	No Parking, Rural and Subdivisions Mixed
Other Considerations	

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 45 MPH                  Presence of intersections in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 40 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

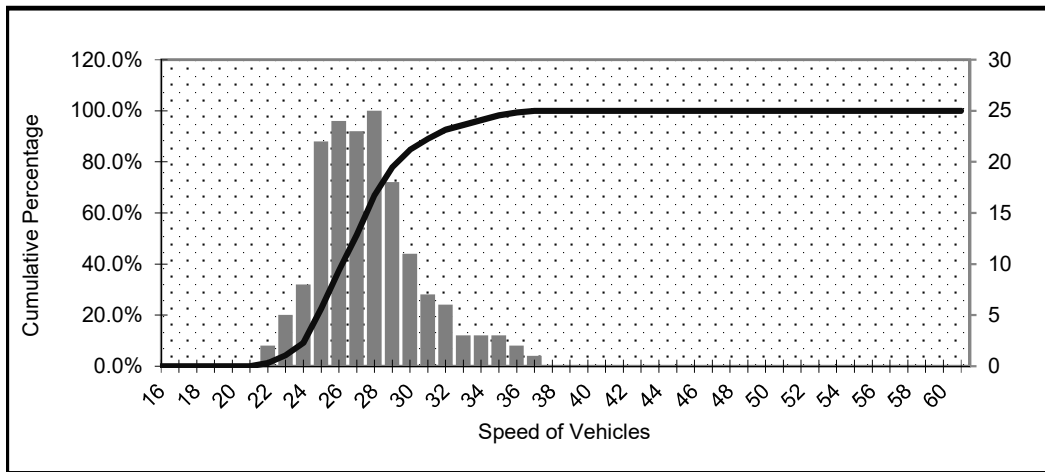
Location:	Mt Diablo Ave Between Central Ave and MacArthur Dr		
Date:	12/13/2018	Recorder:	GJ
Begin Time:	9:30 AM	Direction:	East West
End Time:	11:30 AM	Land use:	Residential
Day:	Tuesday	Type:	Collector
Weather:	Sunny and Clear	Posted Limit:	25 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	2
23	5
24	8
25	22
26	24
27	23
28	25
29	18
30	11
31	7
32	6
33	3
34	3
35	3
36	2
37	1
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>163</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	163		50th Percentile (mph)	27
Speed Range (mph)	22	37	85th Percentile (mph)	31
10 Mph Pace (mph)	23	32	Average Speed (mph)	27.74

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 2 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two-Lane Collector Roadway
Volume (if known)	
Parking Considerations	Parking is permitted, Residential Frontage
Other Considerations	Class III Bike Lane, School Area

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 31 MPH                  Presence of residential driveways, intersections, schools collisions, parking, library in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 25 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

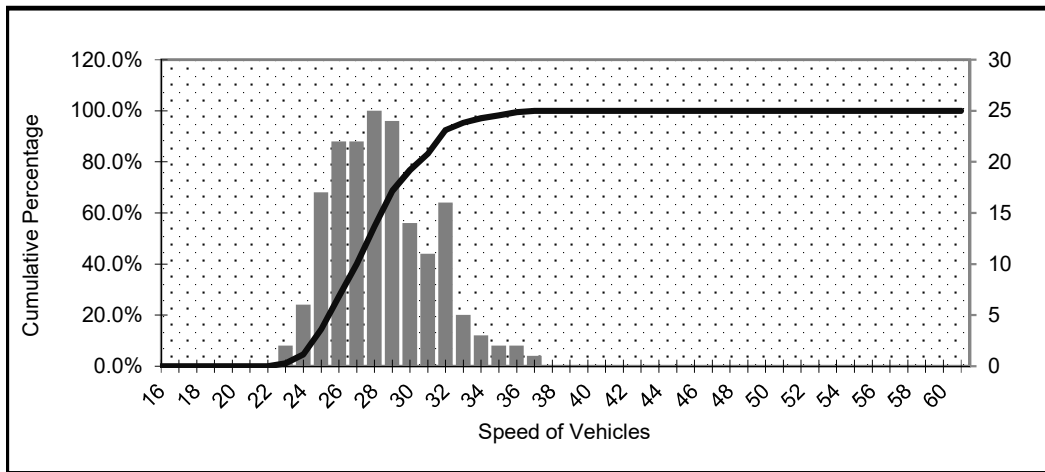
Location:	Mt Diablo Ave Between Central Ave and Tracy Blvd		
Date:	12/13/2018	Recorder:	GJ
Begin Time:	9:00 AM	Direction:	East West
End Time:	11:15 AM	Land use:	Residential
Day:	Tuesday	Type:	Collector
Weather:	Sunny and Clear	Posted Limit:	25 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	2
24	6
25	17
26	22
27	22
28	25
29	24
30	14
31	11
32	16
33	5
34	3
35	2
36	2
37	1
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>172</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	172		50th Percentile (mph)	28
Speed Range (mph)	23	37	85th Percentile (mph)	32
10 Mph Pace (mph)	24	33	Average Speed (mph)	28.47

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 0 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two-Lane Collector Roadway
Volume (if known)	
Parking Considerations	Parking is permitted, Residential Frontage
Other Considerations	Class III Bike Lane, School Area

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 32 MPH                  Presence of residential driveways, intersections, schools collisions, parking, library in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 25 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

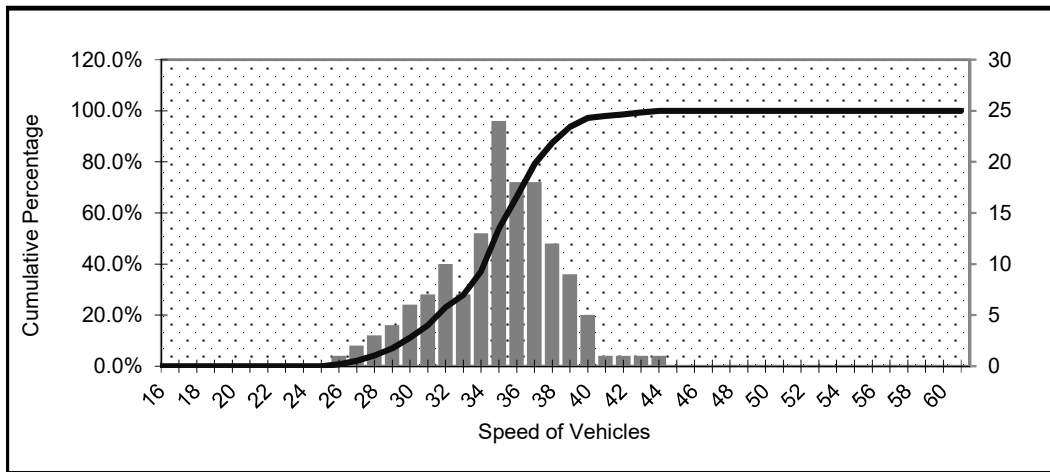
Location:	Naglee Rd Between North City Limits and Grant Line Rd		
Date:	12/13/2018	Recorder:	GJ
Begin Time:	3:30 PM	Direction:	South North
End Time:	5:00 PM	Land use:	Commercial
Day:	Thursday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	35 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	1
27	2
28	3
29	4
30	6
31	7
32	10
33	7
34	13
35	24
36	18
37	18
38	12
39	9
40	5
41	1
42	1
43	1
44	1
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>143</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	143		50th Percentile (mph)	35
Speed Range (mph)	26	44	85th Percentile (mph)	38
10 Mph Pace (mph)	30	39	Average Speed (mph)	34.97

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 18 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Four-lane Arterial Roadway
Volume (if known)	
Parking Considerations	No Parking allowed, Class I Bike Path present
Other Considerations	

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 38 MPH                  Presence of intersections and parking in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 35 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

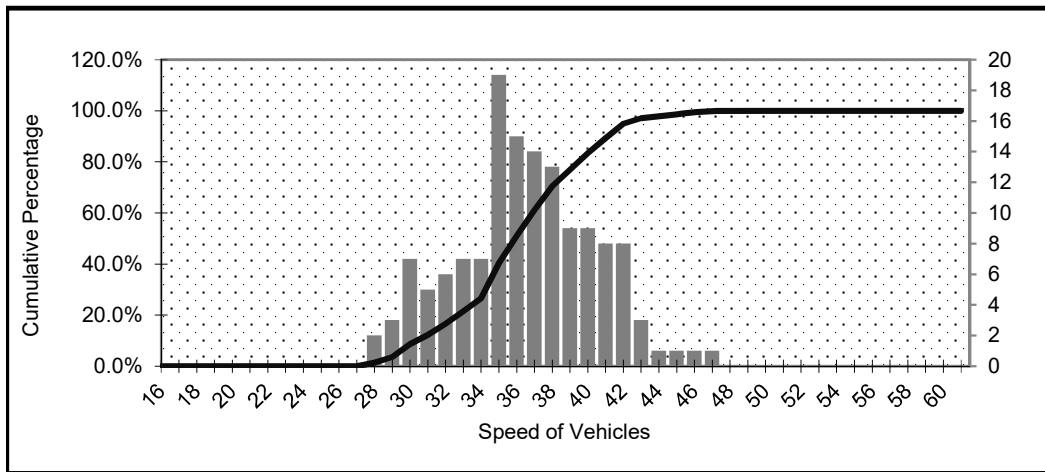
Location:	Orchard Pkwy between Grant Line Rd and Lowell Ave		
Date:	12/18/2018	Recorder:	GJ
Begin Time:	9:30 AM	Direction:	South North
End Time:	11:30 AM	Land use:	Residential
Day:	Tuesday	Type:	Collector
Weather:	Sunny and Clear	Posted Limit:	35 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	2
29	3
30	7
31	5
32	6
33	7
34	7
35	19
36	15
37	14
38	13
39	9
40	9
41	8
42	8
43	3
44	1
45	1
46	1
47	1
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>139</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	139		50th Percentile (mph)	36
Speed Range (mph)	28	47	85th Percentile (mph)	41
10 Mph Pace (mph)	33	42	Average Speed (mph)	36.49

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 2 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two Lane Collector Roadway
Volume (if known)	
Parking Considerations	No Parking allowed
Other Considerations	Bike lane along this area

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 41 MPH                  Presence of intersections and bike lane                  in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 35 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

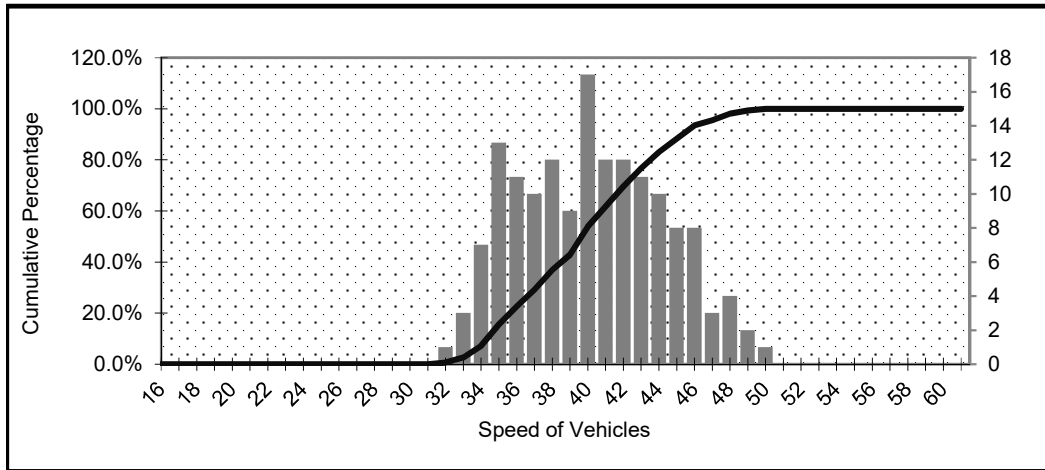
Location:	Schulte Between Mabel Josephine Dr and Barcelona Dr		
Date:	12/18/2018	Recorder:	GJ
Begin Time:	3:00 PM	Direction:	East West
End Time:	5:15 PM	Land use:	Residential
Day:	Tuesday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	35 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	0
32	1
33	3
34	7
35	13
36	11
37	10
38	12
39	9
40	17
41	12
42	12
43	11
44	10
45	8
46	8
47	3
48	4
49	2
50	1
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>154</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	154		50th Percentile (mph)	40
Speed Range (mph)	32	50	85th Percentile (mph)	45
10 Mph Pace (mph)	35	44	Average Speed (mph)	40.23

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 0 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Four-Lane Arterial Roadway
Volume (if known)	
Parking Considerations	No parking, Class II Bike Lane
Other Considerations	

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 45 MPH                  Presence of intersections and schools collisions in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 40 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

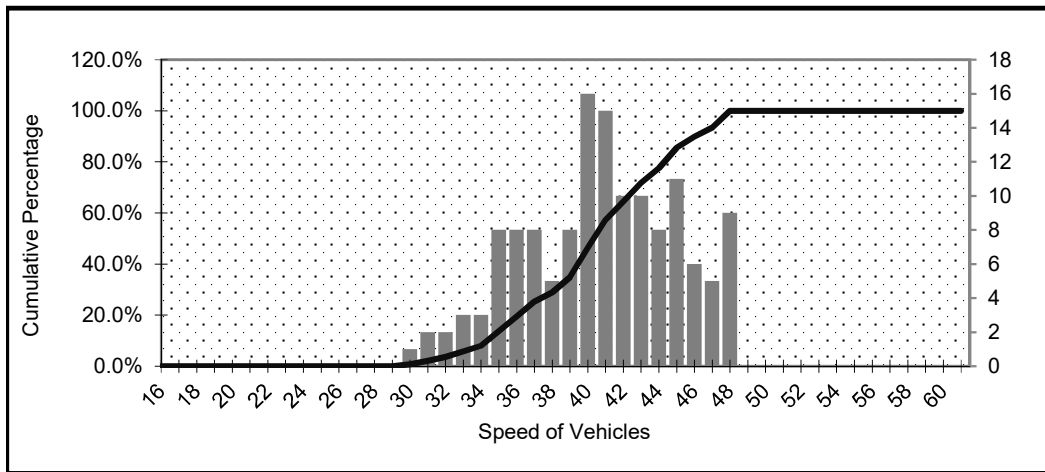
Location:	Schulte Rd Between Tracy Blvd and Corral Hollow Rd		
Date:	10/18/2018	Recorder:	GJ
Begin Time:	9:30 AM	Direction:	East West
End Time:	11:00 AM	Land use:	Residential
Day:	Thursday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	40 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	1
31	2
32	2
33	3
34	3
35	8
36	8
37	8
38	5
39	8
40	16
41	15
42	10
43	10
44	8
45	11
46	6
47	5
48	9
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>138</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	138		50th Percentile (mph)	41
Speed Range (mph)	30	48	85th Percentile (mph)	45
10 Mph Pace (mph)	36	45	Average Speed (mph)	40.71

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 12 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Four- Lane Arterial Roadway
Volume (if known)	
Parking Considerations	No Parking Allowed, Bike Lane Present
Other Considerations	

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 45 MPH                  Presence of intersections and school collisions in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 40 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

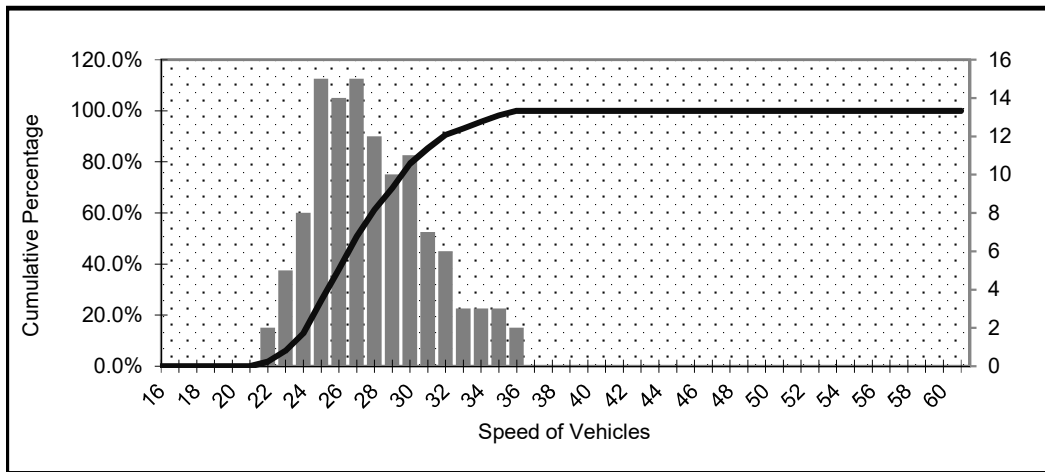
Location:	Starflower Drive between Corral Hollow Road and Dove Street		
Date:	1/24/2019	Recorder:	GJ
Begin Time:	4:00 PM	Direction:	East West
End Time:	6:00 PM	Land use:	Residential
Day:	Thursday	Type:	Collector
Weather:	Sunny and Clear	Posted Limit:	25 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	2
23	5
24	8
25	15
26	14
27	15
28	12
29	10
30	11
31	7
32	6
33	3
34	3
35	3
36	2
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>116</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	116		50th Percentile (mph)	27
Speed Range (mph)	22	36	85th Percentile (mph)	31
10 Mph Pace (mph)	23	32	Average Speed (mph)	27.91

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 1 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two-lane Collector Roadway
Volume (if known)	
Parking Considerations	Parking is permitted on both sides of the street
Other Considerations	Class III Bike Lane, School Area

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 31 MPH                  Presence of residential driveways, intersections, schools collisions and parking in this segment justifies downgrading speed limit by 6 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 25 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

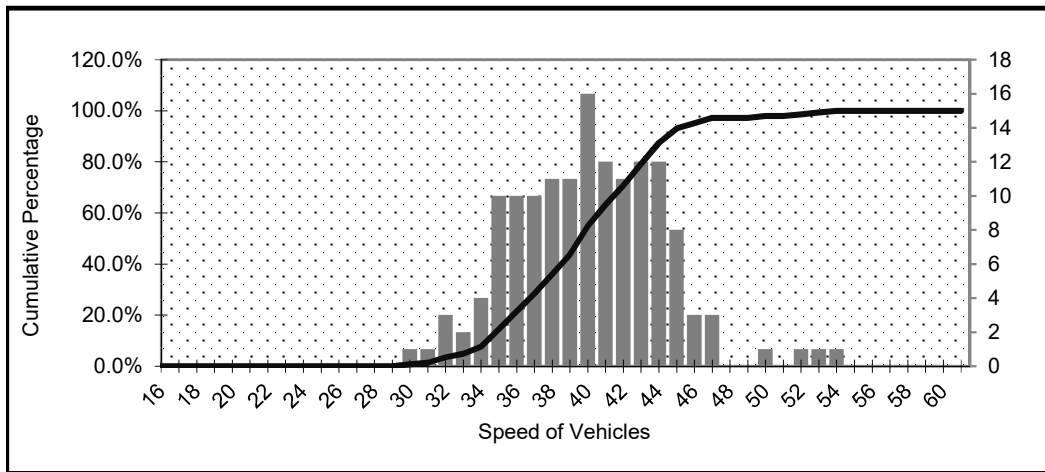
Location:	Sycamore Pkwy Between Valpico Rd and Schulte Rd		
Date:	12/10/2018	Recorder:	GJ
Begin Time:	9:00 AM	Direction:	South North
End Time:	11:15 AM	Land use:	Residential
Day:	Monday	Type:	Minor Arterial
Weather:	Sunny and Clear	Posted Limit:	35 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	1
31	1
32	3
33	2
34	4
35	10
36	10
37	10
38	11
39	11
40	16
41	12
42	11
43	12
44	12
45	8
46	3
47	3
48	0
49	0
50	1
51	0
52	1
53	1
54	1
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>144</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	144		50th Percentile (mph)	40
Speed Range (mph)	30	54	85th Percentile (mph)	44
10 Mph Pace (mph)	35	44	Average Speed (mph)	40.08

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 6 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two Lane Arterial Roadway
Volume (if known)	
Parking Considerations	No Parking Allowed
Other Considerations	Bike lane Class I, School Area.

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 44 MPH                  Presence of intersections, and schools collisions in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 40 MPH</b></p>
--	--

## VEHICLE SPEED SURVEY REPORT

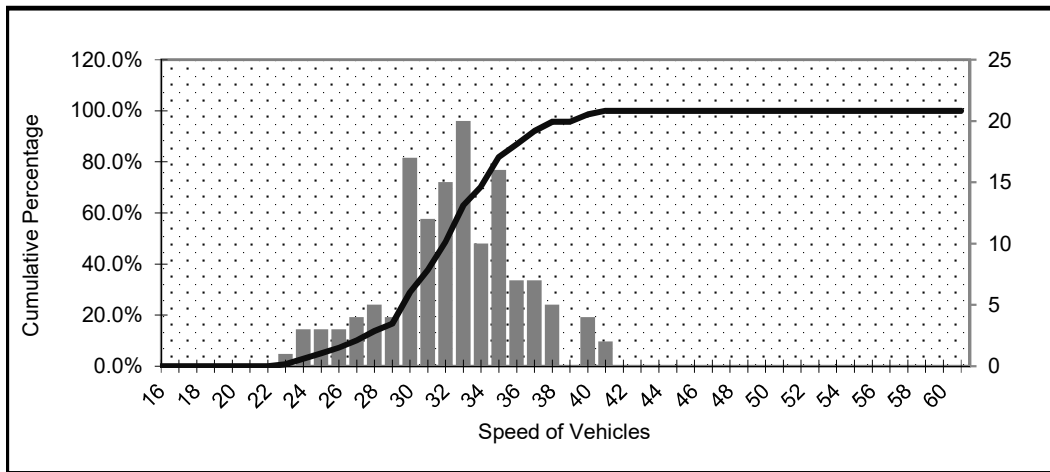
Location:	Sycamore Pkwy Between Tracy Blvd and Valpico Rd		
Date:	12/11/2018	Recorder:	GJ
Begin Time:	9:30 AM	Direction:	South North
End Time:	11:30 AM	Land use:	Residential
Day:	Tuesday	Type:	Minor Arterial
Weather:	Sunny and Clear	Posted Limit:	30 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	1
24	3
25	3
26	3
27	4
28	5
29	4
30	17
31	12
32	15
33	20
34	10
35	16
36	7
37	7
38	5
39	0
40	4
41	2
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>138</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	138		50th Percentile (mph)	33
Speed Range (mph)	23	41	85th Percentile (mph)	36
10 Mph Pace (mph)	28	37	Average Speed (mph)	32.44


### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 2 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Four- Lane Arterial Roadway
Volume (if known)	
Parking Considerations	No Parking Allowed
Other Considerations	Bike Lane Class I, School Area

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 36 MPH                  Presence of residential driveways, intersections, schools collisions and parking in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 30 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

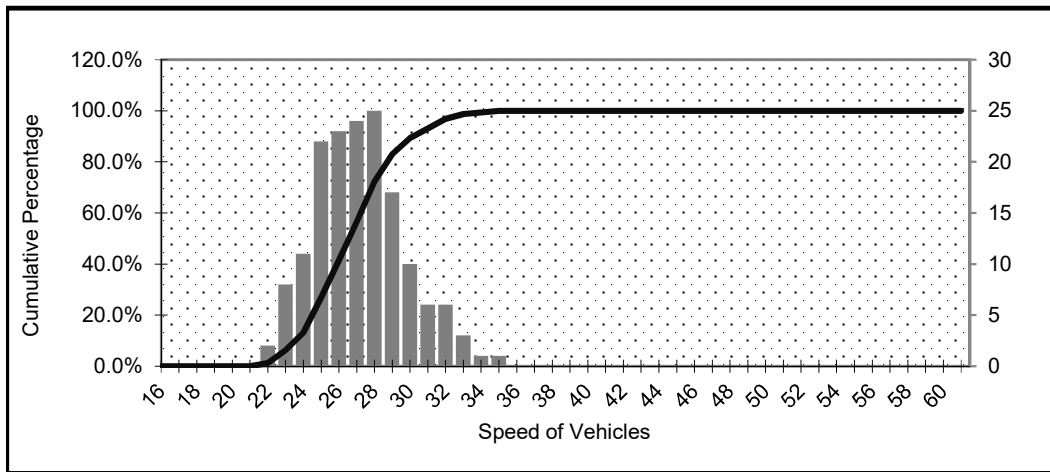
Location:	Tennis Ln Between Corral Hollow and Jill Dr		
Date:	12/11/2018	Recorder:	GJ
Begin Time:	9:45 AM	Direction:	South North
End Time:	12:00 AM	Land use:	Residential
Day:	Tuesday	Type:	Collector
Weather:	Sunny and Clear	Posted Limit:	25 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	2
23	8
24	11
25	22
26	23
27	24
28	25
29	17
30	10
31	6
32	6
33	3
34	1
35	1
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>159</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	159		50th Percentile (mph)	27
Speed Range (mph)	22	35	85th Percentile (mph)	30
10 Mph Pace (mph)	23	32	Average Speed (mph)	27.21

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 0 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two-lane Collector Roadway
Volume (if known)	
Parking Considerations	Parking is permitted. There is a Class II Bike Lane
Other Considerations	

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 30 MPH                  Presence of residential driveways, intersections and parking in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 25 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

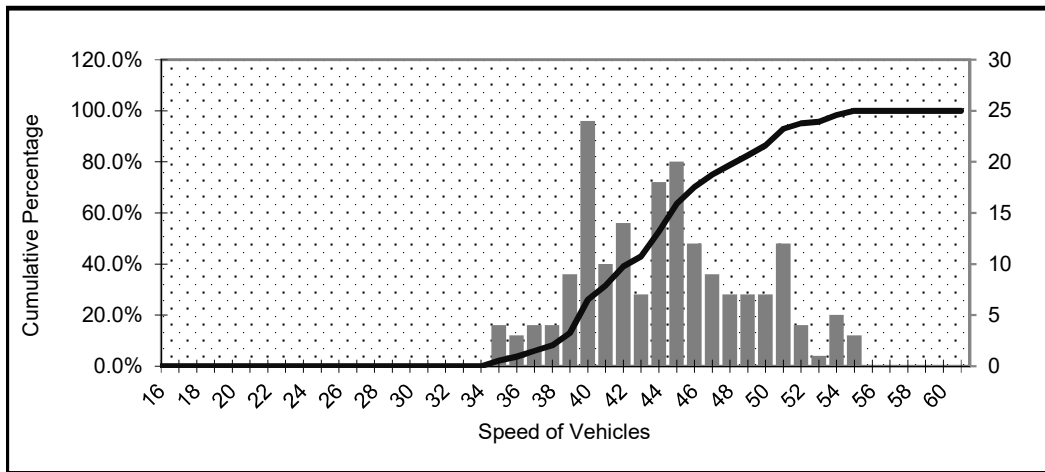
Location:	Tracy Blvd Between Schulte Rd and Valpico Rd		
Date:	9/19/2018	Recorder:	GJ
Begin Time:	9:30 AM	Direction:	North South
End Time:	11:30 AM	Land use:	Residential
Day:	Wednesday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	40 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	0
32	0
33	0
34	0
35	4
36	3
37	4
38	4
39	9
40	24
41	10
42	14
43	7
44	18
45	20
46	12
47	9
48	7
49	7
50	7
51	12
52	4
53	1
54	5
55	3
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>184</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	184		50th Percentile (mph)	44
Speed Range (mph)	35	55	85th Percentile (mph)	50
10 Mph Pace (mph)	39	48	Average Speed (mph)	44.36

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 17 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Four-Lane Arterial Roadway
Volume (if known)	
Parking Considerations	No Parking, Bike Lane Present
Other Considerations	

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 50 MPH                  Presence of intersections in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 45 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

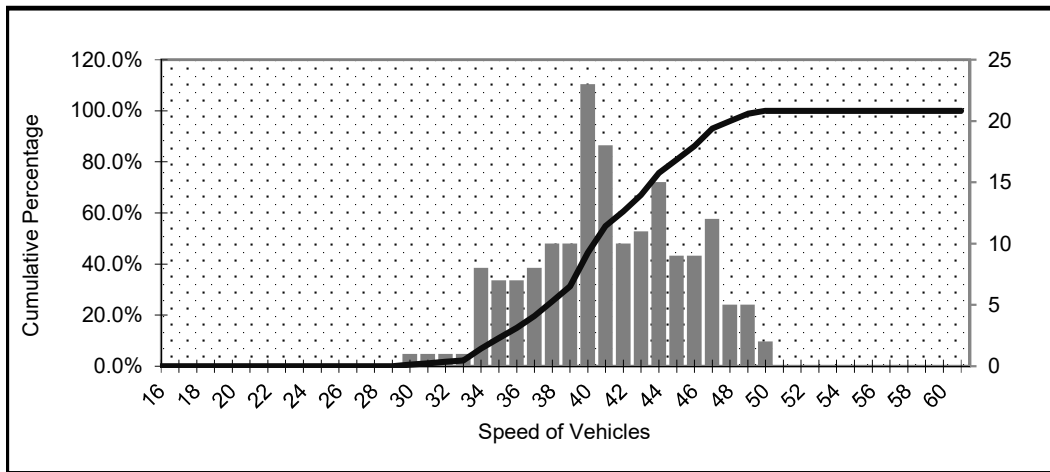
Location:	Tracy Blvd Between Sixth St and Schulte Rd		
Date:	9/25/2018	Recorder:	GJ
Begin Time:	9:30 AM	Direction:	North South
End Time:	10:15 AM	Land use:	Residential
Day:	Tuesday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	35 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	1
31	1
32	1
33	1
34	8
35	7
36	7
37	8
38	10
39	10
40	23
41	18
42	10
43	11
44	15
45	9
46	9
47	12
48	5
49	5
50	2
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>173</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	173		50th Percentile (mph)	41
Speed Range (mph)	30	50	85th Percentile (mph)	46
10 Mph Pace (mph)	38	47	Average Speed (mph)	41.27

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 5 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Four-lane Arterial Roadway
Volume (if known)	
Parking Considerations	No Parking allowed, Bike Lane
Other Considerations	Residential Subdivisions

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 46 MPH                  Presence of intersections in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 40 MPH</b></p>
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## VEHICLE SPEED SURVEY REPORT

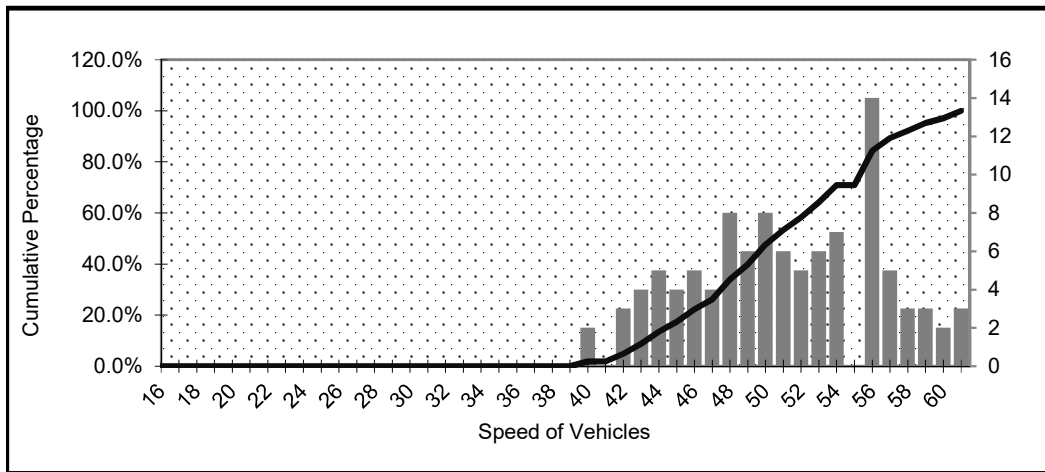
Location:	Western Pacific Way Between Corral Hollow Rd and West City Limits		
Date:	12/11/2018	Recorder:	GJ
Begin Time:	3:45 PM	Direction:	East West
End Time:	5:00 PM	Land use:	Rural
Day:	Tuesday	Type:	Arterial
Weather:	Sunny and Clear	Posted Limit:	45 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	0
32	0
33	0
34	0
35	0
36	0
37	0
38	0
39	0
40	2
41	0
42	3
43	4
44	5
45	4
46	5
47	4
48	8
49	6
50	8
51	6
52	5
53	6
54	7
55	0
56	14
57	5
58	3
59	3
60	2
61	3
<b>Total</b>	<b>103</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	103		50th Percentile (mph)	51
Speed Range (mph)	40	61	85th Percentile (mph)	57
10 Mph Pace (mph)	48	57	Average Speed (mph)	51.06


### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 2 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two- Lane Arterial Roadway
Volume (if known)	
Parking Considerations	No Parking, No Bike Lane, Rural
Other Considerations	Road parallels railroad track

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 57 MPH                  Presence of intersections justifies downgrading speed limit by 5mph</p> <p style="text-align: center;"><b>Recommended speed limit = 50 MPH</b></p>
---	--

## VEHICLE SPEED SURVEY REPORT

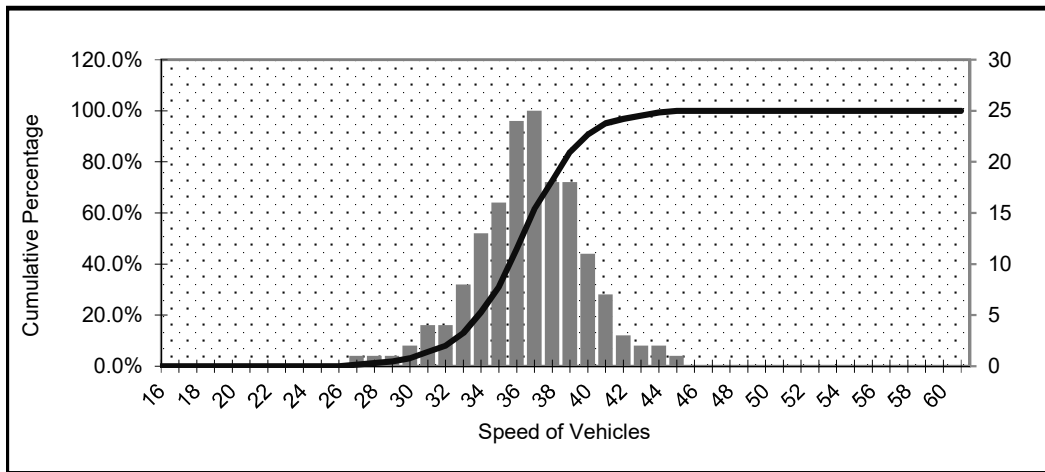
Location:	Whispering Wind Dr Between Tracy Blvd and Middlefield Dr		
Date:	12/19/2018	Recorder:	GJ
Begin Time:	9:30 AM	Direction:	East West
End Time:	11:45 AM	Land use:	Residential
Day:	Wednesday	Type:	Collector
Weather:	Sunny and Clear	Posted Limit:	30 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	1
28	1
29	1
30	2
31	4
32	4
33	8
34	13
35	16
36	24
37	25
38	18
39	18
40	11
41	7
42	3
43	2
44	2
45	1
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>161</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	161		50th Percentile (mph)	37
Speed Range (mph)	27	45	85th Percentile (mph)	40
10 Mph Pace (mph)	32	41	Average Speed (mph)	36.70

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 0 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two-lane Collector Roadway
Volume (if known)	
Parking Considerations	Parking Present
Other Considerations	Residential driveways and curves

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 40 MPH                  Presence of residential driveways, intersections, schools collisions, parking, library in this segment justifies not increasing the current speed limit.</p> <p style="text-align: center;"><b>Recommended speed limit = 30 MPH</b></p>
--	---

## VEHICLE SPEED SURVEY REPORT

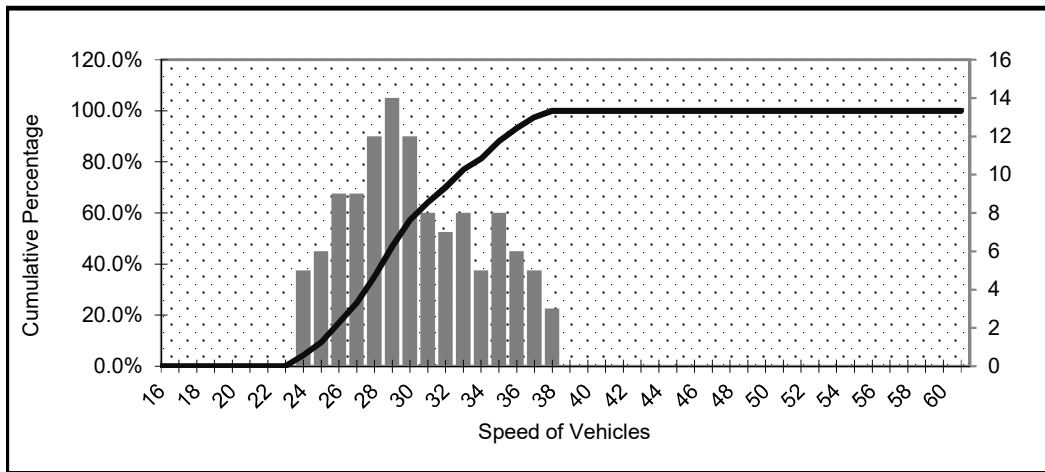
Location:	Whispering Wind Dr Between Regis Dr and Tracy Blvd		
Date:	1/24/2019	Recorder:	GJ
Begin Time:	1:00 PM	Direction:	East West
End Time:	2:30 PM	Land use:	Residential
Day:	Thursday	Type:	Collector
Weather:	Sunny and Clear	Posted Limit:	30 MPH

DATA COLLECTED	
Speed	Samples
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	5
25	6
26	9
27	9
28	12
29	14
30	12
31	8
32	7
33	8
34	5
35	8
36	6
37	5
38	3
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
<b>Total</b>	<b>117</b>

### SUMMARY STATISTICS

Total Observed (vehicles)	117		50th Percentile (mph)	30
Speed Range (mph)	24	38	85th Percentile (mph)	35
10 Mph Pace (mph)	26	35	Average Speed (mph)	30.34

### GRAPH OF CUMULATIVE PERCENTAGE OF VEHICLES VS SPEED



### ANALYSIS INFORMATION

Number of Accidents	Total 0 Collisions
Date Period	1/1/2017 - 12/31/2018
Street layout	Two-lane Collector Roadway
Volume (if known)	
Parking Considerations	No Parking Allowed
Other Considerations	Industrial, Railroad crossing

### RECOMMENDATIONS & NOTES

	<p>85th percentile indicates speed of 35 MPH                  Presence of intersections in this segment justifies downgrading speed limit by 5 mph.</p> <p style="text-align: center;"><b>Recommended speed limit = 30 MPH</b></p>
--	--

AGENDA ITEM 3.B

REQUEST

**ADOPT THE CITY OF TRACY SHORT RANGE TRANSIT PLAN**

EXECUTIVE SUMMARY

The City of Tracy has created a Short Range Transit Plan to guide the implementation of transit service within the City over the next 5+ years. The plan responds to key issues identified by Tracy TRACER customers and others to create a system that will be more attractive to new riders in the years to come. It includes an extensive analysis of the current system as well as input from public outreach efforts through workshops, surveys, and interviews with key stakeholders.

Through a phased implementation process, the TRACER system will begin to utilize the next generation of transit solutions to provide a flexible and robust system to meet the needs of the residents of Tracy.

DISCUSSION

The Short Range Transit Plan (SRTP) is an action plan developed to guide the implementation of transit service improvements over the next 5+ years. A SRTP of the City's transit routes is important to improve the efficiency of service within the City, address future land use development and transportation investments, and enhance connectivity to regional bus services. Overall, the analysis has culminated in recommendations for transit route revisions that would address future population growth and transit demand, transit-dependent needs, connectivity, and anticipated financial revenue and transit investment opportunities.

The service plan maximizes the performance of existing services while responding to additional community mobility needs. The focus of the recommendations is to concentrate service on strong routes to provide a foundation for increasing ridership and generating more fare revenue, while also preserving in areas with lower ridership potential.

Most importantly, the plan responds to key issues identified by Tracy TRACER customers and others to create a system that will be more attractive to new riders in the years to come. The study process has included a great deal of outreach and facilitation with the public and key regional stakeholders. The service plan reflects input received from a variety of activities, including public workshops, multiple interviews with several agencies, and on-board and community surveys.

The plan has numerous recommendations intended to meet the goal of providing a high quality, expanded and consistent service for the citizens and visitors of the City of Tracy. Another goal is to realize increased ridership, and a more efficient delivery system. Preserving services for those with disabilities and seniors remains a priority.

The following is a brief summary of the recommendations for the SRTP and staff's recommendations for implementation. Full details, including the system analysis and results of the public outreach, can be found in the full SRTP document.

## **PUBLIC OUTREACH**

Over the course of the plan, the following methods of public outreach were implemented:

- A community survey was made available online and handed out at the farmer's market over the period of approximately 3 weeks to gather general data from the community, both riders and non-riders alike. A total of 369 responses were received.
- An onboard survey was conducted during a 1 week period to gather data from current riders. A total of 497 surveys were completed.
- Two public workshops were held at the Lolly Hansen Senior Center to gather input and feedback from the senior population.
- Two public workshops were held in the evenings for the general public to provide input and feedback on service recommendations.
- A meeting was held with the Transportation Advisory Commission to present the recommended service plan. Their feedback has been incorporated into the final draft SRTP.

## **TRACER SERVICE PLAN**

The preferred service plan can be summarized as follows:

- Simplify the fixed route network
- Introduce Personal Mobility on Demand (PMoD) service, which is an on demand service that requires reservations similar to Uber or Lyft
- Introduce a microtransit system focused on serving middle and high school students
- Retain existing Paratransit service at a reduced level combined with an ADA PMoD option

The service plan takes a strategic approach to generate local transit ridership growth with new service modes responding to key travel markets observed in earlier demographic and existing services analyses prepared earlier in the short-range planning process. Key transit travel markets include:

- General purpose local travel within Tracy
- Regional commuters
- Middle and high school students
- Senior/ADA-eligible persons and others with mobility limitations

### General Purpose Local Travel Within Tracy

The preferred service plan recognizes the need to maintain and enhance TRACER's role as a local mobility provider for varied trip purposes ranging from employment, medical, and shopping to recreation and personal business trips. Planned service improvements are described in context of three defining service design characteristics of public transportation service: coverage; frequency; and span.

The three objectives of the service plan are to:

- Extend transit system coverage to 100% of service area residents
- Establish a 30-minute maximum frequency target for all TRACER services
- Make TRACER service available to the public seven days per week from 5:00 am until 10:00 pm

The proposed service design combines a simplified fixed route network and Personal Mobility on Demand (PMoD) service offering “point-to-bus stop” feeder connections to expand the reach of the transit system into the numerous neighborhood subdivisions that lay beyond reasonable walking distance from the nearest bus stop. The two modes will be linked together via a branded mobile phone app enabling customers to hail a ride, pay their fare, and track vehicle arrival and transfer times in real time. Traditional communication and fare collection methods also will be maintained to ensure that all potential customers have access to transit service.

A streamlined fixed route network is designed to run faster and straighter on selected arterial and collector streets, with improved bus stops for a better waiting and transfer experience for customers.

#### Subsidized PMoD Service

Personal Mobility on Demand (PMoD) service is an on demand service where riders can be picked up from any location and dropped off at their destination. This is similar to other services available such as Uber or Lyft. The service plan utilizes two different types of PMoD service: feeder and direct. PMoD feeder service will take the passengers and connect them with the nearest fixed route option to continue their trip. PMoD direct service will take the passenger directly to their final destination, but at a higher cost to the passenger. It is recommended that PMoD feeder service be used during the times that the simplified fixed route is in operation, while the PMoD direct service be limited to times between 5am and 10pm only when the simplified fixed route is not operating.

#### Regional Commuters

The preferred service plan responds to the need for better transit access to the ACE train station and downtown Tracy Transit Station to connect with regional bus lines connecting to the Pleasanton BART station and destinations in Silicon Valley. A separately branded shared-ride PMoD service for regional commuters is proposed with on-demand and subscription service available on weekdays from approximately 3:30 am until 8:00am, and from approximately 4:15pm until 9:45pm.

#### Middle and High School Students

While the present TRACER route network focuses on several public middle and high school locations around the City, purely fixed route service is an expensive and inefficient solution to address student travel demand in a suburban operating environment.

The preferred service plan recognizes the significant travel market comprised of students attending the six middle schools and three high schools in Tracy. It mostly

replaces fixed route coverage with dynamically-routed microtransit service to offer shorter onboard travel times for customers, and more efficient utilization of available capacity. A separately branded microtransit service is proposed with on-demand and subscription reservations available on school weekdays from approximately 7:00 am until 8:30 am; and from approximately 1:30 pm – 3:00 pm (Monday), or from 2:30 pm until 4:00 pm (Tuesday – Friday). The service would coordinate with school bell times. Having a service that is separately branded is primarily for marketing purposes to better target the key market that service is trying to attract.

#### Senior/ADA-Eligible Persons

The preferred service plan acknowledges the need to maintain traditional pre-scheduled complementary paratransit for ADA-eligible customers, while also seeking to enhance mobility options allowing more spontaneous travel and longer service hours. A new accessible PMoD service option is recommended, giving customers the choice between existing TRACER prescheduled complementary paratransit service and subsidized accessible PMoD rides from services such as Uber, Lyft, and local Smart Taxi operations.

##### *Subsidized Accessible PMoD*

The PMoD option provides greater opportunity for spontaneous on-demand travel than is available on conventional pre-scheduled dial-a-ride; however, the fare could be higher and be variable based on trip length. For initial budget purposes, it is anticipated that half of all complementary paratransit trips currently taken on weekdays and Saturdays would migrate to accessible PMoD service within the first full year of operation. New Sunday service would be available.

##### *Pre-Scheduled Complementary Paratransit*

Existing complementary paratransit service is maintained at a reduced level of service commensurate with the expected migration of up to one-half of all ADA-eligible customer trips to Accessible PMoD.

### **SERVICE PLAN IMPLEMENTATION**

Given the extent of the recommended changes to the TRACER system design and customer interface, a three phase transition plan is suggested. Staff will be working to release a Request For Proposals (RFP) during the next year to procure an operations contract that will have the transition plan built into the contract and to ensure that the City obtains a competitive price for the services the City is seeking. Additionally, it will take time to get a consultant to begin developing a customer interface app that will provide for the ease of use of the TRACER system and its parts.

#### Phase 1 – July 2020 – June 2021

Phase 1 would retain most of the existing fixed route network, with the exception of the D Route (as shown on page 62 of the SRTP), which would be discontinued. An area wide PMoD system would be put in place to address Sunday service and would operate between the hours of 5am and 10pm. An initial phase of the school microtransit would also be implemented serving the Kimball High and Williams Middle School area. The

Paratransit service hours would be reduced by up to 20%, but would also see an ADA PMoD service implemented providing more flexible options to the senior/ADA population.

#### Phase 2 – July 2021 – June 2022

Phase 2 would further streamline the fixed route system by eliminating the F Route (as shown on page 67 of the SRTP) and ending the C Route at Tracy Boulevard and Valpico Road. The PMoD service would begin the implementation of the feeder service in the southeast area of Tracy and also direct service between 5am and 10pm when the fixed route is not operating. This phase would also see the implementation of the Commuter PMoD with the origin or destination being limited to either the ACE Station or the Tracy Transit Station. The school microtransit would begin to service the Tracy High area. Phase 2 will also assume that more senior/ADA eligible customers move to use of accessible PMoD and a further reduction in the hours of traditional Paratransit service realized.

#### Phase 3 – July 2022 – June 2023

Phase 3 would see the elimination of the E Route (as shown on page 65 of the SRTP) and all remnants of the previous fixed route system replaced with the simplified 3-route network. The PMoD feeder service would be expanded to be area-wide on weekdays and Saturdays as well as the direct service during times that the fixed route is not operating. The school microtransit service would expand to serve all schools in Tracy. It is assumed that Commuter and accessible PMoD service would continue to expand in use and a corresponding reduction in the traditional Paratransit service hours would be reflected.

The years beyond Phase 3 would continue to see an increase in the ridership of the various modes of service provided.

### **CAPITAL IMPROVEMENT**

For the duration of the plan, capital improvements to the TRACER system would consist of investment in the following:

#### Revenue Vehicles

The plan assumes that the City will own and maintain all revenue vehicles required to operate the fixed route and paratransit services. All vehicles required for subsidized PMoD service would be supplied and maintained by the contracted service providers.

#### Priority Feeder Bus Stop Improvements

The preferred service plan assumes that most transfers between PMoD feeder vehicles and TRACER fixed route buses will occur at major bus stops where physical improvements and customer amenities should be concentrated to elevate customers' transfer experience. A package of prototypical improvements is suggested; potentially including a bus turnout lane, expanded setback from the curb, shelter and seating



minimizing sidewalks conflicts with pedestrians, lighting and security, real-time schedule information, and wifi hotspot.

#### Transit Corridor Operational Improvements

The five-year capital plan contains funding for project implementation activities, including a planning and design study in FY2023, and potential “Bus Rapid Transit (BRT)-like” improvements ranging from intersection design to signal pre-emption, to semi-dedicated bus travel lanes, to off-board fare collection systems and high-platform boarding.

#### Facilities, Equipment and Technologies

The five-year capital plan contains funding for implementation activities; including real-time schedule information software and hardware at major bus stops and a TRACER mobile app; and a Maintenance and Operating Facility Feasibility Study.

##### *Maintenance and Operating Facility*

The plan also includes working toward building a Maintenance and Operating Facility for TRACER. Currently all vehicles are stored at the Boyd Service Center which is quickly running out of space. Development of a new facility for transit would be looked at to house vehicle storage, fueling, maintenance, and administrative functions associated with public transportation service delivery.

### **FUNDING AND REVENUE PLAN**

Funding for the TRACER system primarily comes from four main sources including:

- Federal Transit Administration (FTA) Section 5307 Urbanized Area Funds
- Transportation Development Act (TDA) Funds
- Farebox Revenues
- Transit Station Rental Revenue

These sources will continue to be the primary funding sources utilized to fund the ongoing operations and improvements for the transit system. Additional funding sources can also be used to help offset costs of running the system including:

- State Transit Assistance (STA) Program
- State of Good Repair Program
- Proposition 1B (PTMISEA)
- Low Carbon Transit Operation Program (LCTOP)
- Congestion Management and Air Quality (CMAQ) Improvement Program
- FTA Section 5339 Bus and Bus Facilities Program

Funding varies with these sources and is not always guaranteed, however, when available, they will be pursued to help extend the use of available funding for the transit system.

### STRATEGIC PLAN

This agenda item is a routine operational item and does not relate to the Council's Strategic Plans.

### FISCAL IMPACT

Funding to operate the Tracer Bus System comes out of the Transit Fund and is paid through a combination of Federal and State grants, which are incorporated into the annual budget adopted by City Council. As the SRTP is implemented, costs will be incorporated into the operational budget for that fiscal year, and capital purchases will be brought forward to Council for approval as each case arises.

### RECOMMENDATION

Staff recommends that City Council adopt, by resolution, the Short Range Transit Plan.

Prepared by: Ed Lovell, Management Analyst II

Reviewed by: Brian MacDonald, Parks & Recreation Director  
Karin Schnaider, Finance Director  
Andrew Malik, Assistant City Manager

Approved by: Midori Lichtwardt, Interim City Manager

### ATTACHMENTS

Exhibit A – Short Range Transit Plan 2 Page Summary

Exhibit B – Draft Short Range Transit Plan



## Short Range Transit Plan (S RTP)

### Objectives:

- To determine how public transit may better meet the short-term and longer-term needs of the community
- An Action Plan to guide the implementation of transit service improvements over the next 5+ year period.

### Work Plan:

- Outreach/Consultation – feedback from the public (surveys and meetings).
- Analysis of existing system.
- Identification of conceptual alternatives – analysis and evaluation.
- Recommendations - a preferred approach.

### Conclusions/Observations:

- TRACER ridership and productivity are well below that of its peers.
- Ridership per capita is declining due to flat transit demand since 2014 against the backdrop of a growing residential population and commercial base.
- TRACER route network is overly complicated with duplicative segments and variable patterns that require customers to make informed selections as to which route to use.
- Use of one-way loop alignments increase bus travel times and makes TRACER less attractive to driving alone or using a TNC or smart taxicab.
- Mid-route deviations to accommodate a few riders at the inconvenience for other customers with out-of-direction travel.
- Concentrating transfer connections at the Tracy Transit Station causes excessive travel times and out-of-direction for many residents.
- Service frequencies are low by today's design metrics.
- Commuter routes (D-reverse, E, F) are not productive and are relatively expensive to operate.

### Systematic Restructuring:

- Reflect conclusions from service analysis
- Reflect input from the community
- Address service & scheduling efficiencies
- Address increasing service costs



- Be fiscally responsible and accountable
- ADA (& Title VI) Compliance
- Preserve the integrity of the City's paratransit services for those with no alternative and provide flexible mobility options

### Overall Transit System Objectives:

- ✓ Service Coverage – Extend coverage to 100% of service area residents.
- ✓ Service Frequency – Establish 30-minute frequency.
- ✓ Service Span – Available seven days per week until 10:00pm.

### A Preferred Plan:

Reduce the coverage area of the fixed route network and introduce supplementary services provided by smart taxis, transportation network companies (TNCs), and microtransit service providers.

#### Key Markets Served:

- General Purpose Local Travel Within Tracy
- Regional Commuters
- Middle & High School Students
- ADA-Eligible and Others with Mobility Limitations

**Preferred Service Plan** – combination of dedicated contracted services and subsidized travel using market-based PMoD and microtransit services.

- Simplified fixed-route network
- Subsidized PMoD Feeder Service - "Point-to-Bus Stop" – connectivity to transit / first mile-last mile
- Subsidized PMoD Direct Service - Any two points within service area, when fixed-route not operating
- Dynamically-routed microtransit

#### Personal Mobility on Demand

**(PMoD):** TNC's (Uber, Lyft), taxis, sedans, individuals or small groups. On-demand (next vehicle available) and/or advanced booked. Reservations required: app based and/or phone reservations/call center.

**Microtransit:** scheduled or flexible: Moderate capacity, fixed route and set schedule or dynamic itinerary flexible). Scheduled - walk-up service, no booking required. Flexible - reservations required (app based and/or phone reservations/call center)

### Recommended Service Level:

- No fiscal impact
- Transit Fund – Federal & State grants (incorporated into annual budget adopted by City Council)
- As SRTP implemented – costs to be incorporated in that fiscal year
- Capital purchases will be brought forward to City Council for approval



SHORT RANGE TRANSIT PLAN (SRTP) FY 2021-2025

DRAFT *FINAL REPORT*

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MAY 2019



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**Appendix A: On-Board and Community Survey Instruments**

**Appendix B: Public Meeting Presentation Material**

**Appendix C: Detailed Route Analysis**



## EXECUTIVE SUMMARY

The Short Range Transit Plan (SRTP) is an action plan developed to guide the implementation of transit service improvements over the next 5+ years. A SRTP of the City's transit routes is important to improve the efficiency of service within the City, address future land use development and transportation investments, and enhance connectivity to regional bus services. Overall, the analysis has culminated in recommendations for transit route revisions that would address future population growth and transit demand, transit-dependent needs, connectivity, and anticipated financial revenue and transit investment opportunities.

The service plan maximizes the performance of existing services while responding to additional community mobility needs. The focus of the recommendations is to concentrate service on strong routes to provide a foundation for increasing ridership and generating more fare revenue, while also preserving in areas with lower ridership potential.

Most importantly, the plan responds to key issues identified by Tracy TRACER customers and others to create a system that will be more attractive to new riders in the years to come. The study process has included a great deal of outreach and facilitation with the public and key regional stakeholders. The service plan reflects input received from a variety of activities, including public workshops, multiple interviews with several agencies, and on-board and community surveys.

The SRTP final report is presented in eleven chapters. Chapters 1 and 2 describe the SRTP context and process; and provide a market analysis based on key community demographic and land use characteristics. Chapter 3 documents the survey research process conducted for the study. Public workshop/outreach presentation material is presented in Appendix B.

Chapter 4 presents a primer on transit performance measurement. Performance metrics for TRACER fixed-route and Paratransit services are presented.

**Evaluation of Existing Fixed-Route Transit Services:** Chapter 5 provides a comprehensive evaluation of existing TRACER fixed-route transit services including operational performance and opportunities for enhancements.

TRACER ridership and service productivity are near the low end of the range among peer transit systems.<sup>1</sup> Annual ridership, which has reflected a flat to slightly declining trend during the last five years, is estimated at 158,000 customer boardings in FY 2018. As indicated in Exhibit ES.1, system service productivity is 6.5 boardings per revenue service hour. Individual route productivities range from a high of 8.7 boardings per hour (Route F) to a low of 3.9 boardings per hour (Route D). Notably, the productivity of local Route C operating hourly schedules is higher than Routes A and B operating 30-minute weekday schedules.

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<sup>1</sup> Among California municipal systems, average service productivity ranges from 12 – 20 boardings per revenue service hour.

**Exhibit ES.1: TRACER Ridership and Productivity by Route, FY 2018**

<b>Route</b>	<b>FY 2018 Estimated Ridership</b>	<b>FY 2018 Estimated Revenue Hours</b>	<b>Service Productivity (Passengers per Hour)</b>
A - Blue	48,000	6,900	7.0
B - Green	46,500	6,900	6.7
C - Red	31,000	3,825	8.1
D - Purple	19,400	5,025	3.9
E - Pink	6,600	925	7.1
F - Orange	6,500	750	8.7
Total	158,000	24,325	6.5

The comprehensive analysis presented in Chapter 5 raises significant concerns as to the operating effectiveness of TRACER fixed route service in its present form. Ridership and productivity are well below that of its peers. Ridership per capita is declining due to flat transit demand since 2014 against the backdrop of a growing residential population and commercial base. Key issues include:

- The route network is overly complicated with duplicative segments and variable patterns that require customers to make informed selections as to which route to use. For example:
  - Three routes (B, D, E) cover Lowell Avenue and Eaton Avenue between Corral Hollow Road and the Civic Center area.
  - Two routes (A, B) cover the destination-laden commercial district in northwest Tracy; however, they follow different alignments and are scheduled within five minutes of one another at West Valley Mall.
- Use of one-way loop alignments increase bus travel times and make TRACER less attractive to driving alone or using a transportation network company (TNC) or smart taxicab. For example:
  - Route D, which is structured as a 65-70-minute one-way loop, is significantly less productive than the system average (3.9 vs. 6.5 boardings per service hour).
- Mid-route deviations to accommodate a few riders at the inconvenience for frustrate customers with out-of-direction travel.
  - The Tracy Corners deviation on Route A generates 15-20 boardings per weekday north of Cordoza Road on Tracy Boulevard, Kavanaugh Avenue, Buthmann Drive, and Clover Road. This compares to 60 or more customers per day riding Route A buses through the intersection of Grant Line Road and Tracy Boulevard.

- Route D ridership is discouraged mid-route due to circuitous travel required to get to the Transit Station.
- Concentrating transfer connections at the Tracy Transit Station causes excessive travel times and out-of-direction for many residents. For example:
  - Southwest Tracy residents generally west of Corral Hollow Road and south of 11<sup>th</sup> Street cannot travel directly to West Valley Mall; a 10-minute trip via personal auto, smart taxi or TNC. In contrast, riding TRACER from Mabel Josephine Drive (boarding at 9:28 am) to the mall via Route D transferring to Route A or B at the Transit Station requires nearly 90 minutes, including a 26-minute wait at the Transit Station.
  - Bus travel between Hidden Lake and West Valley Mall takes about 60 minutes via Route C transferring to Route A or B at the Transit Station. Alternatively, travel via personal auto, smart taxi or TNC takes 15-20 minutes.
- Service frequencies are low by today's design metrics. Routes A and B operate every 30 minutes on weekdays only. Routes C and D operate hourly on weekdays, and all routes operate hourly on Saturday. The irregular 65-70-minute frequency of Route D disrupts the pulse transfer at the Tracy Transit Station.
- Commuter routes (D-reverse, E, F) are not productive and are relatively expensive to operate.
  - Six of ten scheduled weekday one-way trips generate minimal ridership (*i.e.*, 6 or fewer boardings).
  - Three of ten trips carry passenger loads requiring a 30-foot or larger heavy-duty transit bus.
  - Most customers are students rather than commuters. For example, the ACE train station generates three boardings and four alightings per day collectively on two routes (D, F).

Systemic restructuring of TRACER fixed route system is suggested considering the concerns raised in this analysis. Conceptual alternatives to be considered going forward include:

1. Retain and restructuring the fixed route network to resolve network design flaws and implement industry best practices for transit service design.
2. Reduce the coverage area of the fixed route network and introduce supplementary services provided by smart taxis, TNCs, and microtransit service providers.
3. Discontinue fixed route operations entirely and implement personal mobility on-demand (PMoD) and flexible microtransit services using a combination of sedans, SUVs, transit vans and small buses to provide mobility.

The Recommended Service Plan is presented in Chapter 6. This chapter presents the five-year plan for TRACER system improvements with a planned transition from a predominantly fixed route service model to a diversified "Mobility as a Service (MaaS)" service design.

The service plan takes a strategic approach to generate local transit ridership growth with new service modes responding to key travel markets observed in earlier demographic and existing services analyses prepared earlier in the short-range planning process. Key transit travel markets include:

- General purpose local travel within Tracy
- Regional commuters
- Middle and high school students
- ADA-eligible persons and others with mobility limitations

At full maturity, the 10% growth strategy represents a modest expansion of the overall transit program measured in terms of the net operating cost of service. The 10% growth strategy option funds most but not all the preferred service plan assuming a first-year net operating cost target of up to \$3.23 million.<sup>2</sup> LOS characteristics including span, frequency, buses deployed, and total revenue service hours required, are summarized in Exhibit ES.2.

At full maturity, the ridership for all modes is estimated at approximately 361,300 boardings, as shown in Exhibit ES.3.

At full maturity net operating expenses are estimated at approximately \$3.46 million, as shown in Exhibit ES.4. The calculated average subsidy per passenger is \$8.82.

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<sup>2</sup> Calculated on base FY 2017 reported system net operating cost of \$3.14 million plus 2.5% inflation (\$3.23 million).

**Exhibit ES.2: LOS (10% Growth) System Service Characteristics**

WEEKDAY Route	Service Span		Frequency (minutes)			Buses in Service			Revenue Service Hours			
	Begin	End	Peak	Base	Night	Peak	Base	Night	Day	Annual		
Red Line (Tracy Blvd)	6:30 AM	5:30 PM	30	30	--	4	4	--	44.0	11,132		
Green Line (Corral Hollow)	6:30 AM	5:30 PM	30	30	--	1.5	1.5	--	16.5	4,175		
Yellow Line (Grant Line)	6:30 AM	5:30 PM	30	30	--	1.5	1.5	--	16.5	4,175		
PMoD Feeder	6:00 AM	6:00 PM	30-minute response time on demand			Private fleet			na	na		
PMoD Direct	5:00 AM	10:00 PM				Private fleet			na	na		
ADA Complementary Paratransit	6:30 AM	5:30 PM				2			2	--	22.0	5,566
ADA PMoD	5:00 AM	10:00 PM				Private fleet			na	na		
Commuter Shared-Ride PMoD	3 - 8 AM	4 - 10 PM				Private fleet			na	na		
School Microtransit	AM bell	PM bell	Private fleet			25.0	4,500					
Subtotal, Weekday						9	9	0	124.0	29,547		

SATURDAY Route	Service Span		Frequency (minutes)			Buses in Service			Revenue Service Hours	
	Begin	End	Peak	Base	Night	Peak	Base	Night	Day	Annual
Red Line (Tracy Blvd)	8:00 AM	5:30 PM	30	30	--	4	4	--	38.0	1,976
Green Line (Corral Hollow)	8:00 AM	5:30 PM	30	30	--	1.5	1.5	--	14.3	741
Yellow Line (Grant Line)	8:00 AM	5:30 PM	30	30	--	1.5	1.5	--	14.3	741
PMoD Feeder	7:30 AM	6:00 PM	30-minute response time on demand			Private fleet			na	na
PMoD Direct	5-7:30AM / 6-10PM					Private fleet			na	na
ADA Complementary Paratransit	8:00 AM	5:30 PM				1			1	0
ADA PMoD	5:00 AM	10:00 PM	Private fleet			na	na			
Subtotal, Saturday						8	8	0	76.0	3,952

SUNDAY Route	Service Span		Frequency (minutes)			Buses in Service			Revenue Service Hours	
	Begin	End	Peak	Base	Night	Peak	Base	Night	Day	Annual
General Public PMoD - Direct	5:00 AM	10:00 PM	30-minute response time on demand			Private fleet			na	na
ADA PMoD	5:00 AM	10:00 PM				Private fleet			na	na
Subtotal, Sunday						0	0	0		

<b>Total Annual Service Hours</b>	<b>33,499</b>
Red Line (Tracy Blvd)	13,108
Green Line (Corral Hollow)	4,916
Yellow Line (Grant Line)	4,916
ADA Complementary Paratransit	6,060
School Microtransit	4,500

**Exhibit ES.3: Annual Ridership Targets (10% Growth)**

Service Mode	Annual Passenger Boardings	Criteria	Assumptions
Red Line (Tracy Blvd)	117,972	Boardings per service hour	Average 9 per hour
Green Line (Corral Hollow)	29,493	Boardings per service hour	Average 6 per hour
Yellow Line (Grant Line)	34,409	Boardings per service hour	Average 7 per hour
PMoD Feeder	58,400	1-way trips (max. budget)	Weekday: 200; Saturday: 150; Sunday: 0
PMoD Direct	25,280	1-way trips (max. budget)	Weekday : 60; Saturday: 50; Sunday: 125
ADA Complementary Paratransit	12,120	Boardings per service hour	Average 2.0 per hour
ADA PMOD Option	11,915	1-way trips (max. budget)	Weekday: 35; Saturday: 30; Sunday: 25
Commuter Shared-Ride PMOD	17,710	1-way trips (max. budget)	Weekday: 70
School Microtransit	54,000	Boardings per service hour	Average 12 per hour
<b>Total</b>	<b>361,299</b>		

**Exhibit ES.4: Annual Operating Expenses and Revenue (10% Growth)**

Service Mode	Service Hours	Cost per Hour <sup>1</sup>	Annual Boardings	Boardings per Hour	Total Operating Cost	Fare Revenue <sup>2</sup>	Net Operating Cost	Subsidy per Passenger
Red Line (Tracy Blvd)	13,108	\$92.69	117,972	9.00	\$1,215,000	\$71,963	\$1,143,037	\$9.69
Green Line (Corral Hollow)	4,916	\$92.69	29,493	6.00	\$455,625	\$17,991	\$437,634	\$14.84
Yellow Line (Grant Line)	4,916	\$92.69	34,409	7.00	\$455,625	\$20,989	\$434,636	\$12.63
PMoD Feeder	--	--	58,400	--	\$292,000	\$0	\$292,000	\$5.00
PMoD Direct	--	--	25,280	NA	\$126,400	\$0	\$126,400	\$5.00
ADA Complementary Paratransit	6,060	\$92.69	12,120	2.00	\$561,710	\$16,241	\$545,470	\$45.01
ADA PMoD	--	--	11,915	--	\$119,150	\$0	\$119,150	\$10.00
Commuter Shared-Ride PMOD	--	--	17,710	--	\$88,550	\$0	\$88,550	\$5.00
School Microtransit	4,500	\$73.18	54,000	12.00	\$329,299	\$54,000	\$275,299	\$5.10
<b>Total</b>			<b>361,299</b>		<b>\$3,643,360</b>		<b>\$3,462,176</b>	<b>\$9.58</b>

10% Growth Target: \$3,545,000

**NOTES:**

- 1 - Contract FR/ADA CP service cost = 95% of SJCOG FY 2019 target (\$97.57); contract Microtransit cost = 75% of target.
- 2 - Assumes \$0.61 per FR boarding; \$1.34 per complementary paratransit boarding (FY 2017 actual); \$1 per School microtransit boarding.

Chapter 7 presents an Implementation Plan. Given the extent of the recommended changes to TRACER system design and customer interface, a three-phase transition is suggested to implement the preferred service plan over a three-year period beginning in July 2020 and completing in July 2023. This transition is outlined by service mode as follows.

- **Fixed Route Network** – The current network is replaced with the a simplified three-line network in three steps; initially discontinuing the Route D in FY 2021 (July 2020) and replacing it with and school-based microtransit services; followed by discontinuation of the Route F and truncation of Route C east of Tracy Boulevard in FY 2022 (July 2021), and replacing them with new PMoD Feeder and additional school-based microtransit services; and concluding in FY 2023 (July 2022) with discontinuation of the remaining routes and installation of the preferred network. The preferred service plan marginally reduces fixed route service span to 6:30 am – 5:30 pm on weekdays and 8:00 am – 5:30 pm to reverse the decline in service productivity in recent years.
- **Subsidized PMoD Feeder and Limited Direct Service** – The preferred service plan expands transit system operating span to seven days and 17 hours per day (5:00 am - 10:00 pm). New subsidized PMoD services play an important role in achieving this objective with TNC/Smart Taxi fare subsidies introduced in three increments; beginning in FY 2021 (July 2020) with Sunday/holiday area-wide direct service in lieu of fixed route service; following in FY2022 (July 2021) by weekday and Saturday PMoD feeder and limited direct service in southeast Tracy; and in FY 2023 (July 2022) by area-wide PMoD feeder and limited direct service. Limited direct PMoD trips will be subsidized only when the fixed route network is not operating; i.e., between 5:00 am - 6:30 am and between 5:30 pm – 10:00 pm).
- **Microtransit** – Area-wide school-focused microtransit service is introduced in three increments; initially in FY 2021 (August 2020) with up to four routes focused on Kimball High School, Kelly Middle School, and Williams Middle School; followed in FY 2022 (August 2021) by up to four additional routes focused on Tracy High School, Poet-Christian Magnet School, and Williams Middle School; and in FY 2023 (August 2022) by up to four more vehicles focused on West High School, Monte Vista Middle School, North School, and Millennium Charter School.
- **ADA Pre-Scheduled and PMoD Services** - Subsidized accessible PMoD is introduced in FY 2021 (July 2020) to offer ADA-eligible TRACER customers the choice of more spontaneous travel than currently is possible on TRACER pre-scheduled complementary paratransit service. The operating plan is based on customer migration targets (*i.e.*, from pre-scheduled to PMoD) of 20% by the end of FY 2021 (June 2021); 35% by FY 2022; and 50% by the end of in FY 2023 through FY 2025. Similarly, pre-scheduled complementary paratransit will accommodate about 50% of total after FY 2023.

The three implementation phases cover the first year (Phase 1), second year (Phase 2) and third through fifth years (Phase 3) of the five-year SRTP. Year-by-year performance expectations and implementation issues are discussed in Chapter 7.

Exhibit ES.5 (Five-Year Operating Financial Plan) provides a summary table showing estimated ridership, operating cost and service productivity by service mode and fiscal year.

**Exhibit ES.5: Five-Year Operating Financial Plan Summary, FY 2021-2025**

Service Plan Components	Total Customer Boardings	Vehicle Service Hours	Total Operating Cost	Farebox Revenue	Net Operating Cost	Net Cost per Boarding	Boardings per Service Hour	Assumptions
<b>Phase 1: July 1, 2020 - June 30, 2021 (Plan Year 1)</b>								
Legacy Fixed Route Network (all routes)	158,000	24,325	\$2,254,664	\$96,380	\$2,158,304	\$13.66	6.5	FY 18 ridership, \$0.61 average fare
Discontinue Route D	-19,400	-5,025	-\$465,767	-\$11,834	-\$453,933	\$23.40	-3.9	FY 18 ridership, \$0.61 average fare
City-wide Sunday PMoD Direct	8,700	NA	\$43,500	\$0	\$43,500	\$5.00	NA	150 boardings per day, 58 days per year
Microtransit pilot - Kimball HS, Kelly MS, Williams MS	18,000	1,800	\$131,724	\$18,000	\$113,724	\$6.32	10.0	100 boardings per day, 180 days per year, \$1.00 average fare
Accessible PMoD pilot (20%)	3,630	NA	\$36,300	\$0	\$36,300	\$10.00	NA	10 boardings per day, 363 days per year
Complementary Paratransit (60%)	14,400	7,200	\$687,368	\$19,296	\$668,072	\$45.01	2.0	\$1.34 average fare
<b>Total</b>	<b>183,330</b>	<b>26,300</b>	<b>\$2,667,809</b>	<b>\$121,842</b>	<b>\$2,545,967</b>	<b>\$14.42</b>	<b>6.0</b>	<b>Net cost per boarding &amp; boardings per hour exclude PMoD subsidies</b>
<b>Phase 2: July 1, 2021 - June 30, 2022 (Plan Year 2)</b>								
Legacy Fixed Route Network (excludes Route D)	141,372	19,300	\$1,833,640	\$86,237	\$1,747,403	\$12.36	7.3	Ridership +2%, \$0.61 average fare
Discontinue Route F, truncate Route C	-6,500	-750	-\$617,547	-\$3,965	-\$613,582	\$94.40	-8.7	FY 18 ridership, \$0.61 average fare
Southeast Weekday/Saturday PMoD Feeder/Direct	29,200	NA	\$149,650	\$0	\$149,650	\$5.13	NA	100 boardings per weekday, 75 per Saturday
City-wide Sunday PMoD Direct	9,570	NA	\$49,046	\$0	\$49,046	\$5.13	NA	165 boardings per day (+10%), 58 days per year
Commuter PMoD	17,710	NA	\$90,764	\$0	\$90,764	\$5.13	NA	70 boardings per day, 253 weekdays
Microtransit expansion - East HS, Williams MS, Post-Christian Magnet	36,000	3,600	\$270,034	\$36,000	\$234,034	\$6.50	10.0	200 boardings per day, 180 days per year, \$1.00 average fare
Accessible PMoD pilot (35%)	6,420	NA	\$65,805	\$0	\$65,805	\$10.25	NA	20 boardings per weekday, 15 per Saturday, 10 per Sunday
Complementary Paratransit (65%)	12,265	5,850	\$55,792	\$16,462	\$39,331	\$43.80	2.1	Productivity +5%, \$1.34 average fare
<b>Total</b>	<b>246,057</b>	<b>26,000</b>	<b>\$2,397,184</b>	<b>\$134,734</b>	<b>\$2,262,451</b>	<b>\$10.41</b>	<b>6.5</b>	<b>Net cost per boarding &amp; boardings per hour exclude PMoD subsidies</b>
<b>Phase 3: July 1, 2022 - June 30, 2023 (Plan Year 3)</b>								
Red Line (Tracy Blvd)	117,972	13,108	\$1,276,489	\$71,963	\$1,204,526	\$10.21	9.0	9 boardings per hour, \$0.61 average fare
Green Line (Corral Hollow)	34,412	4,916	\$478,447	\$20,991	\$457,456	\$13.29	7.0	7 boardings per hour, \$0.61 average fare
Yellow Line (Grant Line)	39,328	4,916	\$478,447	\$23,990	\$454,457	\$11.56	8.0	8 boardings per hour, \$0.61 average fare
Discontinue Route A, Route B, Route C, Route E	0	0	\$0	\$0	\$0	\$0	--	Replaced by Red, Green & Yellow Lines
City-wide Weekday/Saturday PMoD Feeder/Direct	73,650	NA	\$386,893	\$0	\$386,893	\$5.25	NA	250 boardings per weekday, 200 per Saturday
City-wide Sunday PMoD Direct	10,150	NA	\$53,319	\$0	\$53,319	\$5.25	NA	175 boardings per day (+5%), 58 days per year
Commuter PMoD	19,481	NA	\$102,336	\$0	\$102,336	\$5.25	NA	77 boardings per day (+10%), 253 weekdays
City-wide Microtransit	54,000	5,400	\$414,931	\$54,000	\$360,931	\$6.68	10.0	300 boardings per day, 180 days per year, \$1.00 average fare
Accessible PMoD (60%)	9,500	NA	\$99,809	\$0	\$99,809	\$10.51	NA	30 boardings per weekday, 20 per Saturday, 15 per Sunday
Complementary Paratransit (50%)	9,450	4,500	\$437,960	\$12,663	\$425,297	\$45.01	2.1	\$1.34 average fare
<b>Total</b>	<b>367,943</b>	<b>32,840</b>	<b>\$3,728,632</b>	<b>\$183,607</b>	<b>\$3,545,024</b>	<b>\$11.38</b>	<b>7.8</b>	<b>Net cost per boarding &amp; boardings per hour exclude PMoD subsidies</b>
<b>Phase 3, Year 2: July 1, 2023 - June 30, 2024 (Plan Year 4)</b>								
Red Line (Tracy Blvd)	121,511	13,108	\$1,308,401	\$74,122	\$1,234,279	\$10.16	9.3	Ridership +3%, \$0.61 average fare
Green Line (Corral Hollow)	35,444	4,916	\$478,399	\$21,621	\$456,778	\$12.89	7.2	Ridership +3%, \$0.61 average fare
Yellow Line (Grant Line)	40,508	4,916	\$478,399	\$24,710	\$453,689	\$12.89	8.2	Ridership +3%, \$0.61 average fare
City-wide Weekday/Saturday PMoD Feeder/Direct	81,015	NA	\$436,221	\$0	\$436,221	\$5.38	NA	275 boardings per weekday, 220 per Saturday (+10%)
City-wide Sunday PMoD Direct	10,730	NA	\$57,775	\$0	\$57,775	\$5.38	NA	165 boardings per day (+5%), 58 days per year
Commuter PMoD	20,240	NA	\$108,981	\$0	\$108,981	\$5.38	NA	80 boardings per day (+5%), 253 weekdays
City-wide Microtransit	55,620	5,400	\$414,931	\$55,620	\$359,311	\$6.46	10.3	310 boardings per day (+3%), 180 days per year, \$1.00 average fare
Accessible PMoD (60%)	10,226	NA	\$110,123	\$0	\$110,123	\$10.77	NA	32 boardings per weekday, 22 per Saturday, 17 per Sunday
Complementary Paratransit (50%)	9,900	4,500	\$437,960	\$13,266	\$424,694	\$42.80	2.2	Productivity +5%, \$1.34 average fare
<b>Total</b>	<b>385,194</b>	<b>32,839</b>	<b>\$3,831,190</b>	<b>\$189,339</b>	<b>\$3,641,851</b>	<b>\$11.14</b>	<b>8.0</b>	<b>Net cost per boarding &amp; boardings per hour exclude PMoD subsidies</b>
<b>Phase 3, Year 3: July 1, 2024 - June 30, 2025 (Plan Year 5)</b>								
Red Line (Tracy Blvd)	125,156	13,108	\$1,341,111	\$76,345	\$1,264,766	\$10.11	9.5	Ridership +3%, \$0.61 average fare
Green Line (Corral Hollow)	36,508	4,916	\$502,917	\$22,270	\$480,647	\$13.17	7.4	Ridership +3%, \$0.61 average fare
Yellow Line (Grant Line)	41,723	4,916	\$502,917	\$25,451	\$477,466	\$11.44	8.5	Ridership +3%, \$0.61 average fare
City-wide Weekday/Saturday PMoD Feeder/Direct	85,330	NA	\$470,942	\$0	\$470,942	\$5.52	NA	290 boardings per weekday, 230 per Saturday (+5%)
City-wide Sunday PMoD Direct	11,310	NA	\$62,421	\$0	\$62,421	\$5.52	NA	195 boardings per day (+5%), 58 days per year
Commuter PMoD	21,505	NA	\$118,687	\$0	\$118,687	\$5.52	NA	85 boardings per day (+5%), 253 weekdays
City-wide Microtransit	57,289	5,400	\$414,931	\$57,289	\$357,642	\$6.24	10.6	320 boardings per day (+3%), 180 days per year, \$1.00 average fare
Accessible PMoD (60%)	11,315	NA	\$124,896	\$0	\$124,896	\$11.04	NA	35 boardings per weekday, 25 per Saturday, 20 per Sunday
Complementary Paratransit (50%)	9,900	4,500	\$437,960	\$13,266	\$424,694	\$42.80	2.2	\$1.34 average fare
<b>Total</b>	<b>400,036</b>	<b>32,839</b>	<b>\$3,976,782</b>	<b>\$194,621</b>	<b>\$3,782,161</b>	<b>\$11.11</b>	<b>8.2</b>	<b>Net cost per boarding &amp; boardings per hour exclude PMoD subsidies</b>

Inflation rate	1,025
Op. Cost	Micro Op. Cost
Year 1	\$92.69
Year 2	\$73.18
Year 3	\$75.01
Year 4	\$76.88
Year 5	\$78.81
	\$80.78



The recommended five-year capital improvement plan supports implementation of the preferred service and five-year operating plan. Exhibit ES.6 provides a summary table showing year-by-year planned expenditures of nearly \$2.68 million in four areas of investment:

- Revenue Vehicles
- Priority Feeder Bus Stop Improvements
- Transit Corridor Operational Improvements
- Facilities, Equipment and Technologies

**Exhibit ES.6: Five-Year Capital Improvement Plan, FY 2020-2024**

Expense	Units	2020	2021	2022	2023	2024	Total
<b>Revenue Vehicles</b>							
Minivan (MV)	3	\$150,000					\$150,000
Small light duty Cutaway (CU)	5	\$625,000					\$625,000
Medium heavy duty Bus (BU)	0						\$0
Subtotal	8	\$775,000	\$0	\$0	\$0	\$0	\$775,000
<b>Priority Feeder Stop Improvements</b>							
Design Study	1		\$150,000				\$150,000
Site Improvements	9			\$300,000			\$300,000
Lighting and Security	9			\$100,000			\$100,000
Shelters	9			\$200,000			\$200,000
Subtotal		\$0	\$150,000	\$600,000	\$0	\$0	\$750,000
<b>Transit Corridor Operational Improvements</b>							
Needs / Design Study	1				\$250,000		\$250,000
Implementation - first phase	TBD					\$500,000	\$500,000
Subtotal		\$0	\$0	\$0	\$250,000	\$500,000	\$750,000
<b>Facilities, Equipment &amp; Technologies</b>							
Maintenance Facility Feasibility Study	1		\$150,000				\$150,000
Real-time Schedule Information	1		\$200,000				\$200,000
Custom Mobile App	1		\$50,000				\$50,000
Subtotal		\$0	\$400,000	\$0	\$0	\$0	\$400,000
<b>Total</b>		<b>\$775,000</b>	<b>\$550,000</b>	<b>\$600,000</b>	<b>\$250,000</b>	<b>\$500,000</b>	<b>\$2,675,000</b>

Chapter 9 provides a ‘next steps’ action plan for City staff to advance the five-year operating and capital plan. The diversification of service providers with multiple service agreements anticipated for fixed route, complementary paratransit, PMoD and microtransit services represents a significant change from the present single-contractor relationship between the City and Ride Right LLC. Use of two contract approaches are proposed.

- *Dedicated Service Contracts* – The City may consider awarding one, two or three separate contracts for fixed route, complementary paratransit, and microtransit services, depending on what is deemed most advantageous to the City. Vendor compensation is based on a defined number of vehicle service hours, prescribed rate per vehicle service hour, and assumes exclusive use of service capacity for the City’s purposes.
- *Subsidy Contracts* – Participation agreements between the City and multiple providers of on-demand services such as TNCs and Smart Taxis. Participating service providers agree to accept and redeem subsidies within a program framework established by the City.

#### Fixed Route Service Transition

1. Refine service plan precision to include operating schedules and accurate estimates of annual vehicle hours and miles required to operate the service
2. Undertake procurement FY 2020 to rebid current service agreement for Fall 2021 startup. Assumes a three-year base contract with two one-year options. Service change phasing should be defined in the scope of work.
3. Identify bus stop changes required to support the phased implementation plan. With Route D service to be discontinued in July 2020, existing bus stops on Sycamore Parkway, Whispering Wind Drive, and in subdivisions west of Corral Hollow Road must be removed promptly to avoid customer confusion.
4. Assess fare policy options consistent with the new service design.

#### Microtransit Service Development

1. Engage the Tracy School District to present the concept of the pilot service and suggest further separation of morning arrival times and afternoon dismissal times at Kimball High School, Kelly Middle School and Williams Middle School to maximize service capacity and cost efficiency.
2. Develop detailed service plan / contractor scope of work to be used in formal competitive procurement of service provider.
3. Issue a simplified Request for Statements of Interest (SOI) to survey the market of potential service providers.
4. Meet with potential service providers, including but not limited to Ford Mobility, Lyftango, Lyft, Transloc, Uber, and Via. Potential local providers include Ride Right and Tracy Yellow Cab.
5. Undertake procurement early in 2020 to implement first phase service focused on Kimball High School, Kelly Middle School and Williams Middle School.
6. Develop marketing/outreach to students, parents and school employees.

Subsidized PMoD Services

1. Issue a simplified Request for Statements of Interest (SOI) to survey the market of potential service providers.
2. Meet with potential service providers and to discuss planned multi-year phasing of subsidized PMoD services for input into program design.
3. Develop terms of participation by vendors and customers.
4. Initiate vendor certification of multiple providers to roll out:
  - a. Sunday Direct and Accessible PMoD Option subsidies in July 2020
  - b. Commuter and Southeast Area Feeder PMoD subsidies in July 2021
  - c. Area-wide PMoD Feeder service in July 2022

## **1.0 INTRODUCTION**

### **1.1 Context**

Federal transportation statutes require that the San Joaquin Council of Governments (SJCOG), in partnership with state and local agencies, develop and periodically update a long-range Regional Transportation Plan (RTP), and a Transportation Improvement Program (TIP) which implements the RTP by programming federal funds to transportation projects contained in the RTP. In order to effectively execute these planning and programming responsibilities, SJCOG requires that each transit operator in its region which receives federal funding through the TIP, prepare, adopt, and submit to SJCOG a Short Range Transit Plan (SRTP).

The Short Range Transit Plan (SRTP) is an action plan developed to guide the implementation of transit service improvements over the next 5+ years. A SRTP of the City's transit routes is important to improve the efficiency of service within the City and address future land use development and transportation investments. Overall, the analysis has culminated in recommendations for transit route revisions that would address future population growth and transit demand, transit-dependent needs, connectivity, and anticipated financial revenue and transit investment opportunities.

Key elements of the SRTP study approach included:

- Problem identification – an evaluation of the performance of existing Tracy TRACER transit services;
- Identification of the City's unmet mobility needs;
- Identification of key local and regional origins and destinations;
- Identification of the critical markets in the study area;
- Address the type and level of transit service justified for the study area as well as future service requirements; and
- Consideration of all community input and addressed as appropriate.

The SRTP study process has included a great deal of outreach and facilitation with the public and key stakeholders. The alternative service scenarios described herein, reflect input received from a variety of activities, including public workshops, stakeholder consultation, an on-board survey and a community survey.

SRTP outcomes provide the foundation (recommended service restructuring) for an Action Plan (Plan) to guide the implementation of transit service improvements over the next 5+ year period. The Plan will enhance the efficiency and effectiveness of Tracy's TRACER transit's existing transit services while responding to the changing demands for transit throughout the service area. As the population grows and demographics shift, it is important to reshape transit service to respond to new and changing transit demands. It is also important for transit service improvements to be implemented in a fiscally responsible (and financially sustainable) manner. The Plan maximizes the performance of existing services while responding to additional community mobility needs.

The focus of the recommendations is to enhance service on strong routes to increase system ridership and generate more fare revenue, in addition to maintaining appropriate transit service in lower potential ridership areas. More importantly, the recommendations respond to key issues identified by passengers and the community to create a system that is more attractive to riders.

## 1.2 Background



Project timeliness is clear as the previous SRTP was completed in 2009, pre-dating the plans of the six other transit systems operating in San Joaquin County. The past decade has ushered in dramatic innovations in local transit service design and service delivery methods. Following decades of disinvestment in public transportation, renewed interest is resonating across America with public and private sector participation in creating new and better options for transit travel and personal mobility. This SRTP is a pivot point toward the future for Tracy's local transit system.



The 2009 SRTP was conceived against the backdrop of the 2008 nationwide economic downturn that seriously impacted City finances along with a large majority of California transit providers. Sensibly, the plan recommended stability at a time when cuts to a variety of municipal programs were being considered and the budget outlook appeared bleak.



Service design focused on the fixed route system, which was created in 2001 and improved incrementally over the years, subject to affordability. Complementary paratransit and subsidized taxi services sufficient to meet demand and comply with the Americans with Disabilities Act (ADA) were included as well. The SRTP financial plan optimized the use of

available federal and state transit funds to avoid adding to the City's general government budget woes.

More recently, the Regional Transit Systems Plan developed by the San Joaquin Council of Governments (SJCOG) in 2016 reaffirmed the 2009 transit development scenario:

*“Over the next 10 years, Tracy intends to continue its bus replacement program, add wi-fi on buses, improve bus stop facilities, continue its base operations, and finish a short-range transit plan.” (Executive Summary)*

With the City still growing rapidly and its economy rebounding, new thinking about local transit seems warranted in context of current and forward thinking-looking service innovations that are rapidly taking root across the U.S. transit industry.

*The SRTP is an opportunity for a fresh look at TRACER in context of delivery innovations made possible by advancing communications and vehicle location technologies.*

**Changing Demographics** – Relative to San Joaquin County, Tracy residents tend to be younger, more affluent, and more likely to have personal vehicles for local and regional trips. These

demographics characteristically do not support high transit ridership, which has been the experience in Tracy in the past. This condition is expected to change as the City matures, however. In any event, it would be a mistake to continue to think of TRACER as a static municipal program designed mainly to serve people without cars. The population of Tracy nearly quadrupled since 1985 -- from 25,000 then to nearly 100,000 today. Future projections indicate continued growth to 130,000 residents by 2040.

The City is changing in other ways as well. Younger people think differently about personal

***Consumer preferences and expectations for personal mobility are changing.***

***Transit customers want:***

- ***Schedule information in real time.***
- ***Direct point-to-point travel.***
- ***Convenient “first mile-last mile” options integrated into transit trips.***
- ***Ability to hail a ride and make same-day reservations.***

mobility than did their parents and grandparents. Beyond education and marketing, the transit system must adapt to deliver services that better suit the needs and expectations of Tracy residents. A brief perspective on TRACER’s current system design is illustrative. The route network emphasizes spatial coverage over schedule frequency, reflecting the classic “walk time vs. wait time” trade-off that confronts transit customers and planners alike. TRACER

route alignments are circuitous at times, with one-way segments and time-consuming deviations into residential neighborhoods. Schedule frequencies are low by today’s metrics, with two local routes (A, B) running every 30 minutes, and two others (C, D) running hourly. For many customers, this service design means longer onboard travel times, longer wait times at bus stops, and a route structure that seems unnecessarily complicated. In fact, fixed route network design is one reason why TRACER ridership may be lagging.

**Positive Analytical Framework** – Charting the best course for the future requires a thorough understanding of the transit system at an appropriate level of detail. The SRTP work plan incorporated a solid planning framework based on a refreshed set of goals, objectives, and other performance metrics consistent with Federal Transit Administration, Caltrans, and SJCOG emphases on enhanced performance evaluation methods and tools. The approach focused on quality rather than quantity, recognizing that development activity in the City continues to outpace available resources, and new sources of local funding for transit are limited.

**Innovative Service Planning** –Advancing technologies and new business models are expanding institutional and service delivery choices for local transit providers. This is an exciting time in terms of personal mobility options. Increasingly, the modes are converging into flexible “hybrid” services made even more convenient with the latest communications technologies for ride-hailing and reservations. New service options include “microtransit” or ride-hail services such as Uber, Lyft, and traditional taxi companies that are enhancing their services to remain competitive; as well as publicly operated flexible services operated by Tracy’s peers, and community-based services.

***The new SRTP should focus on making TRACER a better transit system, rather than just bigger or more expensive.***

A close-to-home example is supplied by SJRTD, which is piloting a new “RTD GO!” program in collaboration with Uber. The program began in July 2017 with a \$50,000 budget and will continue until funds are expended. It offers a 50% discount (up to \$5) on Uber rides taken within San Joaquin County by persons traveling to and from places outside the RTD coverage area. Reservations and fare transactions are made using Uber’s mobile app. Customers also can hail a ride to or from eight Transit Centers where RTD buses stop, including Tracy Transit Station.



Looking ahead, while autonomous vehicles may not yet have a direct role to play in TRACER service delivery by 2027, California transit systems are leading the nation in rolling out driverless service demonstrations in the coming decade. It is important to keep an eye on the long-term future as we plan for the short term.

**Paratransit Program Optimization** – TRACER paratransit is available to Americans with Disabilities Act (ADA-certified persons with disabilities and older adults who cannot independently access and use an accessible fixed route transit bus. The review discussed herein suggests several opportunities for improving the customer experience. Some examples:

- Eligible customers currently can make reservations up to one week in advance only.
- All reservations must be made via telephone on weekdays 8:00 AM – 6:00 PM and Saturdays 10:00 AM – 4:00 PM only.
- TRACER Paratransit has limited capacity to accommodate same-day reservations. Moreover, same day reservations and changes to reservations are subject to a \$0.75 surcharge.
- The \$1.50 fare must be paid with exact cash or pre-paid ticket only. Tickets must be purchased in books of 10 tickets for \$15. Ticket books may be purchased at City Hall, Tracy Transit Station, and from individual drivers.

Continuing to manage the cost of ADA compliance is an important financial challenge for the City. This requires active attention both to eligibility certification and the availability of convenient services that experience lower costs per trip than existing TRACER paratransit service operated by RideRight under contract to the City. Elimination of barriers to fixed route access, travel training and a smart fare policy need to be part of the mix as well.





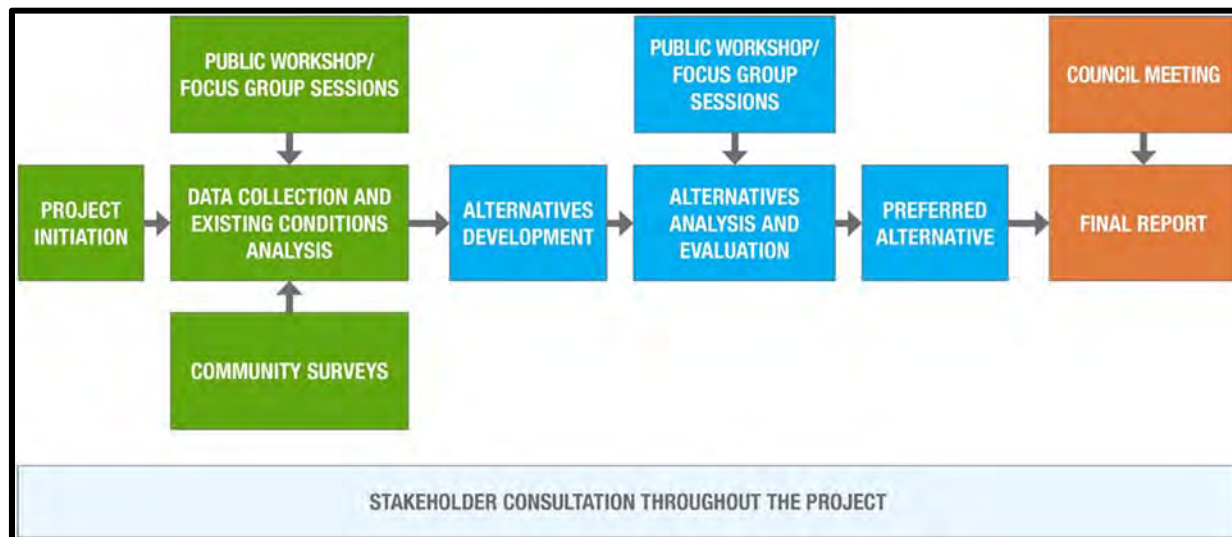
**Subsidized Taxi Program Performance Appraisal** - The City’s user-side subsidy program is an example of a diversified approach to service delivery. Taxi fares for ADA-certified customers are subsidized by 50% during hours when TRACER Paratransit service is not operating; these times including weekdays before 7:00 AM and after 8:00 PM; Saturday before 9:00 AM and after 7:00 PM; and all-day Sunday. Fare subsidies are distributed using prepaid taxi coupons (\$20 face value sold for \$10) available at the Finance

Department in City Hall.

### 1.3 Study Process

The SRTP study began in April 2018, with a comprehensive data collection effort including historical operating and financial data, ancillary reports and a robust stakeholder and community outreach, and survey research effort. Key elements of the work plan are illustrated in Exhibit 1-1. The findings from the data collection and public outreach efforts provided the key inputs for an analysis of market and performance trends. This analysis was the basis of the *Existing Service Evaluation* (June 2018) report which identified key findings and strategies to improve the TRACER transit network. These findings and strategies were used to develop the service recommendations in the draft *Service Plan Working Paper* (November 2018).

**Exhibit 1-1: SRTP Work Plan**



### 1.4 Plan Organization

The SRTP is presented in eleven chapters, which are described below. Captured are the salient elements of *Exhibit B – Required Format of SRTP* from the City’s December 2017 Request for Proposals (RFP). It is important to note however, that this SRTP document includes several elements that were not addressed in the Exhibit B reference including Market Analysis (Chapter



2), Survey research (Chapter 3), Federal transit Administration (FTA) Compliance (Chapter 10), and Transit Operations and Maintenance facility – Need and Feasibility (Chapter 11).

**CHAPTER 2 – MARKET ANALYSIS:** provides an overview of the City of Tracy study area including key community and demographic characteristics.

**CHAPTER 3 – SURVEY RESEARCH:** provides a summary of survey research efforts.

**CHAPTER 4 – GOALS, OBJECTIVES and STANDARDS:** presents City and Departmental mission statements and goals. Further, provides a primer on transit performance measurement and fixed route and paratransit performance metrics.

**CHAPTER 5 – OVER VIEW TRANSIT SYSTEM:** provides a comprehensive evaluation of existing fixed-route and paratransit services including operational performance and opportunities for enhancements.

**CHAPTER 6 – OPERATIONS PLAN AND BUDGET:** provides an evaluation of existing TRACER Paratransit services including operational performance and existing policies and procedures.

**CHAPTER 7 – PLANNED IMPROVEMENTS – SERVICE PLAN:** presents a recommended system concept, service design guidelines, performance metrics, recommended network, and system resource requirements including budget – five-year operating financial plan and capital improvement program.

**CHAPTER 8 – FUNDING AND REVENUE PLAN:** presents an overview of funding sources derived from fare revenues generated by the various service modes as well as local, state and federal grant subsidy programs.

**CHAPTER 9 – A WAY FORWARD – NEXT STEPS ACTION PLAN:** provides a ‘next steps’ action plan for City staff to advance the five-year operating and capital plan.

**CHAPTER 10 – FEDERAL TRANSIT ADMINISTRATION (FTA) COMPLIANCE:** presents compliance checklists that pertains to the FTA Section 5307 formula funding program.

**CHAPTER 11 – TRANSIT OPERATIONS AND MAINTENANCE FACILITY – NEED AND FEASIBILITY:** initiates discussion of conditions relating to the need and feasibility of constructing a Transit Operations and Maintenance (O&M) Facility to house the City’s transit system in the future.

**APPENDICES:**

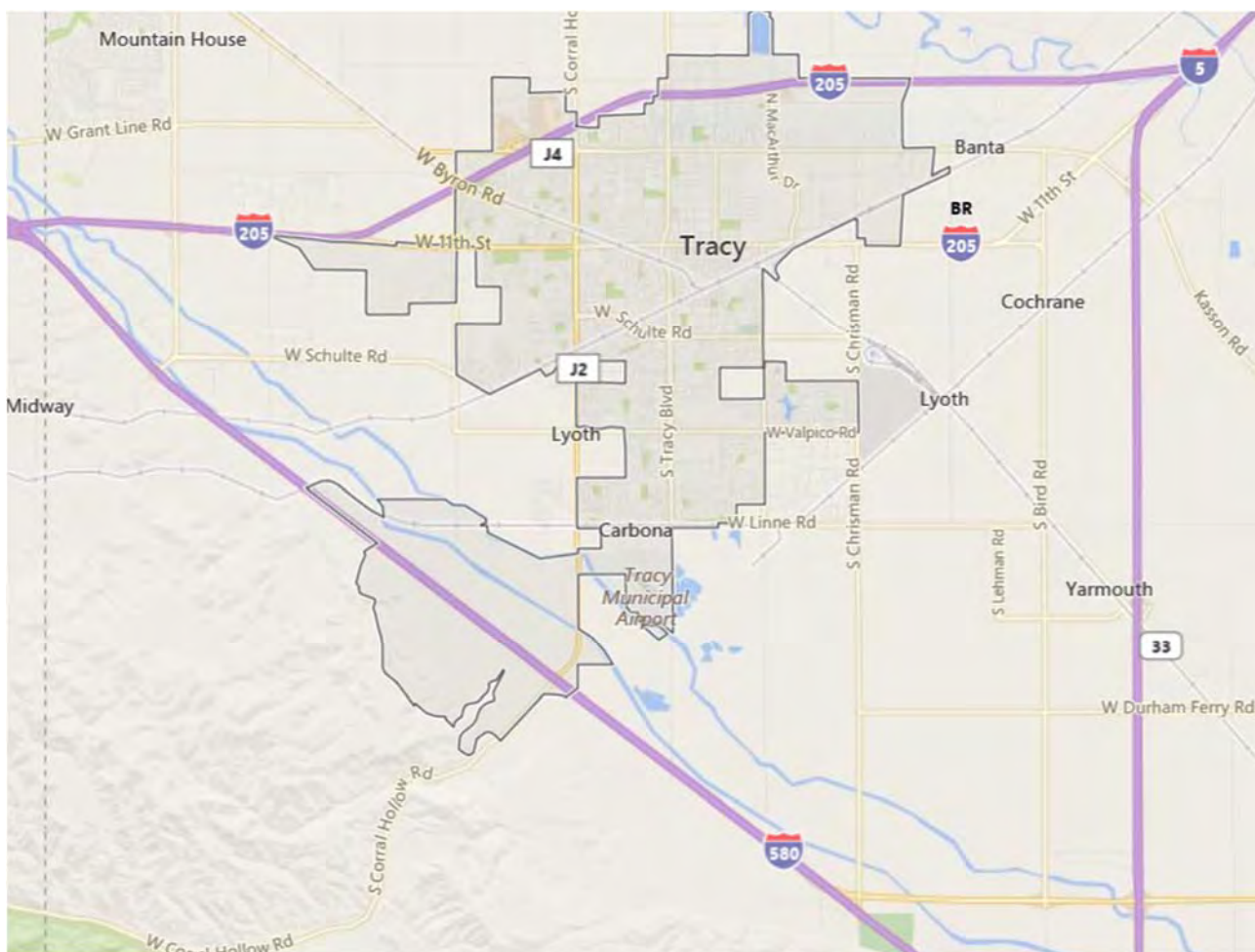
- A. On-Board and Community Survey Instruments
- B. Public Meeting Presentation Material
- C. Detailed TRACER Route Analysis

## 2.0 MARKET ANALYSIS

Tracy is the second most populated city in San Joaquin County. Tracy is located inside a geographic triangle formed by Interstate 205 on the north side of the city, Interstate 5 to the east, and Interstate 580 to the southwest; this has given rise to Tracy's motto, now recorded on the city's website: Think Inside the Triangle™.

Exhibit 2-1 shows the primary study area, the City of Tracy within the shaded boundary.

**Exhibit 2-1: Tracy Study Area**

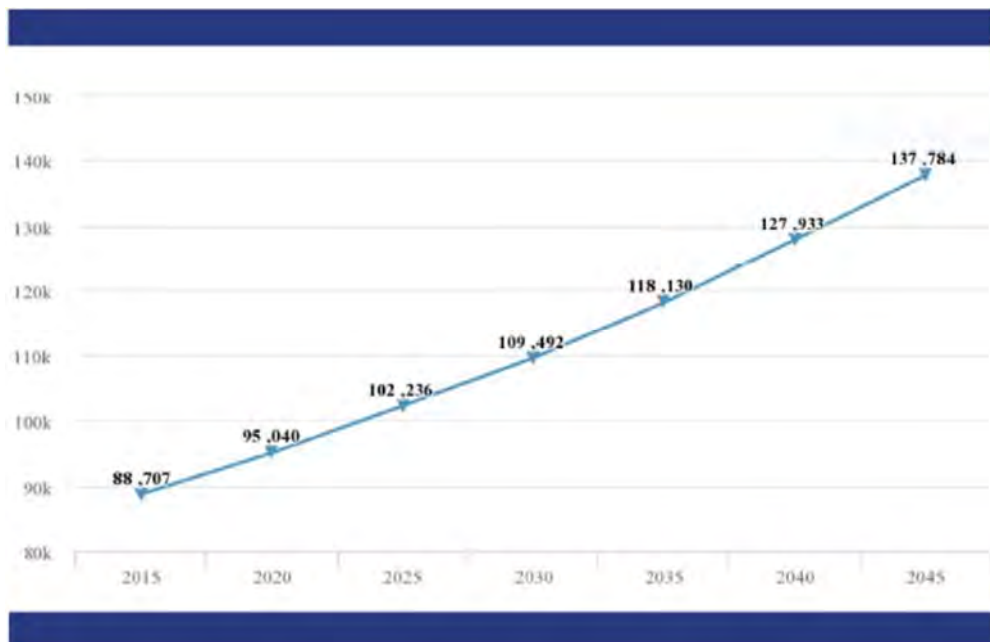


An understanding demographic and socioeconomic characteristics is important to inform on the level of transit dependency for a population and is beneficial in developing successful transit services that are tailored to the specialized mobility needs of the population. Readily available demographic data from the U.S. Census, the Environmental Protection Agency's (EPA) Smart Location Database, SJCOG population projections, and the City's website was collected to better understand the demographic make-up of the population and to help determine the population's propensity to use transit. These factors are discussed in the following sections.

## 2.1 Demographic and Socioeconomic Profile

Based upon population estimates available from the U.S. Census Bureau, the City of Tracy had a 2017 population of 90,889. Based on population projections provided from the SJCOG, Tracy is projected to have an average growth rate of close to 2% per year, to year 2045. Exhibit 2-2 presents population projections, 2015 to 2045.

**Exhibit 2-2: Population Projections – 2015 - 2045**



In an effort to better understand the needs of the community, an analysis of demographic data was performed for the City of Tracy. The analysis was intended to provide an initial understanding of the city’s population and their propensity for transit use. Key demographic metrics that were reviewed included median age, income, vehicles per household, and journey to work data. Readily available demographic data from the U.S. Census was collected and analyzed to identify trends in socioeconomic dynamics that may impact existing and future demand and the potential market for transit services.

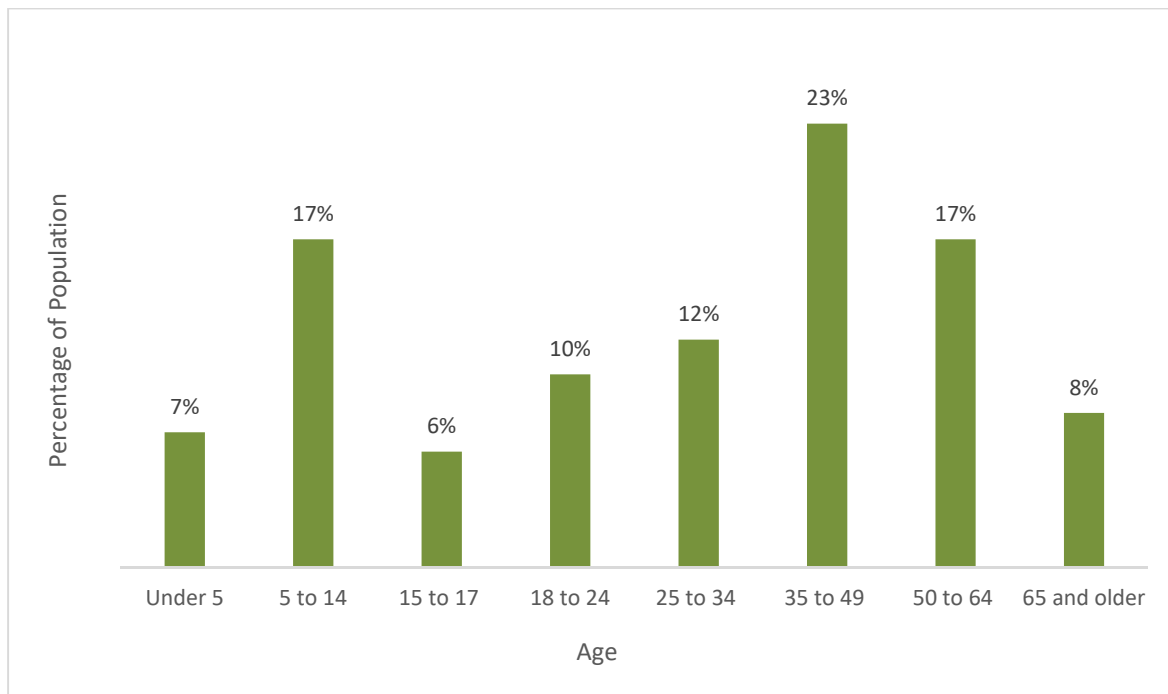
### *MEDIAN AGE*

Median age is a critical factor in determining transit dependency, which refers to the population of people for whom mobility may be limited, either by access to private automobiles or the ability to drive independently. Typically, transit dependent age groups include the elderly (those who are 65 years of age or older) and youths (those who are under the age of 18). Understanding median age within an area also helps to determine the appropriate mobility solution to serve the population.

Data from the U.S. Census revealed that in 2015, approximately 30% of Tracy’s population was under the age of 18 and approximately 8% was 65 years of age or older. Median age for Tracy

was approximately 33.9 years of age, which is similar to the County’s median age of 33.7. Analysis of median age revealed that approximately 38% of Tracy’s population fell into transit dependent age groups. Exhibit 2.3 illustrates Tracy’s population broken out by age groups.

**Exhibit 2.3: 2016 Median Age**



*Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates.*

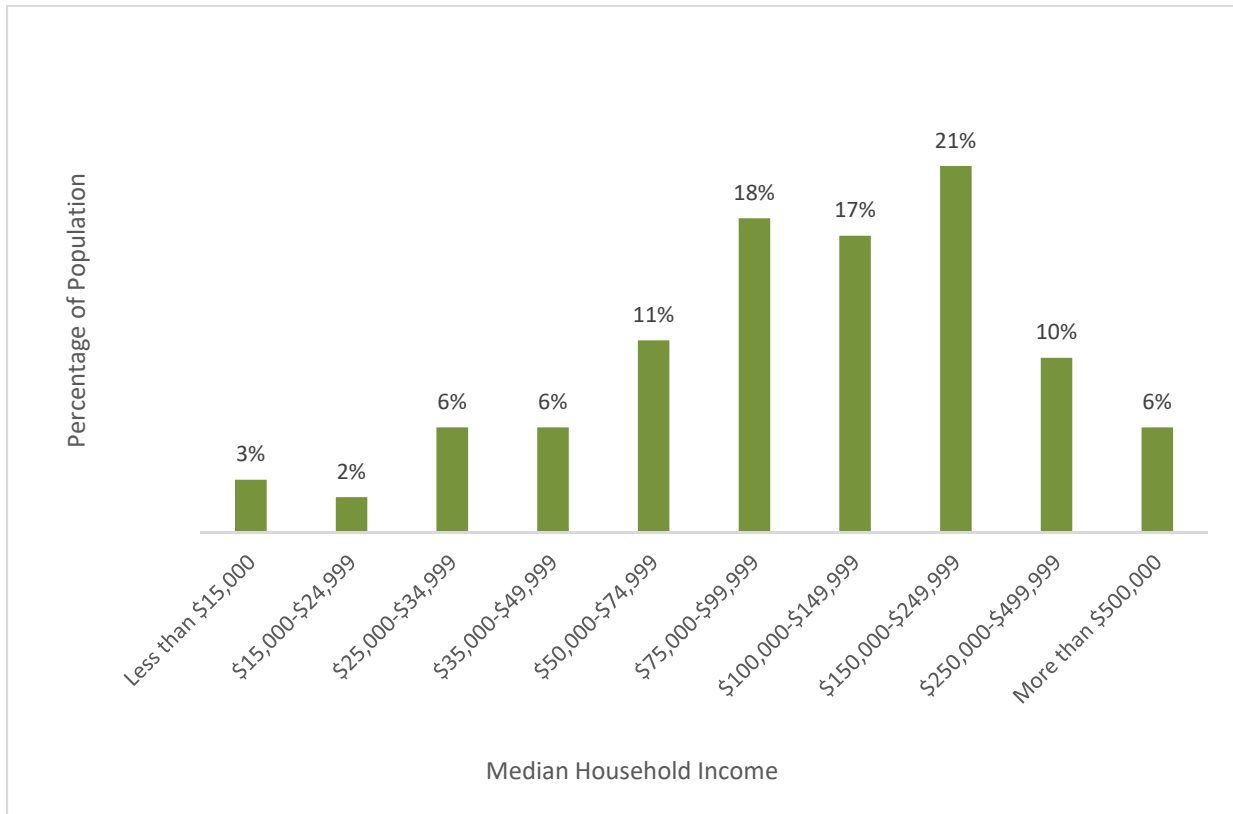
### **MEDIAN HOUSEHOLD INCOME**

Median household income is another demographic factor useful in determining the level of transit dependency for a population. The ability to afford private transportation and vehicles impacts an individual’s propensity to utilize public transportation. Typically, individuals who lack access to private transportation are more dependent on alternative modes of transportation such as transit. To measure median household income, data was collected from the U.S. Census.

Results from the analysis of median household income revealed that only a small percentage of Tracy’s population would be unable to afford a vehicle. According to the U.S. Census, an estimated 8.1% of the population in Tracy lives in poverty. Additionally, data from the U.S. Census report of Tracy revealed that approximately 37% of households earned less than \$50,000 annually.

According to the U.S. Census, in 2016, the median household income in Tracy was approximately \$88,022, which was considerably higher than the County’s median household income of \$55,045. Additionally, approximately 54% of households earned \$75,000 or more annually. Exhibit 2.4 illustrates the percentage breakout of households by income as reported by the U.S. Census.

### Exhibit 2.4: 2016 Percent of Households by Median Household Income



Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates.

### VEHICLES PER HOUSEHOLD

Transit dependency is often correlated with the accessibility to private transportation and automobiles. Individuals with limited or no access to private transportation are typically more dependent on public transportation as their primary mode of travel. To measure accessibility to private transportation, U.S. Census data on the number of vehicles available per household was analyzed.

Analysis of the number of vehicles available per household in Tracy revealed that a majority of the population is not transit dependent, and only a small percentage of households have limited or no access to a car. According to the U.S. Census, the majority of households in Tracy have sufficient access to vehicles and private transportation. In 2016, approximately 97% of 1-person households have access to at least one car and 73% of 2-person households have access to at least two cars. Exhibit 2.5 summarizes the number of vehicles available by households in 2016 for the City of Tracy.

**Exhibit 2.5: 2016 Number of Vehicles Available by Households**

VEHICLES AVAILABLE	2015 VEHICLES AVAILABLE BY PERCENT OF HOUSEHOLDS			
	1-PERSON HH	2-PERSON HH	3-PERSON HH	4-PERSON HH
0 Cars	2%	1%	2%	0%
1 Car	8%	6%	2%	4%
2 Cars	2%	13%	8%	16%
3 Cars	1%	4%	6%	12%
4+ Cars	0%	1%	2%	10%

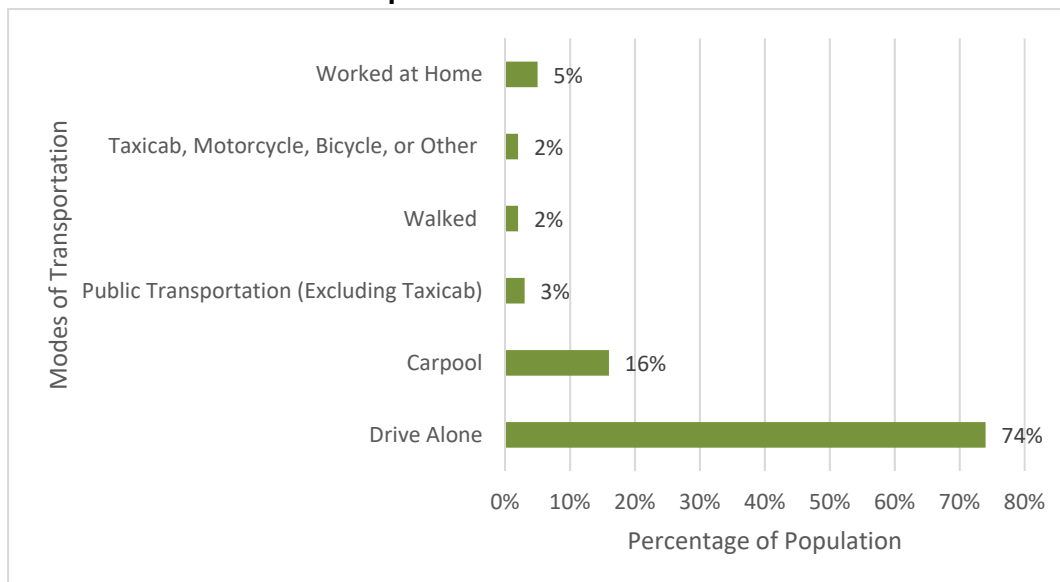
*Note: HH denotes households.*

*Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates.*

**JOURNEY TO WORK**

Journey to work data was collected from the U.S. Census to understand mode choices for residents as they commute to work. Results from the analysis showed that in 2016, approximately 74% of residents drove alone to work, while 3% used public transit. These results are also reflective of the number of vehicles available per household in Tracy, as a majority of households have sufficient access to a vehicle and are less inclined to use public transit. Exhibit 2.6 illustrates the percentage of means of transportation to work by residents of Tracy.

**Exhibit 2.6: Means of Transportation to Work**



*Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates.*

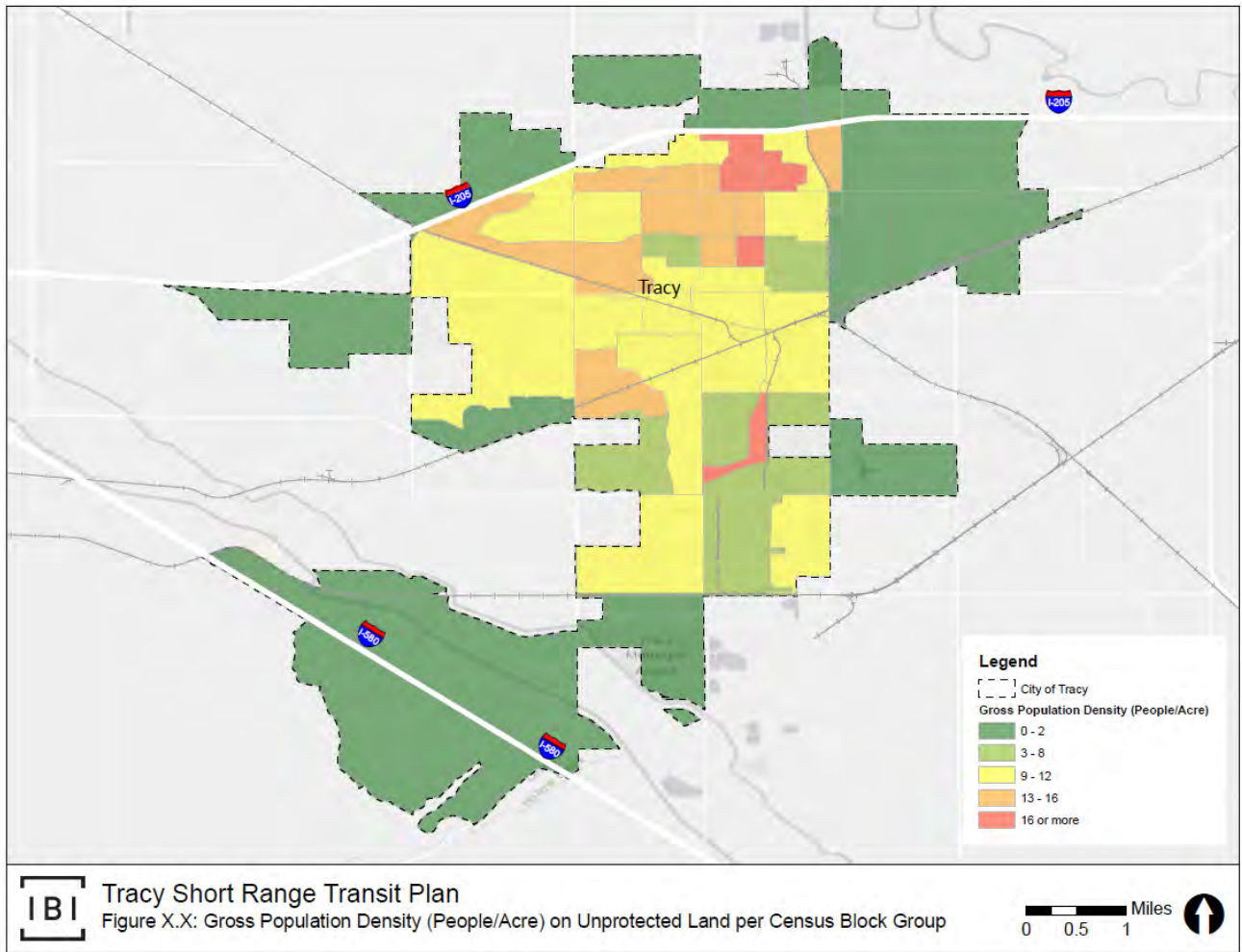
### *POPULATION DENSITY*

A population density map was created using the Environmental Protection Agency's Smart Locations Database to graphically display the number of potential transit riders an area may contain. Much of the population is concentrated centrally, with dense population areas located in the north central parts of the city. Certain areas found on the edge of the city borders show minimal population density in agricultural and industrial locations. Exhibit 2.7 shows the gross population density on unprotected land per census block group.

### *EMPLOYMENT DENSITY*

Employment density was mapped using the Environmental Protection Agency's Smart Location Database to find key locations that see increased trips to and from those areas. Increased job growth was used to inform on potential future transit needs. Most of the employment is centered in central Tracy, with the highest concentration located in the downtown area between 11<sup>th</sup> Street and 6<sup>th</sup> Street and the International Park of Commerce. This area contains restaurants, banks, auto care shops, and a post office. Another area with a high concentration of jobs is located along Tracy Boulevard, where numerous medical businesses are found. Notable institutions in this area are Sutter Tracy Community Hospital, Tracy Nursing and Rehabilitation Center, and Pacific Sleep Disorders Center. Exhibit 2.8 shows the gross employment density on unprotected land per census group.

### Exhibit 2.7: Population Density Map

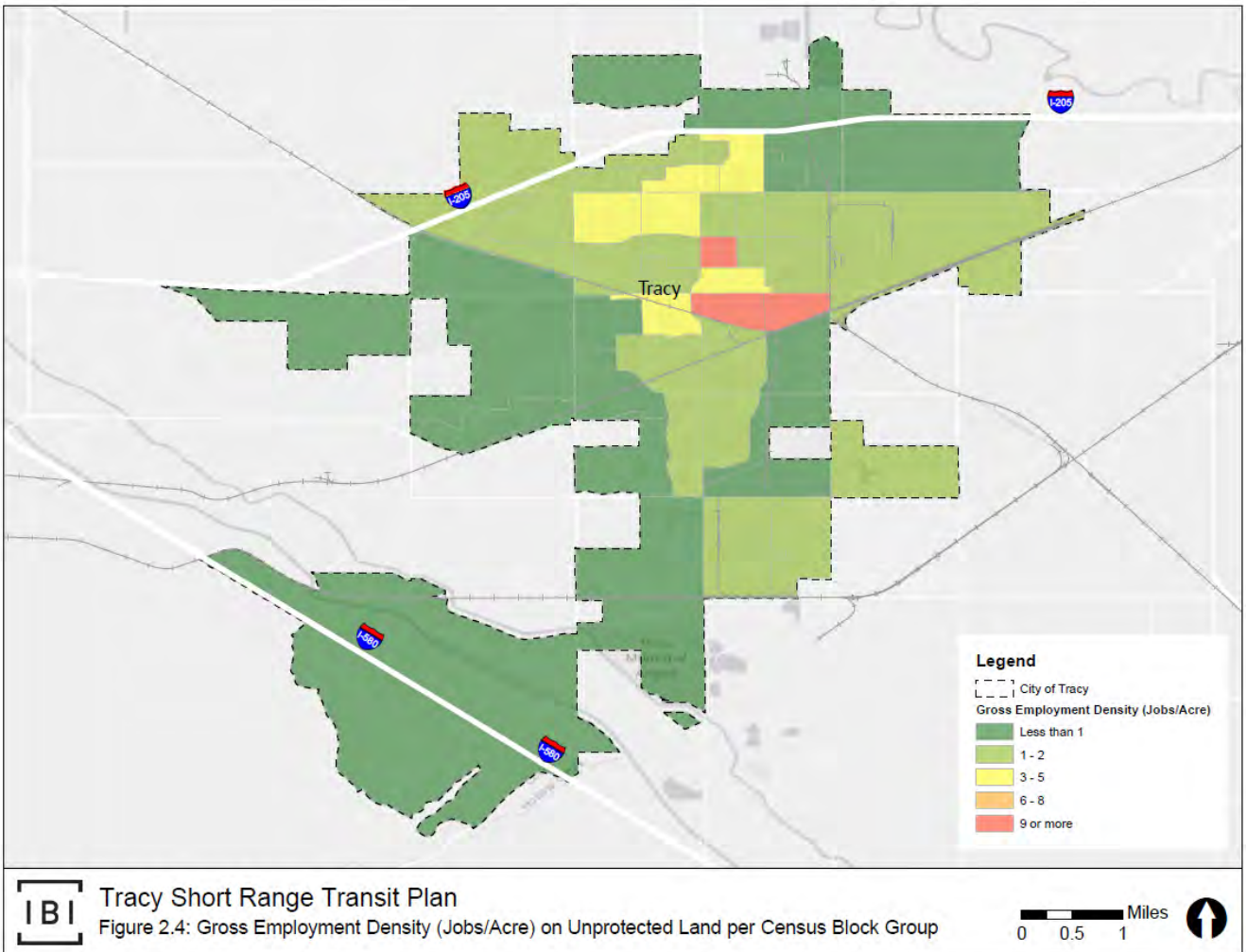


Tracy Short Range Transit Plan  
Figure X.X: Gross Population Density (People/Acre) on Unprotected Land per Census Block Group





## Exhibit 2.8: Employment Density Map



## 2.2 Existing Non-Motorized Network

Non-motorized modes of transportation, such as walking and bicycling, are complementary modes to transit and often serve as first-last mile solutions for transit riders. The first and last mile journey to and from a transit stop often impacts an individual's decision to utilize public transit. The easier it is to access a transit stop, the more willing people will be to use it. An existing conditions analysis was conducted for Tracy's non-motorized network, which includes pedestrian and bicycle infrastructure.

An initial assessment of Tracy's pedestrian infrastructure revealed the following:

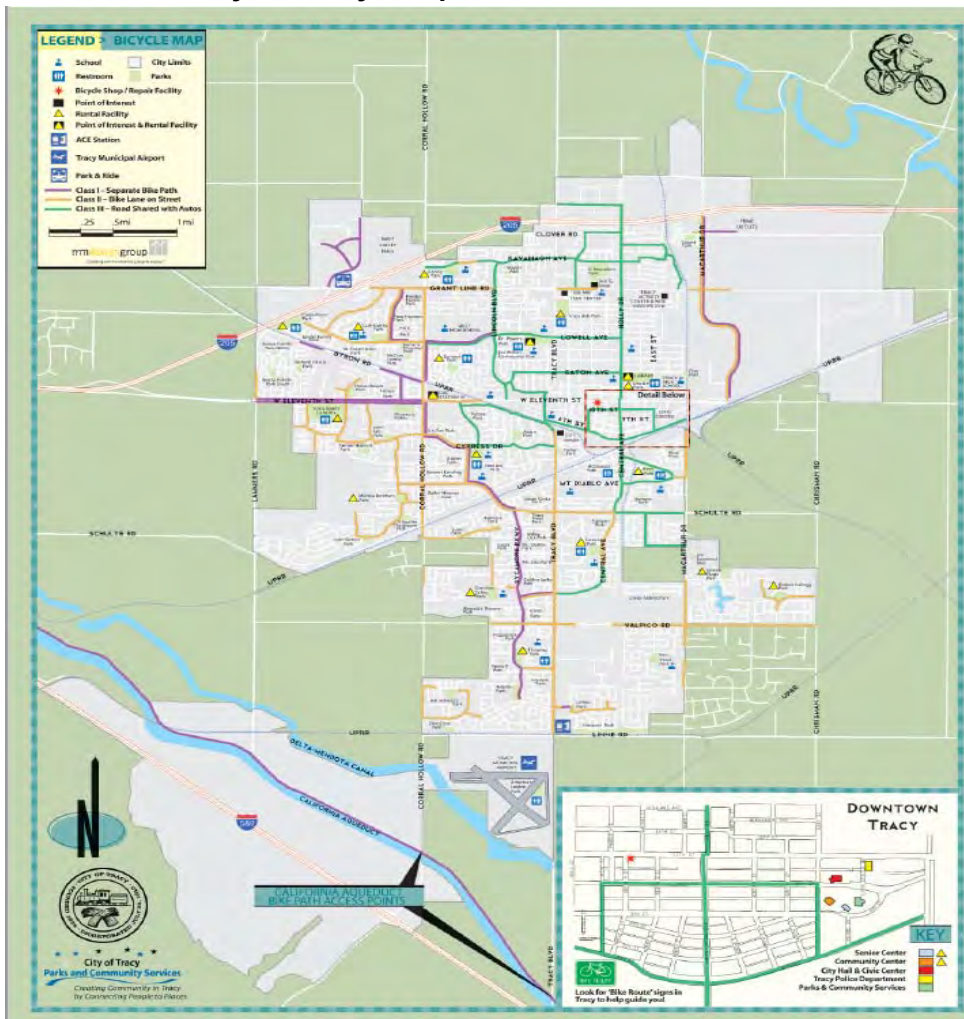
- Sidewalks and crosswalks were present along all major roadways connecting to key destinations throughout the city.
- Initial high level assessments of the pedestrian network revealed that adequate infrastructure is in place to support pedestrian activity throughout the city.

In addition to the pedestrian network, an analysis of the existing bicycle network was also conducted. A map of Tracy's existing bicycle network can be seen in Exhibit 2.9. An initial assessment of Tracy's bicycle network revealed the following:

- Currently, the City of Tracy has over 44 miles of existing bikeways.
- Most of the existing bikeways consist of either Class II or Class III bikeways, and minimal Class I bikeways.
- The majority of the downtown area is served only by Class III bikeways.
- Class I and Class II bikeways exist mostly in the western and southern edges of the city.

There are gaps in the existing Class I and Class II network that need to be closed.

**Exhibit 2.9: Tracy Bikeways Map**



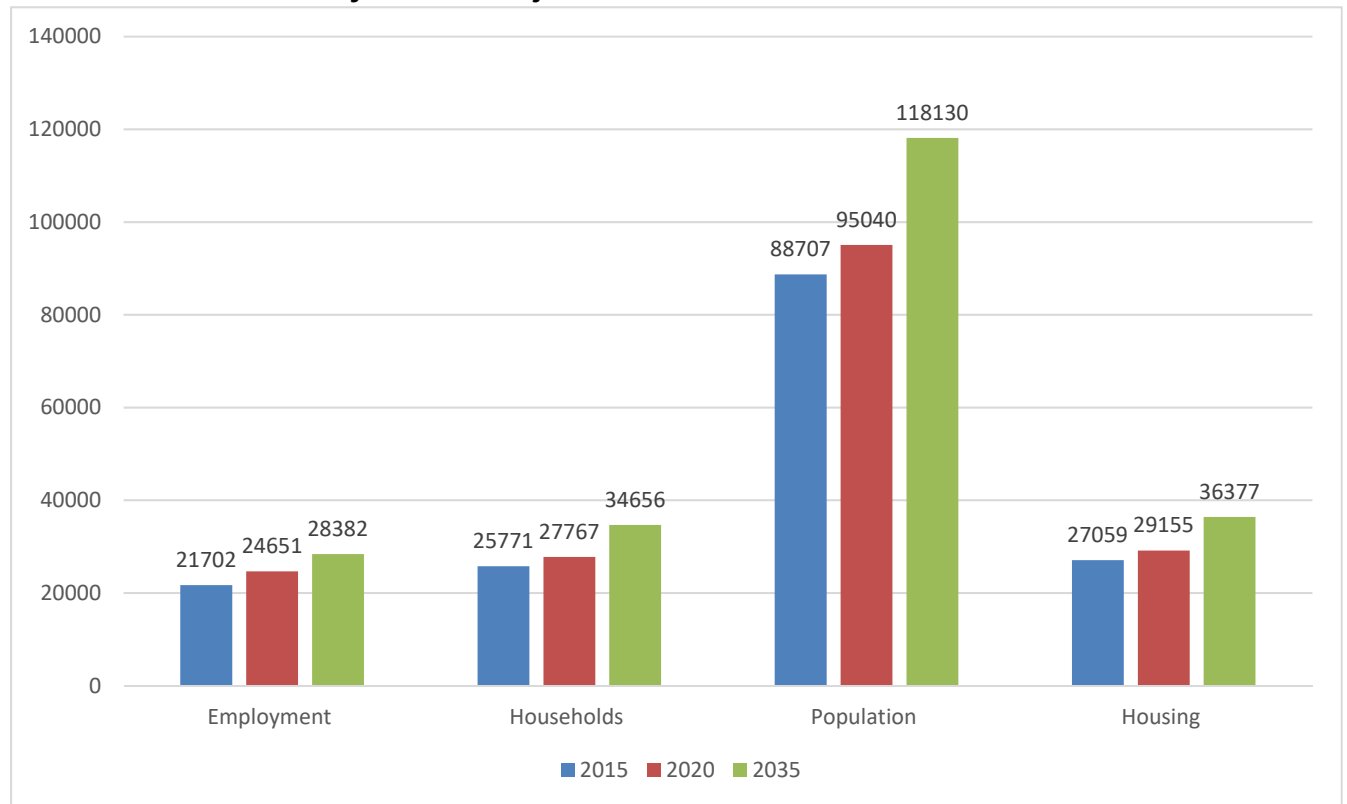
### 2.3 Land Use / Future Growth

In an effort to understand the existing travel behavior on Tracy’s roadway network, a land use map was generated using data obtained from the City and can be seen in Exhibit 2.10. An initial assessment of existing land use in Tracy revealed the following:

- Tracy is largely residential, with a large proportion of single family residential homes
- A small central business district is located along I-205 and south towards 6<sup>th</sup> street.
- Industrial areas are primarily located in the north eastern section of the city and growth in the west along the I-205 corridor.

According to the San Joaquin Council of Governments, Tracy is expected to grow steadily over the next two decades. One factor leading to this growth can be attributed to the development of industrial areas. In particular, the Prologis International Park of Commerce is a 1700 acre facility completed in 2015, which provides warehouse space for large companies. Some of the current tenants include Amazon, Medline, and FedEx Industries. These warehouses have created hundreds of jobs and are expected to add more in the future. As population and employment rise, the need for various transit options within Tracy are expected to increase. Growth projections for employment, households, population and housing can be seen in Exhibit 2.10.

**Exhibit 2.10: Tracy Growth Projections**



Source: San Joaquin Council of Governments, Jurisdiction Fact Sheets – Tracy Projections

## 2.4 Summary

The preliminary analysis of Tracy's demographic profile revealed that a small portion of the City's population would traditionally be classified as transit dependent. The following key demographic characteristics were noted:

- Approximately 38% of Tracy's population fell into transit dependent age groups, with 30% of the population under the age of 18 and 8% of the population at 65 years of age or older.
- Median age for Tracy was approximately 33.9 years of age, which is similar to the County's median age of 33.7.
- Median household income in Tracy was approximately \$88,022, which was considerably higher than the County's median household income of \$55,045.
- According to the U.S. Census, an estimated 8.1% of the population in Tracy lives in poverty.
- According to the U.S. Census, approximately 54% of households earned more than \$75,000 annually.
- Analysis of the number of vehicles available per household in Tracy revealed that the majority of households in Tracy have sufficient access to vehicles and private transportation.
- According to the U.S. Census, it was revealed that 74% of residents drive alone to work, while 3% use public transit.
- Much of the population is concentrated centrally, with dense population areas located in the north central parts of the city.
- Most of the employment is centered in central Tracy, with the highest concentration located in the downtown area between 11<sup>th</sup> Street and 6<sup>th</sup> Street. Another area with a high concentration of jobs is located along Tracy Boulevard, where numerous medical businesses are found.
- Initial high level assessments of the pedestrian network revealed that adequate infrastructure is in place to support pedestrian activity throughout the city.
- Most of the existing bikeways consist of either Class II or Class III bikeways, and minimal Class I bikeways. The majority of the downtown area is served only by Class III bikeways. There are gaps in the existing bikeway network.
- Growth in jobs and population with propel increased need for transit options.

The results of this analysis indicate that although there is a potential market for transit services within Tracy, a larger percentage of the population is more inclined to fall under the choice rider category rather than the transit dependent category. In order to tap into the choice rider market, consideration should be given to mobility solutions that go beyond the conventional city bus services and that appeal to Tracy's demographic.

### **3.0 SURVEY RESEARCH**

The SRTP study process has included outreach and facilitation with the public and key stakeholders. The alternative service scenarios and recommended service plan (presented in Chapter 6), reflect input received from a variety of activities, including public workshops and meetings at the Senior Center, an on-board survey of passengers and a community survey that received 369 responses.

A copy of the on-board and community survey instruments is provided in Appendix A. Public workshop/outreach presentation material is presented in Appendix B.

#### **3.1 Community Survey**

As a part of the initial planning process, a community survey was conducted to better understand the transit needs of the community. The survey provided information on travel behavior, quality of service, and user demographics. The survey also provided an opportunity for the community to express their concerns and make recommendation to improve transit services.

The survey was administered on-line via Survey Monkey and accessed through a link from the City's home page. The survey was administered for a three-week period Spring 2018.

The community survey consisted of questions targeted to solicit feedback from community members on their preferred transportation mode, typical trip destinations by mode, opinions on the quality of transit service, recommendations on potential improvements to transit service, and individual demographic data.

Results from the surveys were reviewed as a part of the comprehensive analysis and served as important input for the development of the recommended service enhancements.

#### *METHODOLOGY*

The community survey was developed in collaboration with City Staff and contained a variety of questions related to travel behavior, transportation mode choice, propensity to use transit, interest in potential shuttle services, demographic information, and more. The survey was made available online via Survey Monkey. In order to reach a wide and representative demographic sample, the survey was announced through various channels including the City's website and social media outlets. The online survey was made available in the Spring 2018. A copy of the survey instrument can be found in Appendix A of this report.

#### *SUMMARY OF KEY FINDINGS AND CONCLUSIONS*

A total of 369 people participated in the community survey. The following key findings were noted from the survey as listed below and as illustrated in Exhibits 3.1 to 3.6. Comprehensive survey results are available under separate cover.

### FREQUENTLY USED TRANSPORTATION MODE AND PURPOSE

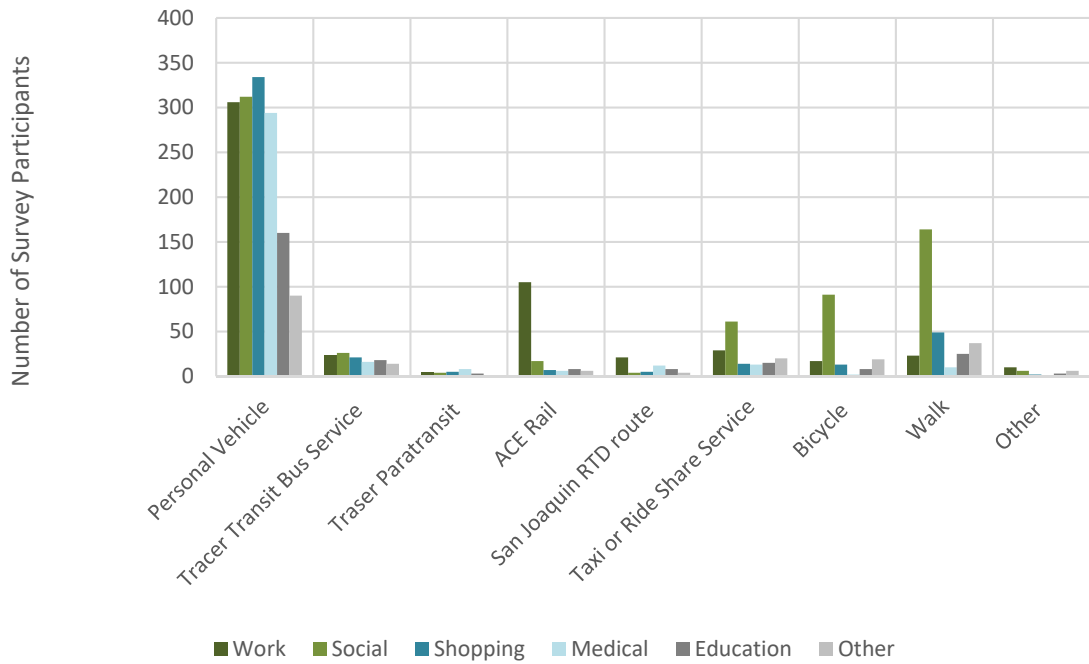
The top three modes of transportation utilized in Tracy were

- Private vehicles
- Walking
- ACE Rail

Transit services such as Tracer Transit, Tracer Paratransit, and the San Joaquin Regional Transit District (RTD) route are used minimally in Tracy.

**Exhibit 3.1: Frequently Used Transportation Mode and Purpose**

What type of transportation do you or other members of your household use in a typical week and for what purpose? Please check all that apply.



### USER SATISFACTION

The top three areas users were most satisfied with were:

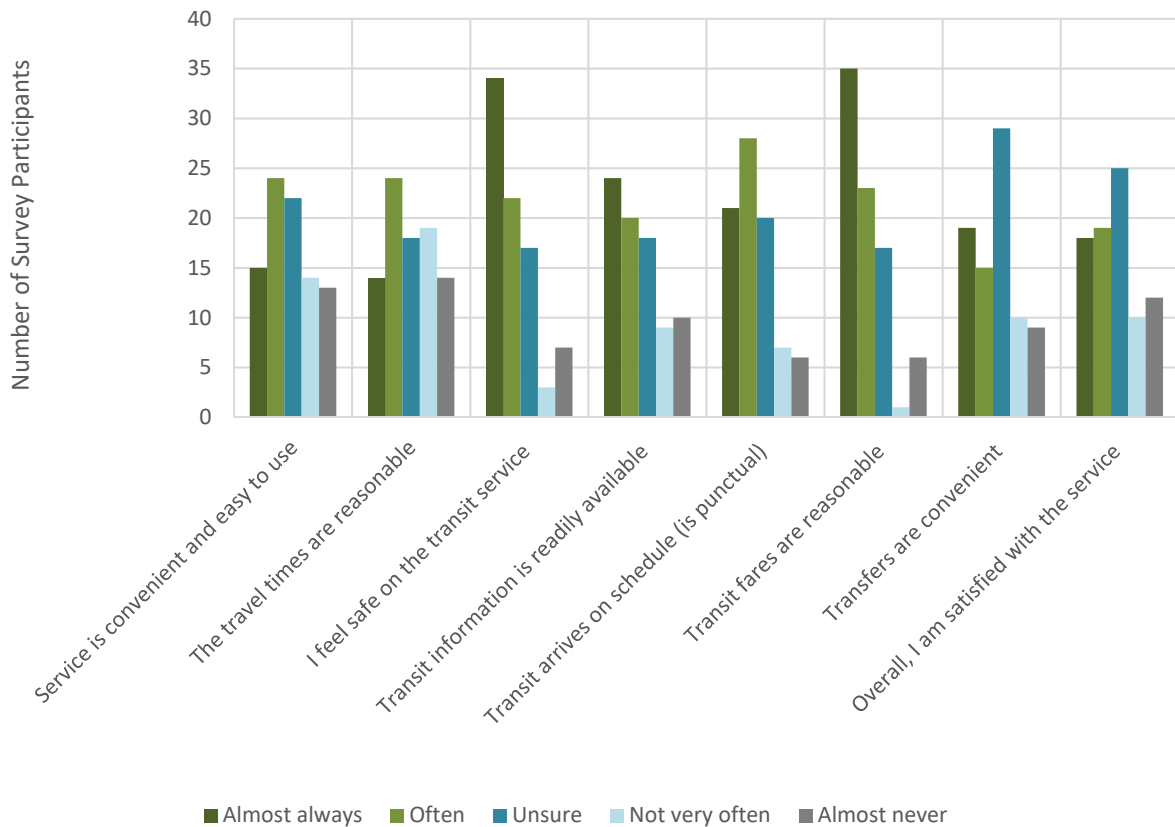
- Transit Fares
- Safety
- Punctuality

The top three areas users were least satisfied with were:

- Travel times
- Convenience and ease of use
- Convenience of transfers

### Exhibit 3.2: User Satisfaction of Tracer Transit Services

If you use Tracer or have used it in the past but no longer do so, we want to know what you think of the transit service: (If you have never used Tracer Transit bus service, please go to Question 6).

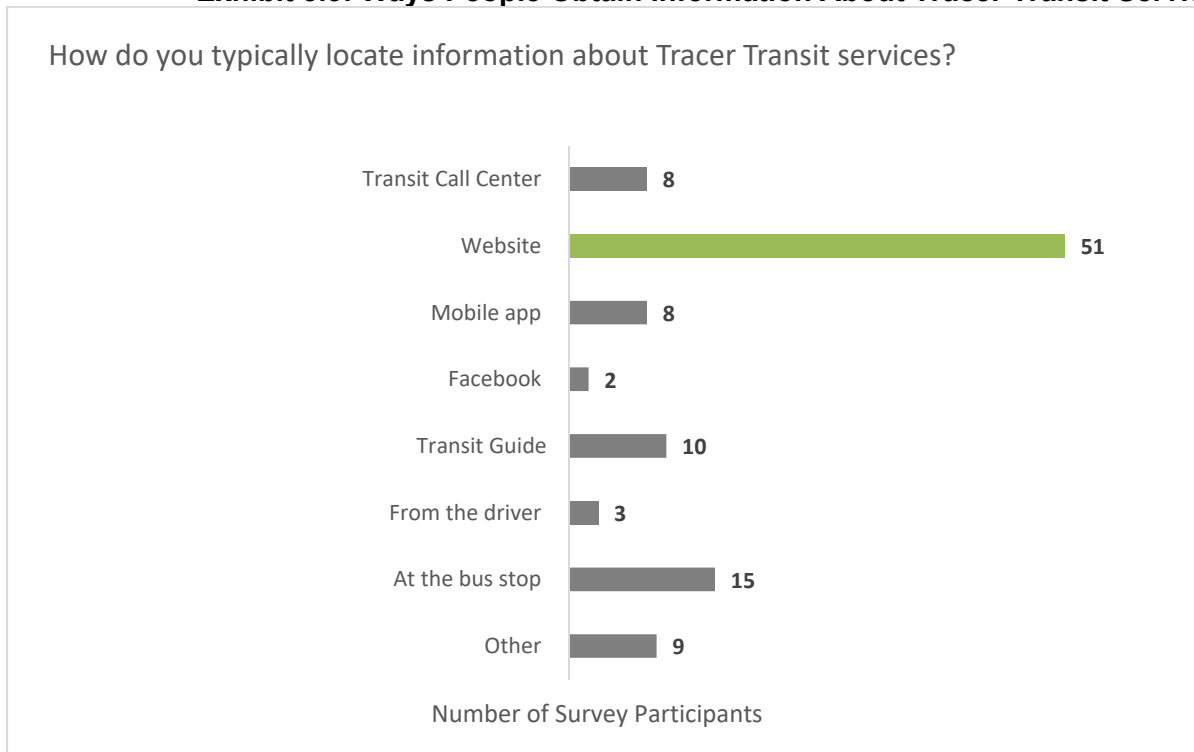


### HOW TRACER TRANSIT SERVICES INFORMATION IS OBTAINED

The top three ways people find information about Tracer Transit Services are:

- Website
- At the bus stop
- Transit guide

**Exhibit 3.3: Ways People Obtain Information About Tracer Transit Services**



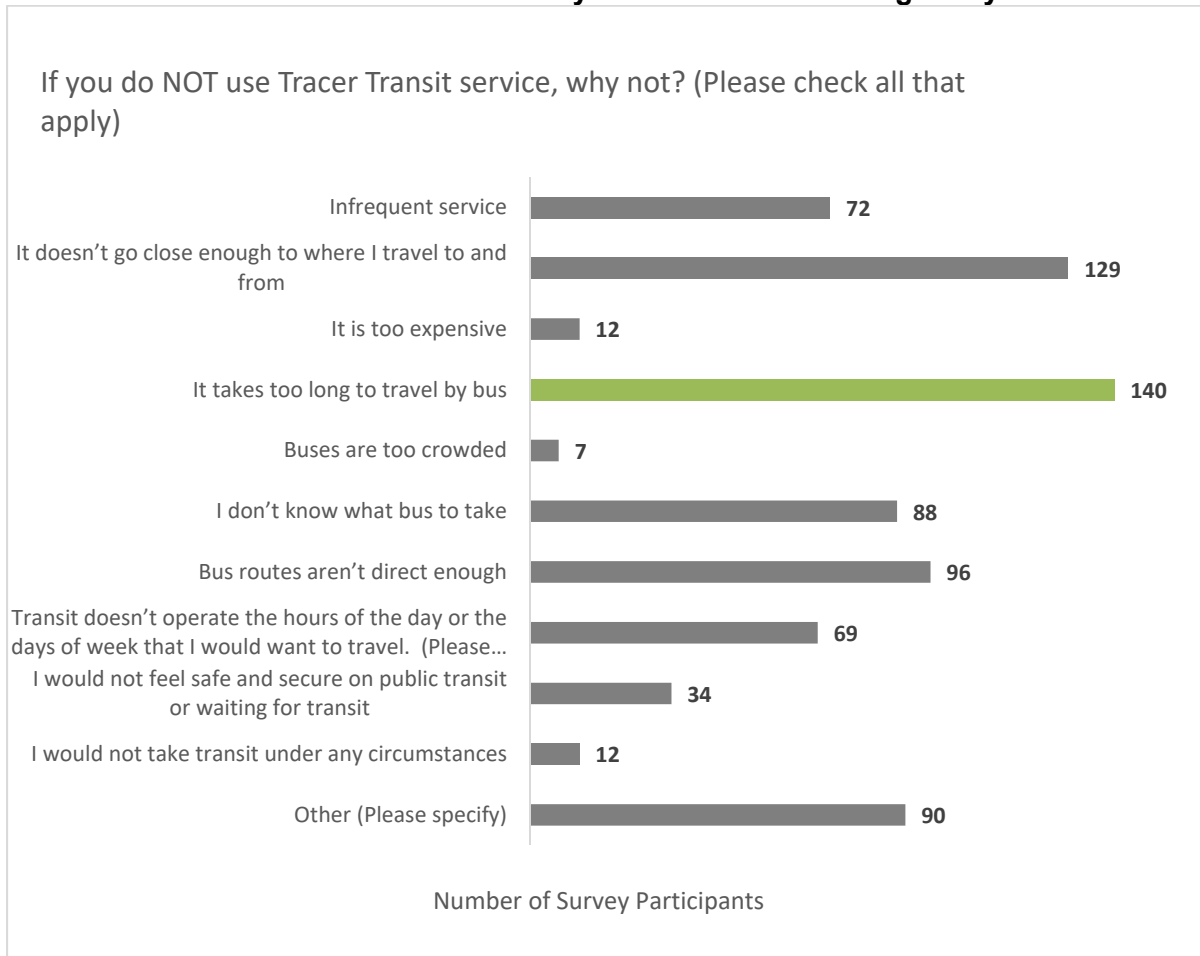


### MOST COMMON REASONS FOR NOT USING TRACY TRANSIT SERVICES

The top three most common reasons for not using Tracer Transit Services were:

- It takes too long to travel by bus
- It doesn't go close enough to where I travel to and from
- Bus routes aren't direct enough

**Exhibit 3.4: Most Commonly Reasons for Not Using Tracy Transit Services**

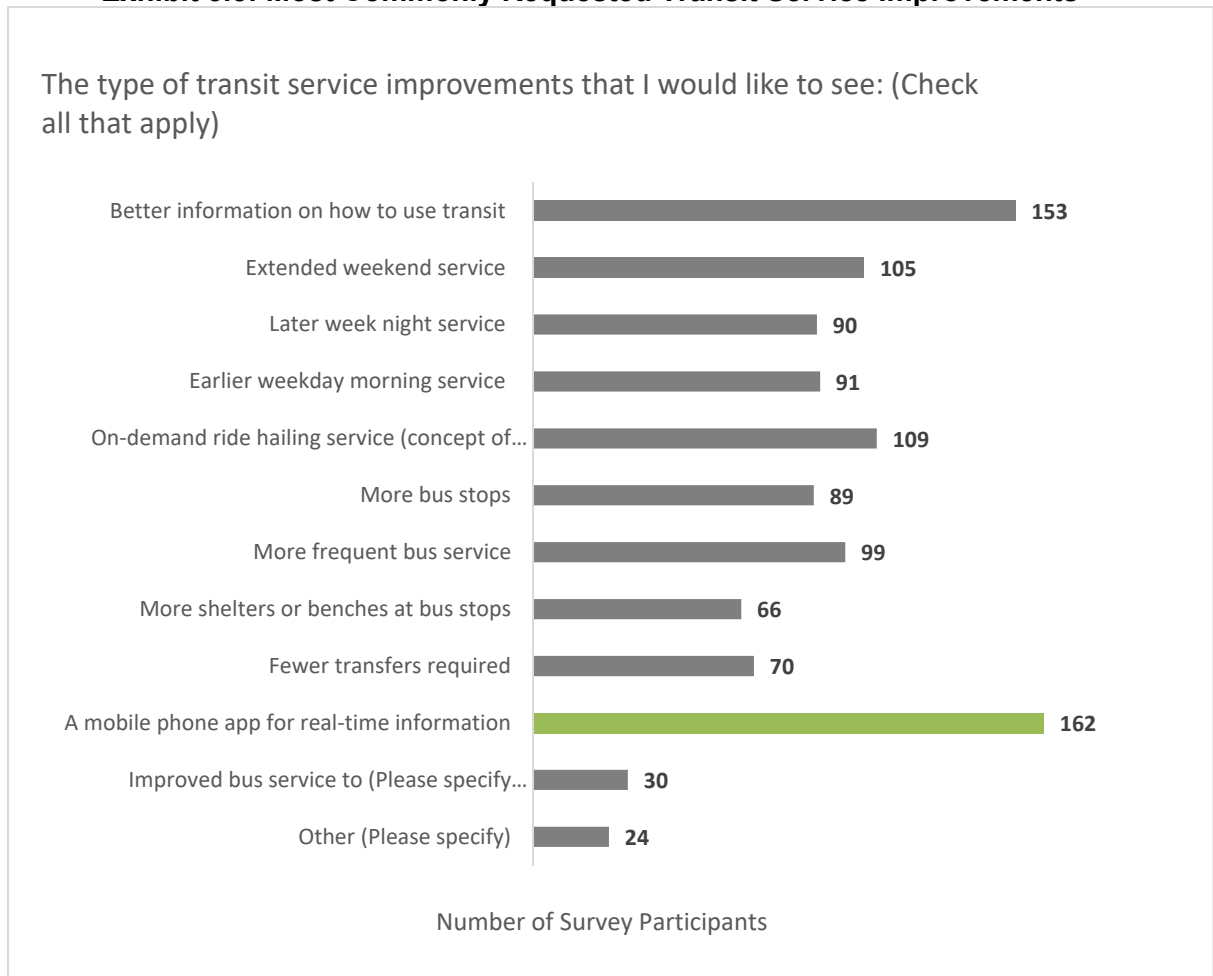


### MOST COMMONLY REQUESTED TRACY TRANSIT SERVICE IMPROVEMENTS

The top three most requested transit improvements were:

- A mobile phone app for real-time information
- Better information on how to use transit
- On-demand ride hailing service (concept of subsidized, shared-ride sedan or van service requested through a smart phone or tablet app)

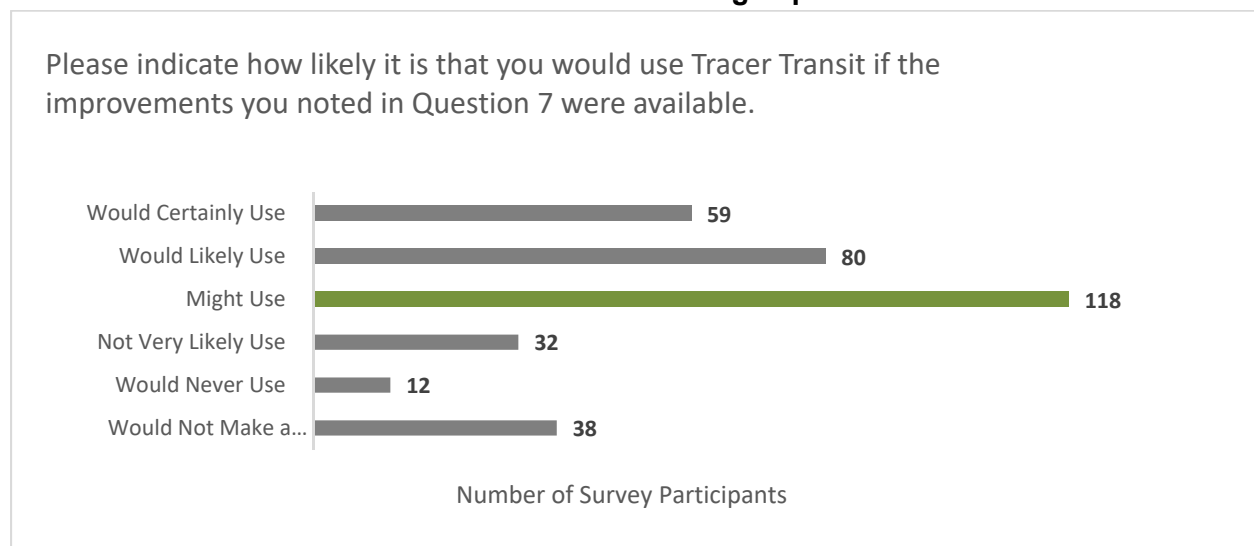
#### Exhibit 3.5: Most Commonly Requested Transit Service Improvements



### LIKELINESS OF USE FOLLOWING IMPROVEMENTS

A majority of survey participants expressed a positive likelihood of using Tracy Transit if their improvements were available, with 35%, or 118 people, stating they might use; 24%, or 80 people, stating they would likely use; and 17% of people, or 59 people, stating they would certainly use it.

**Exhibit 3.6: Likeliness of Use Following Improvements**



### CONCLUSIONS

Results from the survey indicated that although there is interest in improving transit services in Tracy, the private automobile, walking, and ACE rail are the most predominant mode of transportation used within the city. Survey results also indicated user satisfaction of TRACER Transit bus services in areas of transit fares, safety, and punctuality; however, users indicated the least satisfaction in travel times, convenience of use, and convenience of transfers. These same factors were also found to be some of the primary reasons why existing TRACER Transit bus services were not being used. Survey participants expressed existing TRACER Transit bus services takes too long, doesn't go close enough to where they travel to and from, and that the bus routes were not direct enough.

These results suggest that for a transit or mobility service to be effective in Tracy, it needs to be efficient and direct in transporting people where they need to go. The results also suggest that most users are technologically savvy and would appreciate technological improvements in TRACER Transit bus services. Survey results indicated that the top three improvements users would like to see are: a mobile app for real-time information, better information on how to use transit, and an on-demand ride hailing service. Most survey participants responded favorably to the likelihood of using TRACER Transit bus services if the improvements they specified were available.

These results, coupled with previous demographic analysis results, suggest that although there is a potential market for improved TRACER Transit services, the service would need to be designed to attract choice riders. Services should focus on transit times, convenience/ease of use, and direct bus routes.

### 3.2 On-Board Survey

The on-board survey was administered for a one-week period in mid-May 2018. A total of 497 surveys were completed.

Key findings from survey respondents include:

- 63% ride daily (86% ride at least once per week) [Exhibit 3.7]
- 91% make a round trip
- 56% ride to work or school [Exhibit 3.8]
- 72% walk to get to/from the bus stop [Exhibit 3.9]
- 56% did not have a personal vehicle available [Exhibit 3.10]

**Exhibit 3.7: Frequency of Ridership**

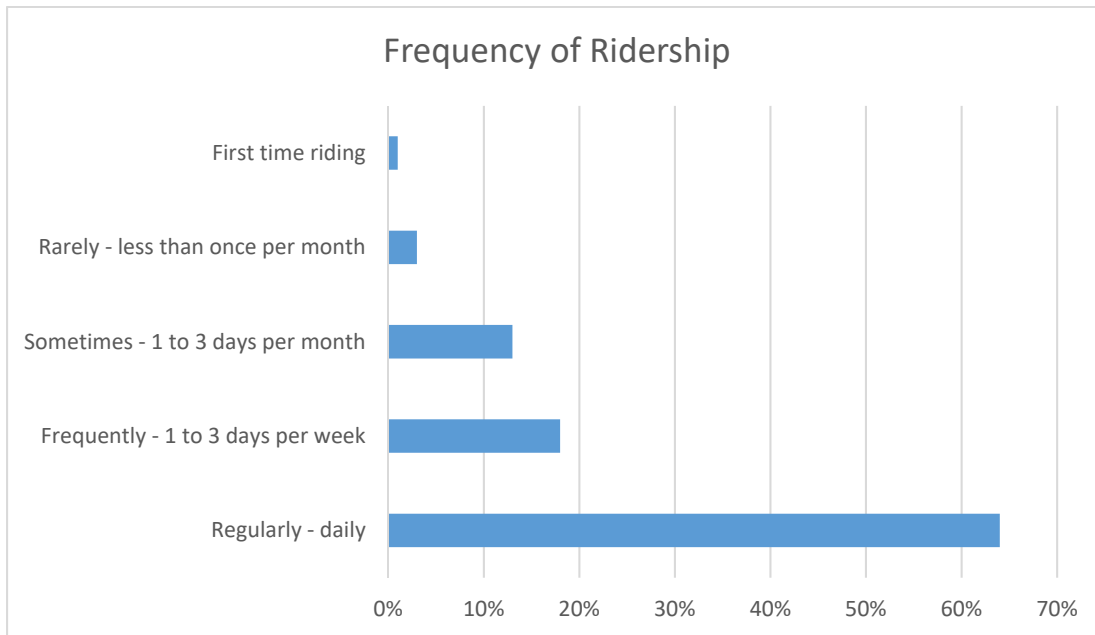


Exhibit 3.8: Trip Purpose

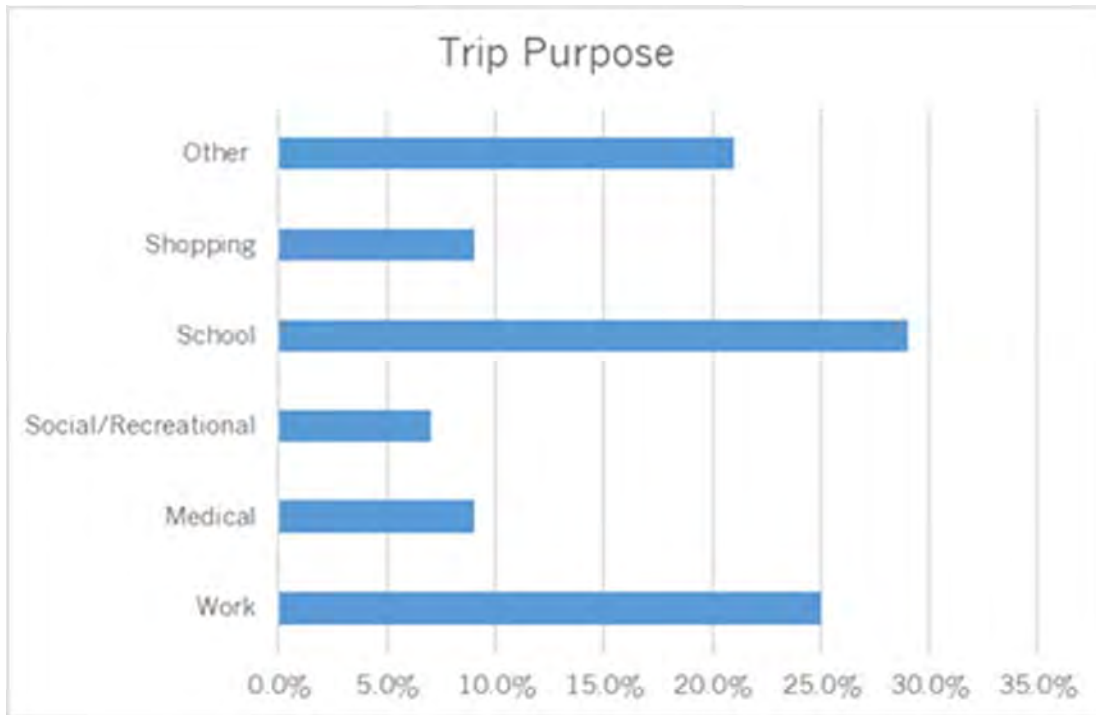
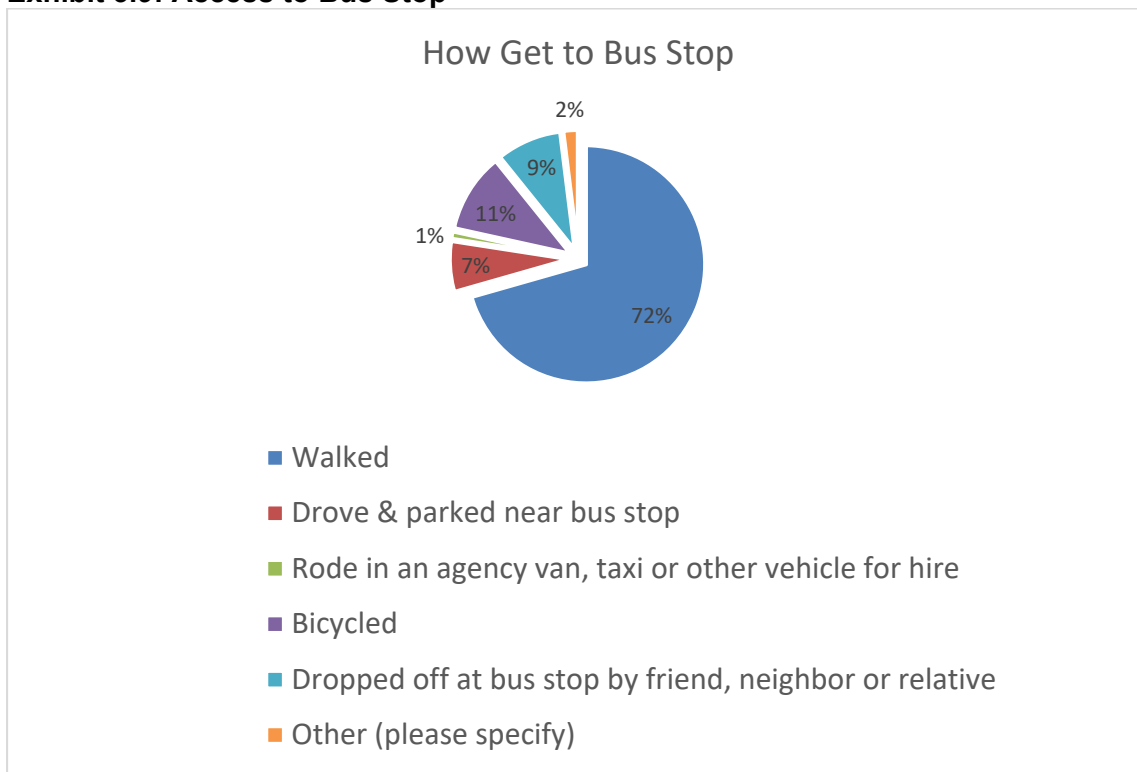
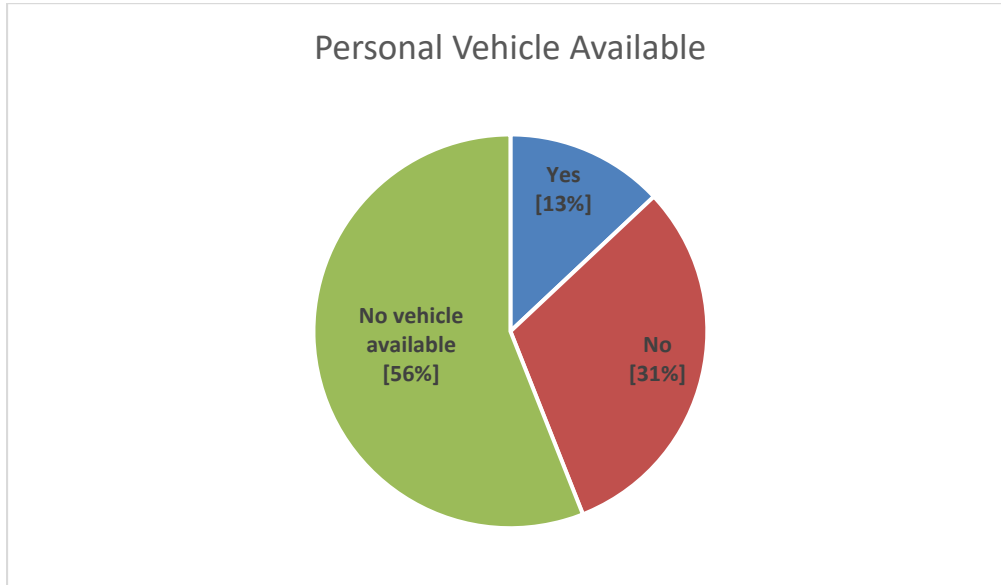


Exhibit 3.9: Access to Bus Stop



### Exhibit 3.10: Personal Vehicle Available



**Quality of Service:** Understanding the qualitative aspects of Tracy TRACER service delivery is important in the evaluation of current transit performance. As a part of the process, the survey asked participants to provide feedback on various qualitative factors including:

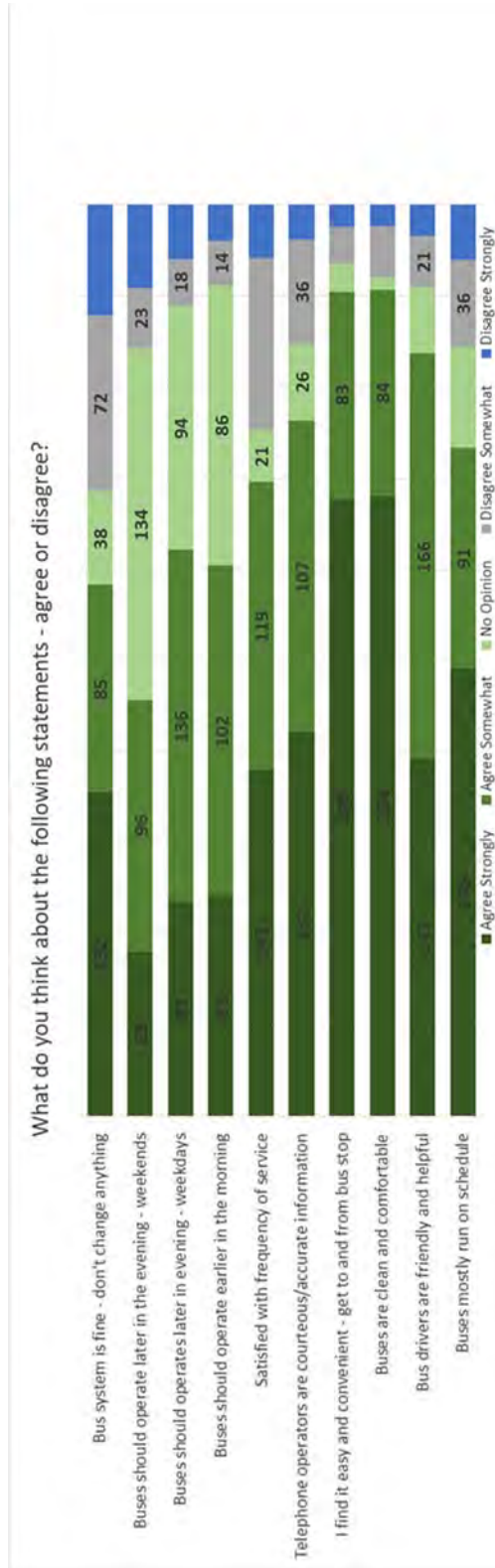
- Convenience of service
- Transit travel time
- Perceived safety on transit and waiting for transit
- Available transit information
- On-time performance
- Transit fares
- Overall satisfaction of transit service

The results of the survey revealed that TRACER customers were generally satisfied with the overall quality of services. More specifically, the survey results revealed that customers were the most satisfied with safety and transit fares. The area of least satisfaction is that of the frequency of service. Of note was the response to “*The loop routes and downtown transfer point make my trip longer than need be*”, while 37% of respondents had “no opinion”, close to 40% *Agreed* or *Strongly Agreed*.

Exhibit 3.11 illustrates the results of the survey regarding the quality of TRACER transit services.

The majority of respondents indicated that the drivers were friendly & helpful. The areas of greatest concern were that it takes too long to travel by bus and that the buses were not always on schedule.

### Exhibit 3.11: Quality of Service Considerations





## 4.0 GOALS, OBJECTIVES AND STANDARDS

### 4.1 City of Tracy General Plan (2011) – A Vision, Goals and Objectives

Supplemental to the demographic and socioeconomic profile, reference to the 2011 General Plan informs on a vision for the future in general and *Circulation Element* goals and objectives specifically. The 2011 General Plan provides a vision for the future and establishes a framework for how Tracy should grow and change over the next two decades. While embracing change, this General Plan establishes goals, objectives, policies and actions that empower the City and community to guide this change in a desired direction.

**Vision Statement:** *Through the year 2025, the City of Tracy will continue to enhance its place as a great community in which to live, work and play. Drawing on its small town character, the City will grow in a manner that provides a high quality of life for all current and future residents and employees.*

Included is reference to: *Meet the transportation challenges of the future, so that people can travel safely and conveniently on foot or by car, air, bicycle, and transit.*

#### *Circulation Element*

The Circulation Element includes policies supporting street connectivity, extensive bicycle and pedestrian facilities, and a high degree of connectivity between all modes of transportation in Tracy.

**Goal CIR-4 A balanced transportation system that encourages the use of public transit and high occupancy vehicles.**

**Objective CIR-4.1 Promote public transit as an alternative to the automobile.**

#### Policies

- P1. The City shall promote efficient and affordable public transportation that serves all users.
- P2. The City shall continue to partner with SJCOG, SJRTD and Caltrans in efforts to locate park-and-ride lots and other transit-related facilities in the City of Tracy.
- P3. The City shall continue to operate the Tracer fixed-route and paratransit transit service and expand service to new residential and non-residential areas if funding for additional service is available and is warranted by ridership demand.
- P4. The City shall seek funding from regional and State and federal agencies to fund additional transit service expansions and improvements.
- P5. The City shall require development to provide for transit and transit-related increased modal opportunities, such as adequate street widths and curb radii, bus turnouts, bus shelters, park-and-ride lots and multi-modal Transit Centers through the development and environmental review processes, if appropriate.

P6. The City shall encourage efforts for additional regional transit service, including expansion of the existing ACE service, expansion of the existing commuter bus service, and new commuter rail service from Tracy to other areas in the region.

## 4.2 Transit Performance Measurement

Transit industry performance measurement best practices are reflected in *TCRP Report 88: A Guidebook for Developing a Transit Performance-Measurement System*, and the *Report on California Transit Performance Measures* prepared for Caltrans by the Mineta Institute. TCRP Report 88 identifies over 400 transit performance measures divided into seven categories:

1. Service Availability measures the quantity of transit access based on when (*i.e.*, span), where (*i.e.*, coverage and stop location), and how often (*i.e.*, frequency) transit services are available. These are primarily design criteria that do not fluctuate except when consciously reset by budgetary or policy changes. Therefore, they do not need to be monitored, measured and reported on a routine basis.
2. Service Delivery measures the quality of customers' day-to-day transit travel experience in terms of service reliability, comfort and convenience. Key service quality indicators include network coverage, service span and frequency, available capacity (loading condition), and utilization (ridership and productivity). This group includes both measures of dynamic conditions that require continual monitoring and frequent reporting on a monthly or quarterly basis; as well as relatively static design criteria.
3. Safety/Security measures the likelihood that an accident will occur involving customers, or that a customer or employee will become a crime victim while using transit. Examples of performance measures in this category include accident rates per 100,000-mile, injury accidents per passenger miles, and quantity of safety devices and personnel. These are dynamic measures of preferred outcomes that warrant continual monitoring and quarterly reporting.
4. Community Impact measures quality-of-life impacts on service area communities in terms of access to employment, economic growth and productivity, personal mobility and finances, pollution reduction, and equitable distribution of transit service. These are primarily preferred outcomes that are attainable over a multi-year timeframe. As such, they require regular monitoring and periodic reporting.
5. Maintenance measures the safety, reliability and condition of revenue vehicles in terms of average fleet age and mileage, road calls per 100,000 miles, conformance to scheduled maintenance inspections, among others. These are dynamic measures of preferred outcomes that warrant continual monitoring and quarterly reporting.
6. Financial Performance measures how efficiently resources are deployed to meet travel demand within budgetary constraints. Key performance measures include net cost per revenue hour and per customer boarding applied to individual routes, and farebox recovery generally applied to the system. Net cost per revenue mile, which usually applies to commuter routes only, is not needed by TRACER transit as a performance measure distinct from net cost per hour.

7. Agency Administration measures organizational efficiency in terms of employee productivity (e.g., vehicle miles per employee), employee relations, and the percentage of the total operating budget consumed by general and administrative (G&A) expenses. These are dynamic measures of preferred outcomes that warrant ongoing monitoring and annual reporting.

A broad framework for monitoring, measuring and reporting system performance is cast by the City of Tracy's organizational mission statement:

**Mission:** " We provide the community of Tracy with basic and extended services that offer opportunities for individuals, families and businesses to prosper as they live, work and play in Tracy."

**Purpose & Vision:** "Our purpose is to preserve and improve the quality of life for Tracy so that we become the most prosperous community in California."

The City's Parks & Recreation Department oversees transportation services including transit and has the following mission statement: "To ensure access to outstanding programs, services and community amenities that contribute to the quality of life in Tracy."

These mission statements may be the foundation for a vision reflecting: *Tracy TRACER as a leader in applying new technology and innovative solutions toward future progress in improving the value, efficiency, and effectiveness of its services and the economic vitality of the community. TRACER's services keep pace with growth in populations and incorporate new areas, while maintaining efficiency and effectiveness throughout the system.*

Goals and objectives provide directions for action. The following four goals, while general in nature, are recommended for adoption to guide transit/mobility service delivery.

- Goal 1: Operate a high-quality public transportation system (safe, reliable, effective, efficient, and accessible).
- Goal 2: Meet the growing demand for new services and implement innovative and cost-effective solutions to meet the increasing public transportation needs of the community.
- Goal 3: Provide leadership in public transportation for the City, and the industry.
- Goal 4: Educate the public about transit services in the area and the benefits of public transportation to the community and individuals.

Each goal is supported by specified objectives, key performance indicators and measures, standards and targets. The SRTP compiled these in a table containing key performance indicators (i.e., those that influence level of service) as well as passive or static design standards, preferred outcomes, management and marketing initiatives as a single body of information. This presents a complex view of performance measurement that may be difficult for stakeholders to absorb. Accordingly, the following discussion separates active measurement criteria from design criteria and preferred outcomes to focus attention on the key metrics underlying the evaluation of existing services presented in the next chapter.

#### 4.2.1 TRACER Performance Metrics

The City's TRACER fixed route transit must meet a *Three-year Transit Systems Performance Objective* (in lieu of meeting farebox recovery) as established by the SJCOG Board to receive more TDA funds than the last year of compliance. Performance objectives are established every three years. TRACER is required to meet two out of three performance targets, as presented below.

Performance Objectives	FY 2019-20	FY 2020-21	FY 2021-22
	Target	Target	Target
Cost per Revenue Hour	< \$128.80	< \$143.16	< \$147.32
Passengers per Revenue Hour	>4.6	> 4.7	> 4.8
Subsidy per Passenger	< \$18.07	< \$20.77	< \$21.23

Key performance indicators for Tracy TRACER transit fixed route services are summarized in Exhibit 4.1. These metrics provide the basis for service evaluation and most directly influence proposed changes to the level of service operated on individual routes at various times of the service day. Transit monitors key performance indicators on an ongoing basis through monthly reports.

**Exhibit 4.1: TRACER Transit Fixed Route Key Performance Indicators**

Key Performance Indicator	Measure	Standard
Cost Efficiency	Cost per revenue hour	Base year + CPI
Service Effectiveness	Passengers per revenue hour	15 per hour New service (< 2 yrs.) – 10 per hour

Preferred outcome metrics are summarized in Exhibit 4.2. These are active indicators of dynamic performance of system functions such as transportation operations, maintenance, and administration. A new measure – annual transit rides per capita – replaces Percentage annual increase in total boardings as an indicator of ridership growth,

**Exhibit 4.2. TRACER Transit Fixed Route Preferred Outcomes**

Preferred Outcome	Measure	Target
Ridership Growth	Annual Rides per Capita	
Reliability	Schedule adherence (percent on-time)	95% >
	Missed trips	< 1%
	Miles between road calls	14,000
Safety	Preventable accidents per 100K miles	< 1.5
	Passenger injuries per 100K miles	< 1.0
Customer Service	Bi-annual survey results	Rating of 3.0 or better
	Complaints per 100K customer boardings	< 100

The SRTTP also identified various management and marketing initiatives as part of the performance measurement system. These actions are inherent to transit system management and do not necessarily demand dynamic quantitative measurement. Examples cited in the SRTTP include:

- Employ technology cost effectively
- Annual marketing program
- Public information program
- Community association memberships and attendance
- Participation in community events
- Participation in industry conferences

**4.2.2 TRACER Paratransit Performance Metrics**

Key performance indicators for TRACER Paratransit services are summarized in Exhibit 4.3.

**Exhibit 4.3: Paratransit Key Performance Indicators**

Key Performance Indicator	Measure	Standard
Cost Efficiency	Cost per revenue hour	Base year + CPI
	Cost per revenue mile	
Service Effectiveness	Passengers per revenue hour	2.5 >
Cost Effectiveness	Net cost per passenger	\$x.xx per passenger
	Farebox recovery (% of total operating cost)	10%

Paratransit service design guidelines are summarized in Exhibit 4.4. These are static measures used to shape service design and optimize the distribution of system resources. The targets indicate desired FY 2023 attainment thresholds.

**Exhibit 4.4: Paratransit Service Design Criteria**

<b>Design Criteria</b>	<b>Measure</b>	<b>Target</b>
Service Coverage	Percent residents served within 3/4-mile of a fixed route bus route	100%
Service Span	Operating days of service	Same as fixed route system
Average Wait Time		
Loading Condition	Maximum customers onboard	1.2x seated capacity
Transit Travel Time	Time relative to comparable travel via personal vehicle	< 1.5x personal vehicle travel time

Preferred outcome metrics are summarized in Exhibit 4.5. These are active indicators of dynamic performance of system functions such as transportation operations, maintenance, and administration.

**Exhibit 4.5: Paratransit Service Preferred Outcomes**

<b>Preferred Outcome</b>	<b>Measure</b>	<b>Target</b>
Ridership Growth	Percentage annual increase in total boardings	Population growth
Reliability	Schedule adherence (percent on-time)	90% >
	Missed trips	< 2%
Safety	Miles between road calls	10,000
	Preventable accidents per 100K miles	< 1.5
	Passenger injuries per 100K miles	< 1.0
Customer Service	Percentage of calls handled w/i 5 seconds	
	Bi-annual survey results	Rating of 3.0 or better
	Complaints per 100K customer boardings	< 100

## 5.0 OVERVIEW OF TRANSIT SYSTEM

### 5.1 History

The City initiated a fixed-route service in December 2001 and a demand response service was introduced in January 2002 with reduced service hours. The former Tracy Transit services were discontinued. A phased implementation plan for the Tracer Paratransit taxi program started in September 2002 with a certification process, and in July 2003 the user portion of the taxi fare increased from 25 percent to 50 percent. Commuter routes were added in 2004. Since the 1998 report, the population of Tracy has grown substantially, and the city limits have expanded. The 2000 U.S. Census found that the City of Tracy and environs surpassed the 50,000 mark in population to become an urbanized area. As a result, Tracy became eligible for annual Federal Transit Administration (FTA) Section 5307 grant funding for transit in FY 2003. The transit service is administered by the City's Parks and Recreation Department and is operated by a private contractor.

Located in southwestern San Joaquin County near the border with Alameda County, Tracy is the second largest city in the county.

### 5.2 Organization

The City of Tracy is a general law city with a City Manager form of government. The City Manager is the chief administrative officer for the City and is accountable to the City Council. The City Manager appoints the Assistant City Manager and the department heads of the City's eight departments. Under the City Manager, the Parks and Recreation Department is responsible for the airport, alternative modes (bicycling, walking), and the day-to-day administration of the transit system.

The City Council is the policy-making body responsible for adopting TRACER policies, determining service and funding levels for the system, and ensuring performance consistent with community expectations, and regulatory compliance. Established by City Council Resolution 2007-120, a Transportation Advisory Commission provides advisory input on a variety of transportation issues.

TRACER transit services are administered by a Management Analyst II with the assistance of a Transportation Coordinator and two Maintenance positions (each of the Maintenance positions are dedicated 50% to transit and 50% to airport).

The Management Analyst II is responsible for administrative duties including: service contract monitoring administration, capital program planning, system performance monitoring, system planning and marketing, and grant compliance.

The City contracts with RideRight, LLC for all transit operations, as well as maintenance and repair services for the transit fleet.



## **5.4 Service Area**

The TRACER fixed route system covers 22 square miles of the City containing nearly 100,000 residents. Local service was implemented in December 2001, and commuter routes were added in 2004. The existing route network is comprised of four local routes and two commuter routes. Peak weekday service requires nine buses; midday and Saturday service requires six buses.

TRACER is supplemented by regional bus services provided by the San Joaquin Regional Transit District (SJRTD), including intercity Route 97 and Hopper Route 90, which connect Tracy to Stockton. Other transit services include ACE commuter rail and Greyhound intercity bus.

## **5.5 TRACER Fixed Route System Description**

### **5.5.1 Network Coverage**

Shown in Exhibit 5.1, the fixed route network consists of four all-day routes (A, B, C, D) operating on weekdays and Saturdays, and two (E, F) weekday peak-only commuter routes. All routes begin and end at the Tracy Transit Station, located on 6th Street on the southern fringe of Downtown Tracy. Key destinations accessed by the network include:

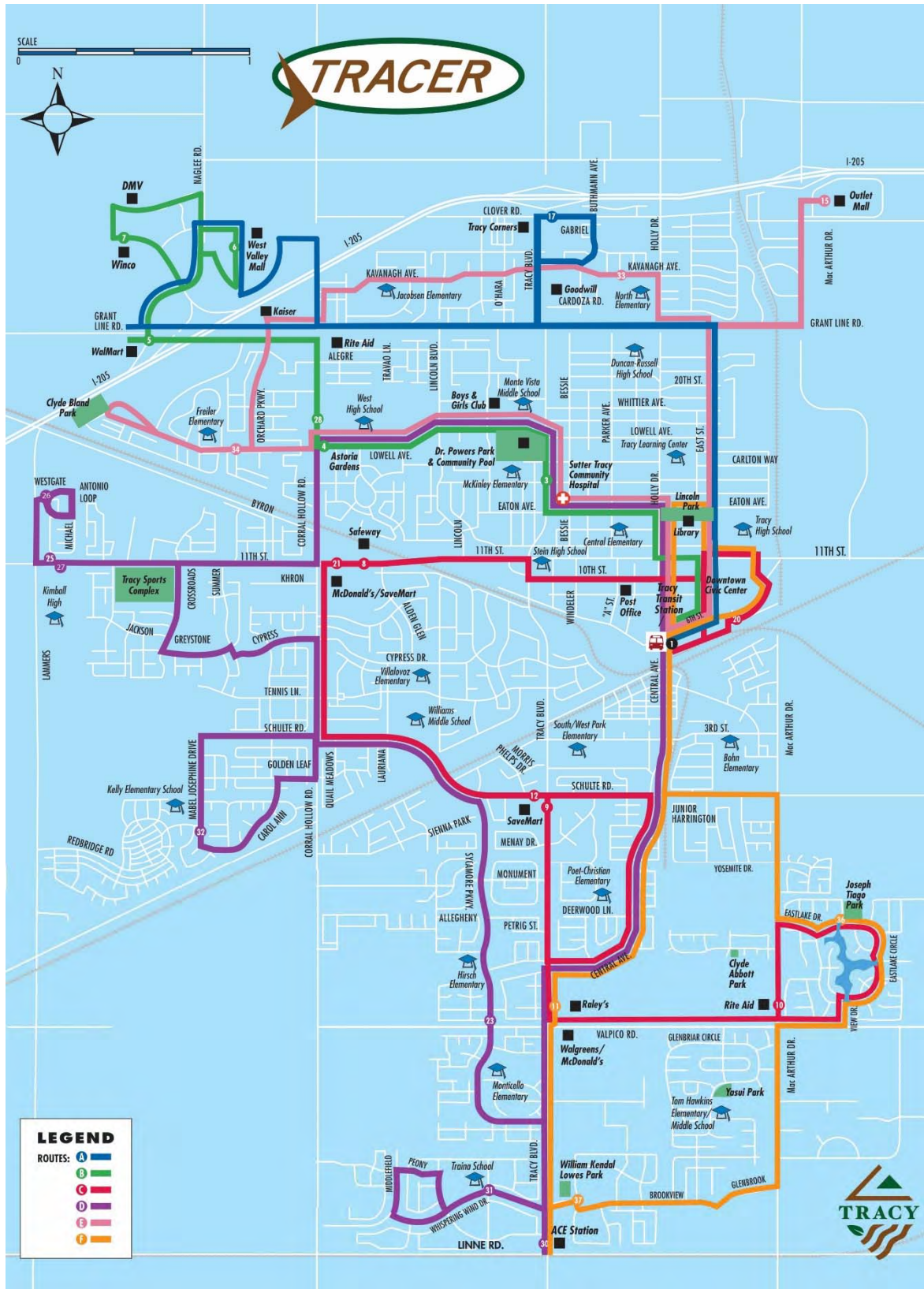
- Medical Facilities
  - Kaiser Permanente – Grant Line Road at Orchard Parkway
  - Sutter Hospital on N Tracy Boulevard at Eaton Avenue
- Shopping / Retail Employment
  - Downtown shops and restaurants
  - Goodwill store – Grant Line Road at Tracy Boulevard
  - Northgate Village Outlet Mall – MacArthur Drive at Pescadero Drive
  - Raley’s – Tracy Boulevard at Valpico Road
  - Safeway – 11<sup>th</sup> Street at Corral Hollow Road
  - SaveMart – Tracy Boulevard at Schulte Road
  - Tracy Corners – Tracy Boulevard at Clover Road
  - Walmart - Grant Line Road at Naglee Road
  - West Valley Mall on Naglee Road in the northwest corner of the City
  - Winco Foods – Pavillion Parkway
- Schools
  - Kimball HS – Lammers Road at 11<sup>th</sup> Street
  - Stein HS – 11<sup>th</sup> Street at Tracy Boulevard
  - Tracy HS – East Street at 12<sup>th</sup> Street
  - West HS – Lowell Avenue at Corral Hollow Road



- Institutions
  - Civic Center – City Hall and Senior Center
  - DMV office – Auto Plaza Drive
  - Dr Powers Park / Community Pool – Lowell Avenue
  - Public Library – Holly Drive in Lincoln Park
  - Sports Complex – Crossroads at 11<sup>th</sup> Street
  - ACE train station - Linne Road at Tracy Boulevard

Several issues may be observed in the current network that contrast with industry best practices for bus route design. The existing network emphasizes spatial coverage over schedule frequency, reflecting the classic “*walk time vs. wait time*” trade-off that confronts transit customers and planners alike. TRACER route alignments are circuitous at times, with one-way segments and time-consuming deviations into residential neighborhoods. For many customers, this service design means longer onboard travel times, longer wait times at bus stops, and a route structure that seems unnecessarily complicated. Network issues are discussed further at the conclusion of this chapter.

Exhibit 5.1: TRACER Fixed Route Network, FY 2018



## 5.5.2 Service Span and Frequency

Current level-of-service characteristics of the fixed route system are summarized in Exhibit 5.2. TRACER operates six days per week (Monday – Saturday), with no service on Sundays and the following observed holidays: New Year's Day, Presidents Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. The system operates 255 weekdays and 52 Saturdays, or 307 days annually in a typical calendar year.

Schedule frequencies are low by today's metrics, with two local routes (A, B) running every 30 minutes, and two others (C, D) running hourly. Weekday schedules extend from 5:00 am until nearly 8:00 pm, although early morning service before 7:00 am is limited to the commuter routes. Local routes A and B operate a 30-minute frequency across the service day beginning at 7:00 am; and local route C operates hourly also beginning at 7:00 am. Route D regular service operates from 6:20 am until 7:27 pm on variable headways ranging between 35 and 70 minutes.

Saturday service operates from 9:00 am until nearly 7:00 pm with hourly service on Routes A, B and C; and 65-70 minutes on Route D.

**Exhibit 5.2: TRACER Level of Service Characteristics, FY 2018**

WEEKDAY		Service Span		Frequency			Schedule Cycle	Buses in Service		
Route	Begin	End	Peak	Midday	Eve	Peak		Base	Eve	
			minutes	minutes	minutes	minutes				
A	7:00 AM	7:58 PM	30	30	30	60	2	2	2	
B	7:00 AM	7:58 PM	30	30	30	60	2	2	2	
C	7:00 AM	7:58 PM	60	60	60	60	1	1	1	
D	5:00 AM	7:27 PM	50	65	65	35 - 70	2	1	1	
E	6:40 AM	4:50 PM	1 trip AM / 2 PM	--	--	55	1	0	0	
F	6:00 AM	9:55 PM	2 trips AM & PM	--	--	55	1	0	0	
Subtotal, Weekday								9	6	6
SATURDAY		Service Span		Frequency			Schedule Cycle	Buses in Service		
Route	Begin	End	Early	Day	Eve	Peak		Base	Eve	
			minutes	minutes	minutes	minutes			<i>Hours per period</i>	
A	9:00 AM	6:58 PM	60	60	--	60	1	1	0	
B	9:00 AM	6:58 PM	60	60	--	60	1	1	0	
C	9:00 AM	6:58 PM	60	60	--	60	1	1	0	
D	9:00 AM	6:27 PM	65	65	--	65	1	1	0	
Subtotal, Saturday								4	4	0
Maximum Vehicles Required								9	6	6

### 5.5.3 Ridership and Productivity

TRACER ridership and service productivity are near the low end of the range among peer transit systems.<sup>3</sup> Annual ridership, which has reflected a flat to slightly declining trend during the last five years, is estimated at 158,000 customer boardings in FY 2018. As indicated in Exhibit 5.3, system service productivity is 6.5 boardings per revenue service hour. Individual route productivities range from a high of 8.7 boardings per hour (Route F) to a low of 3.9 boardings per hour (Route D). Notably, the productivity of local Route C operating hourly schedules is higher than Routes A and B operating 30-minute weekday schedules.

**Exhibit 5.3: TRACER Ridership and Productivity by Route, FY 2018**

Route	FY 2018 Estimated Ridership	FY 2018 Estimated Revenue Hours	Service Productivity (Passengers per Hour)
A - Blue	48,000	6,900	7.0
B - Green	46,500	6,900	6.7
C - Red	31,000	3,825	8.1
D - Purple	19,400	5,025	3.9
E - Pink	6,600	925	7.1
F - Orange	6,500	750	8.7
Total	158,000	24,325	6.5

### 5.6 TRACER Route Analysis

This section presents a detailed assessment of each route based on fresh ridership and running time data collected on board TRACER buses specifically for this study.<sup>4</sup> These boarding and alighting counts were compared with FY 2018 system-level operating data reported by the City to ensure accuracy of the data. Ridership counts were tabulated in spreadsheets (see Appendix C) and graphed for presentation in this section.

#### 5.6.1 Route A

Shown in Exhibit 5.4, Route A follows a mostly linear alignment across the north side of the City with bi-directional service on East Street and Grant Line Road between Downtown Tracy and northwest retail district centering on West Valley Mall. A mid-route deviation at Tracy Boulevard

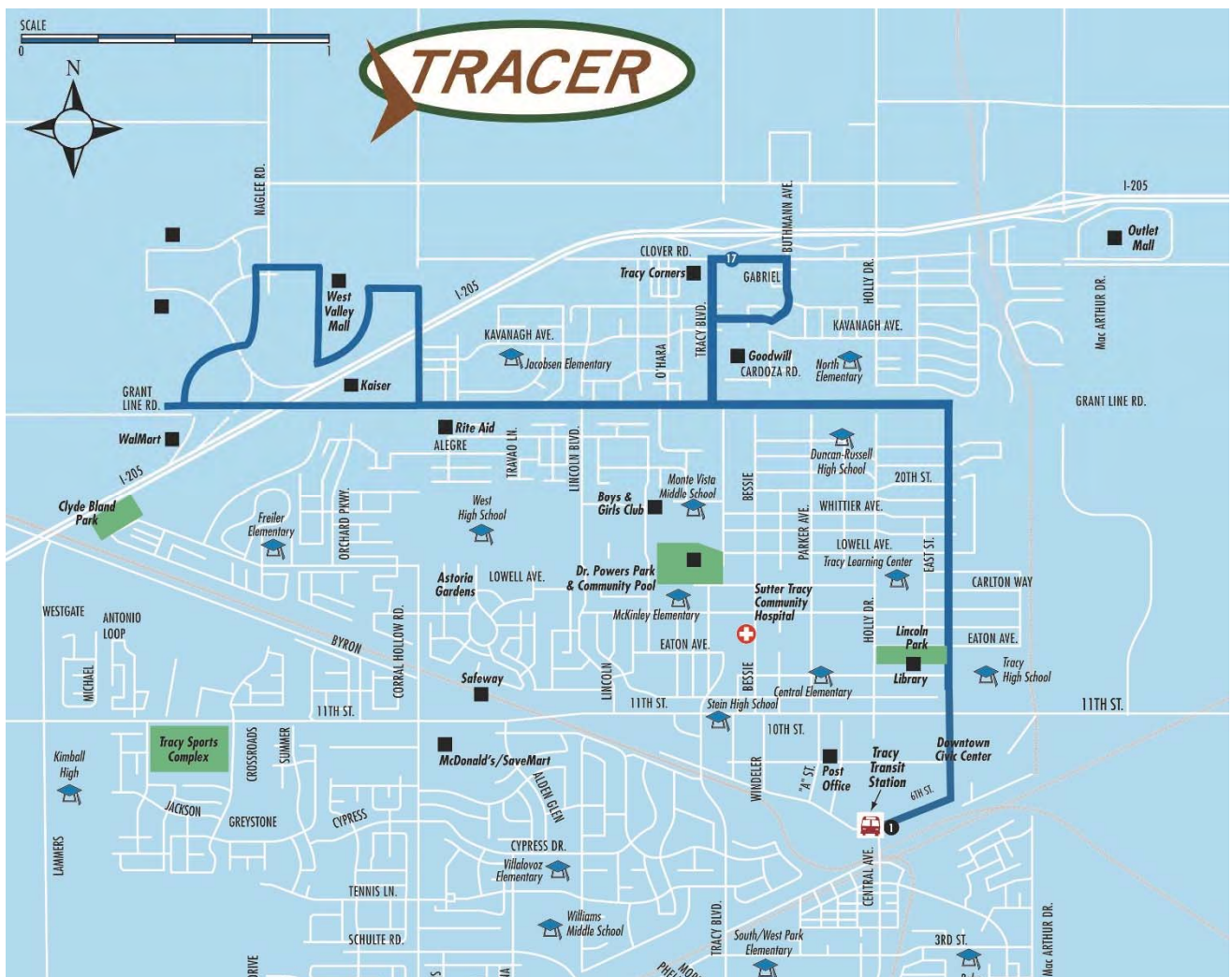
<sup>3</sup> Among California municipal systems, average service productivity ranges from 12 – 20 boardings per revenue service hour.

<sup>4</sup> Onboard data collection conducted May 15 – 21, 2018.

extends north of Grant Line Road to Clover Road, primarily for access to the Tracy Corners Shopping Center. The western end of the route is a counter-clockwise loop with major stops at West Valley Mall, Target, and Walmart. Route A is divided into four key segments for analysis:

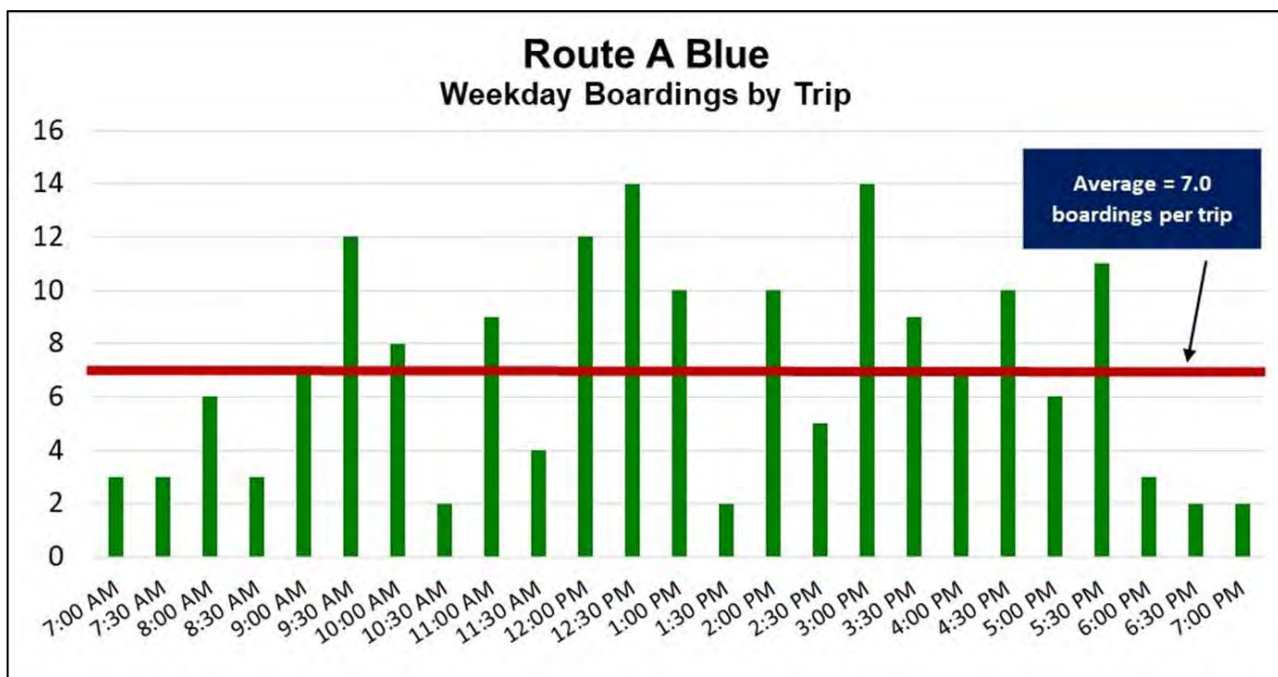
- East Street running north-south between Grant Line Road and Downtown Tracy; and continuing via 6<sup>th</sup> Street to the Transit Station.
- Grant Line Road running east-west between East Street and Naglee Road.
- A mid-route deviation looping north of Grant Line Road via Tracy Boulevard to Clover Road; and providing access to Tracy Corners Shopping Center.
- Retail district located in north of I-205 and west of Corral Hollow Road in northwest Tracy; including West Valley Mall, Target, and Walmart. This segment partly overlaps Route B.

**Exhibit 5.4: TRACER Route A**



Route A weekday service generates an average of 175 customer boardings on two buses operating a total of 25 daily revenue service hours; an average of just under seven boardings per hour. A summary distribution of total boardings by weekday trip across the service day is provided in Exhibit 5.5. All trips depart from and terminate at the Transit Station. The data indicates higher ridership during the middle of the service day; the busiest trips occur at 9:30 am, noon, 12:30 pm, and 3:00 pm. Eight trips in the 25-trip weekday schedule generate 10 or more boardings. Ridership is minimal during the first and last hours of the service day. Student ridership appears limited to the afternoon.

**Exhibit 5.5: Route A Weekday Boardings by Trip**

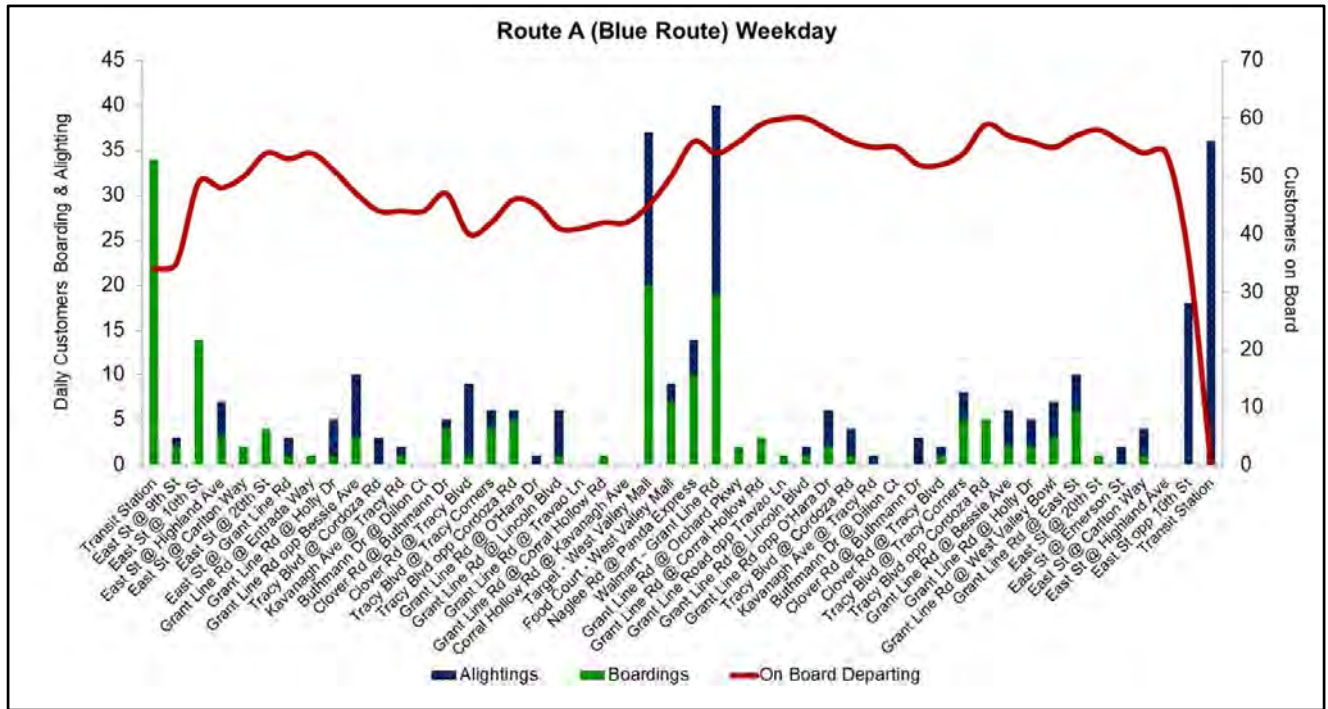


A distribution of weekday customer boardings, alightings, and onboard volumes by sequential bus stop along Route A are displayed in Exhibit 5.6.<sup>5</sup> The Transit Station and West Valley Mall area, including Target and Walmart, account for half of total weekday ridership activity. Other significant trip generators include the Civic Center (City Hall, Senior Center), Tracy High School, and businesses along Grant Line Road.

The Tracy Corners deviation on Route A generates 15-20 boardings per weekday north of Cordoza Road on Tracy Boulevard, Kavanaugh Avenue, Buthmann Drive, and Clover Road. This compares to 60 or more customers per day riding Route A buses through the intersection of Grant Line Road and Tracy Boulevard. The deviation is covered in both directions, resulting in 50 scheduled bus trips per weekday to Tracy Corners.

<sup>5</sup> The green and blue bars represent total daily customer boardings and alightings (per left scale) at each stop. The red line indicates the total number of customers on board all trips when departing each stop (per right scale).

**Exhibit 5.6: Route A Boardings and Alightings by Bus Stop, Weekdays**



The five most active stops along Route A are listed in Exhibit 5.7.

**Exhibit 5.7: Route A Most Active Bus Stops, Weekdays**

Bus Stop	Weekday Boardings	Weekday Alightings	Transit Trip Activity	Percent of Daily Activity
Transit Station	34	36	70	20.1
W Valley Mall (2 stops)	27	19	46	13.2
Walmart – Grant Line Rd	19	21	40	11.5
East St / 10 <sup>th</sup> (City Hall)	14	18	32	9.2
Naglee Rd / Grant Line Rd	10	4	14	4.0

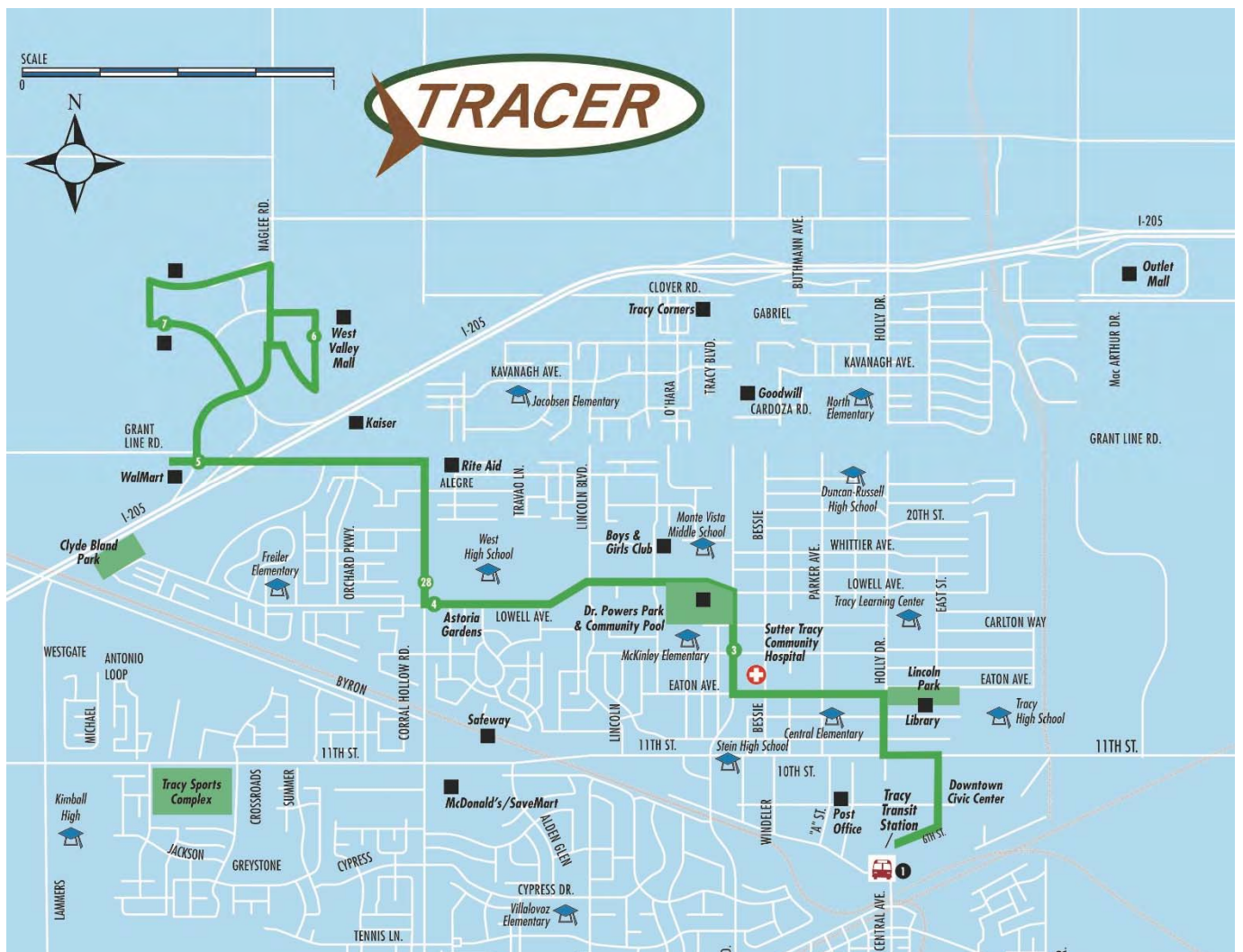
**5.6.2 Route B**

Shown in Exhibit 5.8, Route B follows a linear alignment across central Tracy with bi-directional coverage on East Street, Holly Drive, Eaton Avenue, Tracy Boulevard, Lowell Avenue, Corral Hollow Road, Grant Line Road and Naglee Road; between Downtown Tracy and the northwest retail district centering on West Valley Mall. The western end of the route is a counter-clockwise

loop with major stops at Target, West Valley Mall, the Department of Motor Vehicles office, Winco Foods, and Walmart. Route B is divided into three key segments for analysis:

- Holly Drive and East Street (via 11<sup>th</sup> Street) running north-south between Eaton Avenue and Downtown Tracy; and continuing via 6<sup>th</sup> Street to the Transit Station.
- Eaton Avenue and Lowell Avenue (via Tracy Boulevard) running east-west between Holly Drive and Corral Hollow Road. This segment overlaps Routes D and E.
- Retail district located in north of I-205 and west of Corral Hollow Road in northwest Tracy; including West Valley Mall, Target, Walmart, Winco Foods, DMV office, auto dealerships, and medium density residential housing. This segment partly overlaps Route A.

**Exhibit 5.8: TRACER Route B**



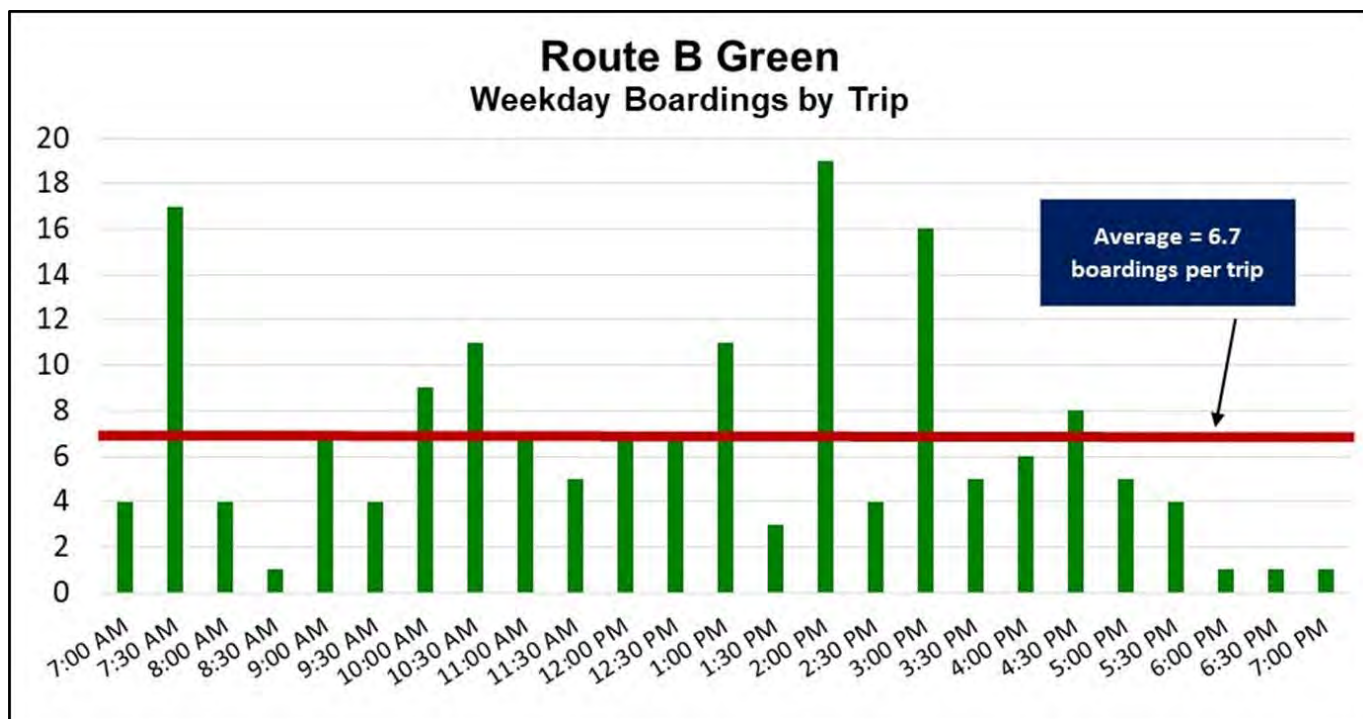
Route B weekday service generates 167 customer boardings on two buses operating 25 revenue service hours; an average of 6.7 boardings per hour. The weekday schedule contains 25 trips



and the Saturday schedule contains 10 trips. All trips depart from and terminate at the Transit Station on an hourly cycle.

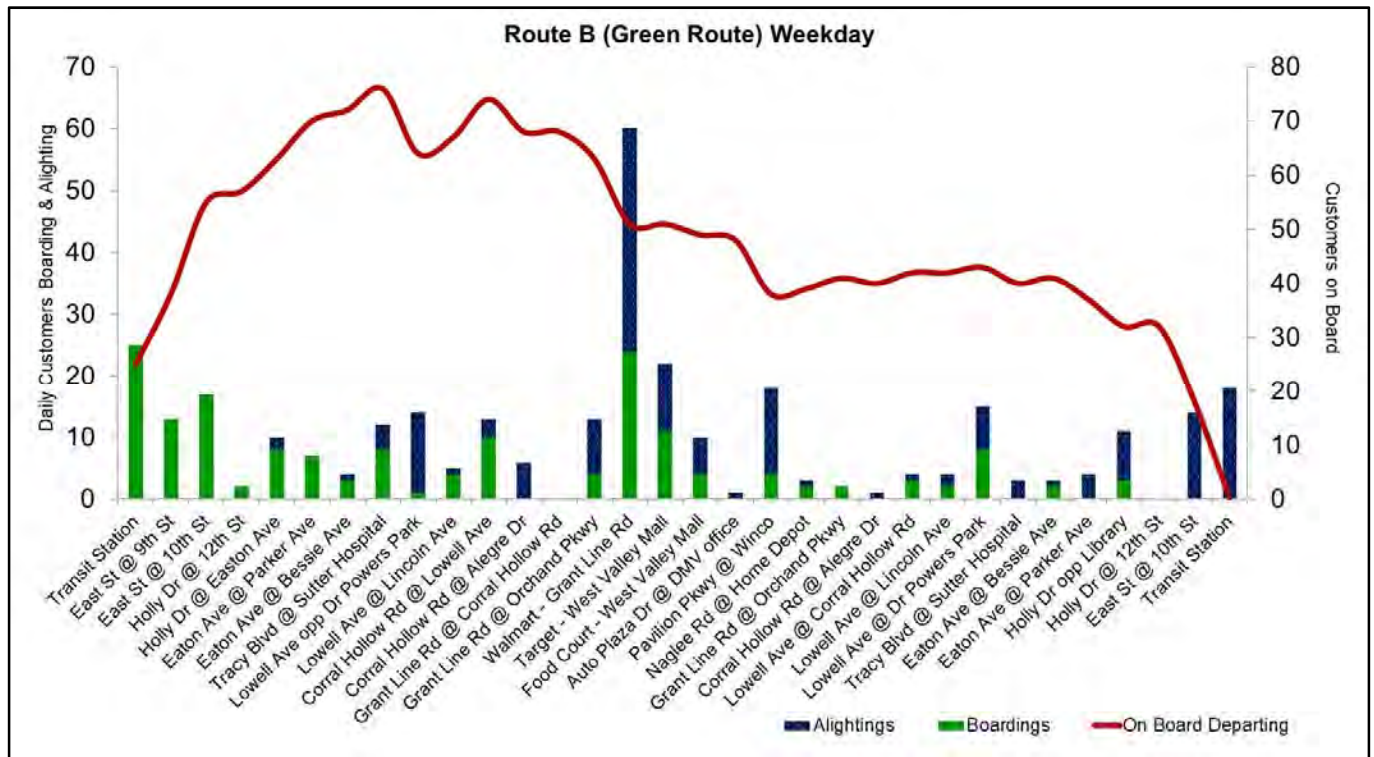
A summary distribution of total boardings by weekday trip is provided in Exhibit 5.9. The data indicates low ridership across the day; with selected trips spiking upward around school bell times (*i.e.*, 7:30 am, 2:00 pm and 3:00 pm trips). These data indicate significant student ridership on school days. Five trips in the 25-trip daily schedule carry 10 or more passengers. Ridership is negligible after 6:00 pm.

**Exhibit 5.9: Route B Weekday Boardings by Trip**



A distribution of weekday customer boardings, alightings, and onboard volumes shown sequentially by bus stop appears in Exhibit 5.10. The northwest business district, including West Valley Mall, Walmart, Winco Foods, and the DMV office account for more than one-third of total weekday ridership activity. Other significant trip generators include the Civic Center area (City Hall, Senior Center); and the Dr. Powers Park stops near Monte Vista Middle School, Bella Christian Academy, and the Boys & Girls Club. Ridership along Eaton Avenue and Lowell Avenue is low particularly in the inbound (*i.e.*, toward Downtown) direction.

**Exhibit 5.10: Route B Boardings and Alightings by Bus Stop, Weekdays**



The five most active stops along Route B are listed in Exhibit 5.11.

**Exhibit 5.11: Route B Most Active Bus Stops, Weekdays**

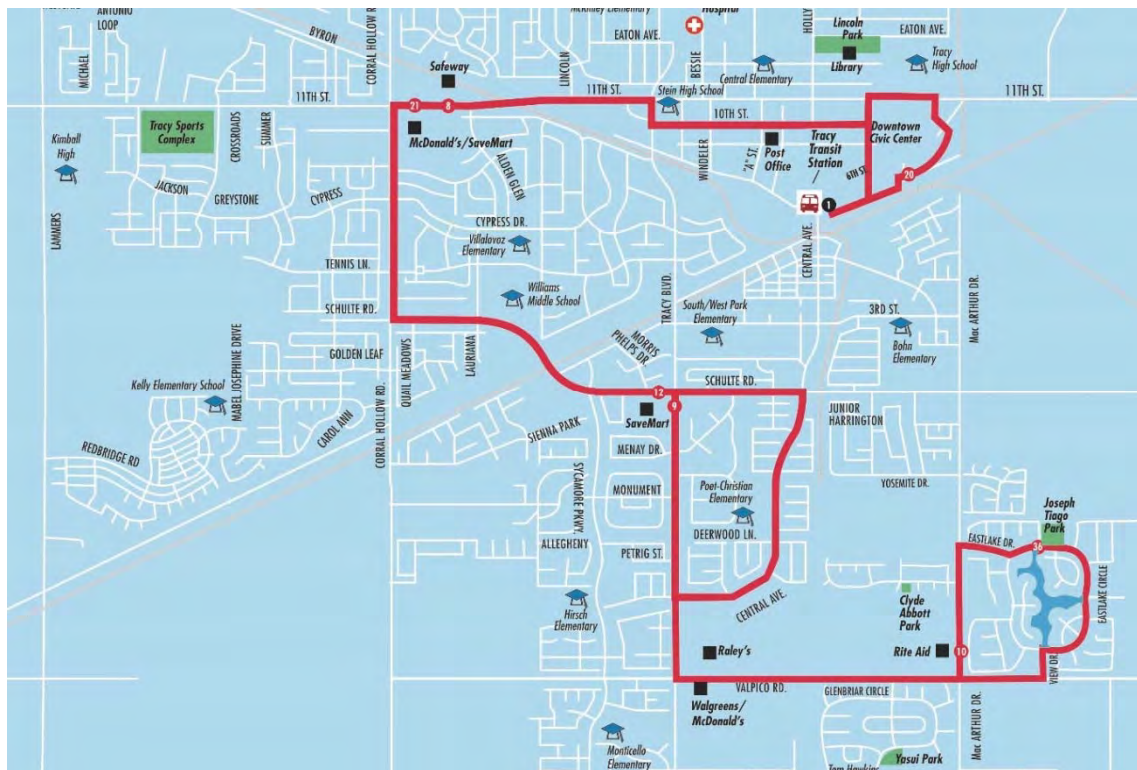
Bus Stop	Weekday Boardings	Weekday Alightings	Transit Trip Activity	Percent of Daily Activity
Walmart – Grant Line Rd	24	36	60	18.0
East St / 9 <sup>th</sup> & 10 <sup>th</sup> (City Hall, Senior Center)	30	14	44	13.2
Transit Station	25	18	43	12.9
W Valley Mall (2 stops)	15	17	32	9.6
Lowell Ave / Dr Powers	9	20	29	8.7

### 5.6.3 Route C

Shown in Exhibit 5.12, Route C follows a serpentine alignment covering much of southside Tracy with bi-directional service on 10<sup>th</sup> / 11<sup>th</sup> Street, Corral Hollow Road, Schulte Road, and Valpico Road between Downtown Tracy and the Hidden Lake community in the southeast corner of the City. The alignment splits briefly mid-route using Central Avenue NB and Tracy Boulevard SB between Schulte Road and Valpico Road. The eastern terminus is a clockwise loop through Hidden Lake, east of MacArthur Drive. Route C is divided into five key segments for analysis:

- 11<sup>th</sup> Street running east-west between Downtown Tracy and Street and Corral Hollow Road.
- Corral Hollow Road running north-south between 11<sup>th</sup> Street and Schulte Road.
- Schulte Road running east-west between Central Avenue and Corral Hollow Road. This segment partly overlaps Route D.
- Central Avenue (NB) and Tracy Road (SB) running north-south between Schulte Road and Valpico Road. The Central Avenue segment overlaps Routes D and F.
- Valpico Road east of Tracy Boulevard to the Hidden Lake Community east of MacArthur Drive. This area also is covered by Route F using a similar alignment.

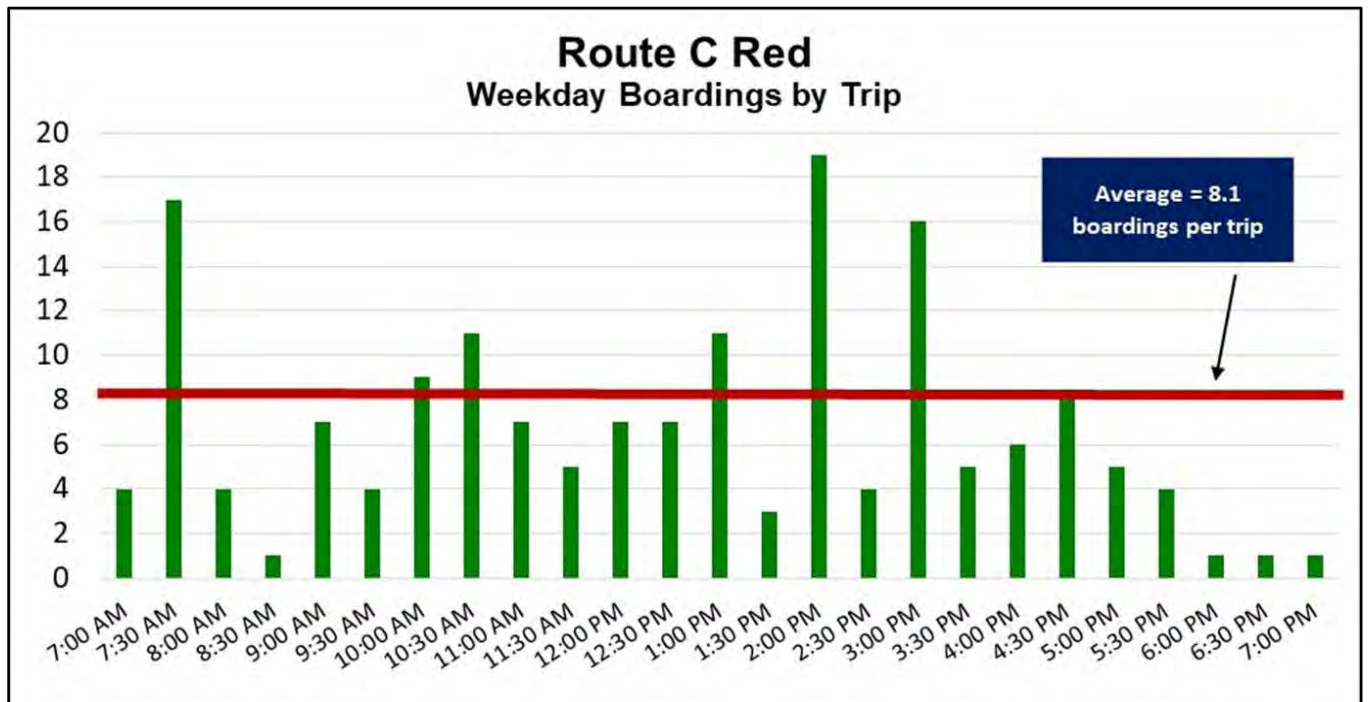
Exhibit 5.12: TRACER Route C



Route C weekday service generates about 105 daily customer boardings on one bus operating 13 revenue service hours; an average of 8.1 boardings per hour. The weekday schedule contains 13 trips and the Saturday schedule contains 10 trips. All trips depart from and terminate at the Transit Station on an hourly cycle.

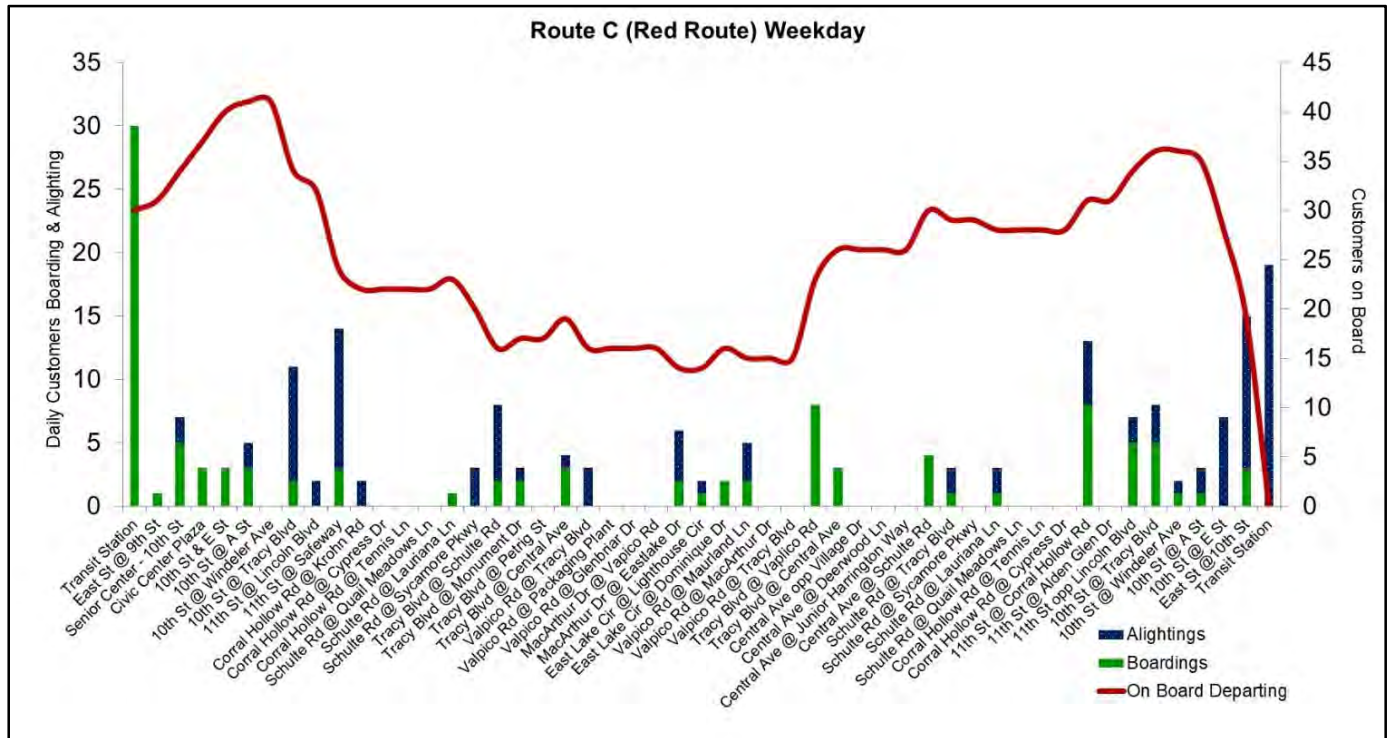
A summary distribution of total boardings by weekday trip is provided in Exhibit 5.13. The data reflects generally low to moderate ridership across the service day; with selected trips spiking upward around school bell times (*i.e.*, 7:30 am, 2:00 pm and 3:00 pm trips). Five of 13 scheduled weekday trips carry 10 or more passengers. Ridership is negligible after 6:00 pm.

**Exhibit 5.13: Route C Weekday Boardings by Trip**



A distribution of weekday customer boardings, alightings, and onboard volumes by sequential bus stop along Route C are displayed in Exhibit 5.14. The data suggests a weak southern terminus at Hidden Lake, which has a dampening effect on all-day travel demand in both directions. Just seven boardings and eight alightings occur on 13 weekday trips at the nine bus stops situated east of the intersection of Valpico Road and Tracy Boulevard. Note low mid-route onboard passenger volumes (red line on graph) south of Schulte Road, indicating diminished ridership activity at these stops. The split alignment on Central Avenue and Tracy Boulevard adds to the concern; with just four boardings and no alightings at four northbound stops on Central Avenue, and two boardings and one alighting at three southbound stops on Tracy Boulevard.

**Exhibit 5.14: Route C Boardings and Alightings by Bus Stop, Weekdays**



The six most active stops along Route C are listed in Exhibit 5.15.

**Exhibit 5.15: Route C Most Active Bus Stops, Weekdays**

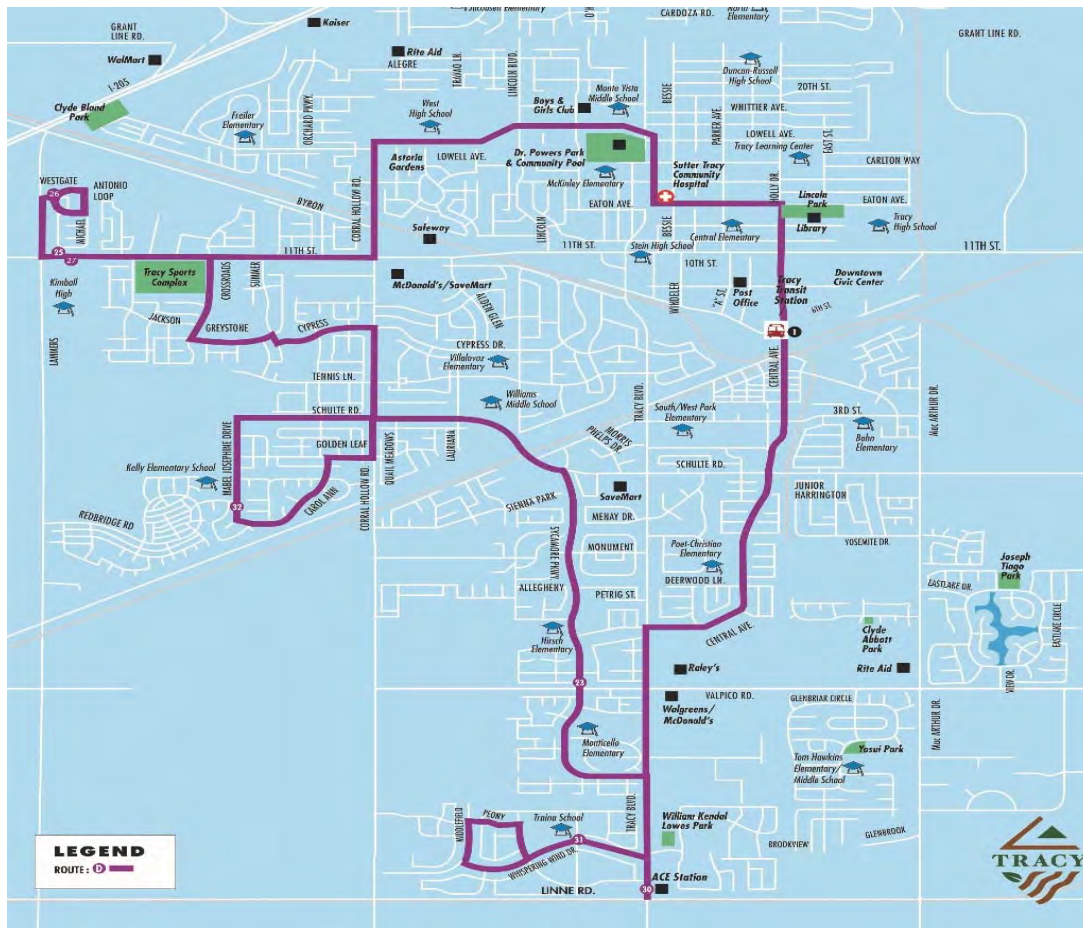
Bus Stop	Weekday Boardings	Weekday Alightings	Transit Trip Activity	Percent of Daily Trip Activity
Transit Station	30	19	49	23.3
Tracy Blvd / Corral Hollow Rd	11	16	27	12.9
Civic Center area (3 stops)	11	14	25	11.9
10 <sup>th</sup> Street / Tracy Blvd	7	12	19	9.0
Tracy Blvd / Valpico Rd	8	3	11	5.2
Tracy Blvd / Schulte Rd	3	8	11	5.2

### 5.6.4 Route D

Shown in Exhibit 5.16, Route D provides both all-day service in one direction, and peak-only reverse direction service on a loop alignment covering a wide area of south and central-west Tracy. Route D is divided into five key segments for analysis:

- Central Avenue (SB) between the Transit Station and Tracy Boulevard. This segment overlaps Routes C and F;
- Area south of Valpico Road including stops on Tracy Boulevard, Whispering Winds Drive, Middlefield Drive, and at the ACE train station. This segment overlaps Route F;
- Sycamore Parkway and Schulte Road between Tracy Boulevard and Corral Hollow Road. This segment partly overlaps Route C;
- Residential subdivisions west of Corral Hollow Road and south of Lowell Avenue;
- Lowell Avenue, Tracy Boulevard, Eaton Avenue and Holly Drive between Corral Hollow Road and Downtown Tracy. This segment overlaps Routes B and E.

**Exhibit 5.16: TRACER Route D (includes D Reverse)**

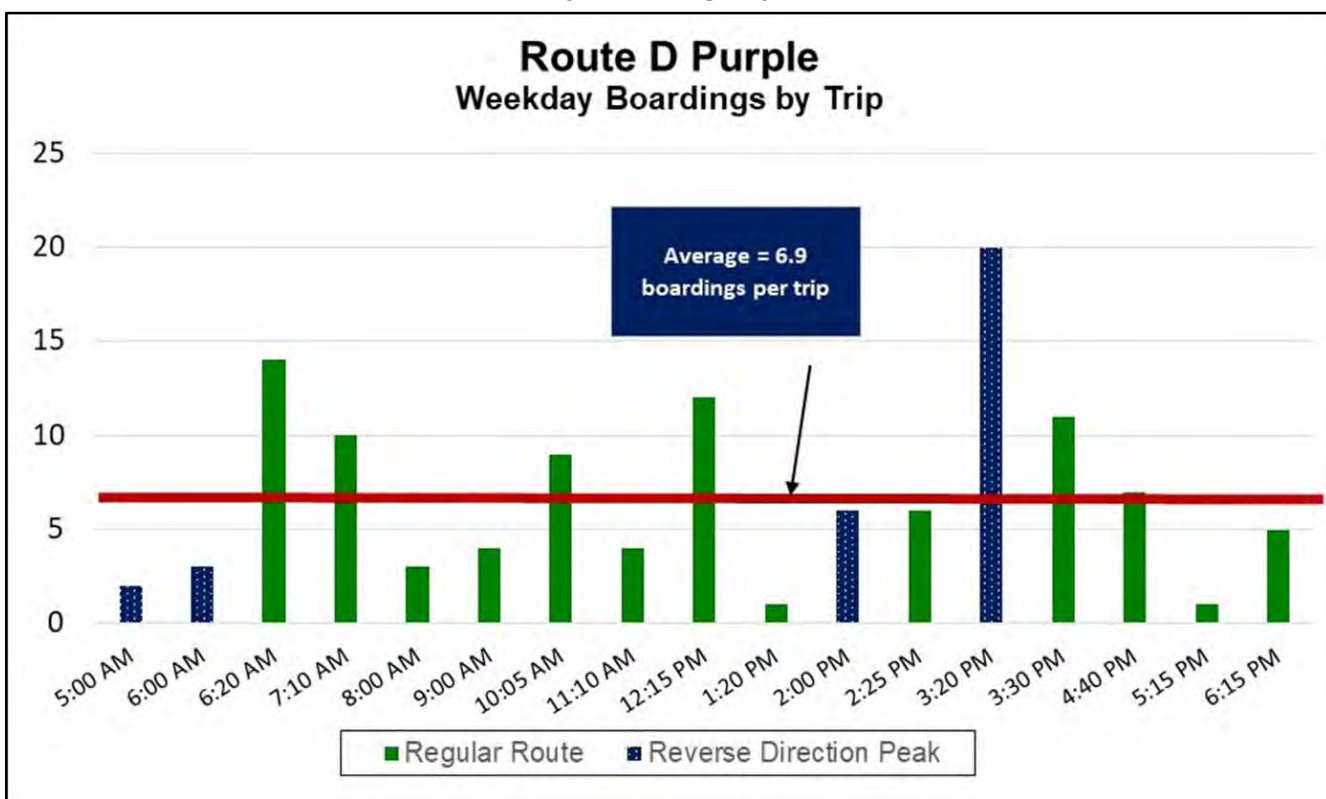


All-Day Service

Route D regular service operates as a clockwise loop with departures from the Transit Station every 35 - 70- minutes from 6:20 am until 7:27 pm on weekdays; and from 9:00 am until 6:27 pm on Saturdays. Weekday service generates 87 customer boardings on one bus operating 13 revenue service hours and 13 trips. The Saturday schedule contains nine trips. All trips depart from and terminate at the Transit Station.

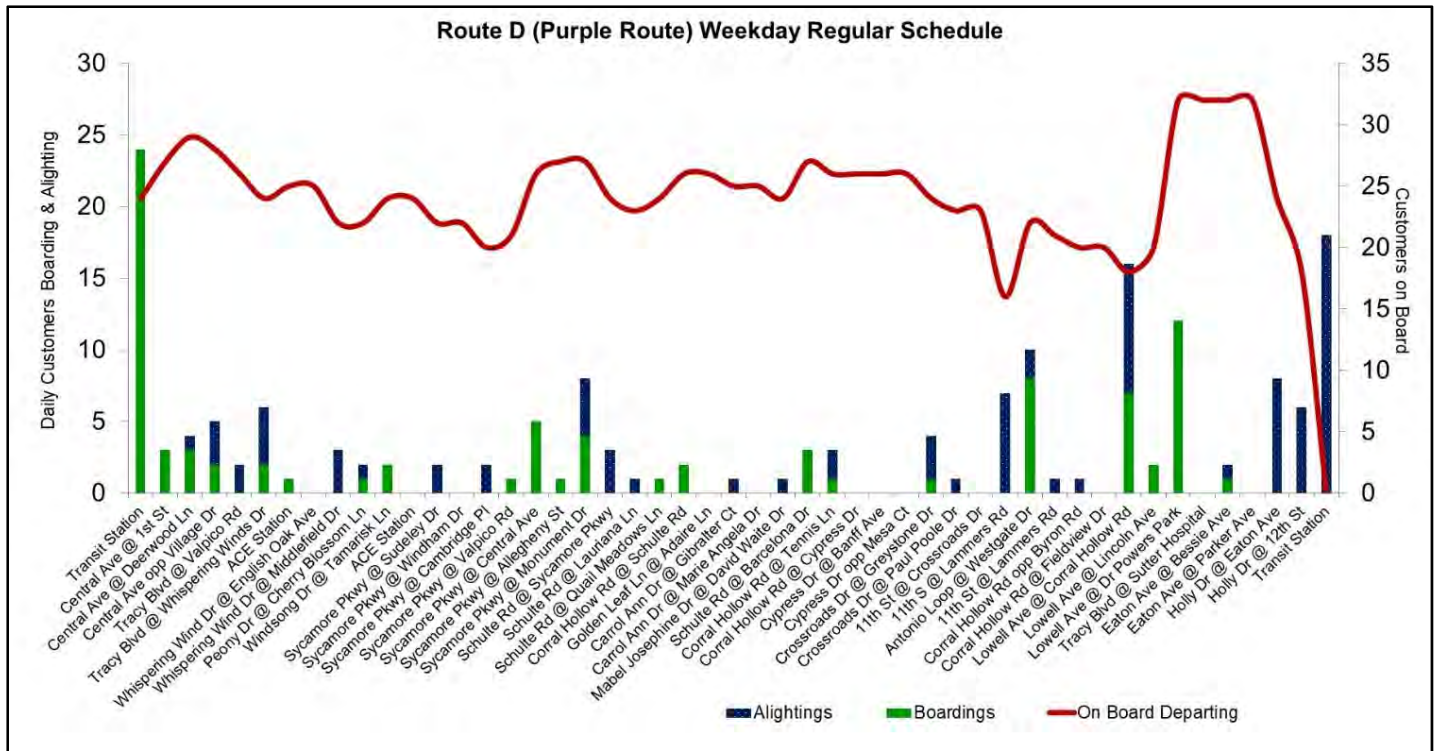
A summary distribution of total boardings by weekday trip is provided in Exhibit 5.17. The data reflects generally low demand across the service day; with higher ridership on selected trips serving morning and afternoon school bell times. Five of 13 scheduled weekday trips carry 10 or more passengers. The 3:20 pm (Tuesday – Friday, school days) reverse direction trip is the highest ridership trip in the TRACER system.

**Exhibit 5.17: Route D Weekday Boardings by Trip**



A distribution of weekday customer boardings, alightings, and onboard volumes by sequential bus stop along Route D (regular route only) are displayed in Exhibit 5.18. The data shows higher ridership activity on the segments closest to Downtown Tracy, including inbound stops along Lowell Avenue, Tracy Boulevard and Eaton Avenue; and outbound stops along Central Avenue heading southbound. Activity is minimal on segments winding through mostly residential subdivisions west of Corral Hollow Road.

**Exhibit 5.18: Route D Regular Route Boardings and Alightings by Bus Stop, Weekdays**



The six most active stops along Route D are listed in Exhibit 5.19.

**Exhibit 5.19: Route D Most Active Bus Stops, Weekdays**

Bus Stop	Weekday Boardings	Weekday Alightings	Transit Trip Activity	Percent of Daily Trip Activity
Transit Station	24	18	42	24.1
Lowell Ave / Corral Hollow (Astoria Gardens)	7	9	16	9.2
Lowell Ave / Dr Powers Park	12	0	12	6.9
Antonio Loop / Westgate Dr	8	2	10	5.7
Sycamore Pkwy / Monument Dr	4	4	8	4.6
Holly Dr / Eaton Ave (opp Library)	0	8	8	4.6



### Peak-only Reverse Commute Service

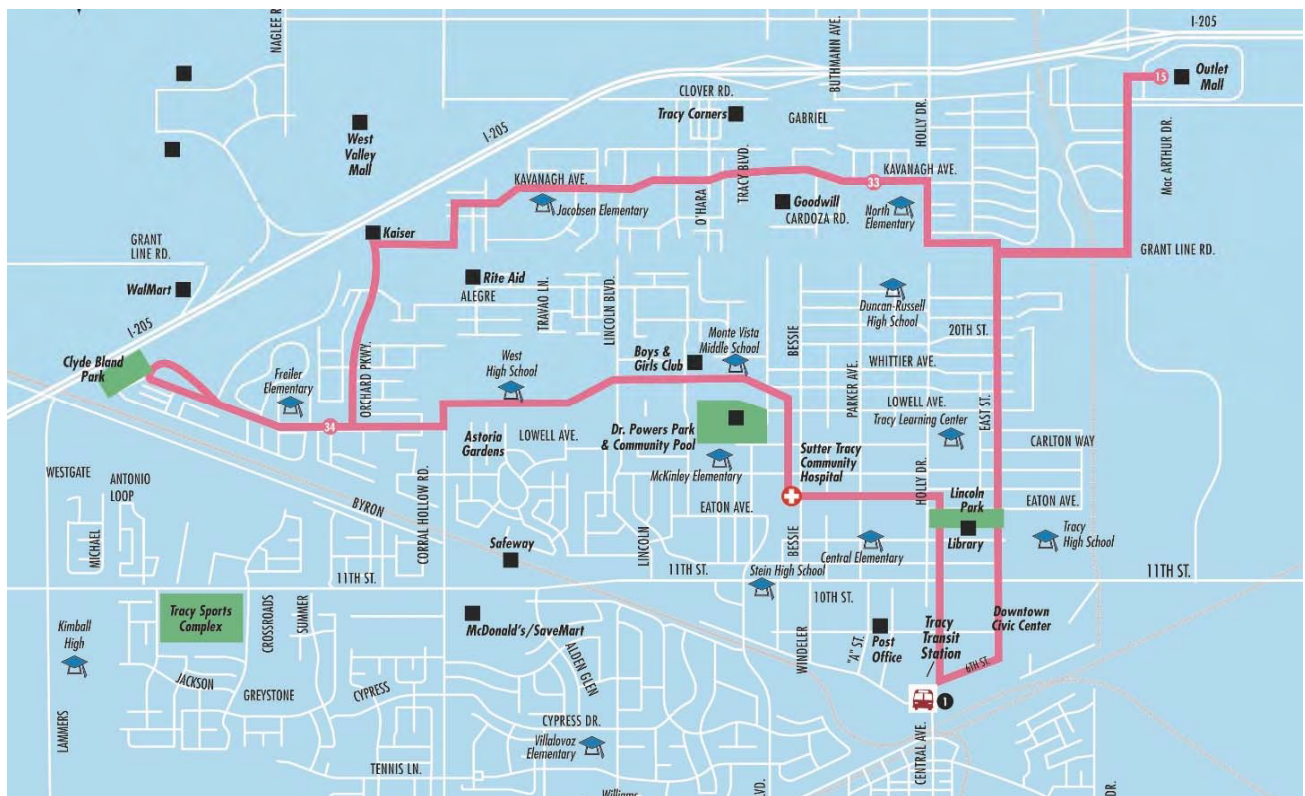
Route D peak-only reverse commute trips operate counter-clockwise on the loop with three weekday departures from the Transit Station 5:00 am, 6:00 am, 2:00 pm (Monday only), and 3:20 pm (Tuesday – Friday). These trips operate in the opposite direction of regular Route D service, resulting in bi-directional service on the loop during peak periods.

Weekday service generates 20-25 customer boardings on three trips. Monday ridership is lower due to low patronage on the 2:00 pm (early dismissal) trip. The 3:20 pm trip generates 20 boardings. Morning ridership is minimal with two to three boardings per trip.

### **5.6.5 Route E**

Shown in Exhibit 5.20, Route E provides peak-only commute service on a loop alignment covering a wide area of north Tracy. Two morning trips departing from the Transit Station at 6:40 am and 7:35 am operate counter-clockwise via East Street, MacArthur Drive, Grant Line Road, Holly Drive, Kavanaugh Avenue, Corral Hollow Road, Orchard Parkway, Lowell Avenue, Tracy Boulevard, Eaton Avenue, Holly Drive, and Central Avenue. Two afternoon trips departing at 1:25 pm (Mondays only), 2:55 pm (Tuesday – Friday), and 3:55 pm operate in the opposite (clockwise) direction.

**Exhibit 5.20: TRACER Route E**



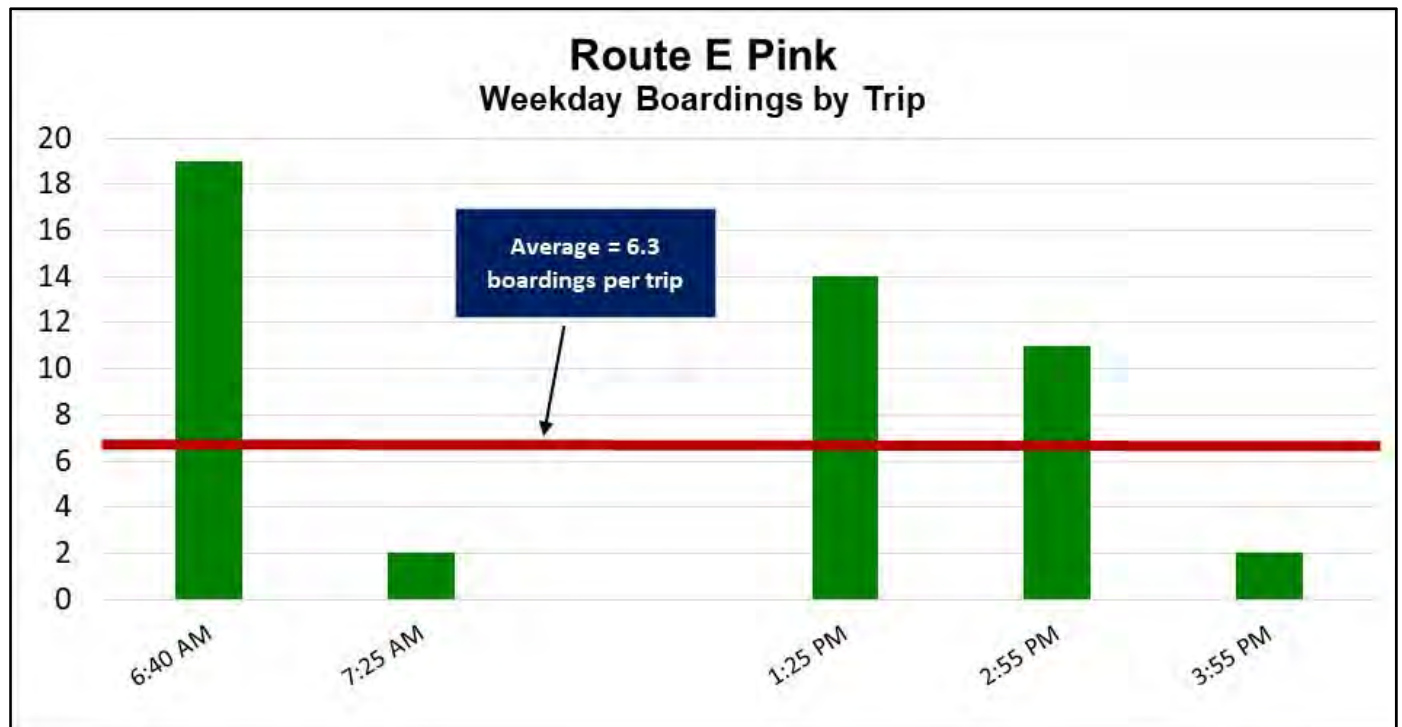
Route E significantly overlaps other TRACER and SJRTD routes; notably:

- Route A on East Street between Downtown and Grant Line Road;
- Routes B and D on Lowell Avenue, Tracy Boulevard, and Holly Drive between Corral Hollow Road and Downtown;
- SJRTD Routes 90 and 97 on MacArthur Drive.

Weekday service generates about 25 customer boardings on two morning trips and two afternoon trips (3.6 revenue hours). As indicated in Exhibit 5.21, the 6:40 am and 1:25 pm (Monday) and 2:55 pm (Tuesday – Friday) trips carry most of the ridership. Morning customers board primarily along Kavanaugh Avenue westbound and Lowell Avenue between the Chesapeake roundabout and Corral Hollow Road. Key destination stops include Lowell Avenue at Lincoln Boulevard for Bella Vista Academy students, and at Dr Powers Park for Monte Vista Middle School students. Non-school destinations include Sutter Hospital and the Transit Station. These patterns reverse on the afternoon trip. Unsustainably low ridership is noted on the second morning and afternoon trips. Several segments generate negligible ridership activity; notably:

- East Street between Downtown and Grant Line Road;
- MacArthur Drive to the Outlet Mall;
- Orchard Parkway between Grant Line Road and Lowell Avenue.

**Exhibit 5.21: Route E Weekday Boardings by Trip**



### 5.6.6 Route F

Shown in Exhibit 5.22, Route F provides peak-only commute service on a mostly loop alignment covering southeast Tracy connected to the Transit Station with bi-directional service on Central Avenue north of Schulte Road. One morning trip departing from the Transit Station at 6:40 am operates clockwise on the loop via Schulte Road, MacArthur Drive, Eastlake Drive, Eastlake Circle, Lakeview Drive, Valpico Road, MacArthur Drive, Glenbrook Drive, Brookview Drive, Tracy Boulevard to the ACE station and returning north on Tracy Boulevard and Central Avenue. Two afternoon trips departing at 1:40 pm (Mondays only), 3:15 pm (Tuesday – Friday), and 4:15 pm operate in the opposite (counter-clockwise) direction.

Exhibit 5.22: TRACER Route F

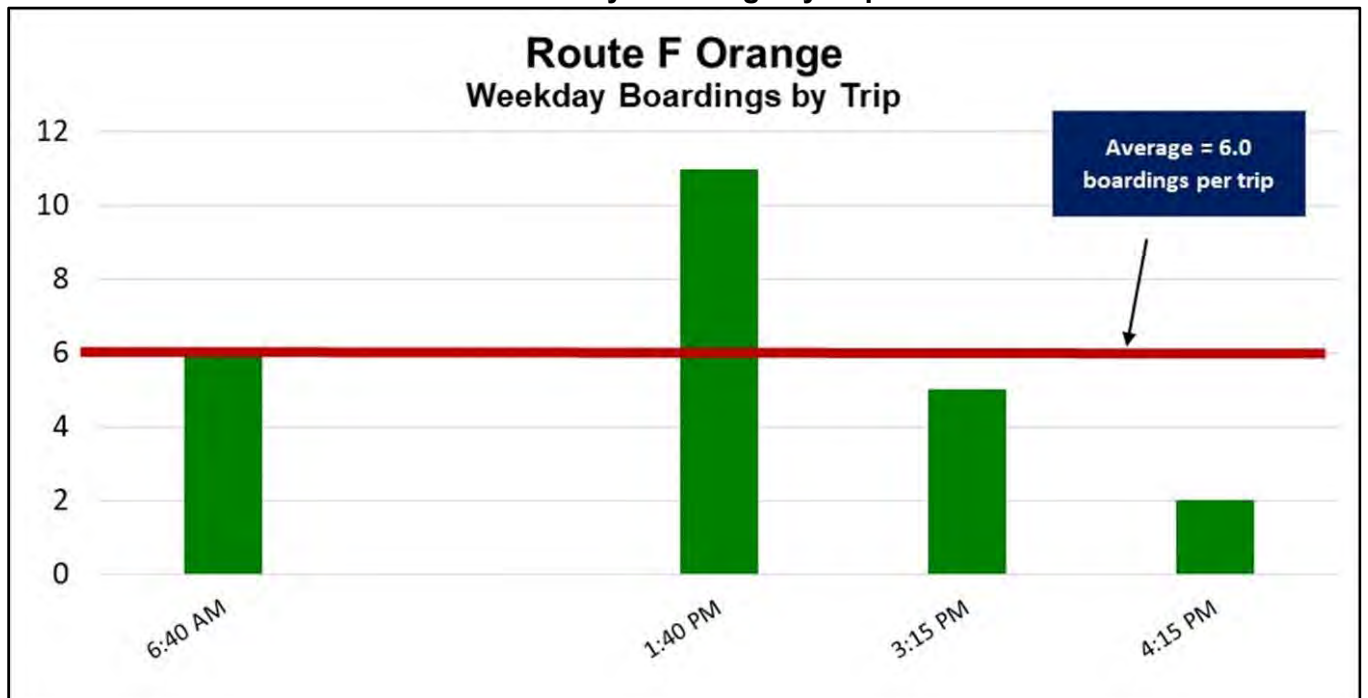


Route F significantly overlaps two other TRACER routes; notably:

- Route C in the Hidden Lake community; and,
- Routes C and D along Central Avenue and Tracy Boulevard between the Transit Station and Valpico Road.

Weekday service generates approximately 25 customer boardings on one morning trip and two afternoon trips (2.9 revenue hours). As indicated in Exhibit 5.23, the 1:40 pm trip generates 11 boardings and the 6:40 am trip generates six boardings. Morning riders are presumably East High School students, all alighting at Holly Drive and Eaton Avenue. The 1:40 pm trip boards seven customers at the Senior Center; and the remainder at Holly Drive and 12<sup>th</sup> Street. The second afternoon trip generates two customer boardings.

Exhibit 5.23: Route F Weekday Boardings by Trip



## 5.7 TRACER Run Time Analysis

Given the City's concern about the reliability of TRACER operating schedules, a detailed run time analysis was included in the project work scope. Buses were observed and actual times at published timepoints were recorded for every trip in the system. These data were used to identify route segments that chronically operate behind schedule.

The results indicate that Route A and B operating schedules begin to deteriorate in the late morning hours, becoming untenable as the afternoon approaches 3:00 pm. Buses fall further behind as the service day progresses, ultimately resulting in lateness greater than the 30-minute schedule frequency of these lines. When this occurs, one or more scheduled trips are lost from the schedule. Routes C and D schedule integrity also deteriorates in the afternoon, but may not break down entirely in the manner of Routes A and B.

Generally, transit schedule adherence is a function of two variables:

1. How many minutes it takes to complete each trip, relative to the number of minutes scheduled.
2. When scheduled departures from the Transit Station actually occur, relative to scheduled departure times.

Exhibits 5.24 through 5.28 highlight actual travel times required by the four local (all-day) routes to complete weekday trips across the service day, relative to scheduled travel times.

Exhibit 5.24 highlights Route A actual weekday travel times by trip across the service day, relative to the scheduled 58-minute run time allowed for all trips. The data shows that 11 of the 23 trips operated on the sample day required more than 58 minutes to complete. Seven trips required longer than the 60-minute schedule cycle, resulting in lateness compounding on consecutive trips during the late morning and early afternoon hours. The 3:00 pm required 74 minutes, or 16 minutes longer than the scheduled 58 minutes. The last two trips in the schedule were lost (*i.e.*, not operated) due to excessive lateness of Route A buses late in the service day.

**Exhibit 5.24: Route A Actual Trip Run Times, Weekday**

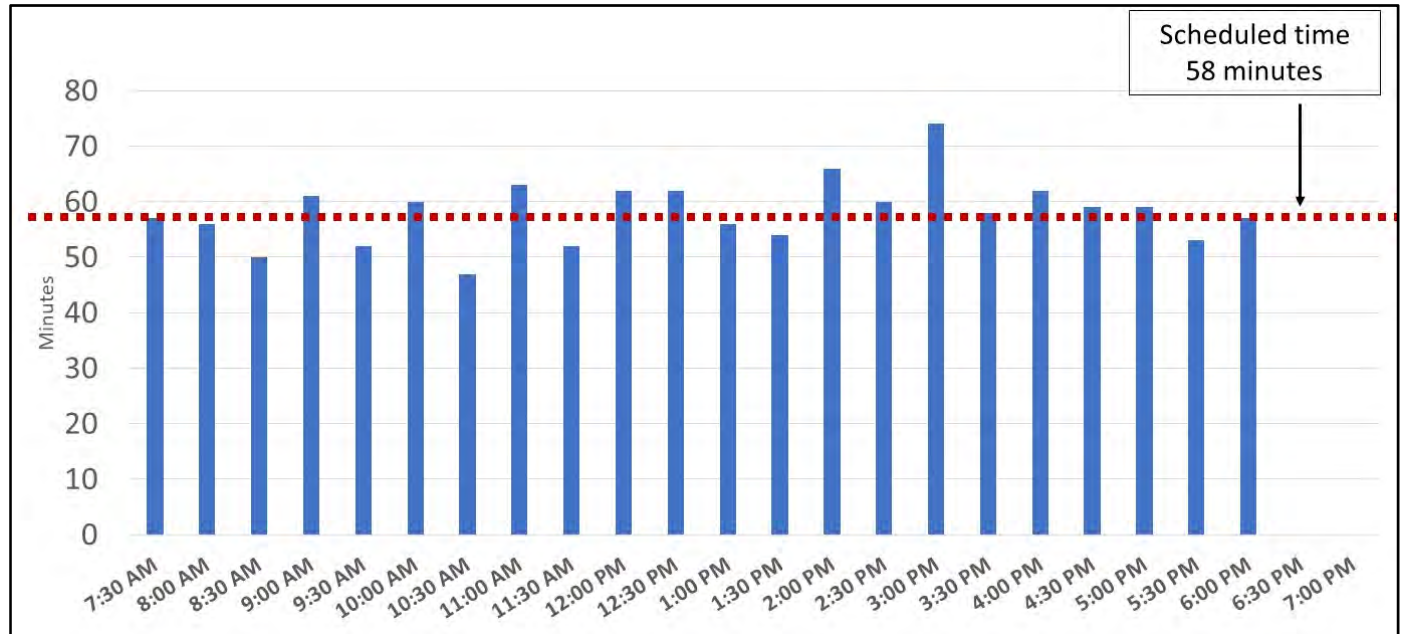


Exhibit 5.25 highlights Route B Green actual weekday travel times by trip across the service day, relative to the scheduled 58-minute run time allowed for all trips. The data shows that nine of the 23 trips operated on the sample day required more than 58 minutes to complete. Five trips required longer than the 60-minute schedule cycle, resulting in lateness compounding on consecutive trips during the late morning and early afternoon hours. The 2:00 pm and 3:00 pm trips required 69 and 70 minutes, respectively. The two scheduled departures at 4:30 pm and 5:00 pm were lost (*i.e.*, not operated) due to excessive lateness of Route B buses in the afternoon.

**Exhibit 5.25: Route B Green Actual Trip Run Times, Weekday**

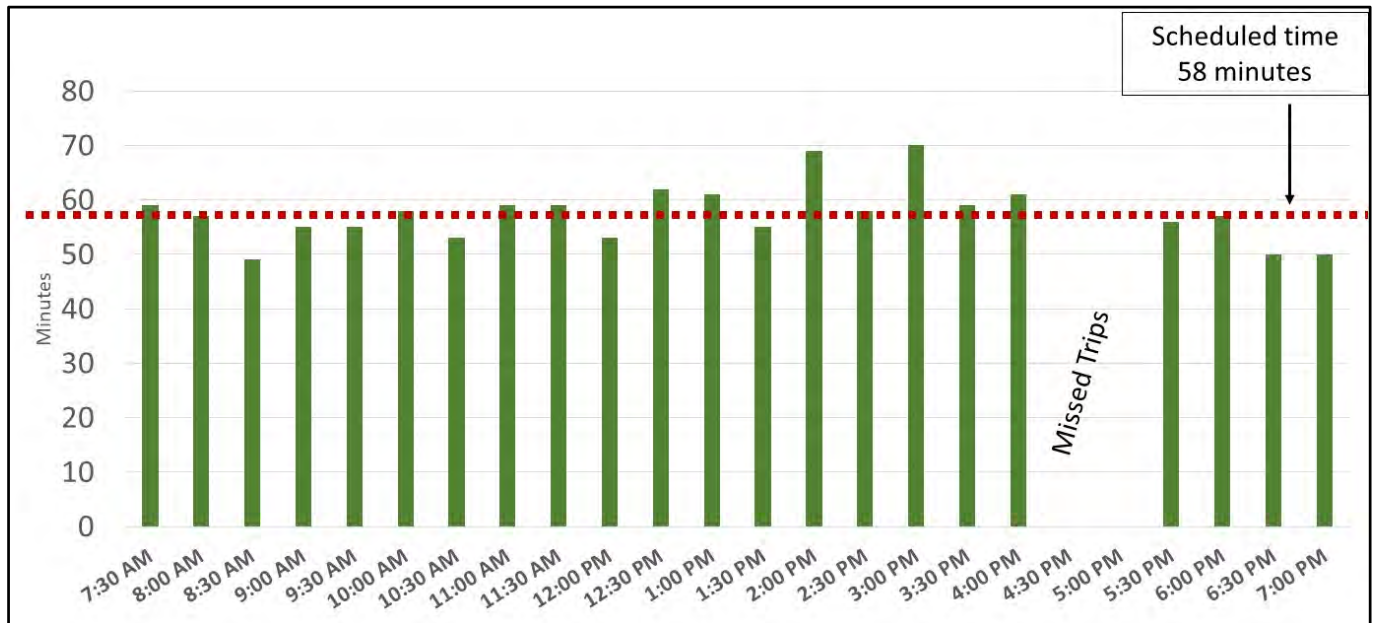


Exhibit 5.26 highlights Route C actual weekday travel times by trip across the service day, relative to the scheduled 58-minute run time allowed for all trips. The data shows that one of the 13 trips operated on the sample day required more than 58 minutes to complete. The 11:00 am departure required 72 minutes to complete.

**Exhibit 5.26: Route C Actual Trip Run Times, Weekday**

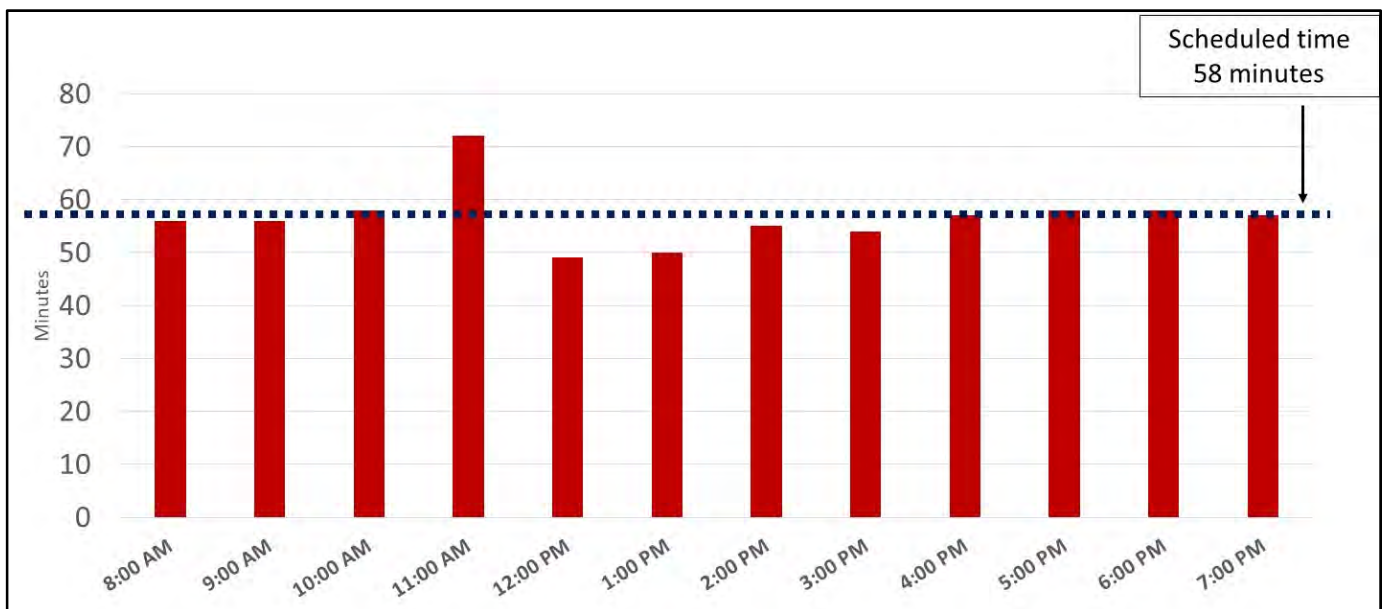
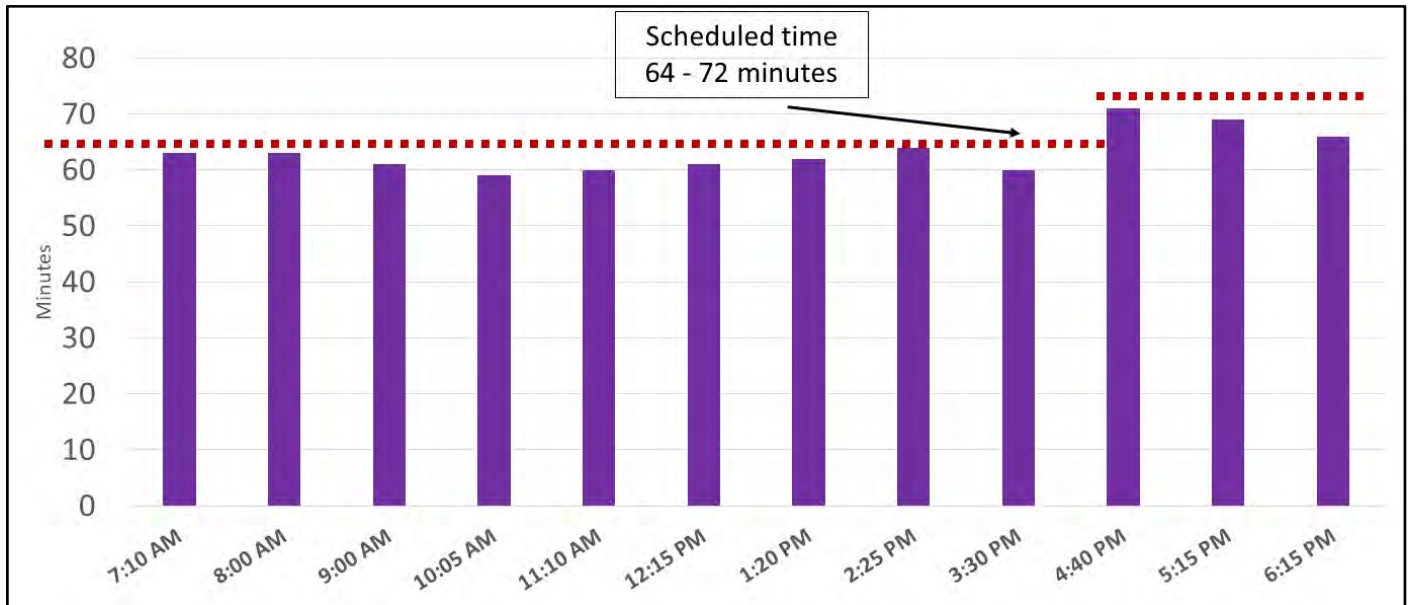


Exhibit 5.27 highlights Route D actual weekday travel times by trip across the service day, relative to the scheduled 64 to 72-minute run time allowed for all trips. The data shows that no trips operated on the sample day required more than 58 minutes to complete.

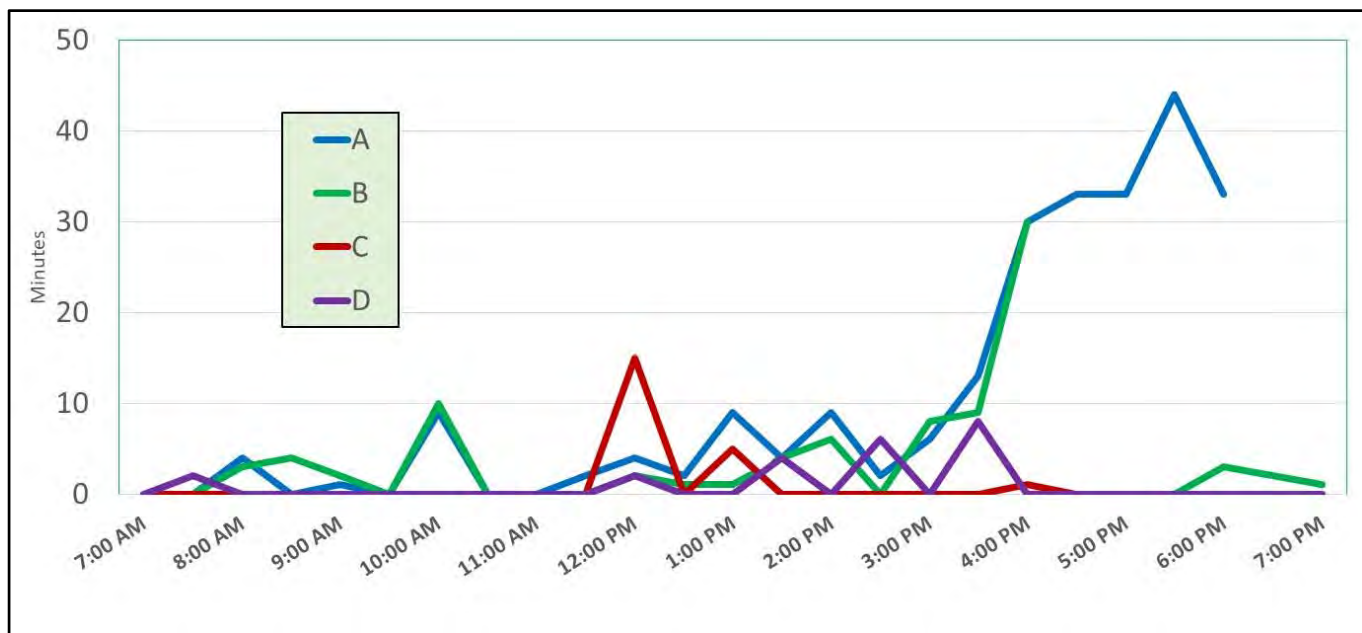
**Exhibit 5.27: Route D (Regular) Actual Trip Run Times, Weekday**



A common concern for all local route schedules is that virtually no recovery time (*i.e.*, time between the end of a trip and the beginning of the next trip) is incorporated into all-day schedules. The lack of recovery time causes the lateness of earlier trips to be carried forward to successive trips, resulting in increasingly late departure times from the Transit Station as the service day progresses into the late afternoon and early evening. This problem is illustrated in Exhibit 5.28. The data shows that accumulated lateness on Routes A and B leads to departures 30-40 minutes behind schedule after 4:00 pm; resulting in cancellation of scheduled trips to get back on schedule late in the service day.



**Exhibit 5.28: Minutes Late Departing at Trip Start by Route and Time of Day**



### 5.8 Observations and Conclusions – TRACER Fixed Route

The foregoing analysis raises significant concerns as to the operating effectiveness of TRACER fixed route service in its present form. Ridership and productivity are well below that of its peers. Ridership per capita is declining due to flat transit demand since 2014 against the backdrop of a growing residential population and commercial base. Key issues include:

- The route network is overly complicated with duplicative segments and variable patterns that require customers to make informed selections as to which route to use. For example:
  - Three routes (B, D, E) cover Lowell Avenue and Eaton Avenue between Corral Hollow Road and the Civic Center area.
  - Two routes (A, B) cover the destination-laden commercial district in northwest Tracy; however, they follow different alignments and are scheduled within five minutes of one another at West Valley Mall.
- Use of one-way loop alignments increase bus travel times and make TRACER less attractive to driving alone or using a TNC or smart taxicab. For example:
  - Route D, which is structured as a 65-70-minute one-way loop, is significantly less productive than the system average (3.9 vs. 6.5 boardings per service hour).
- Mid-route deviations to accommodate a few riders at the inconvenience for frustrate customers with out-of-direction travel.

- The Tracy Corners deviation on Route A generates 15-20 boardings per weekday north of Cordoza Road on Tracy Boulevard, Kavanaugh Avenue, Buthmann Drive, and Clover Road. This compares to 60 or more customers per day riding Route A buses through the intersection of Grant Line Road and Tracy Boulevard.
- Route D ridership is discouraged mid-route due to circuitous travel required to get to the Transit Station.
- Concentrating transfer connections at the Tracy Transit Station causes excessive travel times and out-of-direction for many residents. For example:
  - Southwest Tracy residents generally west of Corral Hollow Road and south of 11<sup>th</sup> Street cannot travel directly to West Valley Mall; a 10-minute trip via personal auto, smart taxi or TNC. In contrast, riding TRACER from Mabel Josephine Drive (boarding at 9:28 am) to the mall via Route D transferring to Route A or B at the Transit Station requires nearly 90 minutes, including a 26-minute wait at the Transit Station.
  - Bus travel between Hidden Lake and West Valley Mall takes about 60 minutes via Route C transferring to Route A or B at the Transit Station. Alternatively, travel via personal auto, smart taxi or TNC takes 15-20 minutes.
- Service frequencies are low by today's design metrics. Routes A and B operate every 30 minutes on weekdays only. Routes C and D operate hourly on weekdays, and all routes operate hourly on Saturday. The irregular 65-70-minute frequency of Route D disrupts the pulse transfer at the Tracy Transit Station.
- Commuter routes (D-reverse, E, F) are not productive and are relatively expensive to operate.
  - Six of ten scheduled weekday one-way trips generate minimal ridership (*i.e.*, 6 or fewer boardings).
  - Three of ten trips carry passenger loads requiring a 30-foot or larger heavy-duty transit bus.
  - Most customers are students rather than commuters. For example, the ACE train station generates three boardings and four alightings per day collectively on two routes (D, F).

Systemic restructuring of TRACER fixed route system is suggested considering the concerns raised in this analysis. Conceptual alternatives to be considered going forward include:

1. Retain and restructure the fixed route network to resolve network design flaws and implement industry best practices for transit service design.
2. Reduce the coverage area of the fixed route network and introduce supplementary services provided by smart taxis, TNCs, and microtransit service providers.

3. Discontinue fixed route operations entirely and implement personal mobility on-demand (PMoD) and flexible microtransit services using a combination of sedans, SUVs, transit vans and small buses to provide mobility.

## 5.9 TRACER Paratransit Program Overview

The city offers the TRACER Paratransit service for Disabled/ADA, Medicare recipients, and Seniors (65+). The service provided is door-to-door and operates the same hours as the TRACER Fixed-Route. Drivers assist passengers with packages as needed/requested. The Paratransit service is scheduled and dispatched out of the Tracy Transit Station. The service is available during the normal operating hours of the Fixed Route service. When the TRACER Paratransit is not operating, a Subsidized Taxi service is available.

Effective, October 1st, 2018, TRACER ADA Paratransit Certification process has been conducted by Access San Joaquin. Access San Joaquin is a Consolidated Transportation Services Agency (CTSA) formed by multiple transit operators in San Joaquin County, its primary goal is to improve the quality of transportation services to low mobility groups such as seniors and people with disabilities.

ADA-eligible customers may make reservations for same-day service and up to seven days in advance of desired travel, or on a subscription (recurring) basis to the extent that capacity allows. Reservations are accepted by telephone between 8:00 am and 6:00 pm on weekdays, and between 10:00 am and 4:00 pm on Saturdays. At all other times, customers may leave a message requesting next-day service.

The City's contractor, RideRight, LLC is responsible for all operational and service delivery functions including call-taking/reservations, scheduling, and dispatch/trip management. RideRight utilized Route Match scheduling software for trip bookings, scheduling and data management. Route Match is targeted to be replaced by Reveal software. With the transitioning to a new software product, RideRight anticipates incorporating additional functionalities including the ability to broadcast pick-up times.

The Paratransit service area and fare structure is illustrated below.



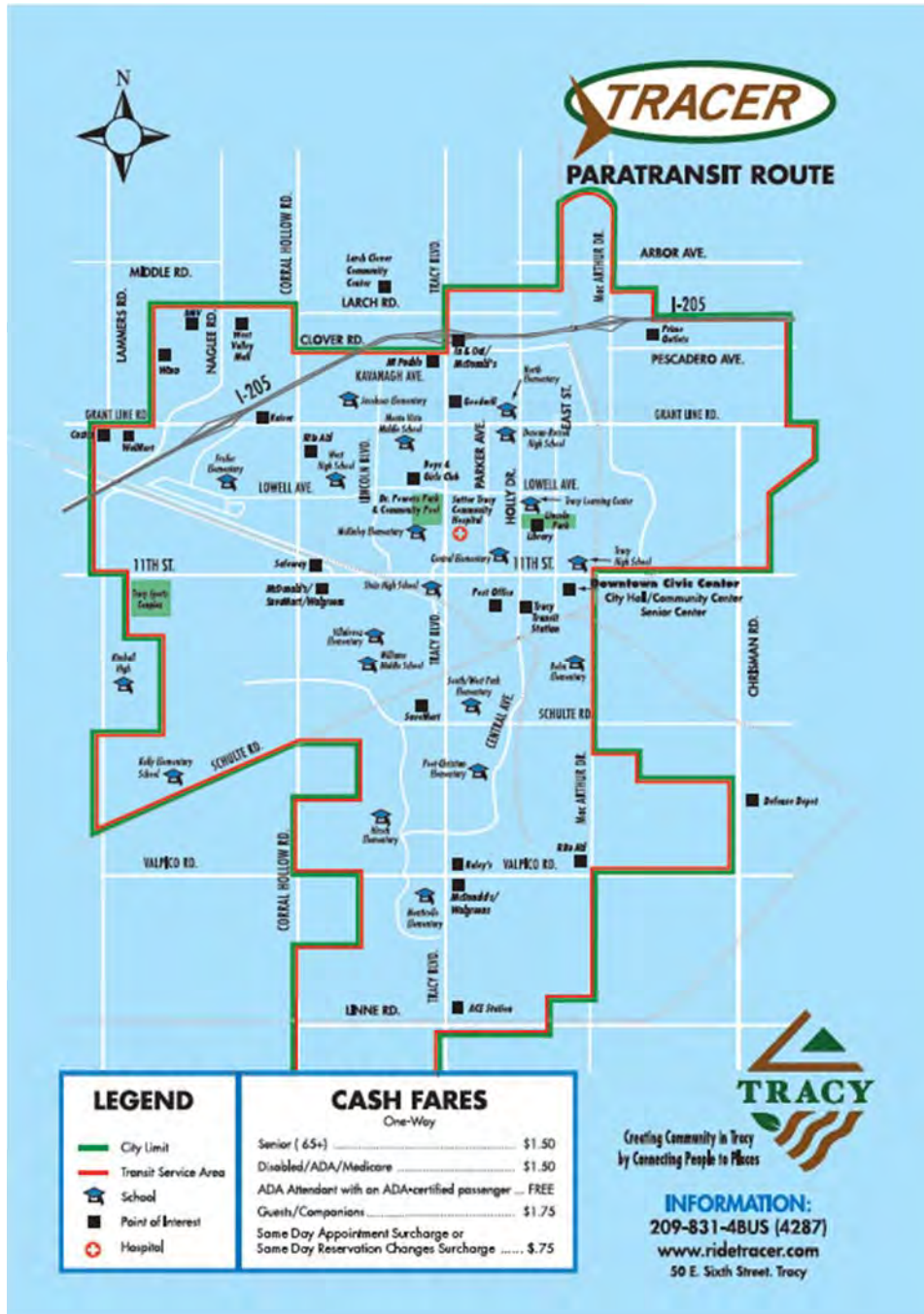


Exhibit 5.29 presents Paratransit service operating statistics and key performance indicators for FY 2014 to 2018. The significant increase in total operating cost from FY 2014 to 2017 has outpaced the marginal increase in annual boardings. Similarly, there has been an 18% decline in the number of boardings per revenue hour.

Paratransit ridership by fare type and eligibility determination for the period from April 2017 to March 2018 is presented in Exhibit 5.30.

**Exhibit 5.29: Paratransit Ridership and Productivity, FY 2014-2017**

Tracy Paratransit Service  
 Operating Statistics & Key Performance Indicators  
 FY 2014 - 2017

Annual Operating Statistics							
FY	Total Operating Cost	Fare Revenue	Net Operating Cost	Annual Boardings	Revenue Vehicle Hours	Revenue Vehicle Miles	Peak Vehicles
2014	\$103,914	\$34,680	\$69,234	14,937	6,783	61,381	4
2015	\$260,963	\$27,507	\$233,456	17,171	6,935	65,711	4
2016	\$494,166	\$31,220	\$462,946	14,784	8,271	70,094	4
2017	\$550,588	\$22,990	\$527,598	17,126	9,543	69,675	4

Key Performance Indicators							
FY	Total Cost per Boarding	Average Fare	Farebox Recovery	Net Cost per Boarding	Net Cost per Revenue Hour	Boardings per Revenue Hour	Annual Boardings per Peak Vehicle
2014	\$6.96	\$2.32	33.4%	\$4.64	\$10.21	2.2	3,734
2015	\$15.20	\$1.60	10.5%	\$13.60	\$33.66	2.5	4,293
2016	\$33.43	\$2.11	6.3%	\$31.31	\$55.97	1.8	3,696
2017	\$32.15	\$1.34	4.2%	\$30.81	\$55.29	1.8	4,282

Sources: City of Tracy National Transit Database FY 16-18; TDA Audit FY 14-15.

**Exhibit 5.30: Ridership by Paratransit Fare Type and Eligibility Determination**

Paratransit Fare Type	17-Apr	17-May	17-Jun	17-Jul	17-Aug	17-Sep	17-Oct	17-Nov	17-Dec	18-Jan	18-Feb	18-Mar	Total	Percent
Free	67	88	137	74	102	120	111	100	114	104	103	91	1,211	6.4%
Revenue	1,315	1,509	1,344	1,169	1,519	1,512	1,570	1,489	1,405	1,544	1,517	1,700	17,593	93.3%
Companions	0	3	9	5	10	5	1	1	3	1	2	4	44	0.2%
<b>Total</b>	<b>1,382</b>	<b>1,600</b>	<b>1,490</b>	<b>1,248</b>	<b>1,631</b>	<b>1,637</b>	<b>1,682</b>	<b>1,590</b>	<b>1,522</b>	<b>1,649</b>	<b>1,622</b>	<b>1,795</b>	<b>18,848</b>	<b>100.0%</b>
Eligibility Distribution														
ADA	1,043	1,163	1,121	911	1,223	1,179	1,219	1,134	1,097	1,210	1,212	1,340	13,852	73.5%
PCA	67	88	137	74	102	120	111	100	114	104	103	91	1,211	6.4%
Companions	0	3	9	5	10	5	1	1	3	1	2	4	44	0.2%
Senior	263	335	208	229	277	315	320	330	273	298	282	320	3,450	18.3%
Medicare	9	11	15	29	19	18	31	25	35	36	23	40	291	1.5%
<b>Total</b>	<b>1,382</b>	<b>1,600</b>	<b>1,490</b>	<b>1,248</b>	<b>1,631</b>	<b>1,637</b>	<b>1,682</b>	<b>1,590</b>	<b>1,522</b>	<b>1,649</b>	<b>1,622</b>	<b>1,795</b>	<b>18,848</b>	<b>100.0%</b>

**Subsidized Taxi Service:** The subsidized taxi is a service available to registered senior and ADA/disabled residents who are unable to ride the established fixed route bus system due to certain limitations. Upon approval of their application a TRACER paratransit identification card is issued to the resident, at no charge, after which time they can purchase taxi tickets from the Finance Department at City Hall. Taxi tickets are sold to residents at a rate of \$10 for a ticket valued at \$20 in regular fares.

Subsidized taxi service is available during the non-operating hours for the TRACER paratransit service, Monday – Friday prior to 7:00 a.m. and after 7:00 p.m., Saturday prior to 9:00 a.m. and after 5:00 p.m., and all day on Sunday’s and certain holidays. Currently, Yellow Cab of Tracy, is the only taxi company authorized to use the subsidized tickets.

A review of 2017 monthly invoices suggest approximately 146 taxi trips were provided at a cost of \$2,300 or an average of \$15.70 per trip.

### 5.9.1 Mobility Vision – A Way Forward

Through multiple initiatives addressing quality of life considerations, the City ensures a healthy, connected, supportive environment for its residents. It is within this spirit that the following *guiding principles* will provide the foundation for recommended TRACER Paratransit service plan strategies:

**TRACER Paratransit:  
shared ride public  
transit for those  
unable to use  
accessible public  
transit**

**Universal access** including an accessible infrastructure;

**Flexible mobility options** with a cost-effective mix of accessible shared-ride, public transportation services; and

**Maximize the utility and investment** in accessible conventional transit (mobility management strategies) to encourage a shift from ADA paratransit to conventional public transit.

As a transit provider, TRACER has facilitated a more integrated approach between accessible conventional transit services and Paratransit services. Transit has created a user friendly, accessible conventional transit service that may provide additional mobility options for many Paratransit service registrants. TRACER's accessible public transit system provides a higher degree of trip making flexibility and facilitates greater travel spontaneity and independence. A truly accessible transit system can become the preferred choice for many people with a disability.

The longer-term vision is to move towards the concept of *universal access* to conventional public transit/mobility services. While preserving the integrity of Paratransit services for those with no alternatives, universal access to conventional transit services requires the need to address ancillary considerations including an accessible infrastructure, streetscape, audible signals, etc.

## 6.0 OPERATIONS PLAN AND BUDGET

### *Recommended Service Plan*

This chapter presents the five-year plan for TRACER system improvements with a planned transition from a predominantly fixed route service model to a diversified “Mobility as a Service (MaaS)” service design. The MaaS Alliance describes the concept briefly as:

*“... the integration of various forms of transport services into a single mobility service accessible on demand. To meet a customer’s request, a MaaS operator facilitates a diverse menu of transport options, be they public transport, ride-, car- or bike-sharing, taxi or car rental/lease, or a combination thereof. For the user, MaaS can offer added value through use of a single application to provide access to mobility, with a single payment channel instead of multiple ticketing and payment operations. For its users, MaaS should be the best value proposition, by helping them meet their mobility needs and solve the inconvenient parts of individual journeys as well as the entire system of mobility services.”<sup>6</sup>*

The service plan takes a strategic approach to generate local transit ridership growth with new service modes responding to key travel markets observed in earlier demographic and existing services analyses prepared earlier in the short-range planning process. Key transit travel markets include:

- General purpose local travel within Tracy
- Regional commuters
- Middle and high school students
- ADA-eligible persons and others with mobility limitations

### 6.1 General Purpose Local Travel Within Tracy

Current TRACER customers use the transit system to access a variety of destinations around the City; most notably the northwest commercial district that contains West Valley Mall, Walmart, Winco Foods, the Department of Motor Vehicles (DMV) office and other businesses; as well as medium density housing. The Civic Center area, including City Hall, Senior Center and Public Library, also is a key transit trip generator. Other significant destinations include Sutter Community Hospital, Dr. Powers Park, Raley’s, shopping plazas centering on the intersections of S Tracy Boulevard and Valpico Road, Corral Hollow Road at Lowell Avenue and 11<sup>th</sup> Street.

The preferred service plan recognizes the need to maintain and enhance TRACER’s role as a local mobility provider for varied trip purposes ranging from employment, medical, and shopping to recreation and personal business trips. Planned service improvements are described in context of three defining service design characteristics of public transportation service: Coverage; frequency; and span.

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<sup>6</sup> See <https://maas-alliance.eu/homepage/what-is-maas/>

- Service Coverage – refers to the effective geographic reach of the transit system to residential neighborhoods, businesses, and other destinations in the service area. Prevailing land use characteristics and street networks in many areas of Tracy create a challenging operating environment for purely fixed route service by impeding access to bus stops for thousands of City residents. The proposed plan extends the effective reach of the fixed route network beyond the traditional ¼-mile walking distance with new Personal Mobility on Demand (PMoD) service offering “point-to-bus stop” feeder connections to a simplified route network at enhanced bus stops located throughout the City. **The service plan objective is to extend transit system coverage to 100% of service area residents.**
- Service Frequency – refers to the waiting time that transit customers experience to obtain a ride. For fixed route service, the frequency is defined as the interval between consecutive buses at a given bus stop. For PMoD and other paratransit services, the frequency is the vehicle response time following a request for immediate (*i.e.*, next vehicle available) service. **The service plan objective is to establish a 30-minute maximum frequency target for all TRACER services.**
- Service Span – refers to the days and hours during which transit service is available for customer use. The plan expands service availability to seven days per week between the hours of 5:00 am and 10:00 pm with the introduction of subsidized PMoD service operating “point-to-point” direct service at times when TRACER fixed routes are not operating; including Sundays. **The service plan objective is to make TRACER service available to the public seven days per week until 10:00 pm.**

The proposed service design combines a simplified fixed route network and PMoD feeder service to expand the reach of the transit system into the numerous neighborhood subdivisions that lay beyond reasonable walking distance from the nearest bus stop. The two modes will be linked together via a branded mobile phone app enabling customers to hail a ride, pay their fare, and track vehicle arrival and transfer times in real time. Traditional communication and fare collection methods also will be maintained to ensure that all potential customers have access to next-generation transit service.

## 6.2 Simplified Fixed Route Network

A streamlined fixed route network is designed to run faster and straighter on selected arterial and collector streets, with improved bus stops for a better waiting and transfer experience for customers. Three proposed TRACER routes and two SJRTD routes are shown in Exhibit 6.1.

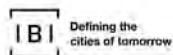
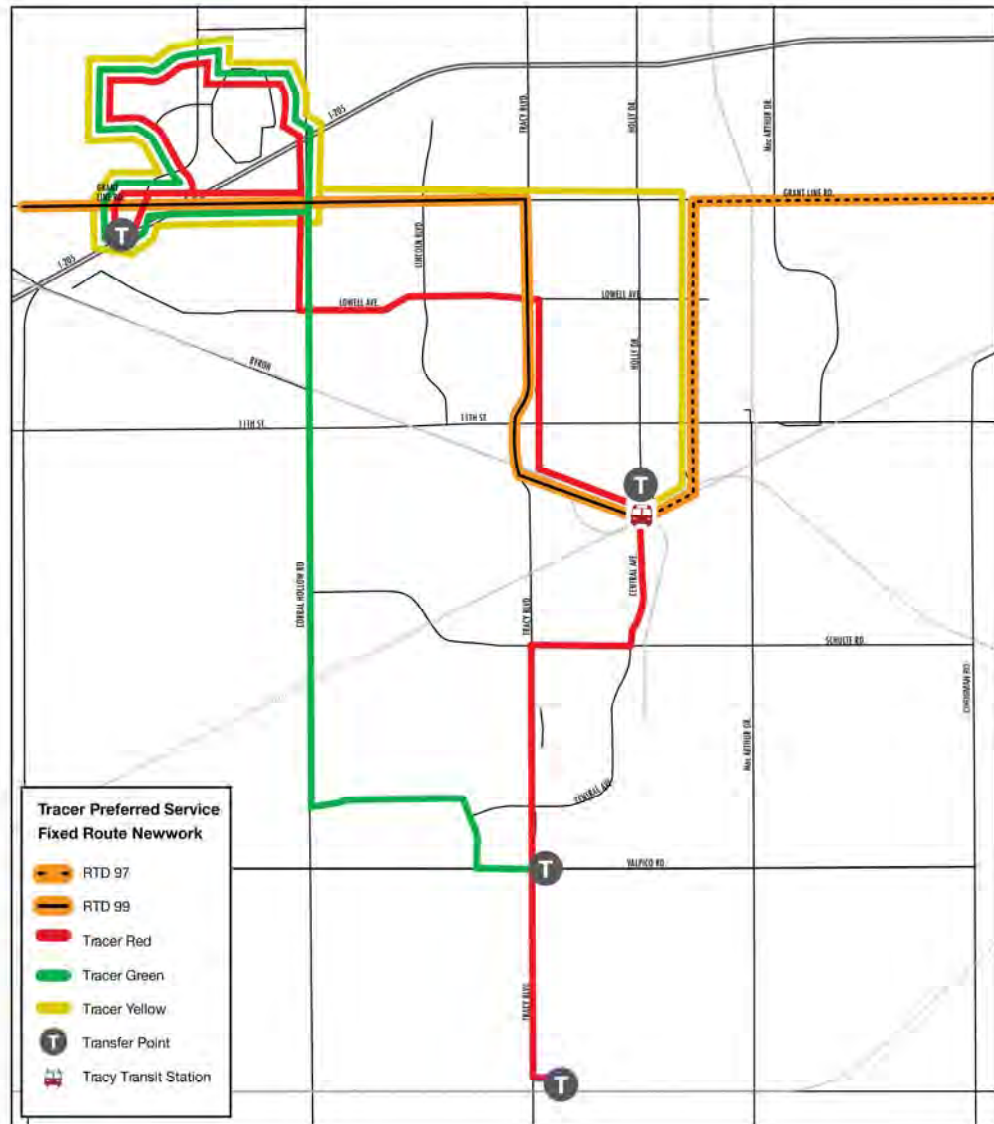
Daily TRACER operations require nine vehicles (plus two spares) to provide a 30-minute schedule frequency on both routes on weekdays from 6:30 am to 5:30 pm; and on Saturdays from 8:00 am to 5:30 pm.



### Exhibit 6.1: Proposed Fixed Route Network

(including, Red, Green and Yellow Lines, RTD Mountain House Route 99 (Tracy segment) and RTD Route 97)

### Tracer Preferred Service Fixed Route Network



- **Red Line** (Tracy Blvd) is designed to mostly overlay SJRTD's Hopper 99 Mountain House route alignment operating between the Walmart store on Grant Line Road and the ACE station at South Tracy Boulevard near Linne Road. The objective is to present the Red Line and Hopper 99 as a single service offering continuous weekday service in Tracy from approximately 4:00 am until 9:00 pm. The Red Line will operate on Saturdays as well.

Routing differences in central and northwest Tracy reflect a preference for travel speed among peak period commuters traveling to and from the ACE station on one hand; and a preference to maximize service coverage for midday customers traveling between dispersed locations on the other. Accordingly, the Red Line operates on Schulte Road and Central Avenue between S Tracy Boulevard and the downtown Transit Station; and operates on W Lowell Avenue and Corral Hollow Road between N Tracy Boulevard and Grant Line Road. Moreover, the Red Line operates one-way loop (counterclockwise) service to West Valley Mall, the DMV office, Winco Foods and adjacent destinations north of Grant Line Road.

The Red Line as proposed is 17 miles round trip, requiring between 85 and 102 minutes of scheduled running time, depending on time of day.<sup>7</sup> Operating schedules are planned around a 120-minute cycle time; providing for up to 104 minutes of round-trip running time and 16 minutes of dwell/recovery time per cycle.<sup>8</sup> Daily operation requires four medium, heavy duty (30') buses to maintain a 30-minute headway, plus one spare. It may be possible to operate three buses during periods of low congestion, which could facilitate the scheduling of operator breaks without headway disruption.

- **Green Line** (Corral Hollow Road) provides new north-south service across the west side of the City between the West Valley Mall-Walmart area and the intersection of S Tracy Boulevard and Valpico Road via Corral Hollow Road, Starflower Drive, Dove Drive, Sycamore Parkway and S Tracy Boulevard. The proposed alignment is 13 miles round trip, requiring between 60 and 71 minutes of scheduled running time, depending on time of the day.<sup>9</sup> Operating schedules are planned around interlining the Green and Yellow lines through the West Valley loop<sup>10</sup> with a combined 150-minute cycle time, allowing for up to 131 minutes of round-trip running time and 19 minutes of dwell/recovery time. Daily operation of the two routes as an interlined pair require five medium-duty (29') buses to maintain a 30-minute headway, plus two spares. It may be possible to operate four buses during periods of low congestion, which could facilitate the scheduling of operator breaks without headway disruption.
- **Yellow Line** (Grant Line Road) replaces existing TRACER Route A and RTD Hopper 90 services on East Street and Grant Line Road. The proposed alignment is 11 miles

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<sup>7</sup> Assumes scheduled operating speeds ranging from 10 mph to 12 mph.

<sup>8</sup> Minimum recovery time optimally is equivalent to 15% of round trip running time.

<sup>9</sup> Assumes scheduled operating speeds ranging from 11 mph to 13 mph.

<sup>10</sup> i.e., NB Green trips continue as SB Yellow SB to Transit Station; NB Yellow trips continue as SB Green to Valpico Road.

round trip, requiring between 51 and 60 minutes of scheduled running time, depending on time of the day.<sup>11</sup> Daily operation of the two routes as an interlined pair require five medium-duty (29') buses to maintain a 30-minute headway, plus two spares. It may be possible to operate four buses during periods of low congestion, which could facilitate the scheduling of operator breaks without headway disruption.

### **6.3 Subsidized PMoD Feeder Service**

New PMoD service addresses the need for “point-to-bus stop” trips to effectively expand the reach of the streamlined fixed route network into residential subdivisions that are beyond walking distance from arterial or major collector streets; for example, west of Corral Hollow Road; east of MacArthur; and south of Valpico Road.

The plan assumes the service is operated by multiple TNC, Smart Taxi, or other private sector transportation providers selected by the City to participate in fare subsidy arrangements. Selected providers must use a branded mobile app to facilitate ride-hailing, fare payment, and real-time vehicle tracking; and maintain telephone and cash fare payment systems to ensure universal customer access. Providers supply the vehicles required for service delivery, either through direct ownership or driver compensation arrangements. Customers individually choose which provider they prefer to use. The City’s role is confined primarily to subsidizing travel to and from TRACER bus stops; and program marketing.

To be effective, PMoD feeder service must connect customers to the fixed route system seamlessly in terms of schedule coordination, collection, vehicle tracking in real time and other customer information. Feeder service must be available on demand (*i.e.*, within 30 minutes of e-hail) at all times when fixed route service is operating (weekdays 6:30 am - 5:30 pm; Saturday 8:00 am - 5:30 pm).

#### **6.3.1 Subsidized PMoD Direct Service**

The service plan includes limited subsidization of PMoD travel between any two points in the service area at times between the hours of 5:00 am and 10:00 pm when the simplified fixed route network is not operating. These times include weekday mornings from 5:00 am to 6:00 pm, Saturday mornings from 5:00 am to 7:30 am, and all-day Sunday from 5:00 am to 10:00 pm.

### **6.4 Regional Commuters**

More than half of all employed Tracy residents work outside San Joaquin County; mainly in San Francisco, the East Bay cities, and Silicon Valley. However, existing TRACER service design is minimally suited to linking residents to the two transit gateways exiting the City; notably the ACE station at S Tracy Boulevard near Linne Road; and the Tracy Transit Station in downtown Tracy. Most regional rail and bus serving Tracy either depart before or arrive after current TRACER operating hours; leaving little opportunity for regional transit commuters to use TRACER at both ends of their daily commute.

The preferred service plan responds to the need for better transit access to the ACE train station and downtown Tracy Transit Station to connect with regional bus lines connecting to the

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<sup>11</sup> See note 4.

Pleasanton BART station and destinations in Silicon Valley. A separately branded<sup>12</sup> shared-ride PMoD service for regional commuters is proposed; with on-demand and subscription service available on weekdays from approximately 3:30 am until 8:00am, and from approximately 4:15pm until 9:45pm.

Separate branding is primarily for marketing purposes. The plan assumes that actual service is operated by the same array of multiple TNC, Smart Taxi, or other private sector transportation providers selected by the City to participate in other PMoD fare subsidy arrangements. It is envisioned that up to six (6) SUVs and/or minivans operating on dynamic schedules will be needed to meet 12 morning train and commuter bus departures and 13 evening arrivals, as follows:

- Morning Departures
  - ACE: 4:51am, 6:06am, 7:11am, 7:36am
  - BART Route 150: WB @ 5:00am, 6:00am, 8:00am; EB @ 7:11am, 8:11am
  - SJ Commuter 172: WB @ 4:00am; EB @ 4:15am
  - SJ Commuter 173: WB @ 3:48am
- Evening Arrivals
  - ACE: 5:11pm, 6:11pm, 7:11pm, 8:14pm
  - BART Route 150: EB @ 5:17p, 6:17p, 7:17p, 9:32p; WB @ 4:28p, 5:28p, 7:43p
  - SJ Commuter 172: 4:15pm
  - SJ Commuter 173: 4:54pm (M-Th) / 3:54 (F)

## 6.5 Middle and High School Students

While the present TRACER route network focuses on several public middle and high school locations around the City, purely fixed route service is an expensive and inefficient solution to address student travel demand in a suburban operating environment.

The preferred service plan recognizes the significant travel market comprised of students attending the six middle schools and three high schools in Tracy. It mostly replaces fixed route coverage with dynamically-routed microtransit service to offer shorter onboard travel times for customers, and more efficient utilization of available capacity. A separately branded<sup>13</sup> microtransit service is proposed; with on-demand and subscription reservations available on school weekdays from approximately 7:00 am until 8:30 am; and from approximately 1:30 pm – 3:00 pm (Monday), or from 2:30 pm until 4:00 pm (Tuesday – Friday).

It is envisioned that up to 10 transit vans would operate on dynamic routes and schedules coordinated with the following school bell times:

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<sup>12</sup> E.g., *Commuter Car, Commuter Connection.*

<sup>13</sup> E.g., *School Pool.*

- Morning Bells
  - West High – 7:44 am
  - Tracy High – 7:53 am
  - Monte Vista Middle - 8:10 am
  - Freiler Elementary - 8:10 am
  - Millennium High – 8:13 am
  - North Elementary - 8:15 am
  - Williams Middle - 8:15 am
  - Kimball High – 8:15 am
  - Kelly Elementary - 8:20 am
  - Poet Christian Elementary – 8:25 am
  
- Afternoon Bells
  - Williams Middle - 1:30 pm / 2:35 pm
  - Monte Vista Middle - 1:30 pm / 2:45 pm
  - Freiler Elementary - 1:30 pm / 2:45 pm
  - North Elementary - 1:30 pm / 2:42 pm
  - Kelly Elementary - 1:30 pm / 2:50 pm
  - West High – 1:30 pm / 2:55 pm
  - Tracy High – 1:30 pm / 3:02 pm
  - Poet Christian Elementary – 1:30 pm / 3:05 pm
  - Kimball High – 1:48 pm / 3:15 pm
  - Millennium High – 4:13 pm

Additional vehicles may be needed to accommodate a common 1:30 pm early dismissal on Mondays (except Millennium High).

It is assumed that service would be operated by a private sector transportation provider under contract to the City; with compensation based on the actual number of service hours operated. Potential contractors range from the City's existing service provider (Ride Right LLC) to local Smart Taxi provider such as Yellow Cab of Tracy; to national firms such as Ford Mobility (Chariot), Transloc, Via; as well as TNC operations such as Uber and Lyft. The provider(s) would accommodate trip requests and fare payment via a customized mobile app, as well as via telephone and cash payment. Revenue vehicles required for the service could either be owned by the City and supplied to the contractor; or leased from the service provider as part of the operating contract. A formal solicitation could allow for either option as a means of determining least cost for equivalent service.

## **6.6 ADA-Eligible Persons and Others with Mobility Limitations**

The preferred service plan acknowledges the need to maintain traditional pre-scheduled complementary paratransit for ADA-eligible customers, while also seeking to enhance mobility options allowing more spontaneous travel and longer service hours. A new accessible PMoD service option is recommended, giving customers the choice between existing TRACER pre-scheduled complementary paratransit service and subsidized accessible PMoD rides from services such as Uber, Lyft, and local Smart Taxi operations. The plan assumes that actual service is operated by the same array of multiple TNC, Smart Taxi, or other private sector

transportation providers selected by the City to participate in other PMoD fare subsidy arrangements.

### **6.6.1 Subsidized Accessible PMoD**

The PMoD option provides greater opportunity for spontaneous on-demand travel than is available on conventional pre-scheduled dial-a-ride; however, the fare could be higher and be variable based on trip length.

For initial budget purposes, it is anticipated that half of all complementary paratransit trips currently taken on weekdays and Saturdays would migrate to accessible PMoD service within the first full year of operation. New Sunday service would be available.

### **6.6.2 Pre-Scheduled Complementary Paratransit**

Existing complementary paratransit service is maintained at a reduced level of service commensurate with the expected migration of up to one-half of all ADA-eligible customer trips to Accessible PMoD.

## **6.7 Level of Service (LOS) Summary**

A 10% growth strategy represents a modest expansion of the overall transit program measured in terms of the net operating cost of service. The 10% growth strategy option funds most but not all the preferred service plan assuming a first-year net operating cost target of up to \$3.55 million.<sup>14</sup> LOS characteristics including span, frequency, buses deployed, and total revenue service hours required, are summarized in Exhibit 6.2.

Unlike the present TRACER system, which consists entirely of dedicated contract services purchased by the City on a per service hour basis, the preferred service plan includes a combination of dedicated contract services and subsidized travel using market-based (*i.e.*, private, for-profit operators) PMoD services. The PMoD services are subsidized on a per one-way trip basis.

Accordingly, LOS calculations are calibrated using net operating cost as the key measure of financial affordability. In upcoming years, once the City of Tracy reaches 100,000 in population, all available Local Transportation Fund (LTF) allocations will be required to be spent on public transportation. This will result in additional funding toward the improvements outlined in this plan.

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<sup>14</sup> Calculated on base FY 2017 reported system net operating cost of \$3.14 million plus 2.5% inflation (\$3.23 million).

**Exhibit 6.2: LOS (10% Growth) System Service Characteristics**

WEEKDAY Route	Service Span		Frequency (minutes)			Buses in Service			Revenue Service Hours			
	Begin	End	Peak	Base	Night	Peak	Base	Night	Day	Annual		
Red Line (Tracy Blvd)	6:30 AM	5:30 PM	30	30	--	4	4	--	44.0	11,132		
Green Line (Corral Hollow)	6:30 AM	5:30 PM	30	30	--	1.5	1.5	--	16.5	4,175		
Yellow Line (Grant Line)	6:30 AM	5:30 PM	30	30	--	1.5	1.5	--	16.5	4,175		
PMoD Feeder	6:00 AM	6:00 PM	30-minute response time on demand			Private fleet			na	na		
PMoD Direct	5:00 AM	10:00 PM				Private fleet			na	na		
ADA Complementary Paratransit	6:30 AM	5:30 PM				2			2	--	22.0	5,566
ADA PMoD	5:00 AM	10:00 PM				Private fleet			na	na		
Commuter Shared-Ride PMoD	3 - 8 AM	4 - 10 PM				Private fleet			na	na		
School Microtransit	AM bell	PM bell				Private fleet			25.0	4,500		
Subtotal, Weekday						9	9	0	124.0	29,547		

SATURDAY Route	Service Span		Frequency (minutes)			Buses in Service			Revenue Service Hours			
	Begin	End	Peak	Base	Night	Peak	Base	Night	Day	Annual		
Red Line (Tracy Blvd)	8:00 AM	5:30 PM	30	30	--	4	4	--	38.0	1,976		
Green Line (Corral Hollow)	8:00 AM	5:30 PM	30	30	--	1.5	1.5	--	14.3	741		
Yellow Line (Grant Line)	8:00 AM	5:30 PM	30	30	--	1.5	1.5	--	14.3	741		
PMoD Feeder	7:30 AM	6:00 PM	30-minute response time on demand			Private fleet			na	na		
PMoD Direct	5-7:30AM / 6-10PM					Private fleet			na	na		
ADA Complementary Paratransit	8:00 AM	5:30 PM				1			1	0	9.5	494
ADA PMoD	5:00 AM	10:00 PM				Private fleet			na	na		
Subtotal, Saturday						8	8	0	76.0	3,952		

SUNDAY Route	Service Span		Frequency (minutes)			Buses in Service			Revenue Service Hours	
	Begin	End	Peak	Base	Night	Peak	Base	Night	Day	Annual
General Public PMoD - Direct	5:00 AM	10:00 PM	30-minute response time on demand			Private fleet			na	na
ADA PMoD	5:00 AM	10:00 PM				Private fleet			na	na
Subtotal, Sunday						0	0	0		

<b>Total Annual Service Hours</b>	<b>33,499</b>
Red Line (Tracy Blvd)	13,108
Green Line (Corral Hollow)	4,916
Yellow Line (Grant Line)	4,916
ADA Complementary Paratransit	6,060
School Microtransit	4,500

**6.8 Estimated System Ridership**

Transit ridership estimation is an inexact science with many physical, behavioral and service quality factors influencing personal propensity to use public transportation. Accurate predictions are complicated further by the significant changes proposed in this five-year plan. Transit ridership often endures short-term impacts in the weeks and months following system restructuring, and typically it may take six to 18 months for transit customers to adapt to the changes and restore year-over-year ridership gains.

Nevertheless, ridership estimates are needed to drive the budget process with farebox revenue projections and calculation of net operating cost. This section provides ridership estimates for simplified fixed route and complementary paratransit services; as well as ridership targets for new PMoD services as proposed. Because PMoD services are subsidized on a per-trip basis, the ridership “estimates” reflect the maximum amounts allocated for subsidy payments.

At full maturity, ridership for all modes is estimated at approximately 361,300 boardings, as shown in Exhibit 6.3.

**Exhibit 6.3: Annual Ridership Targets (10% Growth)**

Service Mode	Annual Passenger Boardings	Criteria	Assumptions
Red Line (Tracy Blvd)	117,972	Boardings per service hour	Average 9 per hour
Green Line (Corral Hollow)	29,493	Boardings per service hour	Average 6 per hour
Yellow Line (Grant Line)	34,409	Boardings per service hour	Average 7 per hour
PMoD Feeder	58,400	1-way trips (max. budget)	Weekday: 200; Saturday: 150; Sunday: 0
PMoD Direct	25,280	1-way trips (max. budget)	Weekday : 60; Saturday: 50; Sunday: 125
ADA Complementary Paratransit	12,120	Boardings per service hour	Average 2.0 per hour
ADA PMOD Option	11,915	1-way trips (max. budget)	Weekday: 35; Saturday: 30; Sunday: 25
Commuter Shared-Ride PMOD	17,710	1-way trips (max. budget)	Weekday: 70
School Microtransit	54,000	Boardings per service hour	Average 12 per hour
<b>Total</b>	<b>361,299</b>		

Fixed Route ridership of 182,000 one-way trips is projected, representing slightly over half of total system ridership. This number assumes average ridership productivity of 9.0 boardings per service hour on the Red Line, 7.0 on the Yellow Line, and 6.0 on the Green Line. This number is 15.2% greater than projected FY 2018 ridership (158,000 boardings) on the existing TRACER network. The increase initially will consist mostly of customers transferring from PMoD feeder service; and gradually generate new customers attracted to enhanced fixed route service quality characteristics such as better schedule adherence, faster running times, consistent 30-minute service frequencies, and amenities at selected bus stops around the City. These productivities should rise quickly to 10 - 15 boardings per hour in two years if service quality standards (e.g., schedule adherence, PMoD response times; transfer convenience) are assured. LOS 10% growth strategy assumes a 30-minute service frequency at all times on the Red Line, and 30-minute frequencies on the (interlined) Green and Yellow Lines.

Subsidized PMoD feeder and direct trips are calculated separately at 58,400 and 25,300 boardings, respectively. The combined number (83,700) represents 23.2% of total system ridership. Hourly ridership estimates by PMoD service mode are summarized in Exhibit 6.4. These numbers indicate the capacity of the service, and not necessarily first year ridership. As a new service mode to TRACER customers and other residents of the City, it is anticipated that



ridership will grow toward capacity within two years commensurate with increased public awareness and customer acceptance over time.

ADA-eligible combined travel estimates using complementary paratransit and accessible PMoD ridership is 24,000 one-way trips, representing 6.6% of total system boardings. This number is 37% greater than projected FY 2018 ridership of 17,500 one-way trips. Subsidized accessible PMoD service is estimated at 11,915 annual trips; assuming that half of all current complementary paratransit trips migrate voluntarily to subsidized PMoD service; and an expanded span to include new Sunday service and extended hours on weekdays and Saturdays. Complementary paratransit ridership is estimated around 12,100 boardings, reflecting incremental service productivity improvement to 2.0 boardings per service hour (currently 1.8).

Commuter PMoD ridership is estimated at up to 70 one-way trips per weekday, or 17,710 one-way trips per year;<sup>15</sup> representing 4.9% of total system boardings. This number far exceeds current use of existing TRACER service, which generates fewer than 10 one-way trips to the ACE station and regional bus connections at the Transit Station.

School Microtransit - System capacity is estimated at 300 one-way trips per school weekday, or 54,000 one-way trips per year;<sup>16</sup> representing 15% of total system boardings. This assumes shared-ride service and use of designated neighborhood pickup points where students can aggregate within short distances from their homes. Assuming the present \$1.00 student fare for TRACER fixed route service, and adequate marketing, it is anticipated that school-based microtransit service will operate at or near capacity within the first full year of operation.

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<sup>15</sup> Assumes an average of four passengers per train trip, and two passengers per bus trip.

<sup>16</sup> Assumes 10 vans in service for 2.5 hours per day; average 12 boardings per service hour; 180 school days per year.

**Exhibit 6.4: Subsidized PMoD Ridership Estimates by Time of Day (Budget max)**

**Weekday**

Hour begins	PMoD Feeder	PMoD Direct	ADA PMoD	Commuter PMoD	Total
3:00 AM	--	--	--	5	5
4:00 AM	--	--	--	5	5
5:00 AM	--	10	1	10	21
6:00 AM	5	10	1	10	26
7:00 AM	20	--	2	10	32
8:00 AM	15	--	3	--	18
9:00 AM	15	--	3	--	18
10:00 AM	15	--	2	--	17
11:00 AM	10	--	1	--	11
12:00 PM	15	--	2	--	17
1:00 PM	20	--	3	--	23
2:00 PM	20	--	4	--	24
3:00 PM	25	--	4	--	29
4:00 PM	20	--	3	5	28
5:00 PM	20	--	2	5	27
6:00 PM	--	15	2	10	27
7:00 PM	--	10	1	10	21
8:00 PM	--	10	1	5	16
9:00 PM	--	5	0	5	10
<b>Total</b>	<b>200</b>	<b>60</b>	<b>35</b>	<b>70</b>	<b>375</b>

**Saturday**

Hour begins	PMoD Feeder	PMoD Direct	ADA PMoD	Total
3:00 AM	--	--	--	0
4:00 AM	--	--	--	0
5:00 AM	--	5	1	6
6:00 AM	--	5	1	6
7:00 AM	5	10	1	16
8:00 AM	10	--	2	12
9:00 AM	15	--	3	18
10:00 AM	15	--	2	17
11:00 AM	15	--	1	16
12:00 PM	10	--	2	12
1:00 PM	15	--	3	18
2:00 PM	15	--	3	18
3:00 PM	20	--	3	23
4:00 PM	15	--	2	17
5:00 PM	15	--	2	17
6:00 PM	--	10	2	12
7:00 PM	--	10	1	11
8:00 PM	--	5	1	6
9:00 PM	--	5	0	5
<b>Total</b>	<b>150</b>	<b>50</b>	<b>30</b>	<b>230</b>

**Sunday**

Hour begins	PMoD Direct	ADA PMoD	Total
3:00 AM	--	--	0
4:00 AM	--	--	0
5:00 AM	2	0	2
6:00 AM	3	1	4
7:00 AM	5	2	7
8:00 AM	7	2	9
9:00 AM	10	2	12
10:00 AM	10	2	12
11:00 AM	10	2	12
12:00 PM	5	2	7
1:00 PM	10	2	12
2:00 PM	10	2	12
3:00 PM	10	2	12
4:00 PM	10	2	12
5:00 PM	10	1	11
6:00 PM	10	1	11
7:00 PM	5	1	6
8:00 PM	5	1	6
9:00 PM	3	0	3
<b>Total</b>	<b>125</b>	<b>25</b>	<b>150</b>

Mode	Boardings	Subsidy per Boarding	Annual Subsidy
PMoD Feeder	58,400	\$5.00	\$292,000
PMoD Direct	25,280	\$5.00	\$126,400
ADA PMoD	11,915	\$10.00	\$119,150
Commuter	17,710	\$5.00	\$88,550
<b>Total</b>	<b>113,305</b>		<b>\$626,100</b>

Calendar Distribution	
Weekdays	253
Saturdays	52
Sundays	60
<b>Total</b>	<b>365</b>

## 6.9 Estimated System Operating Cost and Revenue

First-year net operating expenses are estimated at approximately \$3.23 million, as shown in Exhibit 6.5. The calculated average subsidy per passenger is \$8.82.

**Exhibit 6.5: Annual Operating Expenses and Revenue (10% Growth)**

Service Mode	Service Hours	Cost per Hour <sup>1</sup>	Annual Boardings	Boardings per Hour	Total Operating Cost	Fare Revenue <sup>2</sup>	Net Operating Cost	Subsidy per Passenger
Red Line (Tracy Blvd)	13,108	\$92.69	117,972	9.00	\$1,215,000	\$71,963	\$1,143,037	\$9.69
Green Line (Corral Hollow)	4,916	\$92.69	29,493	6.00	\$455,625	\$17,991	\$437,634	\$14.84
Yellow Line (Grant Line)	4,916	\$92.69	34,409	7.00	\$455,625	\$20,989	\$434,636	\$12.63
PMoD Feeder	--	--	58,400	--	\$292,000	\$0	\$292,000	\$5.00
PMoD Direct	--	--	25,280	NA	\$126,400	\$0	\$126,400	\$5.00
ADA Complementary Paratransit	6,060	\$92.69	12,120	2.00	\$561,710	\$16,241	\$545,470	\$45.01
ADA PMoD	--	--	11,915	--	\$119,150	\$0	\$119,150	\$10.00
Commuter Shared-Ride PMOD	--	--	17,710	--	\$88,550	\$0	\$88,550	\$5.00
School Microtransit	4,500	\$73.18	54,000	12.00	\$329,299	\$54,000	\$275,299	\$5.10
<b>Total</b>			<b>361,299</b>		<b>\$3,643,360</b>		<b>\$3,462,176</b>	<b>\$9.58</b>

10% Growth Target: \$3,545,000

**NOTES:**

- 1 - Contract FR/ADA CP service cost = 95% of SJCOG FY 2019 target (\$97.57); contract Microtransit cost = 75% of target.
- 2 - Assumes \$0.61 per FR boarding; \$1.34 per complementary paratransit boarding (FY 2017 actual); \$1 per School microtransit boarding.

Fixed Route system net operating cost is \$2.02 million; based on total operating cost of \$2.13 million calculated at \$92.69 per service hour provided.<sup>17</sup> Fixed route net operating expenses represent 58.3% of the system total. Farebox revenues approaching \$111,000 are 5.2% of total operating costs, based on the current \$0.61 average fare per one-way trip.<sup>18</sup> The calculated average subsidy per passenger is \$9.69 for the Red Line, \$12.63 for the Yellow Line, and \$14.84 for the Green Line.

Subsidized PMoD feeder and direct service net operating cost is \$433,650, based on 86,680 one-way trips and a flat \$5.00 subsidy per trip. Subsidized PMoD net operating costs represent 12.5% of the system total.

Complementary Paratransit net operating cost is \$545,500; based on total operating cost of \$561,700 calculated at \$92.69 per service hour provided.<sup>19</sup> Farebox revenue of \$16,200

<sup>17</sup>Equivalent to 95% of SJCOG FY 2019 Operating Cost per Hour Performance Target for Tracy (< \$128.80).

<sup>18</sup> Actual FY 2017 average fare.

<sup>19</sup>Equivalent to 95% of SJCOG FY 2019 Operating Cost per Hour Performance Target for Tracy (< \$128.80).

is 2.9% of total operating costs, based on the current \$1.34 average fare per one-way trip.<sup>20</sup> The calculated average subsidy per passenger is \$45.01.

Accessible PMoD net operating cost is \$119,150; based on 11,915 one-way trips and a flat \$10.00 subsidy per trip. Accessible PMoD net operating costs represent 3.4% of the system total.

Commuter PMoD net operating cost is \$88,550, based on 17,710 one-way trips and a flat \$5.00 subsidy per trip. Commuter PMoD net operating costs represent 2.6% of the system total. Exhibits 6.6 and 6.7 indicate the range of fare discounts for travel from various neighborhoods of the City to the ACE station and the Transit Station; based on a \$5.00 subsidy applied to current UberX market rates.

School Microtransit net operating cost is approximately \$275,300; based on total operating cost of \$329,300 calculated at \$73.18 per service hour provided<sup>21</sup> and a \$1.00 average fare per one-way trip. School microtransit net operating expenses represent 7.9% of the system total. At 100% utilization of planned capacity, the average subsidy per passenger is \$5.10; at 75% utilization, the average is \$6.80.

**Exhibit 6.6: Shared-Ride PMoD Fares from Selected Locations to ACE Station**

Trip Origin	Market Fare*	Subsidized Fare**	Percent Subsidy
Antonio Loop	\$11.18	\$6.18	45%
Clover Road & Buthmann Avenue	\$10.62	\$5.62	47%
Holly Drive & Grant Line Road	\$10.23	\$5.23	49%
Corral Hollow Road & 11 <sup>th</sup> Street	\$9.01	\$4.01	55%
Hidden Lake Clubhouse	\$7.74	\$2.74	65%
Whispering Winds Dr & English Oaks	\$5.70	\$0.70	88%

Note \* - Fares calculated for UberX service via Uber Fare Estimator, October 2018

\*\* - Assumes a flat \$5.00 subsidy per one-way trip

<sup>20</sup> Actual FY 2017 average fare.

<sup>21</sup>Equivalent to 75% of SJCOG FY 2019 Operating Cost per Hour Performance Target for Tracy (\$ < \$128.80).

**Exhibit 6.7: Shared-Ride PMoD Fares from Selected Locations to Tracy Transit Station**

<b>Trip Origin</b>	<b>Market Fare*</b>	<b>Subsidized Fare**</b>	<b>Percent Subsidy</b>
Antonio Loop	\$9.29	\$5.29	54%
Whispering Winds Dr & English Oaks	\$7.94	\$2.94	63%
Clover Road & Buthmann Avenue	\$7.46	\$2.46	67%
Corral Hollow Road & 11 <sup>th</sup> Street	\$6.69	\$1.69	75%
Hidden Lake Clubhouse	\$6.68	\$1.68	75%
Holly Drive & Grant Line Road	\$6.47	\$1.47	77%

Note \* - Fares calculated for UberX service via Uber Fare Estimator, October 2018

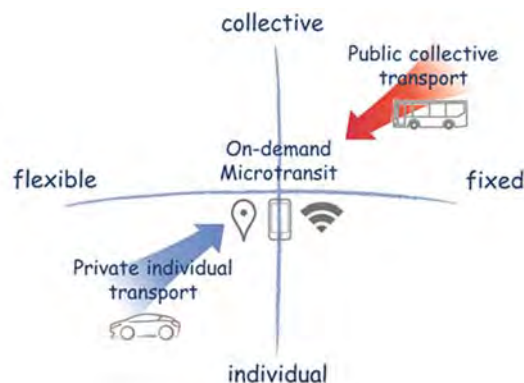
\*\* - Assumes a flat \$5.00 subsidy per one-way trip

## 7.0 IMPLEMENTATION PLAN

This chapter presents a year-by-year operating and capital plans needed to implement the recommendations of the FY 2020-2024 SRTP. The operating plan is based on Level of Service (LOS) A as presented earlier in the study process, which assumes a 10% growth scenario setting the first-year budget at of approximately \$3.55 million of net operating expenses. The capital plan is developed to support the operating plan in terms of revenue vehicles, bus stop improvements, technology investments, facilities and equipment required to implement the preferred service plan.

### 7.1 Operating Plan

Given the extent of the recommended changes to TRACER system design and customer interface, a three-phase transition is suggested to implement the preferred service plan over a three-year period beginning in July 2020 and completing in July 2023. This transition is outlined by service mode as follows.



- Fixed Route Network** – The current network is replaced with the a simplified three-line network in three steps; initially discontinuing the Route D in FY 2021 (July 2020) and replacing it with and school-based microtransit services; followed by discontinuation of the Route F and truncation of Route C east of Tracy Boulevard in FY 2022 (July 2021), and replacing them with new PMoD Feeder and additional school-based microtransit services; and concluding in FY 2023 (July 2022) with discontinuation of the remaining routes and installation of the preferred network. The preferred service plan marginally reduces fixed route service span to 6:30 am – 5:30 pm on weekdays and 8:00 am – 5:30 pm to reverse the decline in service productivity in recent years.
- Subsidized PMoD Feeder and Limited Direct Service** – The preferred service plan expands transit system operating span to seven days and 17 hours per day (5:00 am - 10:00 pm). New subsidized PMoD services play an important role in achieving this objective with TNC/Smart Taxi fare subsidies introduced in three increments; beginning in FY 2021 (July 2020) with Sunday/holiday area-wide direct service in lieu of fixed route service; following in FY 2022 (July 2021) by weekday and Saturday PMoD feeder and limited direct service in southeast Tracy; and in FY 2023 (July 2022) by area-wide PMoD feeder and limited direct service. Limited direct PMoD trips will be subsidized only when the fixed route network is not operating; i.e., between 5:00 am - 6:30 am and between 5:30 pm – 10:00 pm).
- Microtransit** – Area-wide school-focused microtransit service is introduced in three increments; initially in FY 2021 (August 2020) with up to four routes focused on Kimball High School, Kelly Middle School, and Williams Middle School; followed in FY 2022 (August 2021) by up to four additional routes focused on Tracy High School, Poet-Christian Magnet School, and Williams Middle School; and in FY 2023 (August 2022) by

up to four more vehicles focused on West High School, Monte Vista Middle School, North School, and Millennium Charter School.

- **ADA Pre-Scheduled and PMoD Services** - Subsidized accessible PMoD is introduced in FY 2021 (July 2020) to offer ADA-eligible TRACER customers the choice of more spontaneous travel than currently is possible on TRACER pre-scheduled complementary paratransit service. The operating plan is based on customer migration targets (*i.e.*, from pre-scheduled to PMoD) of 20% by the end of FY 2021 (June 2021); 35% by FY 2022; and 50% by the end of in FY 2023 through FY 2025. Similarly, pre-scheduled complementary paratransit will accommodate about 50% of total after FY 2023.

The three implementation phases cover the first year (Phase 1), second year (Phase 2) and third through fifth years (Phase 3) of the five-year SRTP. Year-by-year performance expectations and implementation issues are discussed in the following pages.

### **Phase 1 – July 2020 – June 2021**

First-year operations in FY 2021 generate approximately 183,300 customer boardings, a 16% year-over-year increase over FY 2020. Estimated net operating cost is \$2.55 million, or \$14.42 per boarding. Phase 1 objectives by service mode are highlighted below.

Legacy Fixed Route System – Most of the FY 2020 fixed route network is maintained in FY 2021, except for the Route D, which is discontinued. School-day access to Kimball High School is maintained by microtransit flex-routes running on schedules coordinated with Kimball High School, Kelly Middle School, and Williams Middle School bell times. Other Route D riders are alternatively served by other TRACER routes; notably those along Eaton Avenue and Lowell Avenue (Route B, Route E), S Central Avenue (Route F), and Schulte Road (Route C). The nearest alternative service for customers along Sycamore Parkway is approximately 0.3 mile to the east along S Tracy Boulevard. FY 2021 ridership is estimated at approximately 139,000 boardings, assuming 19,300 vehicle service hours and service productivity averaging 6.5 boardings per hour. Net operating cost is estimated at \$1.7 million, or \$12.30 per customer boarding.

Area-wide Sunday PMoD Direct – Phase 1 introduces subsidized on-demand TNC / Smart Taxi service on Sundays for shared-ride travel between any two points in the service area between the hours of 5:00 am and 10:00 pm. Sunday PMoD provides a small-scale introduction of the subsidized PMoD service concept to TRACER customers and the public; and offers a predictable, growing market for TNC/Smart Taxi service providers to respond to by ramping up service supply and demonstrating mobile app reservations and payment technologies. FY 2021 ridership is estimated at 8,700 boardings, assuming an average 150 boardings and 58 service days per year (52 Sundays and six national holidays). First year estimated annual cost is \$43,500, assuming subsidy averaging \$5.00 per one-way trip.

Microtransit School Pilot – Phase 1 introduces flexible microtransit service focusing on bell times at Kimball High School, Kelly Middle School, and Williams Middle School. First-year ridership capacity is 100 one-way-trips per school day (180 service days annually) with up four transit vans operating on flexible routes shaped by customer demand.

Currently, morning bell times are 8:15 am at Kimball and Williams, and 8:20 am at Kelly. Afternoon dismissal bell times are 2:35 pm at Williams, 2:50 pm at Kelly, and 3:15 pm at Kimball.

Accessible PMoD option – Phase 1 provides ADA-eligible customers a choice of traveling on-demand using subsidized market-available accessible transportation services or continuing to use TRACER pre-scheduled complementary paratransit service. FY 2021 ridership is estimated at 3,600 rides, assuming up to 20% of approximately 18,000 trips on TRACER complementary paratransit vehicles migrate voluntarily to accessible PMoD. Estimated annual cost is \$36,300, assuming subsidy averaging \$10.00 per one-way trip.

TRACER Complementary Paratransit – Service level is reduced by up to 20% during FY 2021 commensurate with actual migration of ADA-eligible customer trips to accessible PMoD service, as noted above. Estimated ridership is 14,400 boardings, assuming incremental improvement of service productivity to 2.0 boardings per hour. FY 2021 estimated net cost is \$648,000, or \$45.01 per customer boarding.

## **Phase 2 – July 2021 – June 2022**

Second-year operations in FY 2022 will generate approximately 246,000 customer boardings, a 34% year-over-year increase over FY 2021. Estimated net operating cost is \$2.8 million, or \$13.40 per boarding. Phase 2 objectives by service mode are highlighted below.

Legacy Fixed Route System – The existing system is further reduced with discontinuation of the peak-only Route F, and truncation of the Route C east of S Tracy Boulevard at Valpico Road. Tracy High School students and others are alternatively served by school-day only microtransit flexible routes and schedules coordinated with Tracy High School, Poet-Christian Magnet School, and Williams Middle School bell times. Southeast Tracy residents are alternatively served by new PMoD feeder service described below. FY 2022 fixed route ridership is estimated at 135,000 boardings, assuming 18,500 vehicle service hours and service productivity averaging 7.3 boardings per hour. Net operating cost is estimated at \$1.68 million, or \$ 12.45 per customer boarding.

Southeast Area PMoD Feeder – Phase 2 introduces subsidized on-demand TRACER feeder service on weekdays and Saturdays in a limited portion of the service area located east of S Tracy Boulevard and south of Schulte Road. PMoD feeder service mostly will connect residential trip origins to Route C route bus stops served by incrementally improved frequency (possibly 45 minutes). Additionally, subsidized direct PMoD travel between any two points within the service area is available when the fixed route system is not operating in the early morning (5:00 am - 6:30 am), and late evening 6:00 pm - 10:00 pm). FY 2022 ridership estimate is 29,200 boardings assuming average 100 boardings per weekday and 75 boardings per Saturday. Estimated annual cost is nearly \$150,000, assuming inflation-adjusted subsidy averaging \$5.13 per one-way trip.

Area-wide Sunday PMoD Direct – FY 2022 ridership is estimated at approximately 9,650 boardings, assuming an average 165 boardings on Sundays and six national holidays (total 58 service days per year). This number reflects a 10% year-over-year customer



demand for subsidized PMoD. Estimated annual cost is \$49,000, assuming inflation-adjusted subsidy averaging \$5.13 per one-way trip.

Commuter PMoD – Phase 2 introduces subsidized on-demand commuter service on weekdays city-wide with origin or destination limited to the ACE train station and Tracy Transit Station for regional bus connections to Bay Area cities and Silicon Valley. FY 2022 estimated ridership is 17,700 boardings, assuming an average of 70 one-way trips per weekday (253 days per year). Estimated annual cost is nearly \$91,000, assuming inflation-adjusted subsidy averaging \$5.13 per one-way trip.

Microtransit Expansion – Phase 2 expands flexible microtransit service focusing on bell times at Tracy High School, Poet-Christian Magnet School, and Williams Middle School. Continuation of Phase 1 service to Kimball High School, Kelly Middle School, and Williams Middle School is assumed. FY 2022 estimated ridership is 36,000 one-way-trips, or 200 per school day (180 days per year). Currently, morning bell times are 7:53 am at Tracy, 8:20 am at Kelly, and 8:25 am at Poet-Christian. Afternoon dismissal bell times are 2:35 pm at Williams, 3:02 pm at Tracy, and 3:05 pm at Poet-Christian. It is anticipated that up to eight transit vans will operate on flexible routes and demand-driven schedules.

Accessible PMoD expansion – Phase 2 assumes further migration of ADA-eligible customers from pre-scheduled complementary paratransit to accessible PMoD. FY 2022 ridership is estimated at 6,400, assuming that up to 35% of approximately 18,700 annual trips taken on TRACER complementary paratransit vehicles are diverted to accessible PMoD by customer choice. Estimated annual cost is nearly \$66,000, assuming inflation-adjusted subsidy averaging \$10.25 per one-way trip.

TRACER Complementary Paratransit – Level of service will be reduced by up to 35% during FY 2022 commensurate with the voluntary migration of ADA-eligible customer trips to accessible PMoD service, as described above. Estimated ridership is 12,300 boardings, assuming incremental improvement of service productivity to 2.1 boardings per hour. FY 2022 estimated net cost is \$539,300, or \$43.90 per customer boarding.

### **Phase 3 – July 2022 – June 2023**

Third-year operations in FY 2023 will generate approximately 368,000 customer boardings, a 50% year-over-year increase over FY 2022. Estimated net operating cost is \$3.55 million, or \$11.38 per boarding. Phase 3 objectives by service mode are highlighted below.

Simplified Fixed Route Network – All remaining legacy network routes are replaced with the simplified three-line (preferred service plan) network in July 2022. First year ridership is estimated at approximately 191,700 boardings, assuming nearly 23,000 vehicle service hours and service productivities ranging from 7.0 boardings per hour on the Green Line to 9.0 per hour on the Red Line. Net operating cost is estimated at \$2.12 million, or \$ 11.04 per customer boarding.

Area-wide Weekday / Saturday PMoD Feeder – Pending evaluation of first-year Southeast Area PMoD feeder service, Phase 3 expands subsidized on-demand TRACER feeder service availability to full service area coverage on weekdays and Saturdays. Additionally,

subsidized direct PMoD travel between any two points within the service area is available when the fixed route system is not operating in the early morning (5:00 am - 6:30 am), and late evening 6:00 pm - 10:00 pm). FY 2023 ridership is estimated at 73,650 boardings, assuming 250 boardings per weekday and 200 boardings per Saturday. Estimated annual cost is nearly \$387,000, assuming inflation-adjusted subsidy averaging \$5.25 per one-way trip.

Area-wide Sunday PMoD Direct – FY 2023 ridership is estimated at approximately 10,150 boardings, assuming an average 175 boardings on Sundays and six national holidays (total 58 service days per year). This number reflects a 5% year-over-year customer demand for subsidized PMoD. Estimated annual cost is \$53,300, assuming inflation-adjusted subsidy averaging \$5.25 per one-way trip.

Commuter PMoD – FY 2023 estimated ridership is 19,500 boardings, assuming an average of 77 one-way trips per weekday (253 days per year). This number reflects a 10% year-over-year customer demand for subsidized Commuter PMoD. Estimated annual cost is approximately nearly \$102,300, assuming inflation-adjusted subsidy averaging \$5.25 per one-way trip.

School Microtransit Expansion – Phase 3 further expands flexible microtransit service focusing on bell times at West High School, Millennium Charter High School, Monte Vista Middle School, and North School. Currently, morning bell times are 7:44 am at West, 8:10 am at Monte Vista, 8:13 am at Millennium, and 8:15 am at North. Afternoon dismissal bell times are 2:42 pm at North, 2:45 pm at Monte Vista, 2:55 pm at West, and 4:13 pm at Millennium. Continuation of prior phase services to Kimball High School, Kelly Middle School, Tracy High School, Poet-Christian Magnet School and Williams Middle School is assumed. FY 2023 estimated ridership is 54,000 one-way-trips, or 300 per school day (180 days per year). It is anticipated that up to 12 transit vans will operate on flexible routes and demand-driven schedules.

Accessible PMoD expansion – Phase 3 assumes further migration of ADA-eligible customers from pre-scheduled complementary paratransit to accessible PMoD. FY 2023 ridership is estimated at 9,500 assuming that up to 50% of approximately 19,000 annual trips taken on TRACER complementary paratransit vehicles are diverted to accessible PMoD by customer choice. Estimated annual cost is nearly \$100,000, assuming inflation-adjusted subsidy averaging \$10.51 per one-way trip.

TRACER Complementary Paratransit – Level of service will be reduced by up to 50% during FY 2023 commensurate with the voluntary migration of ADA-eligible customer trips to accessible PMoD service, as described above. Estimated ridership is 9,450 boardings, assuming service productivity averaging 2.1 boardings per hour. FY 2023 estimated net cost is \$438,200, or \$44.03 per customer boarding.

### Phase 3, Year 2 – July 2023 – June 2024

Fourth-year operations in FY 2024 will generate approximately 385,000 customer boardings, a 4.6% year-over-year increase over FY 2023. Estimated net operating cost is \$3.69 million, or \$11.31 per boarding. Phase 3 second-year objectives by service mode are highlighted below.

Fixed Route Network – FY 2024 ridership is estimated at approximately 197,500 boardings, assuming nearly 23,000 vehicle service hours and service productivities ranging from 7.2 boardings per hour on the Green Line to 9.3 per hour on the Red Line. This number reflects a 3% year-over-year ridership growth. Net operating cost is estimated at \$2.17 million, or \$ 10.98 per customer boarding.

Area-wide Weekday / Saturday PMoD Feeder – FY 2024 ridership is estimated at 81,000 boardings, assuming 275 boardings per weekday and 220 boardings per Saturday. This number reflects a 10% year-over-year customer demand for subsidized PMoD during the second full year of availability. Estimated annual cost is over \$436,000, assuming inflation-adjusted subsidy averaging \$5.38 per one-way trip.

Area-wide Sunday PMoD Direct – FY 2024 ridership is estimated at approximately 10,750 boardings, assuming an average 185 boardings on Sundays and six national holidays (total 58 service days per year). This number reflects a 5% year-over-year customer demand for subsidized PMoD. Estimated annual cost is nearly \$58,000, assuming inflation-adjusted subsidy averaging \$5.38 per one-way trip.

Commuter PMoD – FY 2024 estimated ridership is over 20,000 boardings, assuming an average of 80 one-way trips per weekday (253 days per year). This number reflects a 5% year-over-year customer demand for subsidized Commuter PMoD in its third full year of availability. Estimated annual cost is approximately nearly \$109,000, assuming inflation-adjusted subsidy averaging \$5.38 per one-way trip.

Area-wide School Microtransit – Continuation of prior phase services focusing on the City's middle and high schools is assumed. FY 2024 estimated ridership is 55,600 one-way-trips, or 310 per school day (180 days per year). This number reflects a 3% productivity improvement and near-capacity utilization of up to 12 transit vans operating on flexible routes and demand-driven schedules.

Accessible PMoD – FY 2024 ridership is estimated at 10,200 boardings, assuming a leveling of demand at 50% of total ADA-eligible customer demand. Estimated annual cost is over \$110,000, assuming inflation-adjusted subsidy averaging \$10.77 per one-way trip.

TRACER Complementary Paratransit – Level of service is maintained at 50% of FY 2018 vehicle service hours. Estimated ridership is 9,900 boardings, assuming incremental improvement of service productivity to 2.2 boardings per hour. FY 2024 estimated net cost is \$436,000, or \$44.03 per customer boarding.

### Phase 3, Year 3 – July 2024 – June 2025

Fifth-year operations in FY 2025 will generate approximately 400,000 customer boardings, a 3.9% year-over-year increase over FY 2024. Estimated net operating cost is \$3.83 million, or \$11.27 per boarding. Phase 3 third-year objectives by service mode are highlighted below.

Fixed Route Network – FY 2025 ridership is estimated at approximately 203,400 boardings, assuming nearly 23,000 vehicle service hours and service productivities ranging from 7.4 boardings per hour on the Green Line to 9.5 per hour on the Red Line. This number reflects a 3% year-over-year ridership growth. Net operating cost is estimated at \$2.22 million, or \$ 10.93 per customer boarding.

Area-wide Weekday / Saturday PMoD Feeder – FY 2025 ridership is estimated at over 85,300 boardings, assuming 290 boardings per weekday and 230 boardings per Saturday. This number reflects a 5% year-over-year customer demand for subsidized PMoD during the second full year of availability. Estimated annual cost is nearly \$471,000, assuming inflation-adjusted subsidy averaging \$5.52 per one-way trip.

Area-wide Sunday PMoD Direct – FY 2025 ridership is estimated at approximately 11,300 boardings, assuming an average 195 boardings on Sundays and six national holidays (total 58 service days per year). This number reflects a 5% year-over-year customer demand for subsidized PMoD. Estimated annual cost is nearly \$62,500, assuming inflation-adjusted subsidy averaging \$5.52 per one-way trip.

Commuter PMoD – FY 2025 estimated ridership is approximately 21,500 boardings, assuming an average of 85 one-way trips per weekday (253 days per year). This number reflects a 5% year-over-year customer demand for subsidized Commuter PMoD in its third full year of availability. Estimated annual cost is approximately nearly \$118,700, assuming inflation-adjusted subsidy averaging \$5.52 per one-way trip.

Area-wide School Microtransit – Continuation of prior phase services focusing on the City's middle and high schools is assumed. FY 2025 estimated ridership is 57,300 one-way-trips, or 320 per school day (180 days per year). This number reflects a 3% productivity improvement and near-capacity utilization of up to 12 transit vans operating on flexible routes and demand-driven schedules.

Accessible PMoD – FY 2025 ridership is estimated at 11,300 boardings, assuming a leveling of demand at 50% of total ADA-eligible customer demand. Estimated annual cost is nearly \$125,000, assuming inflation-adjusted subsidy averaging \$11.04 per one-way trip.

TRACER Complementary Paratransit – Level of service is maintained at 50% of FY 2018 vehicle service hours. Estimated ridership is 9,900 boardings, assuming service productivity averaging 2.2 boardings per hour. FY 2025 estimated net cost is \$447,100, or \$45.17 per customer boarding.

## 7.2 Five-Year Operating Financial Plan

Exhibit 7.1 provides a summary table showing estimated ridership, operating cost and service productivity by service mode and fiscal year.

**Exhibit 7.1: Five-Year  
 Operating Financial Plan  
 Summary, FY 2021-2025**

Service Plan Components	Total Customer Boardings		Vehicle Services Hours	Total Operating Costs	Farebox Revenue	Net Operating Cost	Net Cost per Boarding	Boardings per Service Hour	Assumptions
	Boardings	Hours							
<b>Phase 1: July 1, 2020 - June 30, 2021 (Plan Year 1)</b>									
Legacy Fixed Route Network (all routes)	193,000	24,325	\$2,242,684	\$96,380	\$1,160,303	6.5	FY 18 ridership, \$0.61 average fare		
Discretionary Route D	-19,400	-5,025	-546,767	\$-11,834	\$23,450	3.9	FY 18 ridership, \$0.61 average fare		
City-wide Sunday PMoD Direct	8,700	NA	\$43,500	\$0	\$43,500	NA	150 boardings per day, 38 days per year		
Microtransit (abi) - Kirtland (S, 4th) NS, Williams NS	18,000	1,800	\$13,1724	\$16,000	\$113,724	10.0	100 boardings per day, 180 days per year, \$1.00 average fare		
Accessible PMoD (abi) (20%)	3,630	NA	\$36,300	\$0	\$36,300	NA	10 boardings per day, 263 weekdays		
Commuter PMoD	14,400	7,200	\$67,398	\$16,296	\$64,072	2.0	\$1.34 average fare		
Commuter PMoD (80%)									
<b>Total</b>	<b>183,330</b>	<b>28,300</b>	<b>\$2,667,808</b>	<b>\$121,842</b>	<b>\$23,845,987</b>	<b>8.0</b>	<b>Net cost per boarding &amp; boardings per hour exclude PMoD subsidies</b>		
<b>Phase 2: July 1, 2021 - June 30, 2022 (Plan Year 2)</b>									
Legacy Fixed Route Network (includes Route D)	141,372	19,300	\$1,823,840	\$86,237	\$1,747,603	7.3	Ridership +2%, \$0.61 average fare		
Discretionary Route F - Incentive Route C	6,600	750	\$617,547	\$3,965	\$644,407	8.7	FY 18 ridership, \$0.61 average fare		
Southwest Weekly/Saturday PMoD Feeder/Direct	29,200	NA	\$149,650	\$0	\$149,650	NA	100 boardings per weekday, 79 per Saturday		
City-wide Sunday PMoD Direct	9,570	NA	\$49,048	\$0	\$49,048	NA	165 boardings per day (+19%), 58 days per year		
Commuter PMoD	17,710	NA	\$90,764	\$0	\$90,764	NA	78 boardings per day, 253 weekdays		
Microtransit (operation) - East (S, Williams NS, Pearl/Christian Magnet)	36,000	3,600	\$27,0734	\$36,000	\$24,304	10.0	200 boardings per day, 180 days per year, \$1.00 average fare		
Accessible PMoD (abi) (35%)	6,420	NA	\$64,905	\$0	\$64,905	NA	20 boardings per weekday, 15 per Saturday, 10 per Sunday		
Commuter PMoD (65%)	12,265	6,620	\$55,732	\$53,301	\$63,550	2.1	Productivity +5%, \$1.34 average fare		
<b>Total</b>	<b>248,057</b>	<b>28,000</b>	<b>\$2,997,184</b>	<b>\$194,734</b>	<b>\$2,802,451</b>	<b>6.5</b>	<b>Net cost per boarding &amp; boardings per hour exclude PMoD subsidies</b>		
<b>Phase 3: July 1, 2022 - June 30, 2023 (Plan Year 3)</b>									
Red Line (Tracy Blvd)	117,392	13,108	\$1,276,686	\$71,663	\$1,205,023	9.0	8 boardings per hour, \$6.81 average fare		
Green Line (Coral Hollow)	34,412	4,916	\$478,447	\$20,961	\$457,486	7.0	7 boardings per hour, \$6.81 average fare		
Yellow Line (Grant Line)	39,528	4,916	\$478,447	\$20,960	\$457,487	8.0	8 boardings per hour, \$6.81 average fare		
Discretionary Route A, Route B, Route C, Route E	0	0	\$0	\$0	\$0	NA	Rebased by Red, Green & Yellow Lines		
City-wide Weekly/Saturday PMoD Feeder/Direct	7,950	NA	\$38,830	\$0	\$38,830	NA	250 boardings per weekday, 200 per Saturday		
City-wide Sunday PMoD Direct	10,150	NA	\$51,319	\$0	\$51,319	NA	175 boardings per day (+4%), 38 days per year		
Commuter PMoD	18,401	NA	\$102,338	\$0	\$102,338	NA	77 boardings per day (+10%), 253 weekdays		
City-wide Microtransit	54,000	5,400	\$44,931	\$54,000	\$0	10.0	300 boardings per day, 180 days per year, \$1.00 average fare		
Accessible PMoD (50%)	9,500	NA	\$95,808	\$0	\$95,808	NA	30 boardings per weekday, 20 per Saturday, 15 per Sunday		
Commuter PMoD (50%)	9,450	4,820	\$47,980	\$32,863	\$60,843	2.1	\$1.34 average fare		
<b>Total</b>	<b>307,343</b>	<b>32,840</b>	<b>\$3,726,632</b>	<b>\$163,807</b>	<b>\$3,562,824</b>	<b>7.8</b>	<b>Net cost per boarding &amp; boardings per hour exclude PMoD subsidies</b>		
<b>Phase 4: Year 2: July 1, 2023 - June 30, 2024 (Plan Year 4)</b>									
Red Line (Tracy Blvd)	121,511	13,108	\$1,308,401	\$74,122	\$1,234,279	9.3	Ridership +3%, \$0.61 average fare		
Green Line (Coral Hollow)	35,444	4,916	\$478,359	\$21,821	\$456,538	7.2	Ridership +3%, \$0.61 average fare		
Yellow Line (Grant Line)	40,508	4,916	\$478,359	\$24,710	\$453,649	8.2	Ridership +3%, \$0.61 average fare		
City-wide Weekly/Saturday PMoD Feeder/Direct	8,015	NA	\$48,221	\$0	\$48,221	NA	275 boardings per weekday, 200 per Saturday (+10%)		
City-wide Sunday PMoD Direct	10,200	NA	\$51,725	\$0	\$51,725	NA	185 boardings per day (+4%), 38 days per year		
Commuter PMoD	20,240	NA	\$108,981	\$0	\$108,981	NA	80 boardings per day (+6%), 253 weekdays		
City-wide Microtransit	55,620	5,620	\$44,931	\$55,620	\$0	10.3	310 boardings per day (+3%), 180 days per year, \$1.00 average fare		
Accessible PMoD (50%)	10,226	NA	\$102,322	\$0	\$102,322	NA	32 boardings per weekday, 22 per Saturday, 17 per Sunday		
Commuter PMoD (50%)	9,950	4,950	\$47,980	\$32,864	\$60,844	2.2	Productivity +5%, \$1.34 average fare		
<b>Total</b>	<b>385,194</b>	<b>32,839</b>	<b>\$3,831,190</b>	<b>\$169,339</b>	<b>\$3,661,851</b>	<b>8.0</b>	<b>Net cost per boarding &amp; boardings per hour exclude PMoD subsidies</b>		
<b>Phase 5: Year 3: July 1, 2024 - June 30, 2025 (Plan Year 5)</b>									
Red Line (Tracy Blvd)	125,150	13,108	\$1,341,111	\$76,345	\$1,264,766	9.5	Ridership +3%, \$0.61 average fare		
Green Line (Coral Hollow)	36,508	4,916	\$509,917	\$22,270	\$487,647	7.4	Ridership +3%, \$0.61 average fare		
Yellow Line (Grant Line)	41,723	4,916	\$509,917	\$26,451	\$483,466	8.5	Ridership +3%, \$0.61 average fare		
City-wide Weekly/Saturday PMoD Feeder/Direct	8,630	NA	\$42,842	\$0	\$42,842	NA	290 boardings per weekday, 210 per Saturday (+5%)		
City-wide Sunday PMoD Direct	11,310	NA	\$62,821	\$0	\$62,821	NA	195 boardings per day (+4%), 38 days per year		
Commuter PMoD	21,565	NA	\$116,657	\$0	\$116,657	NA	88 boardings per day (+5%), 253 weekdays		
City-wide Microtransit	57,268	5,400	\$44,931	\$57,268	\$0	10.6	320 boardings per day (+3%), 180 days per year, \$1.00 average fare		
Accessible PMoD (50%)	11,015	NA	\$110,150	\$0	\$110,150	NA	35 boardings per weekday, 25 per Saturday, 20 per Sunday		
Commuter PMoD (50%)	9,900	4,900	\$47,980	\$32,866	\$60,846	2.2	\$1.34 average fare		
<b>Total</b>	<b>400,036</b>	<b>32,638</b>	<b>\$3,976,762</b>	<b>\$184,821</b>	<b>\$3,791,941</b>	<b>8.2</b>	<b>Net cost per boarding &amp; boardings per hour exclude PMoD subsidies</b>		

Financials		10.25
Op Cost	Micro Cost	
Year 1	\$76.03	
Year 2	\$75.00	
Year 3	\$97.38	\$76.83
Year 4	\$99.92	\$78.81
Year 5	\$102.11	\$80.74

### 7.3 Capital Improvement Program

The recommended five-year capital improvement plan supports implementation of the preferred service and five-year operating plan. Exhibit 7.2 provides a summary table showing year-by-year planned expenditures of nearly \$2.68 million in four areas of investment:

- Revenue Vehicles
- Priority Feeder Bus Stop Improvements
- Transit Corridor Operational Improvements
- Facilities, Equipment and Technologies

**Exhibit 7.2: Five-Year Capital Improvement Plan, FY 2020-2024**

Expense	Units	2020	2021	2022	2023	2024	Total
<b>Revenue Vehicles</b>							
Minivan (MV)	3	\$150,000					\$150,000
Small light duty Cutaway (CU)	5	\$625,000					\$625,000
Medium heavy duty Bus (BU)	0						\$0
Subtotal	8	\$775,000	\$0	\$0	\$0	\$0	\$775,000
<b>Priority Feeder Stop Improvements</b>							
Design Study	1		\$150,000				\$150,000
Site Improvements	9			\$300,000			\$300,000
Lighting and Security	9			\$100,000			\$100,000
Shelters	9			\$200,000			\$200,000
Subtotal		\$0	\$150,000	\$600,000	\$0	\$0	\$750,000
<b>Transit Corridor Operational Improvements</b>							
Needs / Design Study	1				\$250,000		\$250,000
Implementation - first phase	TBD					\$500,000	\$500,000
Subtotal		\$0	\$0	\$0	\$250,000	\$500,000	\$750,000
<b>Facilities, Equipment &amp; Technologies</b>							
Maintenance Facility Feasibility Study	1		\$150,000				\$150,000
Real-time Schedule Information	1		\$200,000				\$200,000
Custom Mobile App	1		\$50,000				\$50,000
Subtotal		\$0	\$400,000	\$0	\$0	\$0	\$400,000
<b>Total</b>		<b>\$775,000</b>	<b>\$550,000</b>	<b>\$600,000</b>	<b>\$250,000</b>	<b>\$500,000</b>	<b>\$2,675,000</b>

Revenue Vehicles – The FY 2020-2024 SRTP recommends a proliferation of vehicle types beyond the current fleet mix to include smaller transit vans, minivans and sport utility vehicles (SUV) common to microtransit and PMoD services. However, it is not intended that the City will own these smaller vehicles, which usually are supplied by for-profit service contractors operating with a TNC/Smart Taxi business model. The SRTP recommends that the City will continue to

own and maintain (indirectly by contract) all revenue vehicles required to operate local fixed route and complementary paratransit services. All vehicles required for subsidized PMoD and sponsored microtransit services will be supplied and maintained by the service providers entering into contracts with City.

Exhibit 7.3 provides a five-year fleet replacement plan based on City ownership of a 12-vehicle fleet by FY 2021 through FY 2024 and beyond. The FY 2021 revenue vehicle fleet consists of:

- Five (5) existing medium heavy-duty 35' buses dedicated to Red Line operations requiring four buses in peak service, plus one spare. These are existing buses put into service in 2017 with a 14-year Useful Life Benchmark (ULB)<sup>22</sup> and expected to remain in service through FY 2030.
- Five (5) medium-duty 29' buses dedicated to Green Line and Yellow Line operations requiring three buses in peak service; as well as one bus for complementary paratransit service; plus one spare. Three existing vehicles owned by the City and two vehicles currently owned by the City's service contractor (Ride Right LLC) are replaced in FY 2021, with procurement to occur in FY 2020.
- Three (3) purpose-built vans dedicated to complementary paratransit service. Two existing vehicles owned by the City are replaced and one additional vehicle is acquired in FY 2020, with procurement to occur in FY 2019.

**Exhibit 7.3: Revenue Vehicle Replacement Plan, FY 2020-2024**

TRACER Fleet ID	Vehicle Type	Year in Service	Useful Life Benchmark (ULB)	Procurement Year	Replacement Year
van1	Accessible Minivan	2011	8	2019	2019
van2	Accessible Minivan	2011	8	2019	2019
--	Accessible Minivan	NA	8	2019	2020
47	Light duty bus (25')	2011	10	2020	2021
48	Light duty bus (25')	2011	10	2020	2021
49	Light duty bus (25')	2011	10	2020	2021
--	Medium heavy duty bus (29')	NA	14	2020	2021
--	Medium heavy duty bus (29')	NA	14	2020	2021
1701	Medium heavy duty bus (35')	2017	14	2030	2031
1702	Medium heavy duty bus (35')	2017	14	2030	2031
1703	Medium heavy duty bus (35')	2017	14	2030	2031
1704	Medium heavy duty bus (35')	2017	14	2030	2031
1705	Medium heavy duty bus (35')	2017	14	2030	2031

<sup>22</sup> per FTA Asset Management Plan guidance, see: <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA%20TAM%20ULB%20Cheat%20Sheet%202016-10-26.pdf>



Priority Feeder Stop Improvements – The preferred service plan assumes that most transfers between PMoD feeder vehicles and TRACER fixed route buses will occur at major bus stops where physical improvements and customer amenities should be concentrated to elevate customers’ transfer experience. A package of prototypical improvements is suggested; potentially including a bus turnout lane, expanded setback from the curb, shelter and seating minimizing sidewalks conflicts with pedestrians, lighting and security, real-time schedule information, and wi-fi hotspot. An initial list of nine priority locations for feeder stop improvements at key points along the simplified fixed route network includes:

- Corral Hollow Road at W Lowell Road
- Corral Hollow Road at W 11<sup>th</sup> Street
- Corral Hollow Road at W Schulte Road
- N Tracy Boulevard at W Grant Line Road
- S Tracy Boulevard at W Schulte Road
- S Tracy Boulevard at Valpico Road
- S Tracy Boulevard at Whispering Wind Drive
- S Central Avenue at W Schulte Road
- East Street at E Grant Line Road

The five-year capital plan contains initially \$750,000 for project implementation activities, including \$150,000 for a planning and design study in FY2021, and \$600,000 for site improvements, lighting and security, passenger shelters and seating.

Transit Corridor Operational Improvements - The five-year capital plan contains initially \$750,000 for project implementation activities, including \$250,000 for a planning and design study in FY2023, and \$500,000 for potential “BRT-like” improvements ranging from intersection design to signal pre-emption, to semi-dedicated bus travel lanes, to off-board fare collection systems and high-platform boarding.

Facilities, Equipment and Technologies – The five-year capital plan contains initially \$400,000 for implementation activities; including \$250,000 for a real-time schedule information software and hardware at 12 major bus stops (e.g., nine priority feeder bus stops, Tracy Transit Station, West Valley Mall, Civic Center) and a TRACER mobile app in FY 2021; and \$150,000 for a Maintenance Facility Feasibility Study in FY 2020.

## 8.0 FUNDING AND REVENUE PLAN

The Service Implementation Plan for the City of Tracy Short-Range Transit Plan incorporates phased transit system improvements over a 5-year horizon from FY 2019-20 through FY 2023-24. The Plan maintains the TRACER's core fixed route and paratransit service provision while introducing more flexible, next generation service modes such as microtransit and Personal Mobility on Demand (PMoD). Using FY 2017-18 as a base year, this revenue plan identifies the sources of revenue from local, state, and federal levels that will support the Plan. Exhibit 8.1 provides a summary and total of revenues received and projected.

### 8.1 Local Transit Funding Sources

#### 8.1.1 Farebox Revenues

Fare revenue generation is derived from a variety of service modes that will be phased in over the course of the Preferred Service Implementation Plan. The largest direct local transit revenue source will continue to be from the transit system's farebox to help support operations and meet state-required performance measures. Estimated farebox revenue figures are presented for the legacy TRACER system for FY 2017-18 and FY 2018-19.

During Phase 1 of the Preferred Service Implementation Plan in FY 2020-21, farebox revenue is derived from the legacy fixed route network, the microtransit pilot implementation and complementary paratransit. Revenue from the discontinued Route D is subtracted. The implementation of PMoD pilot services on Sunday and to local school campuses exclude any farebox revenue projections. Phase 2 of the Implementation Plan reflects further changes to the legacy fixed route system with the discontinuation of the Route F and the addition of commuter, weekday and commuter PMoD services. Phases 3 through 5 reflect the new TRACER fixed route alignment of three routes (Red, Green and Yellow), complementary paratransit, city-wide microtransit and the PMoD feeder and direct services.

Farebox revenues are projected to increase 60 percent from \$121,842 in FY 2020-21 to \$194,621 in FY 2024-25. This is based on an average fare of \$0.61 per passenger trip on the fixed route, \$1.00 per passenger trip on microtransit and \$1.34 per passenger trip on complementary paratransit. PMoD fares will be subsidized by the City. Net cost per passenger and passengers per hour indicators exclude PMoD subsidies.

Senate Bill (SB) 508 (Beall) was passed in October 2015 and amends key provisions of the TDA. SB 508 allows for other locally generated revenues in the farebox ratio. Examples of possible other local support revenues include gains on the sale of capital assets, lease revenues generated by transit-owned property, and advertising revenues.

#### 8.1.2 Transportation Development Act - Local Transportation Fund (LTF)

TDA funds are the largest sole source of operating revenue for most public transportation systems in the state. The spirit of the TDA statute guiding the use of LTF intends for the revenue to be prioritized for transit. This means that the funds are intended to be spent on transit projects to the extent that such projects are needed to fill "unmet transit needs that are reasonable to meet" before any LTF is spent on local streets and roads. The unmet transit needs process, by law, is

conducted by the San Joaquin Council of Governments (SJCOG). TDA funds can be used for capital or operations expenditures or a combination thereof and can provide an important source of local match for federal funding.

The LTF revenues are derived from a one-quarter cent sales tax, which is collected by the Board of Equalization but administered locally through SJCOG, which then allocates the revenue to local jurisdictions based on population. Pursuant to TDA, the City receives LTF proceeds under Article 8, Section 99400(c). The SJCOG Board adopted the Transit Systems Performance Objectives in September 2009, which replaced the 1983 SJCOG Board-approved Operating Cost per Passenger Objective for transit agencies that contract out their transit services.

The Revenue Plan shows a potential transition by the City to using 100 percent of available LTF allocations to support transit operations within a five-year period. The FY 2017-18 base year reflects the combined FY 2016-17 and FY 2017-18 TDA claim submitted to SJCOG. In addition, the claim included unexpended carryover. The Revenue Plan going forward does not assume any carryover of LTF revenues.

Since the passage of TDA, there have been numerous changes. Among the many changes the Act was also amended such that cities reaching a population of 100,000 can no longer claim LTF for road and street purposes, and only for the purposes of public transit. (See PUC 99232.1 and 99232.2.) The Preferred Service Implementation Plan projects a 50 percent increase of Tracy's net transit operating expenses, and soon after is likely to reach 100,000 in population around FY 2021-22 and FY 2022-23. Once that population threshold is reached, Tracy will be ineligible to claim and spend LTF on roads and streets.

The City's combined FY 2016-17 and FY 2017-18 TDA claim has 58 percent of its LTF going towards public transit and the remaining 42 percent going towards streets and roads. The Revenue Plan shows the City's LTF public transit allocation reaching 100 percent by FY 2022-23 when the City's population is projected to surpass 100,000 residents. Population growth estimates are based on the 2018 California Department of Finance figures and a 1.8 percent annual growth rate. The Revenue Plan projects 3 percent annual growth in the City's LTF apportionment based on the California Consumer Price Index.

### **8.1.3 Transit Station Rental Income**

The City of Tracy generates income from the rental of space at the Tracy Transit Station. Based on the performance objectives in the City of Tracy FY 2016-17 and FY 2017-18 Financial Plan, the City's goal is to generate at least \$50,000 in revenue annually from rentals at the Transit Station. The City offers a variety of rental options ranging from \$20.00 per hour to \$334.00 per hour, plus the \$35.00 application fee and deposit.

Based on those projections, the Revenue Plan projects further growth in transit station revenues of 13 percent during the Preferred Service Implementation Plan period from \$53,000 in FY 2020-21 to nearly \$60,000 in FY 2024-25.

## 8.2 State Transit Funding Sources

### 8.2.1 State Transit Assistance Fund

The State Transit Assistance (STA) program is a second funding component of TDA. Revenues are derived primarily through the state sales tax on diesel fuel and are allocated by the state legislature. Fifty percent of statewide revenue is allocated by the state based on county population within the jurisdiction of the regional transportation planning agencies, and the remaining 50 percent is allocated based on qualifying revenue such as passenger fares and other local sources by the transit systems.

Historically, the STA has provided a relatively stable source of revenue for public transit service. However, in times of economic downturns and state fiscal issues, the legislature has leveraged STA funds during state budget negotiations, resulting in uncertain funding levels. Part of the budget negotiations included the “gas tax swap” involving use of the revenues.

The Revenue Plan projects STA revenues will remain fairly stable if not robust. The FY 2017-18 base year reflects the combined FY 2016-17 and FY 2017-18 TDA claim submitted to SJCOG. Subsequent years show a 3 percent annual increase in STA funding from \$10,494 in FY 2017-18 to \$12,013 in FY 2023-24.

### 8.2.2 Senate Bill 1 – State of Good Repair

The most recent development at the state level concerns the passage and signing into law of SB 1 (Beall) in April 2017. SB 1, The Road Repair and Accountability Act of 2017, provides the first significant, stable, and ongoing increase in state transportation funding in more than two decades. SB 1 is composed of a series of measures and revenue enhancements such as increases in the diesel and gasoline excise and sales taxes and vehicle registration fees. SB 1 encompasses the State of Good Repair (SGR) Program, which is projected to provide approximately \$105 million annually to transit operators in California for eligible transit maintenance, rehabilitation and capital projects.

The SGR Program is funded from a portion of a new Transportation Improvement Fee on vehicle registrations due on or after January 1, 2018. In addition, the SGR Program is one of two programs that allocate SB 1 funds to transit agencies through the STA formula. The second program augments the base of the STA program by an estimated \$175 million in 2017-18 and \$274 million in 2018-19 with a portion of the new sales tax on diesel fuel.

SGR program funds allocated to Tracy have been negligible. The City’s allocation in FY 2017-18 was \$1,966 and \$1,579 in FY 2018-19. During the Preferred Service Implementation Plan, SGR revenues are projected to increase 3 percent annually.

### 8.2.3 Proposition 1B (PTMISEA)

On November 7, 2006, California voters approved Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. This act authorized the issuance of \$19.925 billion in general obligation bonds to invest in high-priority improvements to the state’s surface transportation system and to finance strategies to improve air quality. Among the

programs contained in Proposition 1B is the \$3.6 billion Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). PTMISEA funds are to be used to fund various mass transportation projects, including rehabilitation, safety, or modernization improvements, capital enhancements or expansion, rail transit improvement, bus rapid transit improvements, the acquisition of rolling stock, and other similar investments. PTMISEA funds are to be dispersed according to the same formula used to distribute STA funds. Management and administration costs are not allowable for Proposition 1B funds.

The final appropriation of PTMISEA funds was made in the FY 2014-15 state budget. The Budget Act of 2016 re-appropriated the remaining balances of the FY 2008-09 through FY 2014-15 PTMISEA appropriations, extending the deadline for allocations until June 30, 2018. One final cycle of allocations occurred in FY 2017-18 with a deadline of November 15, 2017, for claimants to submit allocation requests for funding in the spring of 2018.

The remaining projects in the San Joaquin County PTMISEA Expenditure Plan totaled \$2,409,440 including for \$1,179,440 three Tracy projects. The planned allocation of PTMISEA was \$433,133 in matching funds for expansion vehicles; \$296,307 in matching funds for replacement vehicles; and \$450,000 for upgraded fareboxes on the TRACER.

In San Joaquin County, SJCOG determined that the remaining balance of \$1,750,216 in PTMISEA program funds must be assigned to transit operators based on those projects identified in a short-range transit plan that were able to meet schedule constraints. There was consensus that vehicle purchases would be the type of project best able to meet the schedule constraints. During a meeting of the Interagency Transit Committee in August 2017, four projects were identified to make use of the balance of funds, which included \$640,000 in bus replacements for the City of Tracy.

The Revenue Plan reflects a \$640,000 expenditure of PTMISEA funds in FY 2017-18 sourced from SJCOG's PTMISEA Program Expenditure Plan Worksheet (Amendment #4, 8/18/2017) and the Interagency Transit Committee staff report dated August 2017.

#### **8.2.4 Low Carbon Transit Operations Program (LCTOP)**

The California Air Resources Board (CARB) issues competitive grant solicitations for the Air Quality Improvement Program (AQIP) and Low Carbon Transportation Greenhouse Gas Reduction Fund Investments pursuant to Assembly Bill 118. Each fiscal year, CARB must submit a proposed funding plan to its Board for approval. The funding plan serves as the blueprint for expending the AQIP funds appropriated to CARB in the state budget.

The governor's proposed state budget for FY 2018-19 includes \$409 million for low carbon transportation investments funded with Cap-and-Trade auction proceeds and \$28.64 million for the AQIP. For heavy-duty vehicle and off-road equipment projects, the governor's budget proposes \$134 million. Annual funding allocations could aid in future procurements of low or zero-emission transit and support vehicles.

A component of the Cap-and-Trade Program is the Low Carbon Transit Operations Program (LCTOP), which was created to provide operating and capital assistance for transit agencies to

reduce greenhouse gas emissions and improve mobility, with an emphasis on serving disadvantaged communities. Approved projects in LCTOP support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project intended to reduce greenhouse gas emissions. SB 862 continuously appropriates 5 percent of the annual auction proceeds in the Greenhouse Gas Reduction Fund for LCTOP, beginning in FY 2015–16.

The Revenue Plan shows a limited amount of LCTOP funding available. The City's allocation in FY 2017-18 was \$1,816 and \$1,542 in FY 2018-19 (estimate). During the Preferred Service Implementation Plan, LCTOP revenues are projected to increase 3 percent annually. Given the onerous reporting requirements, the City needs to determine the feasibility of pursuing these limited funds given the administrative burden required to pursue.

### **8.3 Federal Revenue Sources**

The Federal Transit Administration (FTA) provides financial and technical assistance to local public transit systems. Since 1964, FTA has partnered with state and local governments to create and enhance public transportation systems, investing more than \$11 billion annually to support and expand public transit services. FTA provides annual formula grants to transit agencies nationwide as well as discretionary funding in competitive processes.

#### **8.3.1 FTA Section 5307 Urbanized Area Formula Funding Program**

The Urbanized Area Formula Funding Program makes federal resources available to urbanized areas for transit capital and operating assistance, and for transportation planning and related planning in urbanized areas. An urbanized area is a Census-designated area with a population of 50,000 or more as designated by the US Department of Commerce, Bureau of the Census. Because the City of Tracy is a small urbanized area between 50,000 and 200,000 people, the City of Tracy has used these funds for both operating and capital expenditures.

Data for FY 2017-18 are derived from the City of Tracy Financial Plan FY 2017-18 & 2018-19. For subsequent years, the FTA projections are derived from SJCOG's 2019 Federal Transportation Improvement Program (FTIP).

As an urbanized area (UZA) operator, Tracy receives its largest source of FTA funding through the Section 5307 program. Eligible activities include planning, engineering design, and evaluation of transit projects; capital investments in bus and bus-related activities; crime prevention and security equipment; construction of maintenance and passenger facilities; and capital investments in existing fixed guideway systems. All preventive maintenance and some ADA complementary paratransit service costs are considered capital costs. The federal funding share is not to exceed 80 percent of the net capital project cost. The federal share may not exceed 50 percent of the net project cost of operating assistance.

#### **8.3.2 Congestion Management and Air Quality (CMAQ) Improvement Program**

The CMAQ program funds transportation projects or programs that reduce carbon monoxide, ozone, and particulate matter emissions. The Fixing America's Surface Transportation Act (FAST

Act) provides just over \$12 billion in CMAQ funding over the five years of the authorization. Eligible projects for CMAQ include but are not limited to:

- Transit vehicle engine retrofits and vehicle replacements
- Street sweeper and school bus engine retrofits and vehicle replacements
- Transit service improvements
- Traffic flow improvements
- Bicycle and pedestrian improvements
- Travel demand management

Operating assistance is limited to new transit, commuter and intercity passenger rail services, intermodal facilities, and travel demand management strategies, including traffic operation centers, inspection and maintenance programs, and the incremental cost of expanding these services.

SJCOG programmed \$2,326,822 in transit-related CMAQ funding in the 2019 FTIP for the purchase of buses for fleet expansion in Tracy. The funding is programmed for FY 2018-19, which was carried over from the 2014 and 2016 FTIPs. The Revenue Plan does not project any further CMAQ funding during the Implementation Plan period.

**Exhibit 8.1: Service Implementation Plan  
Revenue Plan Summary – FY 2018–19 through FY 2024–25**

Transit Revenue Funding Source	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25
<b>Farebox Revenues</b>							
<i>TRACER Legacy Fixed Route</i>	\$85,000	\$92,000	\$96,380	\$86,237	\$0	\$0	\$0
<i>Discontinue Purple D Route</i>	\$0	\$0	-\$11,834	\$0	\$0	\$0	\$0
<i>Discontinue Orange F Route</i>	\$0	\$0	\$0	-\$3,965	\$0	\$0	\$0
<i>Red Line (Tracy Blvd)</i>	\$0	\$0	\$0	\$0	\$71,963	\$74,122	\$76,345
<i>Green Line (Corral Hollow)</i>	\$0	\$0	\$0	\$0	\$20,991	\$21,621	\$22,270
<i>Yellow Line (Grant Line)</i>	\$0	\$0	\$0	\$0	\$23,990	\$24,710	\$25,451
<i>Microtransit</i>	\$0	\$0	\$18,000	\$36,000	\$54,000	\$55,620	\$57,289
<i>City-wide Weekday/Saturday PMoD</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>City-wide Sunday PMoD Direct</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Commuter PMoD</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Accessible PMoD</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<i>Complementatry Paratransit</i>	\$14,500	\$17,500	\$19,296	\$16,462	\$12,663	\$13,266	\$13,266
<b>Total Farebox Revenues</b>	<b>\$99,500</b>	<b>\$109,500</b>	<b>\$121,842</b>	<b>\$134,734</b>	<b>\$183,607</b>	<b>\$189,339</b>	<b>\$194,621</b>
Local Transportation Fund (LTF) Operating	\$4,017,318	\$1,950,000	\$2,145,000	\$2,359,500	\$2,642,640	\$3,004,682	\$3,094,822
Transit Station Rental Income	\$50,000	\$51,500	\$53,045	\$54,636	\$56,275	\$57,964	\$59,703
<b>Total Local Operating Funding</b>	<b>\$4,067,318</b>	<b>\$2,001,500</b>	<b>\$2,198,045</b>	<b>\$2,414,136</b>	<b>\$2,698,915</b>	<b>\$3,062,645</b>	<b>\$3,154,525</b>
LTF Capital Allocation	\$448,233	\$214,500	\$235,950	\$259,545	\$290,690	\$330,515	\$340,430
<b>Total Local Capital Funding</b>	<b>\$448,233</b>	<b>\$214,500</b>	<b>\$235,950</b>	<b>\$259,545</b>	<b>\$290,690</b>	<b>\$330,515</b>	<b>\$340,430</b>
<b>Total Local Funding</b>	<b>\$4,615,051</b>	<b>\$2,325,500</b>	<b>\$2,555,837</b>	<b>\$2,808,415</b>	<b>\$3,173,213</b>	<b>\$3,582,499</b>	<b>\$3,689,576</b>



**IBI GROUP**  
SHORT RANGE TRANSIT PLAN  
Prepared for the City of Tracy

<b>Transit Revenue Funding Source</b>	<b>FY 2018-19</b>	<b>FY 2019-20</b>	<b>FY 2020-21</b>	<b>FY 2021-22</b>	<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>
<b>Formula Funding</b>							
State Transit Assistance Funds	\$8,528	\$8,784	\$9,047	\$9,319	\$9,598	\$9,886	\$10,183
SB1 - State of Good Repair (SGR)	\$1,966	\$1,579	\$1,626	\$1,675	\$1,725	\$1,777	\$1,830
<b>Total STA Formula Funding</b>	<b>\$10,494</b>	<b>\$10,363</b>	<b>\$10,673</b>	<b>\$10,994</b>	<b>\$11,323</b>	<b>\$11,663</b>	<b>\$12,013</b>
<b>Discretionary Funding</b>							
Proposition 1B - PTMISEA	\$640,000	\$0	\$0	\$0	\$0	\$0	\$0
Low Carbon Transit Operations Program (LCTOP)	\$1,816	\$1,542	\$1,588	\$1,636	\$1,685	\$1,736	\$1,788
<b>Total Discretionary Funding</b>	<b>\$641,816</b>	<b>\$1,542</b>	<b>\$1,588</b>	<b>\$1,636</b>	<b>\$1,685</b>	<b>\$1,736</b>	<b>\$1,788</b>
<b>Total State Funding Received</b>	<b>\$652,310</b>	<b>\$11,905</b>	<b>\$12,262</b>	<b>\$12,630</b>	<b>\$13,008</b>	<b>\$13,399</b>	<b>\$13,801</b>
<b>Operating</b>							
FTA Section 5307 - Urbanized Area Formula	\$2,298,455	\$3,038,274	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
FTA Section 5307 - Capital Assistance Spent on Operations	\$0	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
<b>Total Operating Contributions</b>	<b>\$2,298,455</b>	<b>\$4,538,274</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>
<b>Capital</b>							
FTA Section 5307 - Urbanized Area Formula	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Congestion Management & Air Quality (CMAQ) Program	\$0	\$2,326,822	\$0	\$0	\$0	\$0	\$0
<b>Total Capital Contributions</b>	<b>\$0</b>	<b>\$2,326,822</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Federal Funding Received</b>	<b>\$2,298,455</b>	<b>\$6,865,096</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>
<b>TOTAL FUNDING FROM ALL SOURCES</b>	<b>\$7,565,816</b>	<b>\$9,202,501</b>	<b>\$5,568,099</b>	<b>\$5,821,045</b>	<b>\$6,186,221</b>	<b>\$6,595,898</b>	<b>\$6,703,377</b>

## 9.0 A WAY FORWARD – NEXT STEPS ACTION PLAN

This chapter provides a ‘next steps’ action plan for City staff to advance the five-year operating and capital plan. The diversification of service providers with multiple service agreements anticipated for fixed route, complementary paratransit, PMoD and microtransit services represents a significant change from the present single-contractor relationship between the City and Ride Right LLC. Use of two contract approaches are proposed.

- *Dedicated Service Contracts* – The City may consider awarding one, two or three separate contracts for fixed route, complementary paratransit, and microtransit services, depending on what is deemed most advantageous to the City. Vendor compensation is based on a defined number of vehicle service hours, prescribed rate per vehicle service hour, and assumes exclusive use of service capacity for the City’s purposes.
- *Subsidy Contracts* – Participation agreements between the City and multiple providers of on-demand services such as TNCs and Smart Taxis. Participating service providers agree to accept and redeem subsidies within a program framework established by the City.

### Fixed Route Service Transition

1. Refine service plan precision to include operating schedules and accurate estimates of annual vehicle hours and miles required to operate the service
2. Undertake procurement FY 2020 to rebid current service agreement for Fall 2021 startup. Assumes a three-year base contract with two one-year options. Service change phasing should be defined in the scope of work.
3. Identify bus stop changes required to support the phased implementation plan. With Route D service to be discontinued in July 2020, existing bus stops on Sycamore Parkway, Whispering Wind Drive, and in subdivisions west of Corral Hollow Road must be removed promptly to avoid customer confusion.
4. Assess fare policy options consistent with the new service design.

### Microtransit Service Development

5. Engage the Tracy School District to present the concept of the pilot service and suggest further separation of morning arrival times and afternoon dismissal times at Kimball High School, Kelly Middle School and Williams Middle School to maximize service capacity and cost efficiency.
6. Develop detailed service plan / contractor scope of work to be used in formal competitive procurement of service provider.
7. Issue a simplified Request for Statements of Interest (SOI) to survey the market of potential service providers.

8. Meet with potential service providers, including but not limited to Ford Mobility, Liftango, Lyft, Transloc, Uber, and Via. Potential local providers include Ride Right and Tracy Yellow Cab.
9. Undertake procurement early in 2020 to implement first phase service focused on Kimball High School, Kelly Middle School and Williams Middle School.
10. Develop marketing/outreach to students, parents and school employees.

Subsidized PMoD Services

11. Issue a simplified Request for Statements of Interest (SOI) to survey the market of potential service providers.
12. Meet with potential service providers and to discuss planned multi-year phasing of subsidized PMoD services for input into program design.
13. Develop terms of participation by vendors and customers.
14. Initiate vendor certification of multiple providers to roll out:
  - a. Sunday Direct and Accessible PMoD Option subsidies in July 2020
  - b. Commuter and Southeast Area Feeder PMoD subsidies in July 2021
  - c. Area-wide PMoD Feeder service in July 2022

## 10.0 FEDERAL TRANSIT ADMINISTRATION (FTA) COMPLIANCE

The Federal Transit Administration (FTA) has prepared compliance checklists that pertain to the FTA Section 5307 formula funding program. More recent checklists cover the asset management reporting requirements. The more recent checklists are in conformance with the new Transit Award Management System (TrAMS) grant reporting system that was implemented in 2016. TrAMS is FTA's platform to award and manage federal grants. TrAMS was created to provide greater efficiency and improved transparency and accountability.

Before the FTA awards federal assistance for public transportation in the form of a federal grant, certain pre-award *Certifications and Assurances* are required, (except as FTA determines otherwise in writing). These *Certifications and Assurances* have been prepared considering the *Fixing America's Surface Transportation* (FAST) Act, (Public Law No. 114-94, December 4, 2015), and other authorizing legislation.

Beyond the standard (administrative) Assurances (i.e., nondiscrimination, lobbying, suspension and debarment, etc.), salient elements of TrAMS and Tracy TRACER's compliance status is presented in Exhibit 10.1.

**Exhibit 10.1: Tracy TRACER – FTA Compliance Status**

Category of Certifications and Assurances	Provision (and Pertinent Sections)	TRACER Transit Compliance Status
Category 03. Private Sector Protections	Section 03.B: Charter Service Agreement: Shall not engage in charter service operations.	✓ Compliant
Category 04. Rolling Stock Reviews and Bus Testing	Sections 04.A. Rolling Stock Reviews & 04.B. Bus Testing: As defined by pertinent regulations, will: (1) conduct the required pre-award and post-delivery reviews for new vehicle acquisition; and (2) ensure compliance with FTA’s Bus Testing regulations.	✓ Compliant
Category 05. Demand Responsive Service	As required by U.S. DOT regulations, “Transportation Services for Individuals with Disabilities (ADA)”. Offers public transportation services equivalent in level and quality of service. Equivalent to the service it offers individuals without disabilities with respect to: (1) Response time, (2) Fares, (3) Geographic service area, (4) Hours and days of service, (5) Restrictions on priorities based on trip purpose, (6) Availability of information and reservation capability, and (7) Constraints on capacity or service availability.	✓ Compliant
Category 06. Intelligent Transportation Systems	Assure conformity to the appropriate regional ITS architecture, applicable standards, and protocols.	✓ Compliant
Category 08. Transit Asset Management Plan, Public Transportation Agency Safety Plan, and State Safety Oversight Requirement	Section 08.A. Transit Asset Management Plan: 1. Comply with FTA regulations, “Transit Asset Management,” 49 CFR part 625, and 2. Follow federal guidance to implement the regulations. Section 08.B. Public Transportation Safety Program: Comply with applicable regulations, and follow federal guidance, and directives that implement the Public Transportation Safety Program provisions of 49 U.S.C. § 5329(b)-(d).	✓ Compliant  ✓ Compliant

<b>Category of Certifications and Assurances</b>	<b>Provision (and Pertinent Sections)</b>	<b>TRACER Transit Compliance Status</b>
Category 09. Alcohol and Controlled Substances Testing	As required by 49 U.S.C. § 5331, and FTA regulations, "Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations": Have established and implemented: (1) An alcohol misuse testing program; and (2) A controlled substance testing program.	✓ Compliant
Category 11. State of Good Repair Program	Among the various provisions of this category, to certify that TRACER Transit has the financial and technical capacity, it has continuing control over the use of its equipment and facilities, and it will maintain its equipment and facilities	✓ Compliant

In discussions with city and RideRight officials, they report that programs are in place that address requirements and include: vehicle fleet maintenance - goals and objectives; preventive maintenance (PM) inspections and services (including Pre/Post Trip Inspections, and forms including: Daily Inspection Checklist; Reporting Defects; PM Service Schedule; Maintenance Logs; etc.).

## **11.0 TRANSIT MAINTENANCE FACILITY – NEED AND FEASIBILITY**

This chapter initiates discussion of conditions relating to the need and feasibility of constructing a Transit Maintenance Facility to house the City’s transit system in the future. City staff are considering the concept of a shared-use facility to accommodate all or most municipal transportation functions, notably TRACER and Public Works, among others. This document addresses the requirements of the transit system irrespective of whether a facility would be developed as a stand-alone or shared-use facility.

A second purpose of this document is to provide a “next-steps” action plan for the City to advance the project as a federally-assisted procurement using Federal Transit Administration (FTA) Section 5339 Bus and Bus Facilities Formula Grant funding to design and construct the facility. Project eligibility is evident in FTA Circular 5100.1, which provides detailed guidance to Section 5339 program grantees, and cites “Bus maintenance and administrative facilities” as an eligible capital expense.<sup>23</sup>

### **11.1 Needs Assessment**

The draft FY 2021-2025 Short-Range Transit Plan (SRTP) proposes to change TRACER service design from a traditional “fixed route plus complementary paratransit” service model to a “Mobility as a Service (MaaS)” model. This redirection will lead to a larger service fleet and proliferation of vehicle types including transit vans, minivans and sport utility vehicles (SUV) that are better suited to microtransit and personal mobility on demand (PMoD) services. The City will not necessarily own and maintain the entire fleet, however.

The draft SRTP assumes that the City will own heavy-duty buses required to operate planned fixed route services; as well as small light-duty buses and accessible minivans required to operate complementary paratransit service. Other vehicles, including small transit vans used to provide microtransit service, accessible minivans to provide accessible PMoD service, and SUVs to provide subsidized PMoD service citywide, will be supplied by private sector transportation providers through direct service contracts or through user-side subsidy agreements. Exhibit 11.1 indicates a nominally smaller fleet of City-owned and maintained revenue vehicles in FY 2024.

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<sup>23</sup> FTA Circular 5100.1 (May 18, 2015); chapter III, paragraph 5(b); p. III-2-3.

**Exhibit 11.1: Tracy Transit Revenue Vehicle Fleet by Type, Current and Future**

Vehicle Type	Current 2018	Planned 2024	Projected 2060
Articulated bus (60 ft)	0	0	0
Custom heavy-duty bus (40-45 ft)	0	0	6
Standard heavy-duty bus (40 ft)	0	0	6
Medium heavy-duty bus (30-35 ft)	5	9	6
Medium medium-duty bus (30 ft)	3	0	0
Small light duty bus (25 ft)	7	3	4
Accessible Transit Van	0	0	4
Accessible Minivan	2	3	4
SUV	0	0	5
<b>Total</b>	<b>17</b>	<b>15</b>	<b>35</b>

Beyond the current five-year plan, it is necessary to look ahead in context of a 40- to 50-year planned life cycle of a federally funded O&M facility. The 2016 San Joaquin County Forecast Summary authored by the Eberhardt School of Business Center for Business and Policy Research at University of the Pacific, projects Tracy’s population to be 168,521 residents in 2060;<sup>24</sup> reflecting an 85% increase over the current 91,000 residents. This is comparable to the current population of Santa Rosa, Garden Grove, or Oceanside California.

Population density in Tracy likely will increase at a faster rate than population, assuming that prevailing trends toward medium-density housing, retail concentration, and more walkable communities continue in the coming decades. These conditions suggest a local transit system characterized by an expanded fixed route network; potentially with bus rapid transit (BRT) enhancements on main lines and longer heavy-duty buses deployed in daily service. As a benchmark example, the Santa Rosa CityBus system presently operates 33 buses on 18 routes. Both Garden Grove and Oceanside are part of a regional transit network with multiple routes into and through these cities.

Demand for complementary paratransit service will continue to outpace population growth if past and present trends extend into future decades to the extent that the average age of the general population continues to increase, and more people with disabilities are able to participate fully in society.

Similarly, demand for PMoD services such as Uber and Lyft, is growing rapidly as these TNC and Smart Taxi services become more commonplace. While these vehicles likely would be supplied by the private sector during the current five-year planning period, it is uncertain as to how the barely 10-year old microtransit and PMoD industry will evolve in the coming decades.

For initial planning purposes, it is estimated that the TRACER revenue vehicle fleet in 2060 could include 35 vehicles ranging from heavy-duty transit buses to SUVs (Exhibit 11.1). However, this number could be substantially greater depending on future innovations in service delivery mode

<sup>24</sup> [https://www.sjcog.org/DocumentCenter/View/1354/San-Joaquin-2016-Forecast-Summary\\_Final](https://www.sjcog.org/DocumentCenter/View/1354/San-Joaquin-2016-Forecast-Summary_Final); p. 7.



choices, vehicle types, and institutional relationships between public and private sector service over a 40- to 50-year period. It is noted that the City is committed to an all-electric revenue vehicle fleet by 2040 or earlier if possible.

## 11.1 Project Overview

The City of Tracy proposes design and construction of a Transit O&M Facility to house the transportation, maintenance, and administrative functions associated with public transportation service delivery. The facility is envisioned in the City's FY 2021-2025 Short-Range Transit Plan (SRTTP) and consistent with its long-range vision for mobility in Tracy. The proposed project is intended to accommodate up to 35 revenue vehicles, with further expansion capacity to 50 revenue vehicles. Key facility components include:

- Transit Operations Center containing 3,300 square feet of floor space<sup>25</sup> to accommodate dispatch; communications; supervision; training area; employee ready room; office space and conference rooms for administrative functions, employee and visitor parking.
- Level III Tertiary Maintenance Facility<sup>26</sup> containing 7,200 square feet of floor space<sup>27</sup> to accommodate most vehicle maintenance and repair activities, including but not limited to:
  - Preventive maintenance inspection, oil /fluid changes, tune-ups
  - Running repairs, component replacement, and minor body work
  - Tire changing
  - Component overhaul / rebuilding
  - Major body repairs and painting
  - Parts inventory and storage
  - Maintenance administration with employee and visitor parking
- Canopy-covered outdoor service lane for routine vehicle fueling, cleaning and washing, revenue handling. Future flexibility to accommodate foreseeable vehicle propulsion advances. It is noted that the City is committed to an all-electric revenue vehicle fleet by 2040<sup>28</sup>. Other key considerations include fuel storage requirements; type of wash preferred.
- Canopy-covered outdoor parking for 35 revenue vehicles of various types; with expansion capacity for 50 vehicles. Power supply for electric vehicles. Common bus parking layouts include:

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<sup>25</sup> 110 square feet per bus (30 buses).

<sup>26</sup> Per American Public Transit Association description; see APTA-BTS-BMF-RP-001-10 - Architectural and Engineering Design for a Transit Operating and Maintenance Facility (2011); p. 48.

<sup>27</sup> 240 square feet per bus (30 buses).

<sup>28</sup> The California Air Resources Board (CARB) has set a statewide goal for public transit agencies to gradually transition to 100 percent zero-emission bus fleets by 2040.

- *Angled* – buses parked in 45-degree angled spaces, typically in long rows. Allows independent exiting (single pull-through).
- *Herringbone* – buses parked tail-to-tail at 90-degree angles preventing backward bus movements; minimum of two rows.
- *In-line* – buses parked head-to-tail in groups of three or more, with or without an aisle *between rows*.
- *Tandem* – buses parked tail-to-tail at 180-degree angles preventing backward bus movements, minimum of two rows.
- Tarmac and grounds allowing for external circulation, garage access/egress movements, non-revenue vehicle parking, easements, water retention, other site-specific property characteristics, and future expansion capacity as applicable.

## 11.2 Design Features

Key design considerations are outlined in the following paragraphs.

1. Site and utilities – Site acreage and dimensions; environmental conditions, soils analysis; grading; pavement design, utility connections, drainage, provisions for underground tanks; access points, driveways, sidewalks; fencing, gates and other security features.
2. Structures – Architectural treatment to meet functional and aesthetic needs; and conformance with federal, state and local codes and regulations, including the Americans with Disabilities Act (ADA). Roof type (e.g., flat roof with open-web steel joists in combination with supporting I-beams; or gabled roof); ceiling height; rubber roll-up doors.
3. HVAC - Energy conservation to minimize annual HVAC costs by use of insulation, programmed thermostats, makeup air system, use of local unit heaters, spot heating by means of radiant panels or a combination of these methods. Fuel flexible ventilation system to remove engine exhaust and other garage gases; ducted vehicle exhaust fans.
4. Plumbing – Domestic hot/cold water delivery and drainage systems for shops and toilet/locker areas; Wash bay water recycling; oil/water separators for drainage in vehicle servicing and maintenance areas; sand interceptors on the wash bay drainage system; compressed air system.
5. Fire Suppression – Automatic or manual deluge systems with associated fire detection systems shall be designed in high hazard areas. Carbon dioxide or valve fire suppression systems shall be designed in areas critical to the bus operating systems.
6. Electrical – Energy-efficient, high-intensity discharge light sources wherever practical; analyze site power distribution systems and voltage levels; flexible interior power supply and plug-in bus ducts in shop areas; coordination of alarm panels with emergency power and radio communications systems.

7. Shop Facilities and Equipment – Lift bays, pit bays, portable lifts. Assuming a fleet of 35 vehicles, the maintenance shop should be equipped with three service bays providing a mix of various lifts and no in-ground pits.

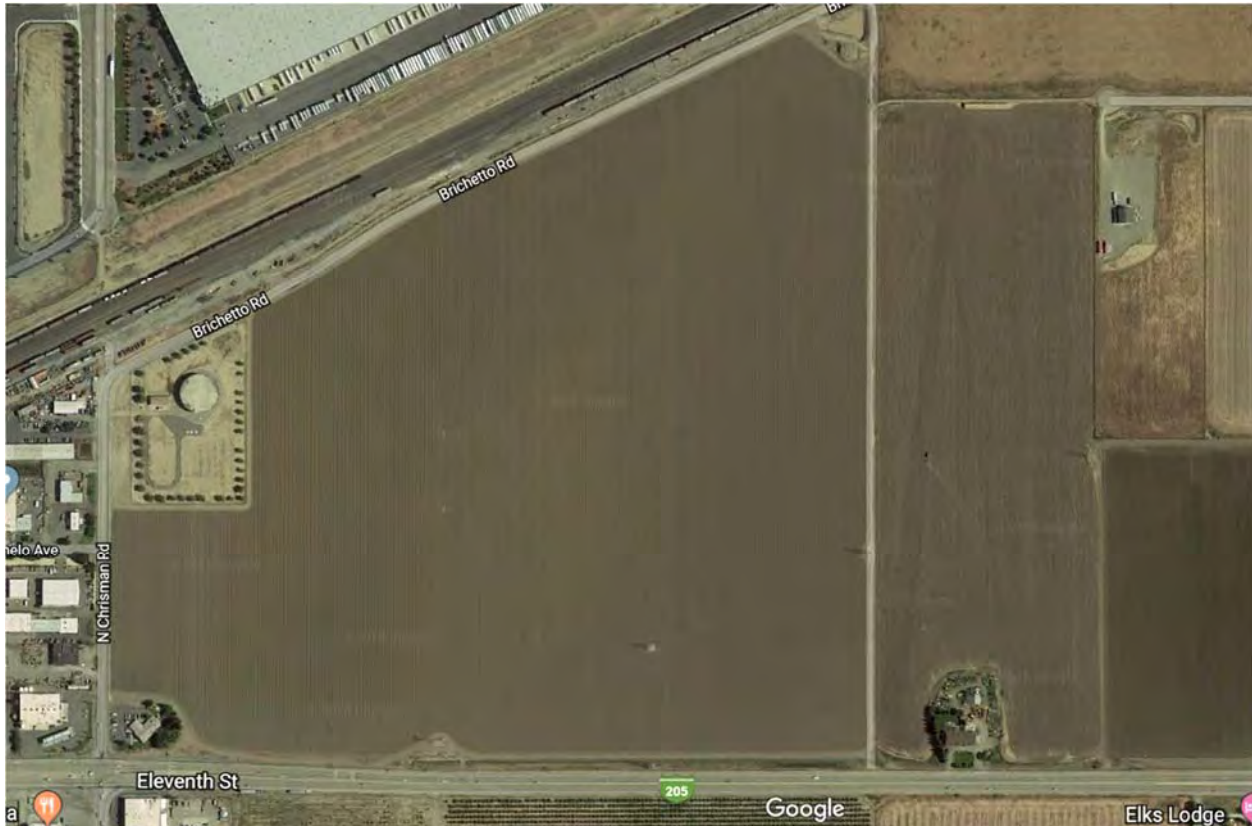
### 11.3 Project Location Alternatives

City staff have identified two potential sites for a proposed transit maintenance facility:

**Site A – Tracy Boulevard** – consists of approximately eight (8) acres of undeveloped property situated on the south side of the Union Pacific right-of-way, west of S Tracy Boulevard, approximately 0.8 mile west of the Tracy Transit Station. The parcel is bounded by W 6<sup>th</sup> Street on the north; S Tracy Boulevard on the east; Gallery Drive on the south; and Forest Hills Drive on the west. Adjacent land uses include an active rail line to the north; the City’s Public Works facility to the east; and a residential subdivision to the south and west. The property currently is owned by Chevron and is available for sale, subject to ongoing environmental analysis.



**Site B – Chrisman Road** – consists of approximately 110 acres of City-owned property located northeast of the intersection of 11<sup>th</sup> Street and N Chrisman Road, approximately 1.8 miles northeast of the Tracy Transit Station. The parcel is bounded by Brichetto Road on the north; Tracy municipal boundary on the east; E 11<sup>th</sup> Street on the south; and N Chrisman Road on the west. The property currently is in agricultural use by area farmers through flexible lease agreements with the City. Adjacent land uses include light industrial and agriculture.



The process of selecting a preferred site for the project must address various considerations including spatial relationship to the TRACER service area, land availability and cost, property and adjacent land uses, and environmental considerations. FTA Circular 5620.1 provides guidance for complying with National Environmental Policy Act Regulations (23 CFR 771.119) and other requirements. FTA requires that an environmental assessment (EA) be completed prior to grant award.

- Land acquisitions and displacements
- Land use and zoning
- Air quality
- Noise
- Water quality

- Wetlands
- Flooding
- Navigable waterways and coastal zones
- Ecologically sensitive areas
- Endangered species
- Traffic and parking
- Energy requirements and potential for conservation
- Historic properties and parklands
- Construction
- Aesthetics
- Community disruption
- Safety and security
- Secondary development
- Consistency with local plans
- Environmental justice

Alternatively, the City may apply for a Categorical Exclusion (CE) if conditions are met by the project location; notably:

*“...actions which meet the definition contained in 40 CFR 1508.4, and, based on past experience with similar actions, do not involve significant environmental impacts. They are actions which: do not induce significant impacts to planned growth or land use for the area, do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts.”<sup>29</sup>*

## 11.4 Next Steps

1. Project Management Plan – The City should develop an overall project management structure and establish key milestones necessary to carry out the proposed project. The plan should assign an internal project manager and develop a project framework consisting of initial budget, funding distribution, completion schedule, list of candidate sites, and a process for selecting a preferred site.
2. TIP / STIP Inclusion - Eligibility for FTA Section 5339 requires that SJCOG include the project with an initial cost estimate in the approved Transportation Improvement Plan (TIP), and that Caltrans include it in the Statewide TIP (STIP). As the designated recipient, the City of Tracy is responsible for developing a Program of Projects (PoP) for submission to SJCOG,

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<sup>29</sup> See: <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/categorical-exclusion>

3. Maintenance Facility Feasibility Assessment – The City should conduct an internal study to determine the feasibility and parameters of a maintenance facility. The study process should engage key personnel from various City departments to compile a list of spatial and functional requirements.
4. Site Selection - to be finalized following determination of shared-use feasibility and the number of participants. A stand-alone Transit Maintenance Facility likely would at least three (3) acres of property.
5. Environmental Assessment - Environmental due diligence should be completed to provide the City with reasonable assurance that either a CE will be granted, or that an EA will result in a finding of no significant impacts to the environment.
6. Submit Grant Application – The City should apply for Section 5339 after a preferred site has been selected and adequate environmental due diligence has been completed on the property. If necessary, land acquisition could be federally assisted.
7. Phase 1: Preliminary Design and Engineering – Following project approval, the City should retain a consultant to conduct a preliminary design and engineering study resulting in detailed project description, key design features, line-item cost estimate, and timeline for project completion.
8. Phase 2: Facility Construction – The City would use formal competitive selection to procure final design and construction services leading to project completion.

## **Appendix A: On-Board Survey & Community Survey Instruments**



Tracy (TRACER) Transit  
Customer Survey

**Welcome Aboard!**



You can take this survey on-line through the following link:  
<https://www.surveymonkey.com/r/TracyTransit2>  
or through the QR code (at left)

**PLEASE DO NOT COMPLETE THIS SURVEY MORE THAN ONCE TODAY**

**Thinking about the one-way trip you are making now, please answer the following questions:**

**1. Where did you begin the trip you are taking now?**

Please be as specific as possible - **Examples:** Transit Station, ACE (rail) Station, Downtown Tracy, Tracy Outlets, West Valley Mall, Wal-Mart, West High School, etc.

Street address or Nearest intersection or Name of place or Another City/community

**2. How did you get to the bus stop where you first boarded?**

- 1 Walked - how many minutes? \_\_\_\_\_
- 2 Bicycled - how many minutes? \_\_\_\_\_
- 3 Drove and parked near bus stop
- 4 Dropped off at bus stop by friend, neighbor or relative
- 5 Transferred from another Tracer bus route - Which route? \_\_\_\_\_
- 6 Transferred from San Joaquin Regional Transit District (RTD) route
- 7 Transferred from ACE rail
- 8 Other Specify: \_\_\_\_\_

**3. Did you or will you transfer to or from another bus route to complete your trip?**

- 1 No
- 2 Yes -please specify from or to what route: \_\_\_\_\_

**4. When you get off this bus, how will you get to your destination?**

- 1 Transfer to another Tracer bus route - Which route? \_\_\_\_\_
- 2 Walk - how many minutes? \_\_\_\_\_
- 3 Bicycle
- 4 Drive alone
- 5 Get picked up by friend, neighbor or relative
- 6 Transfer to ACE rail
- 7 Transfer to San Joaquin Regional Transit District (RTD) route
- 8 Other - specify: \_\_\_\_\_

**5. What is the final destination of the trip you are taking now?**

Please be as specific as possible - **Examples:** Transit Station, ACE (rail) Station, Downtown Tracy, West Valley Mall, Wal-Mart, West High School, etc.

Street address or Nearest intersection or Name of place or Another City/community

**6. How did you pay for this trip?**

- 1 Adult - Cash Fare (\$1.25)
- 2 Senior/Disabled/ADA/Medicare - Cash Fare (\$.50)
- 3 Student - Cash Fare (\$1.00)
- 4 Senior/Disabled/ADA/Medicare - Day Pass (\$1.25)
- 5 Adult Day Pass - Unlimited (\$3.00)
- 6 Senior/Disabled/ADA/Medicare - 10-Ride Ticket or Weekly Pass (\$5.00)
- 7 Student Day Pass - Unlimited (\$2.50)
- 8 Adult - 10-Ride Ticket or Wkly Pass (\$12.50)
- 9 Student - 10-Ride Ticket or Wkly Pass (\$10.00)
- 10 Other - Specify: \_\_\_\_\_

**7. Did you or will you make this trip in reverse sometime today?**

- 1 No, only going one-way
- 2 Yes, going and coming back today

**8. What is the main reason for your trip today? (Please check one only)**

- 1 Commuting to / from work
- 2 Attending school - which school? \_\_\_\_\_
- 3 Medical / health care appointment
- 4 Shopping
- 5 Personal business, recreation or social
- 6 Other - specify: \_\_\_\_\_

**9. How often do you use Tracy (TRACER) Transit buses? (Please check one only)**

- 1 Regularly - daily
- 2 Frequently - 1 to 3 days per week
- 3 Sometimes -1 -3 days per month
- 4 Rarely - less than once per month
- 5 First time riding

OVER



**10. If you have a personal vehicle, could you have used it instead of riding the bus today?**

- <sub>1</sub> Yes                      <sub>2</sub> No                      <sub>3</sub> No vehicle available

**11. What do you think about the following statements - agree or disagree?**

Statement	Agree Strongly	Agree Somewhat	No opinion/ Don't know	Disagree Somewhat	Disagree Strongly
Buses mostly run on schedule.					
Routes are direct and travel where I want to go					
Bus drivers are friendly and helpful.					
Buses are clean and comfortable.					
I find it easy and convenient to get to and from the nearest bus stop.					
Transit Call Center telephone operators are courteous and provide accurate information					
I am satisfied with how frequently buses operate					
Buses should operate earlier in the morning					
Buses should operate later in the evening - weekdays					
Buses should run later in the evening - weekends					
The loop routes and Transit Station transfer point make my trip longer than it needs to be					
The bus system is fine as is. Don't change anything.					

**12. How do you typically locate information about Tracer Transit services? (Please check all that apply)**

- <sub>1</sub> Transit Call Center   <sub>2</sub> Website   <sub>3</sub> Mobile app   <sub>4</sub> Facebook   <sub>5</sub> Transit Guide   <sub>6</sub> From the driver   <sub>7</sub> At the bus stop  
<sub>8</sub> Other (specify) \_\_\_\_\_

**13. Which of the following income categories best matches your annual household income?**

- <sub>1</sub> Under \$20,000                      <sub>2</sub> \$21-\$34,000                      <sub>3</sub> \$35-\$50,000                      <sub>4</sub> over \$50,000                      <sub>5</sub> Prefer not to answer

**14. Which of the following age categories matches your age?**

- <sub>1</sub> Under 18                      <sub>2</sub> 19-35                      <sub>3</sub> 36-59                      <sub>4</sub> 60 or over                      <sub>5</sub> Prefer not to answer

**15. Which best describes your current employment status?**

- <sub>1</sub> Employed full-time – outside of home                      <sub>2</sub> Employed part-time – outside of home   <sub>3</sub> Employed full or part-time – home-based business  
<sub>4</sub> Homemaker                      <sub>5</sub> Retired                      <sub>6</sub> Student                      <sub>7</sub> Not currently employed                      <sub>8</sub> Prefer not to answer

**16. Do you currently have a valid driver's license?**

- <sub>1</sub> Yes                      <sub>2</sub> No                      <sub>3</sub> Prefer not to answer

**17. Is there anything else you would like us to know about Tracer Transit bus service?**

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**THANK YOU FOR YOUR TIME!**  
**Please return this completed form to your bus driver or surveyor today.**



# TRACER Transit Survey

**We Need Your Input!**

**Please return your completed survey by June 15, 2018**

The City is conducting a *Short Range Transit Plan* to define the future of transit in our community. This survey is one way for residents who may or may not use the bus to provide input about the system. We want to know your thoughts on current transit services and areas for improvement that may be important to you and our community.

What you have to say is important in helping to make improvements and plan for the future. Thank you for your participation.

Take this Survey online by visiting: [www.ci.tracy.ca.us](http://www.ci.tracy.ca.us)

**PLEASE TELL US ABOUT YOUR USE OF TRANSIT AND YOUR TRAVEL PATTERNS.**

1. Are you a resident of the City of Tracy? **Yes**  **No**   
If No, do you live in San Joaquin County **Yes**  **No**

2. What type of transportation do you or other members of your household use in a typical week and for what purpose? Please check all that apply.

	Work	Social / Recreational	Shopping	Doctor / Medical	School/ Education	Other
a. Personal vehicle (as <i>Driver or Passenger</i> )	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. TRACER Transit bus service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. TRACER Paratransit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. ACE Rail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. San Joaquin Regional Transit District (RTD) route	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Regular Taxi or Ride Share Service (i.e. Uber, Lyft, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i. Other (specify) _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**3. a) If you now use TRACER or have used it in the past but no longer do so, we want to know what you think of the transit service: (If you have never used TRACER Transit bus service, please go to Question 4).**

	Almost always	Often	Unsure	Not very often	Almost never
a. Service is convenient and easy to use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. The travel times are reasonable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. I feel safe on the transit service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Transit information is readily available	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Transit arrives on schedule (is punctual)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Transit fares are reasonable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Transfers are convenient	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Overall, I am satisfied with the transit service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**3.b) How do you typically locate information about TRACER Transit services?**

- Transit Call Center
- Website
- Mobile app
- Facebook
- Transit Guide
- From the driver
- At the bus stop
- Other (specify) \_\_\_\_\_



**4. If you do NOT use TRACER Transit service, why not? (Please check all that apply)**

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Infrequent service                                       | <input type="checkbox"/> I don't know what bus to take   | <input type="checkbox"/> I would not feel safe and secure on public transit or waiting for transit |
| <input type="checkbox"/> It doesn't go close enough to where I travel to and from | <input type="checkbox"/> Bus routes aren't direct enough   | <input type="checkbox"/> Other (please state) _____  |
| <input type="checkbox"/> It is too expensive                                      | <input type="checkbox"/> Transit doesn't operate the hours of the day or the days of week that I would want to travel. Specify _____ | <input type="checkbox"/> I would not take transit under any circumstances                          |
| <input type="checkbox"/> It takes too long to travel by bus                       |  |  |
| <input type="checkbox"/> Buses are too crowded                                    |  |  |

**5. The types of TRACER Transit service improvements that I would like to see: (Please check all that apply)**

- |   |  |
|---|--|
| <input type="checkbox"/> Better information on how to use transit   | <input type="checkbox"/> More frequent bus service                           |
| <input type="checkbox"/> Extended weekend service   | <input type="checkbox"/> More shelters or benches at bus stops               |
| <input type="checkbox"/> Later week night service   | <input type="checkbox"/> Fewer transfers required                            |
| <input type="checkbox"/> Earlier weekday morning service  | <input type="checkbox"/> A mobile phone app for real-time information        |
| <input type="checkbox"/> On-demand ride hailing service (concept of subsidized, shared-ride sedan or van service requested through a Smart phone or tablet app) | <input type="checkbox"/> Improved bus service to - specify location(s) _____ |
| <input type="checkbox"/> More bus stops   | <input type="checkbox"/> Other (please state) _____                          |

**6. Please indicate how likely it is that you would use TRACER Transit if the improvements you noted in Question 5 above were available.**

Based on the improvements noted in Q.5- above	Would Certainly Use	Would Likely Use	Might Use	Not Very Likely Use	Would Never Use	Would Not Make a Difference
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**IN THIS SECTION PLEASE TELL US ABOUT YOU AND YOUR HOUSEHOLD [OPTIONAL]**

7.a) How many people live in your household? \_\_\_\_\_ 7. b) How many cars or SUVs? \_\_\_\_\_

**8. Which of the following categories best matches your annual household income?**

- Under \$20,000    \$21-\$34,000    \$35-\$50,000    over \$50,000    Prefer not to answer

**9. Which of the following age categories matches your age?**

- Under 18    19-35    36-59    60 or over    Prefer not to answer

**COMMENTS**

IBI GROUP  
SHORT RANGE TRANSIT PLAN  
Draft Final Report  
Prepared for the City of Tracy

## **Appendix B: Public Meeting – Presentation Material**



# SHORT RANGE TRANSIT PLAN

May 2018



# Public Transit in Our Community

## ***Short Range Transit Plan***

- To determine how public transit may better meet the short-term and longer-term needs of the community
- An Action Plan to guide the implementation of transit service improvements over the next 5+ year period.



## **Analysis of Services:**

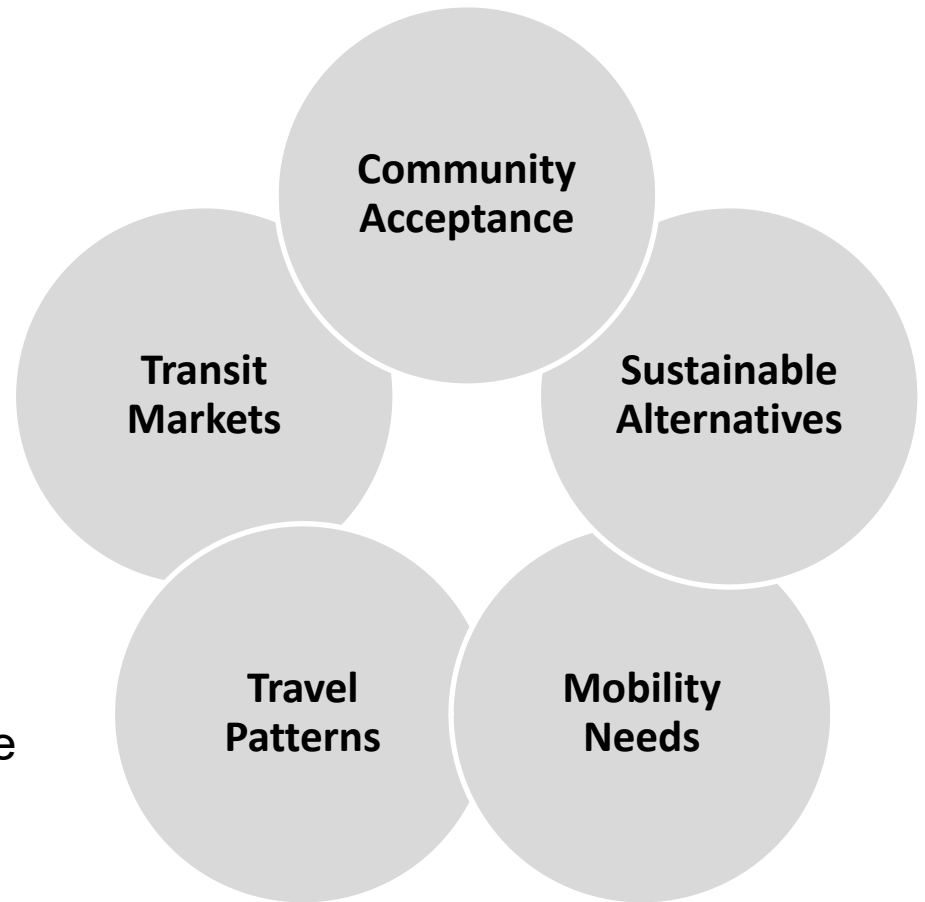


- Route Design?
- Local vs. Regional Service?
- Regional Coordination?
- Fare Policy & Rates?
- Enhancing Technology?

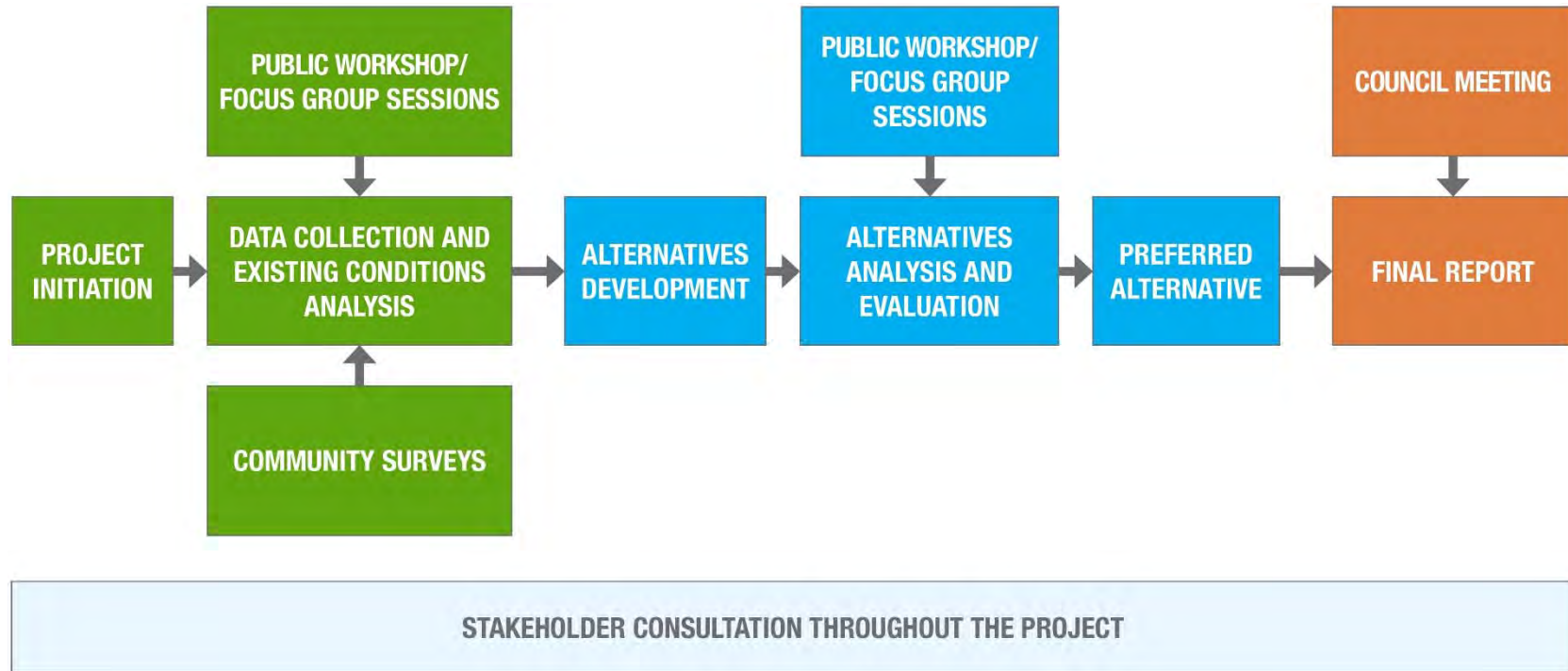


# Project Understanding & Approach – Key Considerations

- Problem identification – what is working and what is not?
- What are the City's unmet mobility needs? Regional needs?
- What are the key local and regional origins & destinations?
- What are the critical markets in the study area?
- What kind of service is justified for the study area? Future service requirements?
- What does the community want?



# Workflow





# TRACER - Current Operations

## TRACY TRANSIT

- 6 TRACER routes including commuter routes
- Routes A, B, C, & D      Mon.-Fri.      7:00am to 8:00pm  
  Sat.                    9:00am to 7:00pm
- Commuter Routes D Peak; E & F (weekdays when school in session)

### TRACER - FIXED ROUTE

- 150,400 passengers/year
- \$2.7m gross annual operating cost

### TRACER – PARATRANSIT

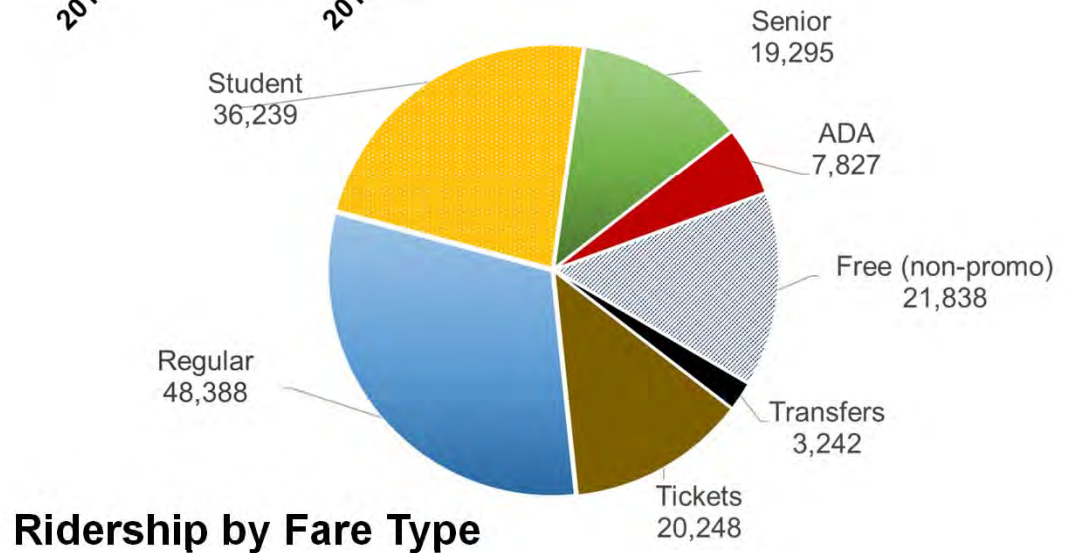
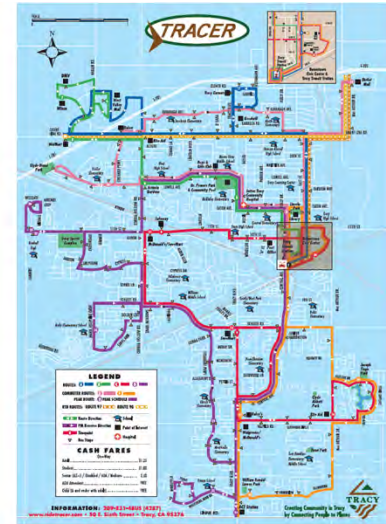
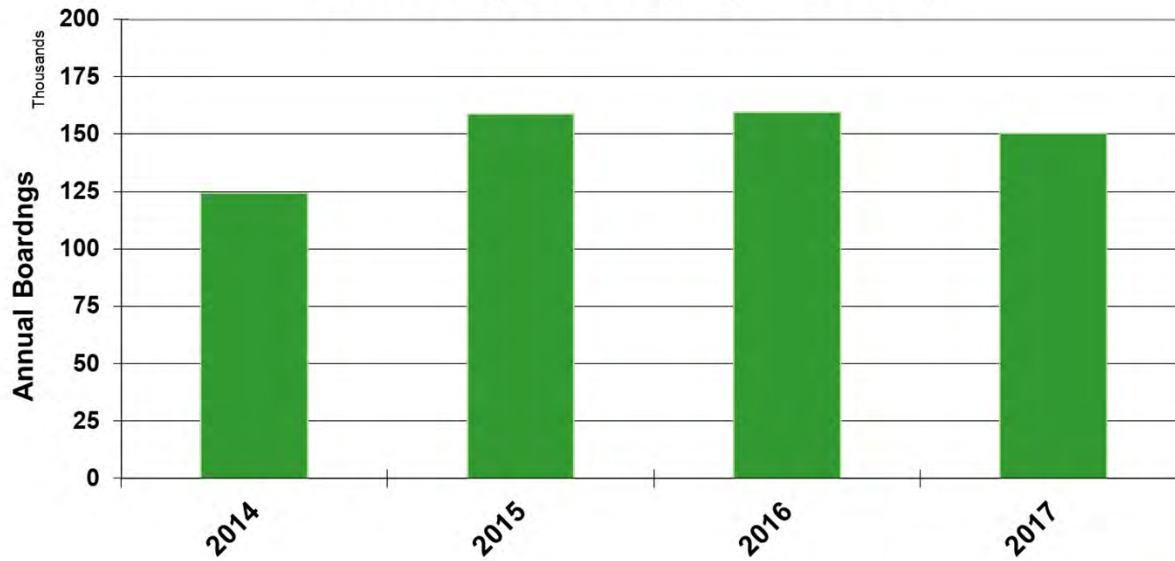
- Over 17,000 passengers per year
- 1.8 trips per hour
- \$550.6k annual operating cost

Fare Type	Adult	Student	Senior / Disabled / ADA / Medicare
Cash Fare	\$1.25	\$1.00	\$.50
Day Pass	\$3.00	\$2.50	\$1.25
10-Ride or Weekly Pass	\$12.50	\$10.00	\$5.00



# TRACER – Fixed Route

## TRACER (fixed-route) Ridership

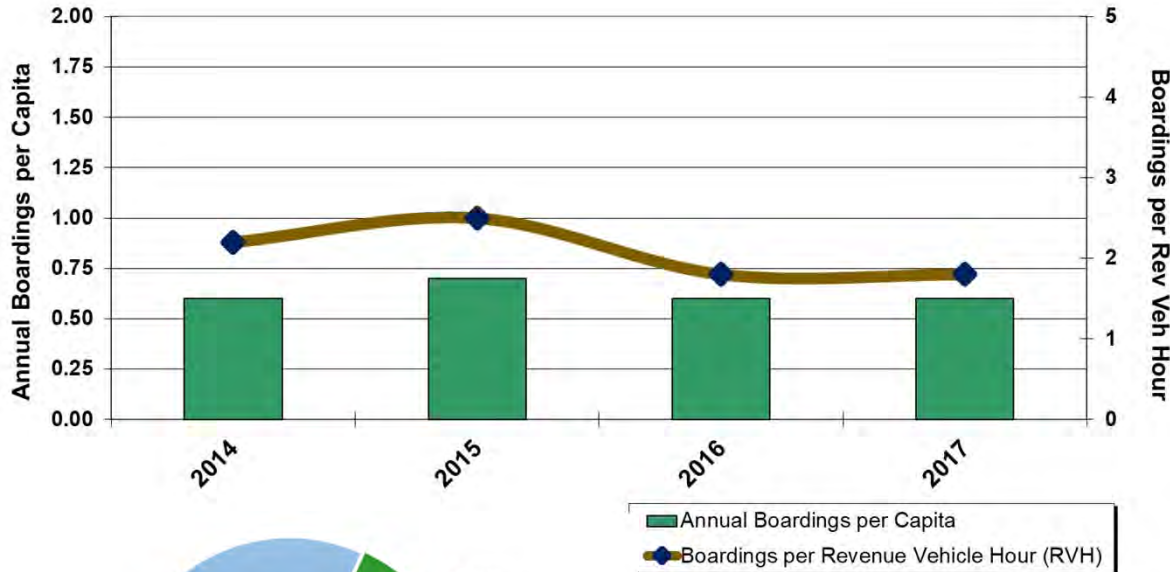


## Ridership by Fare Type



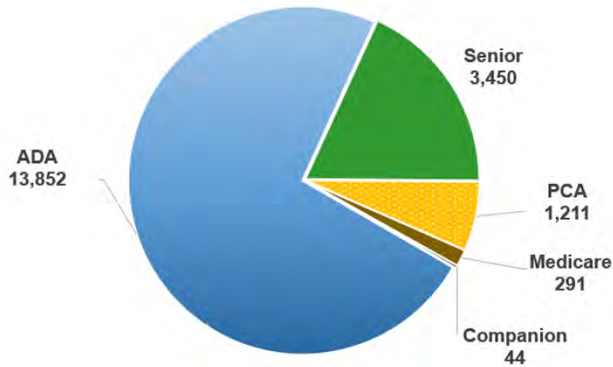
# TRACER – Paratransit

## TRACER Paratransit Performance

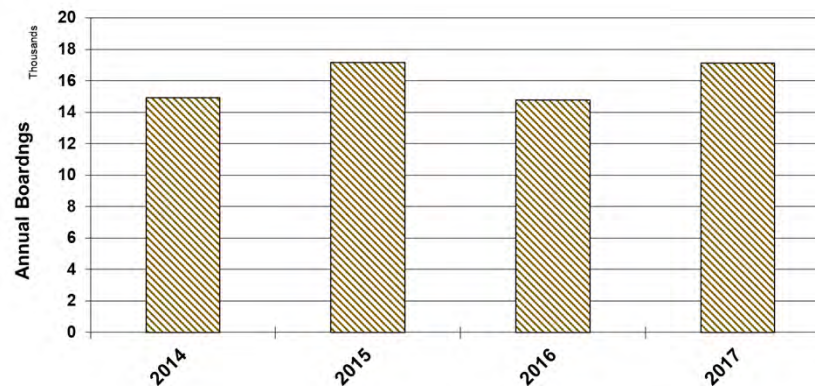


## Subsidized Taxi Service

- Available to TRACER Paratransit registrants
- During non-operating hours of Paratransit
- \$10 for tickets valued at \$20 in taxi fares



## Annual Paratransit Trips



# TRACER (ADA) PARATRANSIT

“When barriers get in the way of people with disabilities participating fully in society as a result of their disabilities, everyone loses.”

## Americans with Disabilities Act (ADA)

Specific standards for fixed route and paratransit services



### *What is an accessibility standard?*

**An accessibility standard is a rule (set of measures, policies & practices) that organizations have to follow to identify, remove and prevent barriers.**

- Eligibility
- Hours of Service
- Fare Parity
- Advance Booking
- Trip Restrictions
- Attendants/Companions
- Origin to Destination

**Shared ride public transit for those unable to use accessible fixed-route transit**



# TRACER (ADA) PARATRANSIT

## What do you think about?

- Eligibility criteria?
- Availability of service?
- Advance booking requirements?
- Scheduling windows?
- On-time performance? Service reliability?
- Travel times?
- Fares? Affordability?
- Passenger information?
- Ease of booking a trip?
- Subsidized Taxi Program?
- Technology - opportunities?
  - A mobile phone app for real-time information?
  - Trip booking?
  - Fare payment?



*Anything else?*



# TRACER (fixed-route) Service Improvements?

What types of *TRACER* service improvements would you like to see?

- Better information on how to use *TRACER fixed-route transit*?
- Later night service? or Earlier morning service?
- More bus stops? More shelters or benches?
- More frequent bus service? Local? Regional?
- Technology - opportunities?
- Improved bus service to (any specific location)?
- On-demand ride hailing service (concept of subsidized, shared-ride sedan or van service requested through a Smart phone or tablet app)
- Other?



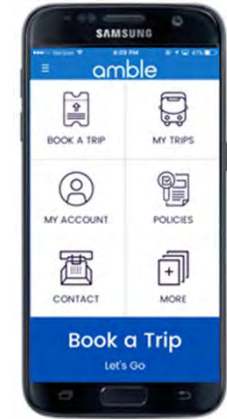
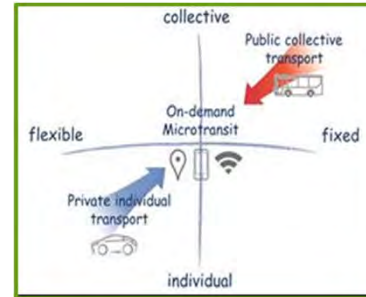
## Thoughts on:

- **Current route design - Loop routes and downtown transfer point?**
- **Technology – providing real-time customer information?**



## Tell Us About –

- Any unmet needs?
- Obstacles to accessing transportation?
- Strategies to address gaps or obstacles? Priorities?
- The role of TRACER fixed-route transit in meeting mobility needs – current & future?
- Your thoughts on the role of technology?



### OPPORTUNITIES TO BEST MEET YOUR TRANSIT/MOBILITY NEEDS

What attributes would encourage you to use transit for some of your trips?

Cost?

Convenience?

Travel Time?

Flexibility?

Technology?





SHORT RANGE TRANSIT PLAN

THANK YOU







# SHORT RANGE TRANSIT PLAN

August 2018



# Public Transit in Our Community

## ***Short Range Transit Plan***

- To determine how public transit may better meet the short-term and longer-term needs of the community
- An Action Plan to guide the implementation of transit service improvements over the next 5+ year period.



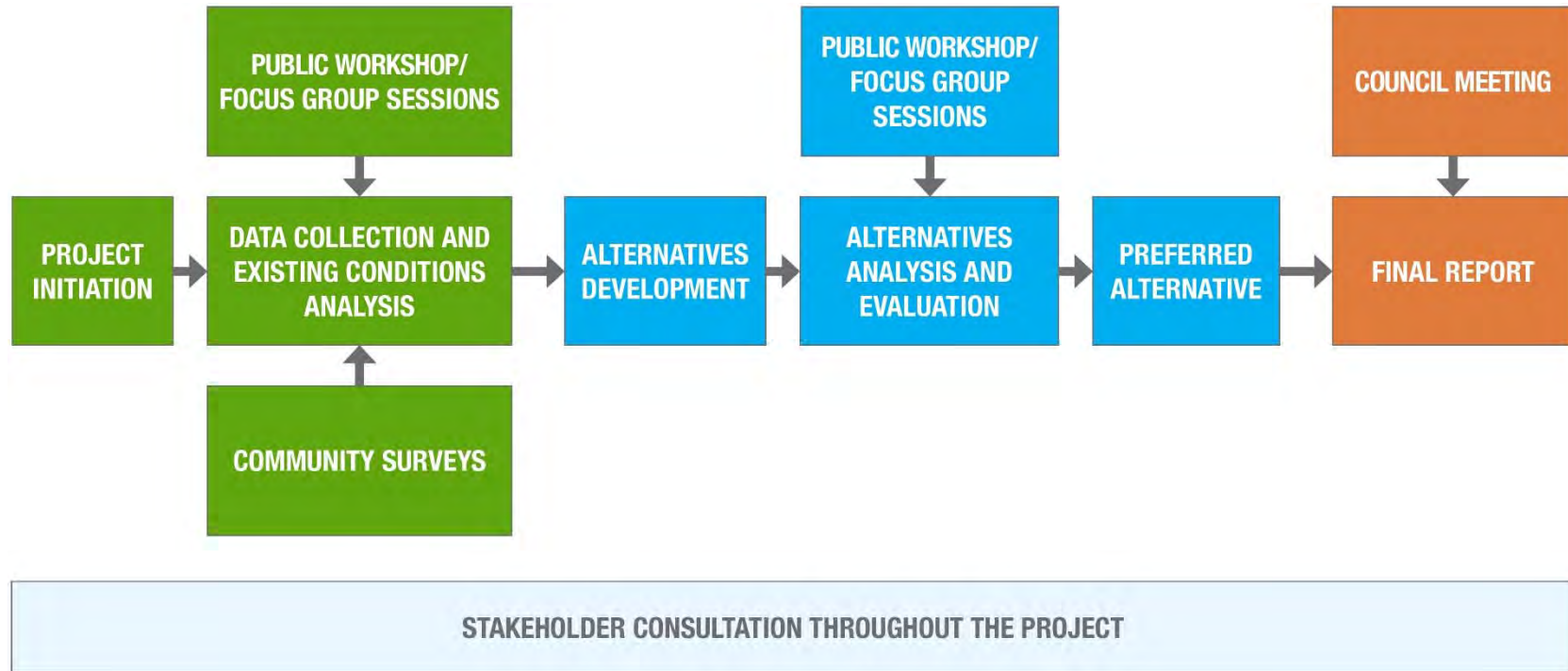
## **Analysis of Services:**



- Route & Service Design?
- Local vs. Regional Service?
- Regional Coordination?
- Fare Policy & Rates?
- Enhancing Technology?



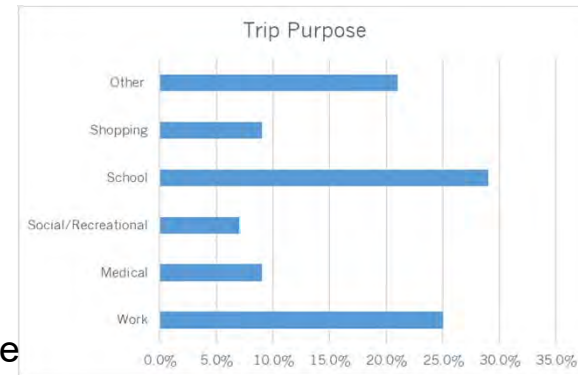
# Workflow



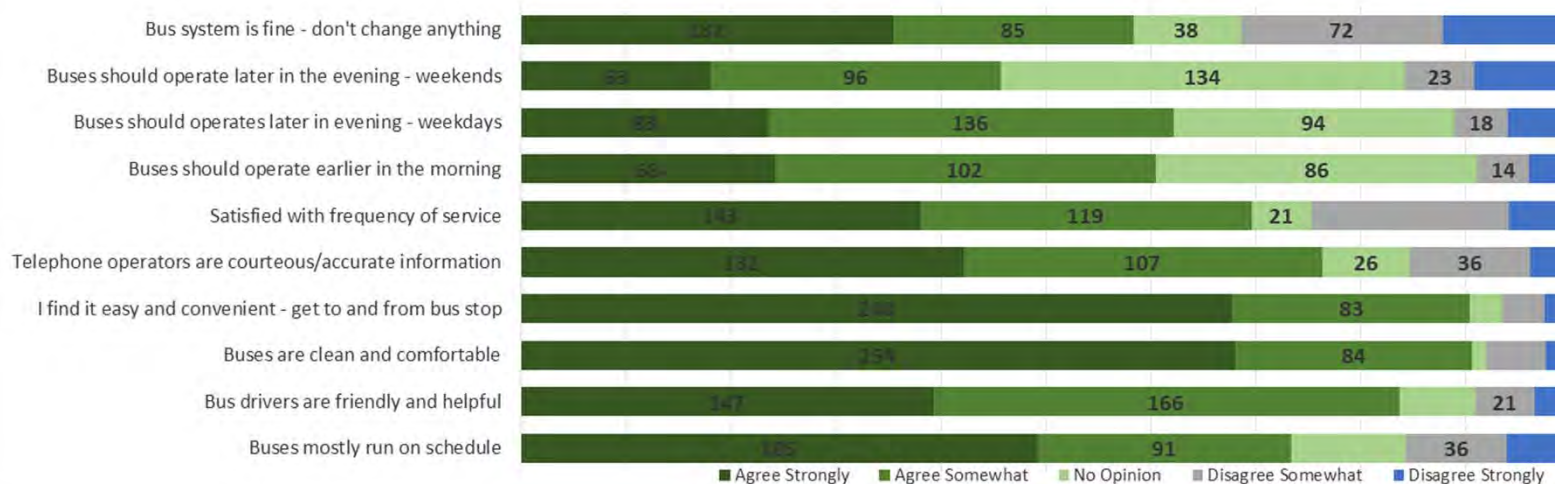
# What We Heard?

## TRACER Customer Profile

- ✓ 63% ride daily (86% ride at least once per week)
- ✓ 91% make a round trip
- ✓ 54% ride to work or school
- ✓ 68% walk to get to/from the bus stop
- ✓ Trip purposes reflect utilitarian uses of TRACER transit service



What do you think about the following statements - agree or disagree?



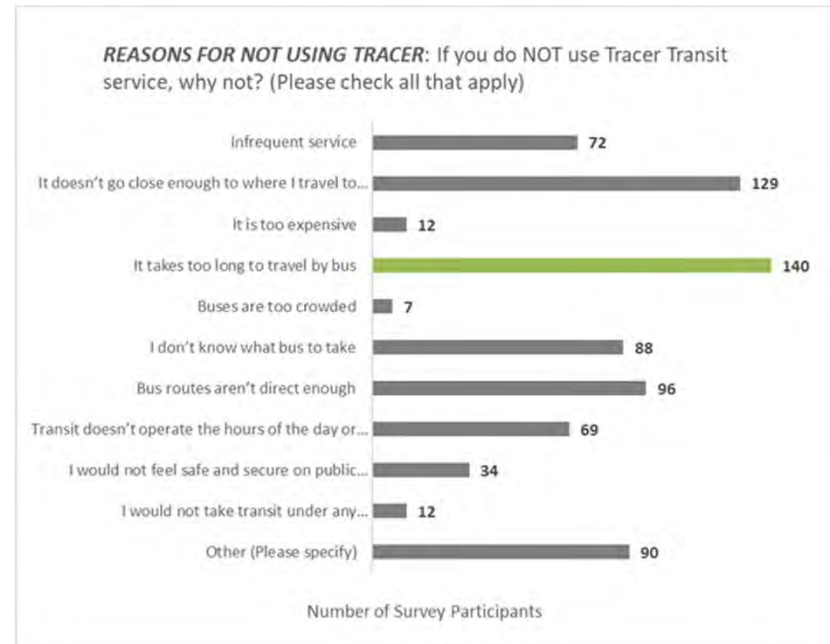
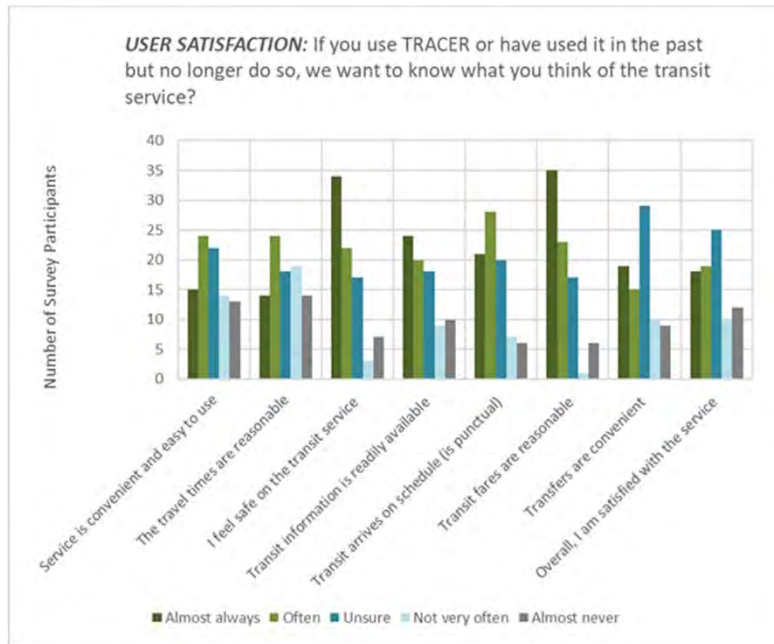
- ✓ Majority view drivers as friendly & helpful
- ✓ Some expressed concern takes too long to travel by bus & not always on schedule



# What We Heard?

## REASONS FOR NOT USING TRACER

- ✓ It takes too long to travel by bus
- ✓ It doesn't go close enough to where I want to go
- ✓ Infrequent service
- ✓ Bus routes aren't direct enough



# What We Heard?

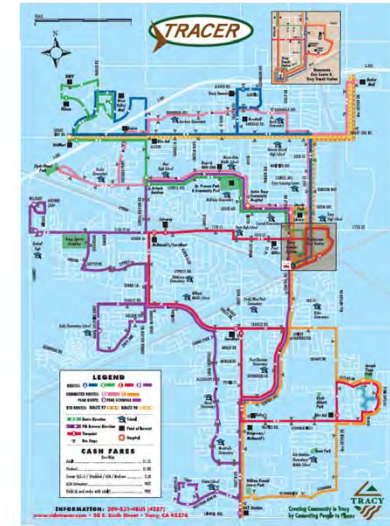
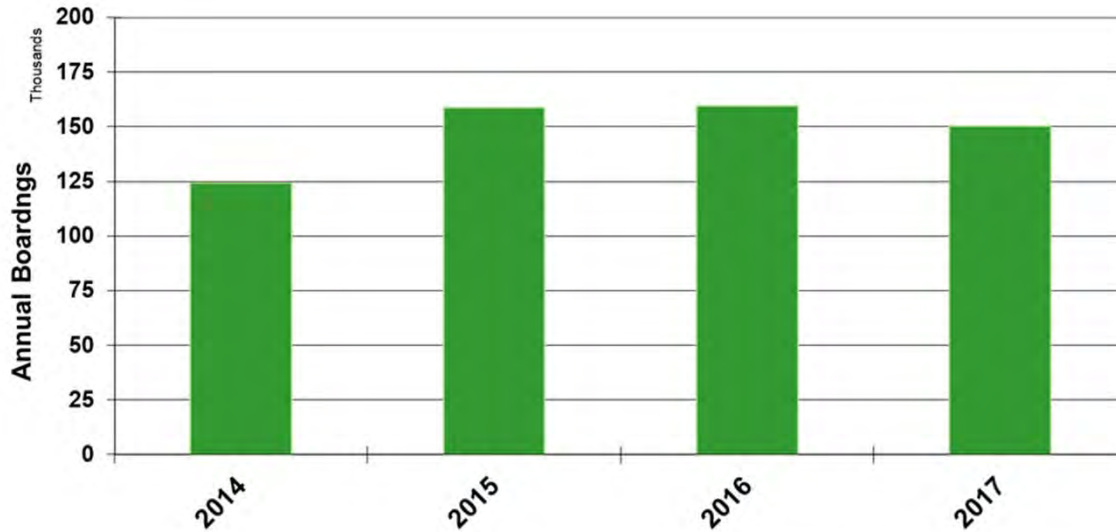
## MOST COMMONLY REQUESTED TRANSIT IMPROVEMENTS

- ✓ Mobile app for real time information
- ✓ Better information on how to use transit
- ✓ On-demand ride hailing service (e-hailing)
- ✓ Extended weekend service
- ✓ More frequent bus service
- ✓ Need for transit/paratransit service beyond City boundaries (seniors)



# TRACER – Fixed Route

## TRACER (fixed-route) Ridership



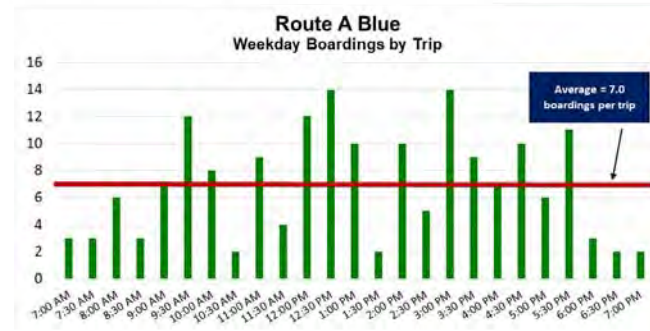
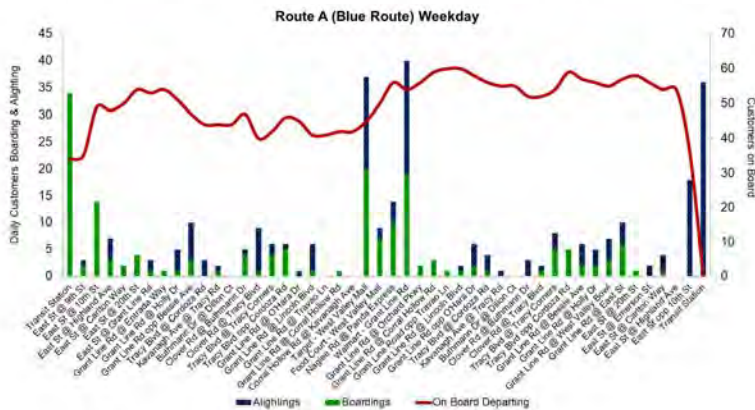
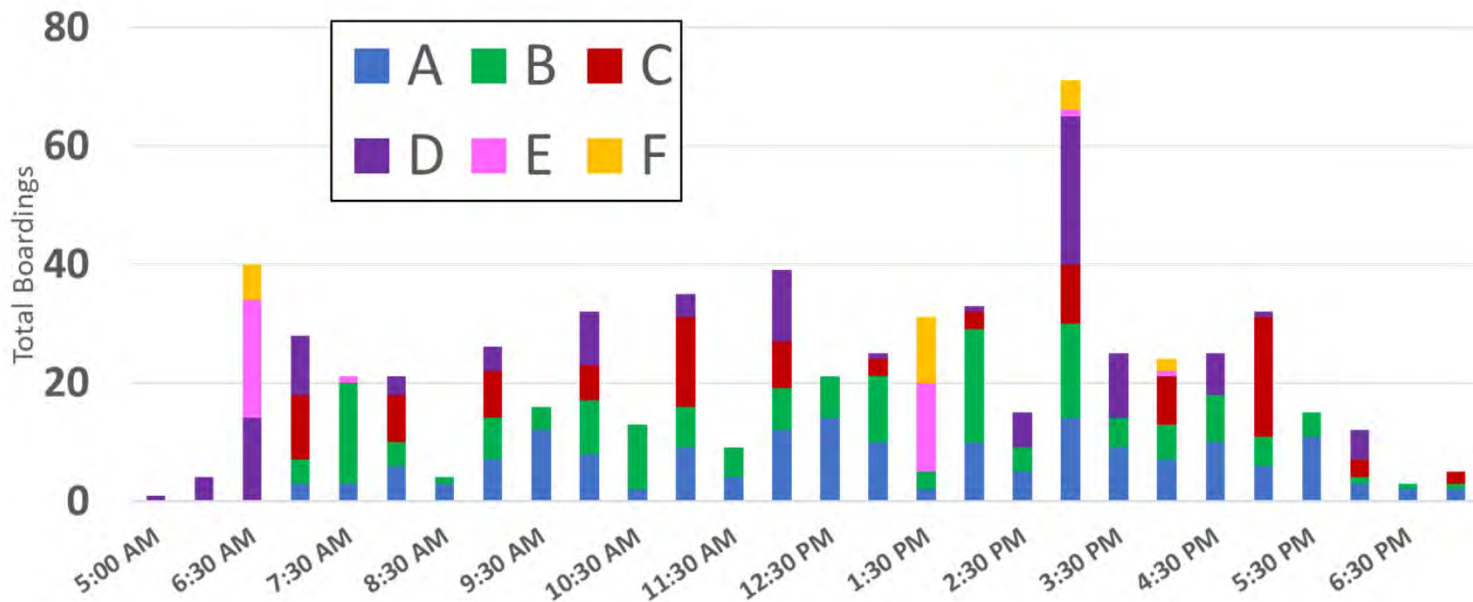
Route	FY 2018 Estimated Ridership	FY 2018 Estimated Revenue Hours	Service Productivity (Passengers per Hour)
A - Blue	48,000	6,900	7.0
B - Green	46,500	6,900	6.7
C - Red	31,000	3,825	8.1
D - Purple	19,400	5,025	3.9
E - Pink	6,600	925	7.1
F - Orange	6,500	750	8.7
Total	158,000	24,325	6.5



# TRACER – Analysis of Current Operations

## Route by Route Analysis

### System Boardings by Time of Day and Route - Weekday May 2018



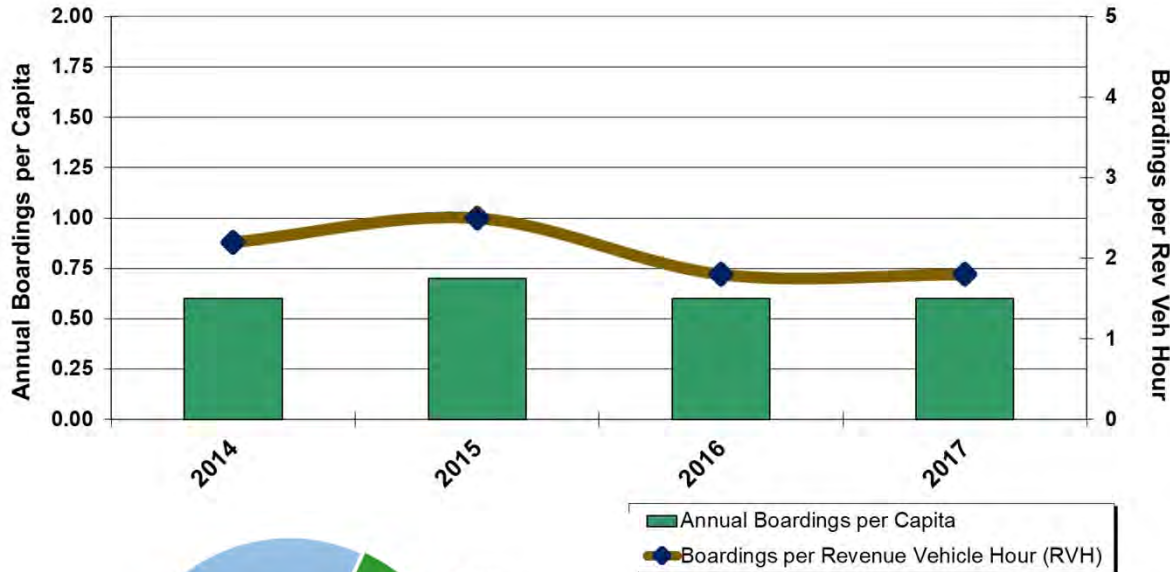
Short Range Transit Plan





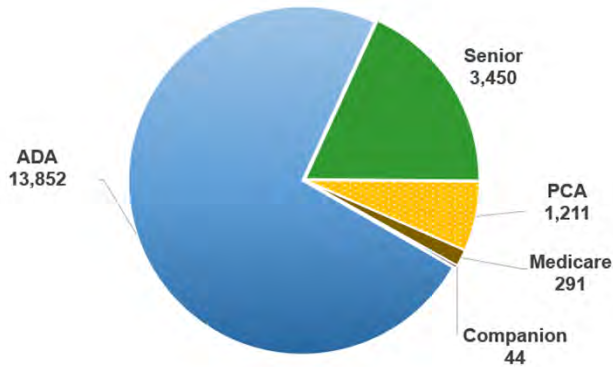
# TRACER – Paratransit

## TRACER Paratransit Performance

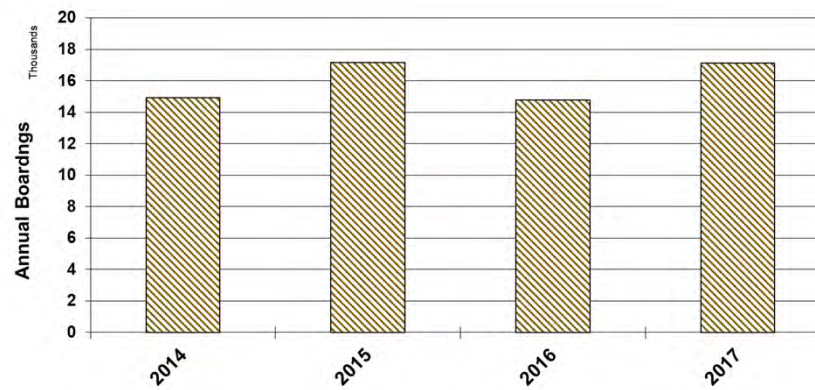


## Subsidized Taxi Service

- Available to TRACER Paratransit registrants
- During non-operating hours of Paratransit
- \$10 for tickets valued at \$20 in taxi fares



## Annual Paratransit Trips



# Peer Comparisons

City (Agency)	Fixed Route Trips per Capita	Fixed Route Cost per Capita	Trips per (revenue) Hour		Cost per Trip	
			Fixed Route	Demand-Response	Fixed Route	Demand Response
Tracy	2.0	\$19.96	5.5	1.8	\$10.97	\$33.43
Stockton	10.3	\$71.73	22.8	3.3 (DR) 4.2 (taxi)	\$6.99	\$54.84 (DR) \$21.89 (taxi)
Livermore	2.7	\$22.00	13.1	1.8	\$8.22	\$33.52
Porterville	9.4	\$33.17	13.3	-	\$3.53	-
Visalia	7.0	\$35.86	13.2	2.9	\$5.10	\$25.55
Lodi	3.6	\$25.70	11.2	2.7	\$7.04	\$39.46
Peer Average (not weighted)	6.6	\$37.69	14.72	3.0	\$6.18	\$35.05



# Observations & Conclusions

- Ridership and productivity is well below that of its peers
- Ridership per capita is declining due to flat transit demand since 2014 against the backdrop of a growing residential population and commercial base.
- Key issues include:
  - **The route network is overly complicated** with duplicative segments and variable patterns that require customers to make informed selections as to which route to use. For example:
    - Three routes (B, D, E) cover Lowell Avenue and Eaton Avenue between Corral Hollow Road and the Civic Center area.
    - Two routes (A, B) cover the destination-laden commercial district in northwest Tracy; however, they follow different alignments and are scheduled within five minutes of one another at West Valley Mall.
  - **Use of one-way loop alignments increase bus travel times** and makes TRACER less attractive to driving alone or using a TNC or smart taxicab. For example:
    - Route D Purple, which is structured as a 65-70-minute one-way loop, is significantly less productive than the system average (3.9 vs. 6.5 boardings per service hour).



## Observations & Conclusions (cont.)

- **Mid-route deviations to accommodate a few riders at the inconvenience for other customers with out-of-direction travel.**
  - The Tracy Corners deviation on Route A generates 15-20 boardings per weekday north of Cordoza Road on Tracy Boulevard, Kavanaugh Avenue, Butthmann Drive, and Clover Road. This compares to 60 or more customers per day riding Route A buses through the intersection of Grant Line Road and Tracy Boulevard.
  - Route D Purple ridership is discouraged mid-route due to circuitous travel required to get to the Transit Center.
- **Concentrating transfer connections at the Tracy Transit Station causes excessive travel times and out-of-direction for many residents.** For example:
  - Southwest Tracy residents generally west of Corral Hollow Road and south of 11<sup>th</sup> Street cannot travel directly to West Valley Mall; a 10-minute trip via personal auto, smart taxi or TNC. In contrast, riding TRACER from Mabel Josephine Drive (boarding at 9:28 am) to the mall via Route D transferring to Route A or B at the Transit Center requires nearly 90 minutes, including a 26-minute wait at the Transit Center.
  - Bus travel between Hidden Lake and West Valley Mall takes about 60 minutes via Route C transferring to Route A or B at the Transit Center. Alternatively, travel via personal auto, smart taxi or TNC takes 15-20 minutes.

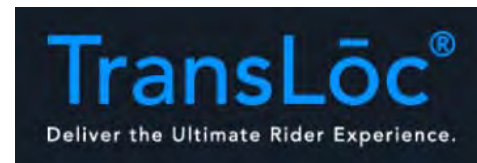
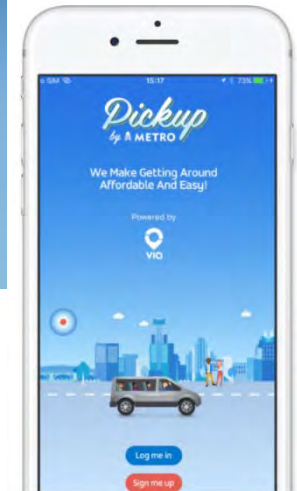
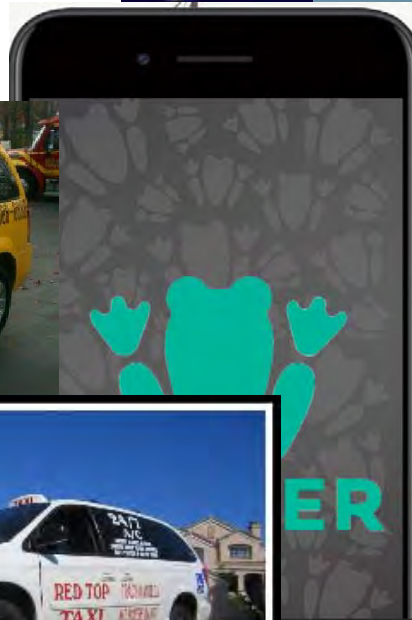
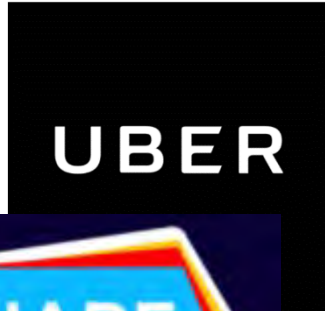


## Observations & Conclusions (cont.)

- **Service frequencies are low by today's design metrics.** Routes A and B operate every 30 minutes on weekdays only. Routes C and D operate hourly on weekdays, and all routes operate hourly on Saturday. The irregular 65-70-minute frequency of Route D disrupts the pulse transfer at the Tracy Transit Station.
- **Commuter routes (D-reverse, E, F) are not productive and are relatively expensive to operate.**
  - Six of ten scheduled weekday one-way trips generate minimal ridership (*i.e.*, 6 or fewer boardings).
  - Three of ten trips carry passenger loads requiring a 30-foot or larger heavy-duty transit bus.
  - Most customers are students rather than commuters. For example, the ACE train station generates three boardings and four alightings per day collectively on two routes (D, F).


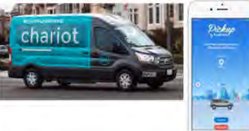





# Evolving Transportation Landscape



Short Range Transit Plan

# NEXT-GEN MOBILITY - Service Design Alternatives

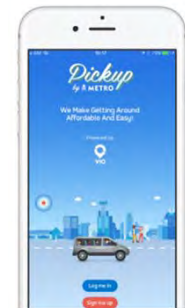
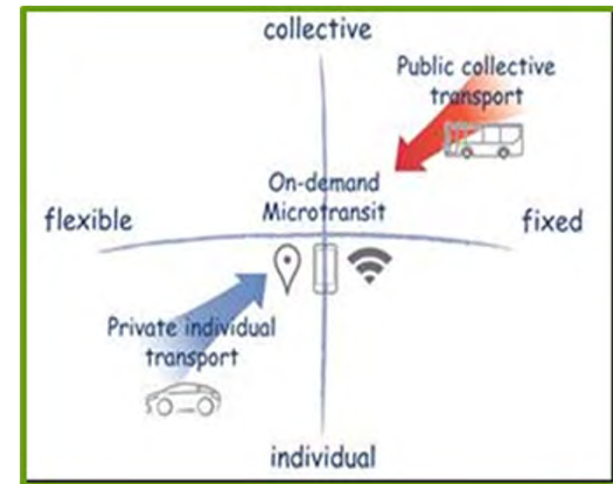
Service Alternative	Service Design Attributes						Service Area Types			
	Service Description	Vehicle Types	Potential Providers	Level of Service	Customer Access Options	Financial Model / Fare Structure	Urban Corridor Feeder	Suburban - Connected	Regional Trip Generator	Targeted Market
							Service frequency of 15 minutes or better on weekdays and Saturdays	Local service mostly operating lower (30 - 60 minutes) frequencies	Access to Mountain View or other major regional commercial and employment centers	Defined by targeted trip purpose, unique destination, or customer niche (i.e. TRACER Paratransit customers)
 <p><b>Personal Mobility on Demand</b></p>	Low-capacity - individuals or small groups. On-demand (next vehicle available) +/- advanced booked	sedans, minivans	Taxis, TNCs.	Flexible: commuter peak hrs., late night "low" service, 24/7. Typically 15 to 30 minute response time.	Reservations required: app based +/- phone reservations/call center	Typically subsidized taxi/TNC service. May use pricing policy to influence travel behavior +/- destinations.	●	●	●	●
 <p><b>Scheduled Microtransit</b></p>	Moderate capacity - fixed route, set schedule (shuttles, circulators)	vans, shuttle buses/ purpose built vehicles	Private, for-profit +/- transit agency	Flexible: span & frequency range from defined periods (commuter peaks) to TRACER fixed route operating hrs. Primarily as feeders. Typically 30 to 60 minute schedule frequency.	Walk-up service. No booking. Enhanced customer information.	Traditional service contracting (VRHs), sponsorship, advertising revenues. May incorporate on-board fare collection.		●		
 <p><b>Flexible Microtransit</b></p>	Moderate capacity, dynamic itinerary.	vans, shuttle buses/ purpose built vehicles	Private, for-profit +/- transit agency	Flexible: span & frequency range from defined periods (commuter peaks) to TRACER operating hrs. Dynamic in response to demand. Typically 30 to 60 minute response time.	Reservations required: app based +/- phone reservations/call center	Traditional service contracting (VRHs), sponsorship, advertising revenues. Fares may be integrated into TRACER fare structure.	●	●	●	●
 <p><b>Vehicle Sharing</b></p>	Bike share, car share, and ride share services - expand reach of TRACER fixed-route network at strategic access points	Bicycles, electric scooters, sedans	Private, 3rd party vendors.	Flexible: Typically available 24/7.	Typically walk-up service. May be reservation +/- subscription based.	Typically determined market rates.	●	●		
 <p><b>Supplemental TRACER Paratransit</b></p>	Low-capacity - alternate travel option for eligible TRACER Paratransit customers.	Accessible taxis, TNCs, purpose-built vehicles	Current contractor (RideRight), Taxis, TNCs.	Flexible: span & frequency defined periods (TRACER Paratransit peak hrs./overflow), low trip density times +/- or areas, same-day.	Reservations required: app based +/- phone reservations/call center. May be coordinated through TRACER Paratransit dispatch.	Service contracting - RideRight and/or subsidized accessible taxi/TNC service. May use pricing policy to influence travel behavior +/- destinations.	●	●	●	●



# Systematic Restructuring

## Develop a Preferred Approach Designed To:

- Reflect conclusions from service analysis
- Reflect input from the community
- Address service & scheduling efficiencies
- Address increasing service costs
- Be fiscally responsible and accountable
- ADA (& Title VI) Compliance
- **Preserve the integrity** of the City's paratransit services for those with no alternative & provide flexible mobility options
- Need to manage demographics and travel demand
  - Increase in senior and disabled population
  - Accommodate a range of functional disabilities – visual/sensory, physical, cognitive



DEMAND	Trip Generation Rates	RIDERSHIP ESTIMATES
PEOPLE		TRIPS





# Systematic Restructuring – Resource Allocation

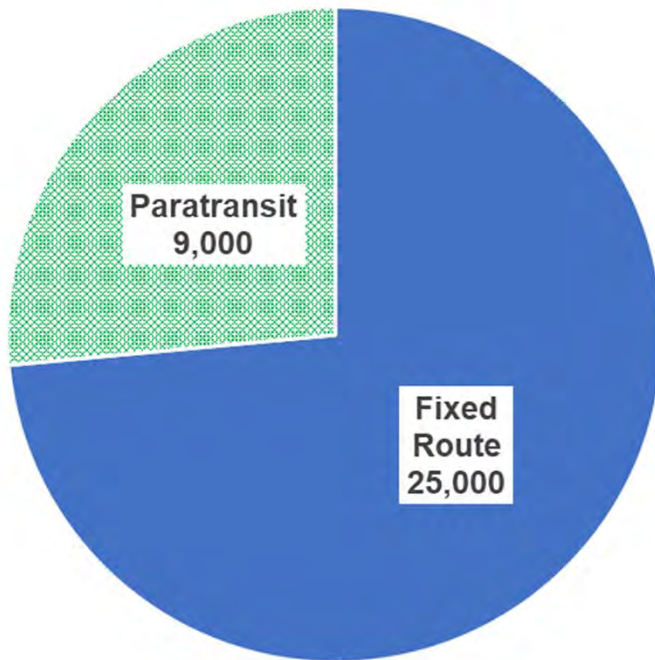


- A. Retain and restructure the fixed route network to resolve network design flaws and implement industry best practices for transit service design.**
  
- B. Reduce the coverage area of the fixed route network and introduce supplementary services provided by smart taxis, TNCs, and microtransit service providers.**

# Resource Allocation - Concept A

**Restructure the fixed route network to resolve network design flaws and implement industry best practices for transit service design.**

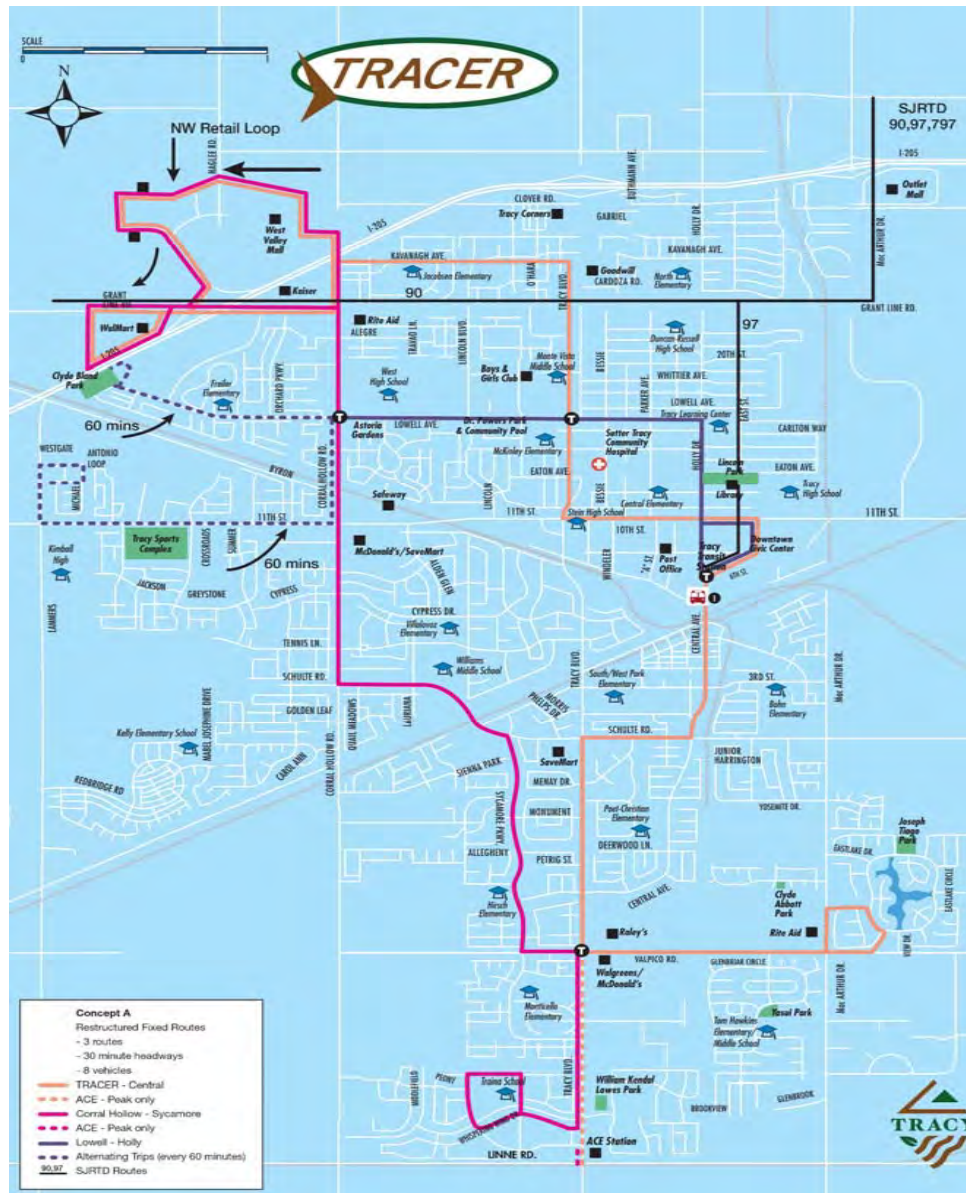
Annual Revenue Service Hours



- Retain all available resources for TRACER fixed route system and complementary paratransit services.
- Redesign the network with fewer, longer, straighter routes:
  - e.g., two (2) routes operating on 90-minute or 120-minute schedule cycle
  - 6 – 8 buses = 30-minute frequency
- On-street transfers where routes intersect replace the pulse transfer at Tracy Station.
- Scheduling best practices to ensure schedule reliability.



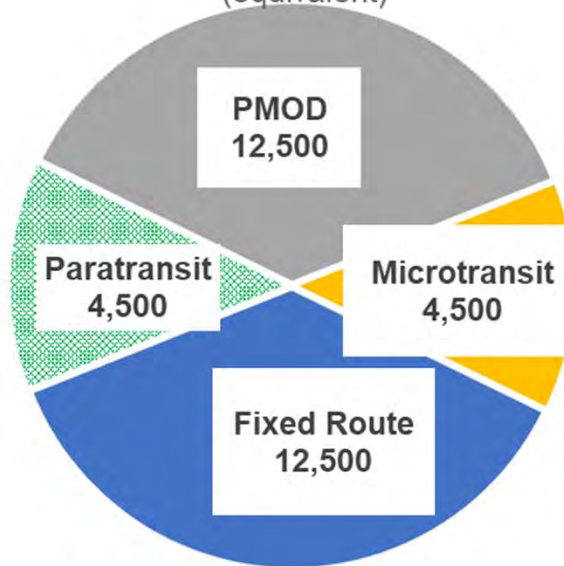
# Concept A: Hypothetical Route Restructure



# Resource Allocation - Concept B

Reduce coverage area of the fixed route network and introduce supplementary services provided by smart taxis, TNCs, and microtransit service providers.

Annual Revenue Service Hours  
(equivalent)

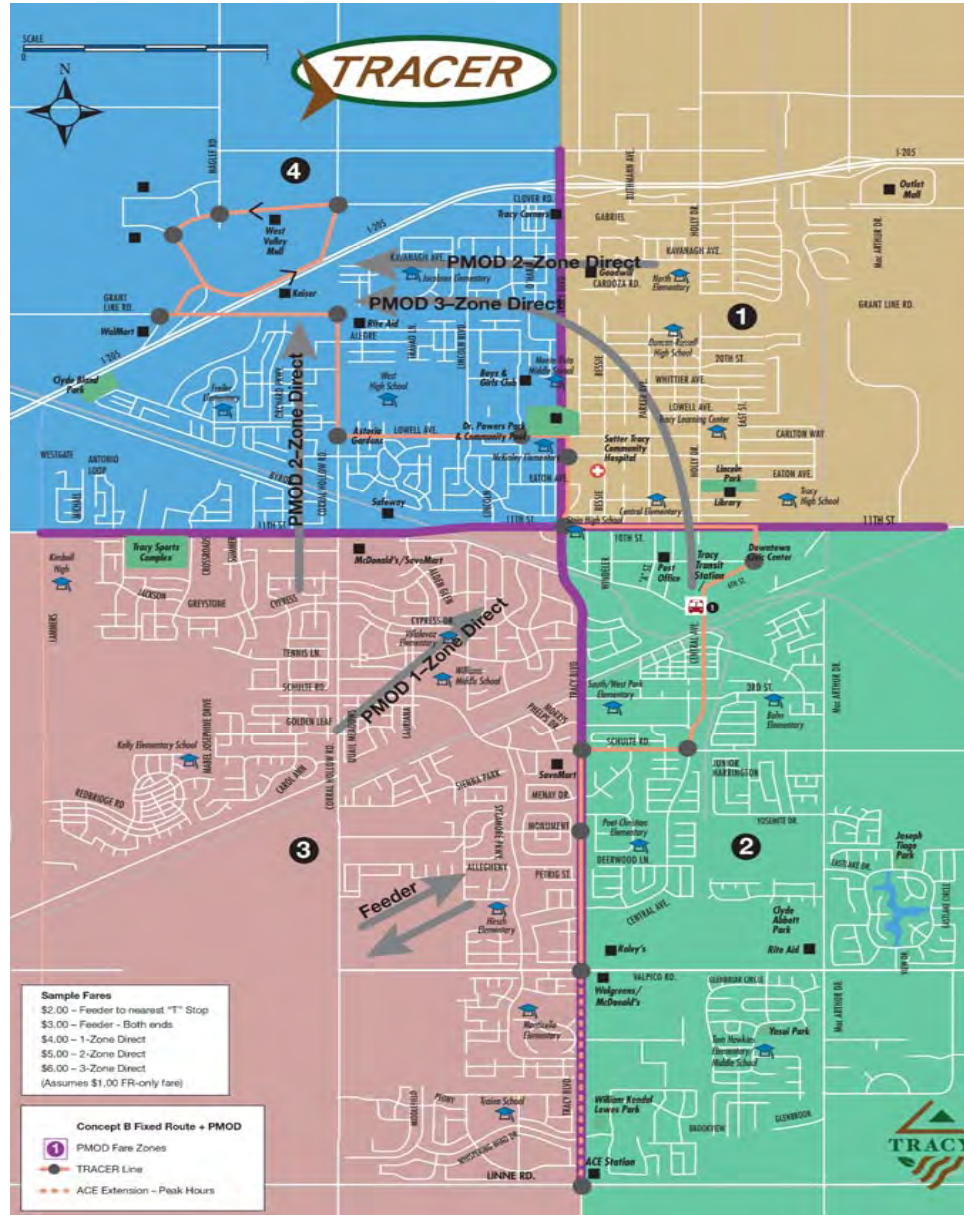


Retain 1/2 of available resources for **TRACER Paratransit** & reallocate 1/2 for personal mobility & microtransit services for paratransit registrants

- Retain approximately half of available resources for **TRACER fixed route system**
  - e.g., one (1) route operating on 120-minute schedule cycle
  - 4 buses = 30-minute frequency
  - Combine the most productive segments of Routes A, B and C into a single alignment running end-to-end between South Tracy and Northwest Tracy via Downtown.
  - Facilitate “first/last mile” feeder trips to the fixed route.
- Reallocate up to one-half of available resources to personal mobility on demand (PMOD) and microtransit services.
  - e.g., Subsidized TNC/smart taxi fares focusing on “many-to-many” trip patterns - medical, shopping and personal business trips.
  - e.g., Subsidized microtransit routes focusing on “many-to-one” trip patterns – ACE station; Downtown Park-Ride lot; selected schools.



# Concept B: Hypothetical Route/Delivery Framework



Short Range Transit Plan



# Your Preference?

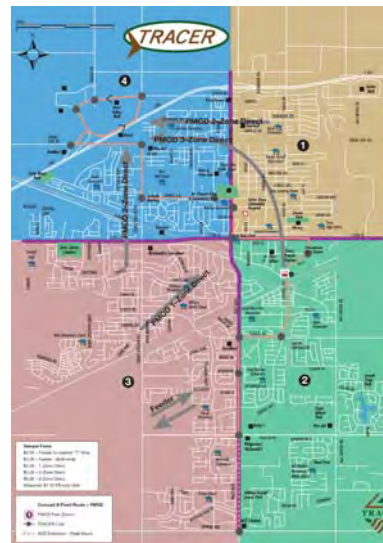


**Please "Vote"**

**A. Retain and restructure the fixed route network to resolve network design flaws and implement industry best practices for transit service design.**

**B. Reduce the coverage area of the fixed route network and introduce supplementary services provided by smart taxis, TNCs, and microtransit service providers.**

## EXAMPLES ONLY



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## **Appendix C: TRACER Ridership Counts**

Route A (Blue)

Bus Stop	Total		7:00 AM		7:30 AM		8:00 AM		8:30 AM		9:00 AM		9:30 AM		10:00 AM		10:30 AM		
	ON	OFF	ON	LOB	ON	LOB	ON	LOB	ON	LOB	ON	LOB	ON	LOB	ON	LOB	ON	LOB	
Transit Station	34	34			0	1	1	2	2	2	2	0	2	2	3	3		0	
East St @ 9th St	2	1	35		0		1	2	2	2	0	2	2	1	1	3		0	
East St @ 10th St	14	0	49		0	1	2	1	3	2	0	2	4	2	5		0		
East St @ Highland Ave	3	4	48		0		2		3	2	0	4	4		5		0		
East St @ Carlton Way	2	0	50		0		2		3	2	1	1	4		5		0		
East St @ 20th St	4	0	54		0		2		3	2	1	1	4		5		0		
East St @ Grant Line Rd	1	2	53		0		2	1	2	2	1	2	4		5		0		
Grant Line Rd @ Entrada Way	1	0	54		0		2		2	2	1	3	4		5		0		
Grant Line Rd @ Holly Dr	1	4	51		0		2		2	2	1	4	4		5		0		
Grant Line Rd opp Bessie Ave	3	7	47		0		2		2	2	1	4	1	2	3	1	4	0	
Tracy Blvd @ Cordoza Rd	0	3	44		0	1	1		2	2		4	1	2	1	3		0	
Kavanagh Ave @ Tracy Rd	1	1	44		0		1		2	2		4	2		3		0		
Buthmann Dr @ Dillon Ct	0	0	44		0		1		2	2		4	2		3		0		
Clover Rd @ Butthmann Dr	4	1	47	2	2		1	1	1	2		4	2		3		0		
Clover Rd @ Tracy Blvd	1	8	40		2		1	1	1	2	1	3	1	1	1	2		0	
Tracy Blvd @ Tracy Corners	4	2	42		2		1		1	2		3	1		2		0		
Tracy Blvd opp Cordoza Rd	5	1	46		2	1	2	1	2	2		3	1		2	2		2	
Grant Line Rd @ O'Hara Dr	0	1	45		2		2		2	2		3	1		2		2	2	
Grant Line Rd @ Lincoln Blvd	1	5	41		2		2	1	1	2		3	1		2		2	2	
Grant Line Rd @ Travao Ln	0	0	41		0		2		1	2		3	1		2		2	2	
Grant Line Rd @ Corral Hollow Rd	1	0	42		0		0		1	2		3	1		2		2	2	
Corral Hollow Rd @ Kavanagh Ave	0	0	42		0		2		1	2		3	1		2		2	2	
Target - West Valley Mall	20	17	45		0	1	1	1	0	2	1	2	1		2		2	2	
Food Court - West Valley Mall	7	2	50		0		1		0	2		2	1		1	1		2	
Naglee Rd @ Panda Express	10	4	56		0		1		0	2	1	1	1		1		2	2	
Walmart - Grant Line Rd	19	21	54	1	1		1	0	0	1	1	0	3	1	3	1	2	2	0
Grant Line Rd @ Orchard Pkwy	2	0	56		1		1		0	1		0	3		2		0	0	0
Grant Line Rd @ Corral Hollow Rd	3	0	59		1		0		0	1		0	3		2		0	0	0
Grant Line Road opp Travao Ln	1	0	60		1		0		0	1		0	3		2		0	0	0
Grant Line Rd @ Lincoln Blvd	1	1	60		1		0	1	1	1		0	3		2		0	0	0
Grant Line Rd opp O'Hara Dr	2	4	58		1		0		1	1		0	3		1	1		0	0
Tracy Blvd @ Cordoza Rd	1	3	56		1		0		1	1		0	3		1	0		0	0
Kavanagh Ave @ Tracy Rd	0	1	55		0		1		1	1		0	3		0		0	0	0
Buthmann Dr @ Dillon Ct	0	0	55		1		0		1	1		0	3		0		0	0	0
Clover Rd @ Butthmann Dr	0	3	52		1		0		1	1		0	3		0		0	0	0
Clover Rd @ Tracy Blvd	1	1	52		1		0		1	1		0	3		0		0	0	0
Tracy Blvd @ Tracy Corners	5	3	54		1		0	1	0	1		0	3		0		0	0	0
Tracy Blvd opp Cordoza Rd	5	0	59		1		0		0	1	1	1	3		0		0	0	0
Grant Line Rd @ Bessie Ave	2	4	57		1		0		0	1		1	3	1	1		0	0	0
Grant Line Rd @ Holly Dr	2	3	56		1		0		0	1		1	3		1		0	0	0
Grant Line Rd @ West Valley Bowl	3	4	55		1		0		0	1	1	2	1	2	1		0	0	0
Grant Line Rd @ East St	6	4	57		1		0		0	1		2	4	6	1		0	0	0
East St @ 20th St	1	0	58		0		0		0	1		2	6		1		0	0	0
East St @ Emerson St	0	2	56		0		0		0	1		2	6		1		0	0	0
East St @ Carlton Way	1	3	54		0		0		0	1	1	3	6		1		0	0	0
East St @ Highland Ave	0	0	54		0		0		0	1		3	6		1		0	0	0
East St opp 10th St	0	18	36		0		0		0	1	2	1	2	4	1		0	0	0
Transit Station		36	0				0		0	1	0		4	0		1			0
<b>Total</b>	<b>174</b>	<b>174</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>7</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>2</b>	



Route A (Blue)

Bus Stop	11:00 AM			11:30 AM			12:00 PM			12:30 PM			1:00 PM			1:30 PM			2:00 PM			2:30 PM			3:00 PM		
	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB
Transit Station			0	1		1	4		4	2		2	4		4			0	3		3			0	1		1
East St @ 9th St			0			1			4			2			4			0			3			0			1
East St @ 10th St	2		2			1			2			6			2			0	2		5			0	1		2
East St @ Highland Ave		1	1			1			6			6			2	1	3	0			5			0	3		5
East St @ Carlton Way			1			1			6			6			2		3	0			5			0			5
East St @ 20th St			1	1		2			6	1		3			3		0			5			0				5
East St @ Grant Line Rd			1			2			6		1	2			3		0			5			0				5
Grant Line Rd @ Entrada Way			1			2			6			2			3		0			5			0				5
Grant Line Rd @ Holly Dr			1		1	1			6			2			3		0		1	4			0		1		4
Grant Line Rd opp Bessie Ave			1			1		1	5		1	1			3		0			4			0		3	1	3
Tracy Blvd @ Cordoza Rd			1			1			5			1			3		0			4			0				3
Kavanagh Ave @ Tracy Rd			1			1			5			1			3		0	1	1	4			0				3
Buthmann Dr @ Dillon Ct			1			1			5			1			3		0			4			0				3
Clover Rd @ Buthmann Dr			1			1			5	2		3			3		0			4			0				3
Clover Rd @ Tracy Blvd			1			1		1	4			3			3		0			4			0		1		2
Tracy Blvd @ Tracy Corners			1			1			4	1		4			3		0		1	3			0				2
Tracy Blvd opp Cordoza Rd			1			1			4			4			4		0		1	2			0				2
Grant Line Rd @ O'Hara Dr			1			1			4			4			3		0			2			0				2
Grant Line Rd @ Lincoln Blvd			1			1			4			4			3		0			2			0	1	2		1
Grant Line Rd @ Travao Ln			1			1			4			4			3		0			2			0				1
Grant Line Rd @ Corral Hollow Rd	1		2			1			4			4			3		0			2			0				1
Corral Hollow Rd @ Kavanagh Ave			2			1			4			4			3		0			2			0				1
Target - West Valley Mall			2			1		2	2	3	4	3	3	3	3	0		1		3			0			1	0
Food Court - West Valley Mall	3		5			1		1	3			3	1		4		0			3			1	1	1	1	0
Naglee Rd @ Panda Express			5	1		2			3	1		4			4		0			3		1	2	2	2		2
Walmart - Grant Line Rd	1		6	1	2	1			3	2		6		2	2	2			2	1			2			2	
Grant Line Rd @ Orchard Pkwy			6			1			3			6			6		2			1			2				2
Grant Line Rd @ Corral Hollow Rd	1		7			1			3			6			6		2			1			2		2		4
Grant Line Road opp Travao Ln			7			1			3			6			7		2			1		1	3				4
Grant Line Rd @ Lincoln Blvd		1	6			1			3			6			6		2			1			3				4
Grant Line Rd opp O'Hara Dr			6			1			3	1	1	6			2		2			1		1	2				4
Tracy Blvd @ Cordoza Rd		1	5			1			3			6		1	1			1		2			2				4
Kavanagh Ave @ Tracy Rd			5			1			3			6			1		1			2			2				4
Buthmann Dr @ Dillon Ct			5			1			3			6			1		1			2			2				4
Clover Rd @ Buthmann Dr		1	4			1			3			6			1		1			2			2			2	2
Clover Rd @ Tracy Blvd			4			1			3		1	5			1		1			2			2				2
Tracy Blvd @ Tracy Corners	1		5			1		1	4		1	4		1	2		1		1	3			2				2
Tracy Blvd opp Cordoza Rd			5			1		1	5			4			4		2		1	4		1	3		1		3
Grant Line Rd @ Bessie Ave		1	4			1		1	6			4			2		1			4			3				3
Grant Line Rd @ Holly Dr			4			1			6			4		1	3		1			3		1	4				3
Grant Line Rd @ West Valley Bowl			4			1		2	8			4			1	2				3			4				3
Grant Line Rd @ East St			4			1			8	1	1	4			1	1				3			4	1			4
East St @ 20th St			4			1			8			4			1					3			4	1			5
East St @ Emerson St			4			1		1	7			4			1					3			4				5
East St @ Carlton Way			4			1			7			4			1					3			4				5
East St @ Highland Ave			4			1			7			4			1					3			4				5
East St opp 10th St			4			1			3	3		1			1		1			3			2	2			4
Transit Station			4			1			4	0		0			1		0			3			0				0
<b>Total</b>	<b>9</b>	<b>9</b>		<b>4</b>	<b>4</b>		<b>12</b>	<b>12</b>		<b>14</b>	<b>14</b>		<b>10</b>	<b>10</b>		<b>2</b>	<b>2</b>		<b>10</b>	<b>10</b>		<b>5</b>	<b>5</b>		<b>14</b>	<b>14</b>	

Route A (Blue)

Bus Stop	3:30 PM			4:00 PM			4:30 PM			5:00 PM			5:30 PM			6:00 PM			6:30 PM			7:00 PM		
	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB
Transit Station			0			0	1		1	2		2	4		4	1		1			0	1		1
East St @ 9th St			0			0			1			2			4			1			1			1
East St @ 10th St			0			0			1			2			4			1			1			2
East St @ Highland Ave			0			0			1			2			2			1			1			2
East St @ Carlton Way	1		1			0			1			2			2			1			1			2
East St @ 20th St			1			0			1			1			3			1			1			2
East St @ Grant Line Rd			1			0			1			3			3			1			1			2
Grant Line Rd @ Entrada Way			1			0			1			3			3			1			1			2
Grant Line Rd @ Holly Dr		1	0			0			1			3			3			1			1			2
Grant Line Rd opp Bessie Ave			0			0	2		3			3			3			1			1			1
Tracy Blvd @ Cordoza Rd			0			0			3			3			3			1			1			1
Kavanagh Ave @ Tracy Rd			0			0			3			3			3			1			1			1
Buthmann Dr @ Dillon Ct			0			0			3			3			3			1			1			1
Clover Rd @ Buthmann Dr			0			0			3			3			3			1			1			1
Clover Rd @ Tracy Blvd			0			0			1			2			3			1			1			1
Tracy Blvd @ Tracy Corners			0	2		2			2	1		4			3			0			1			1
Tracy Blvd opp Cordoza Rd	1		1			2			2			4			3			0			0			1
Grant Line Rd @ O'Hara Dr			1			2			2			4			3			0			0			1
Grant Line Rd @ Lincoln Blvd			1			2			2			4			3			0			0			0
Grant Line Rd @ Travao Ln			1			2			2			4			3			0			0			0
Grant Line Rd @ Corral Hollow Rd			1			2			2			4			3			0			0			0
Corral Hollow Rd @ Kavanagh Ave			1			2			2			4			3			0			0			0
Target - West Valley Mall	3	1	3	2		4	3		5	1	1	4	2	2	3	1		1	1	1				0
Food Court - West Valley Mall			3			4			5			4			3			1			1			0
Naglee Rd @ Panda Express	4		7			4	1		6			4			1			1			1			0
Walmart - Grant Line Rd		4	3	2	2	4	2	2	6	1	2	3	1		3	1		2			1			0
Grant Line Rd @ Orchard Pkwy			3			4			6			3	2		5			2			1			0
Grant Line Rd @ Corral Hollow Rd			3			4			6			3			5			2			1			0
Grant Line Road opp Travao Ln			3			4			6			3			5			2			1			0
Grant Line Rd @ Lincoln Blvd			3			4			6			3			5			2			1			0
Grant Line Rd opp O'Hara Dr			3		1	3			6			3	1		6			2			1			0
Tracy Blvd @ Cordoza Rd			3			3			6			3			6			2			1			0
Kavanagh Ave @ Tracy Rd			3			3			6			3			6			2			1			0
Buthmann Dr @ Dillon Ct			3			3			6			3			6			2			1			0
Clover Rd @ Buthmann Dr			3			3			6			3			6			2			1			0
Clover Rd @ Tracy Blvd			3	1		4			6			3			6			2			1			0
Tracy Blvd @ Tracy Corners			3			4	1		7			3			1	5		2			1			0
Tracy Blvd opp Cordoza Rd			3			4			7			3			5			2			1			0
Grant Line Rd @ Bessie Ave			3			4			7			1	2		2	3		2			1			0
Grant Line Rd @ Holly Dr			3			4		2	5			2			3			2			1			0
Grant Line Rd @ West Valley Bowl			3			4			5			2			3			1	1		1			0
Grant Line Rd @ East St			3		1	3			5			2			3			1			0			0
East St @ 20th St			3			3			5			2			3			1			0			0
East St @ Emerson St			3			3			5			2			3			1			0			0
East St @ Carlton Way			3		1	2			5			2			2	1		0			0			0
East St @ Highland Ave			3			2			5			2			1			0			0			0
East St opp 10th St			3			2			5			1	1		1			0			0			0
Transit Station			0			2			0			1	0		1			0			0			0
<b>Total</b>	<b>9</b>	<b>9</b>		<b>7</b>	<b>7</b>		<b>10</b>	<b>10</b>		<b>6</b>	<b>6</b>		<b>11</b>	<b>11</b>		<b>3</b>	<b>3</b>		<b>2</b>	<b>2</b>		<b>2</b>	<b>2</b>	

Route B (Green)

Bus Stop	Total			7:00 AM			7:30 AM			8:00 AM			8:30 AM			9:00 AM			9:30 AM			10:00 AM		
	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB
Transit Station	25		25	1		1	5		5	2		2	1		1	1		1		0	3		3	
East St @ 9th St	13	0	38	1		2	9		14			2		1		1		1		1			3	
East St @ 10th St	17	0	55	1		3			14			2		1	3	4		1		2			3	
Holly Dr @ 12th St	2	0	57			3			14			2		1		4				2			3	
Holly Dr @ Easton Ave	8	2	63	1		4	2	2	14			2		1		4				2	1		4	
Eaton Ave @ Parker Ave	7	0	70			4			14			2		1		4				2			4	
Eaton Ave @ Bessie Ave	3	1	72			4			14			2		1		4				2			4	
Tracy Blvd @ Sutter Hospital	8	4	76		1	3			14			2		1	1	5				2	1	1	4	
Lowell Ave opp Dr Powers Park	1	13	64		2	1		11	3			2		1		5				2			4	
Lowell Ave @ Lincoln Ave	4	1	67			1			3			2		1		5				2	3		7	
Corral Hollow Rd @ Lowell Ave	10	3	74			1	1	1	3			2		1	1	6				2			7	
Corral Hollow Rd @ Alegre Dr	0	6	68		1	0		2	1			2		1		6				2		1	6	
Grant Line Rd @ Corral Hollow Rd	0	0	68			0			1			2		1		6				2			6	
Grant Line Rd @ Orchard Pkwy	4	9	63			0			1		2	0		1		6				1	1		6	
Walmart - Grant Line Rd	24	36	51			0		1	0	1		1		1	0	3				3	1	3	4	
Target - West Valley Mall	11	11	51			0			0			1		1	0	3				1		2	2	
Food Court - West Valley Mall	4	6	49			0			0			1		0		2				1			2	
Auto Plaza Dr @ DMV office	0	1	48			0			0			1		0		1				1			2	
Pavilion Pkwy @ Winco	4	14	38			0			0	1		2		0		1		1	1	1		1	1	
Naglee Rd @ Home Depot	2	1	39			0			0			2		0		1				1			1	
Grant Line Rd @ Orchard Pkwy	2	0	41			0			0			2		0		0				1			1	
Corral Hollow Rd @ Alegre Dr	0	1	40			0			0			2		0		0				1			1	
Lowell Ave @ Corral Hollow Rd	3	1	42			0			0		1	1		0		0				1			1	
Lowell Ave @ Lincoln Ave	2	2	42			0			0			1		0	1	1		1		2			1	
Lowell Ave @ Dr Powers Park	8	7	43			0			0		1	0		0		1				2			1	
Tracy Blvd @ Sutter Hospital	0	3	40			0			0			0		0		1				2			1	
Eaton Ave @ Bessie Ave	2	1	41			0			0			0		0		1				2			1	
Eaton Ave @ Parker Ave	0	4	37			0			0			0		0		1			1	1			1	
Holly Dr opp Library	3	8	32			0			0			0		0		1				1			1	
Holly Dr @ 12th St	0	0	32			0			0			0		0		1				1			1	
East St @ 10th St	0	14	18			0			0			0		0		1				1			1	
Transit Station		18	0			0			0			0		0		1		0		1		0	1	0
<b>Total</b>	<b>167</b>	<b>167</b>		<b>4</b>	<b>4</b>		<b>17</b>	<b>17</b>		<b>4</b>	<b>4</b>		<b>1</b>	<b>1</b>		<b>7</b>	<b>7</b>		<b>4</b>	<b>4</b>		<b>9</b>	<b>9</b>	

Route B (Green)

Bus Stop	10:30 AM			11:00 AM			11:30 AM			12:00 PM			12:30 PM			1:00 PM			1:30 PM			2:00 PM			2:30 PM			
	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	
Transit Station			0	1		1	1		1			0	2		2	1		1	1		1	1		1	1		1	1
East St @ 9th St			0			1			1	1		1	1		3			1			1			1			1	1
East St @ 10th St	6		6			1			1			1			3	2		3		1		2		3			1	1
Holly Dr @ 12th St			6			1			1			1			3	1		4		1				3			1	1
Holly Dr @ Easton Ave	2		8	1		2			1			1			3			4	1					3			1	1
Eaton Ave @ Parker Ave	1		9			2			1			2			3			4		2		5		8			1	1
Eaton Ave @ Bessie Ave			9			2			2			4			3	1		5		2			1	7			1	1
Tracy Blvd @ Sutter Hospital			9	2		4			4	1		2			3			5		2		1		8			1	1
Lowell Ave opp Dr Powers Park			9			4			4			2			3			5		2				8			1	1
Lowell Ave @ Lincoln Ave			9			4			4			2			3			5		1		1		9			1	1
Corral Hollow Rd @ Lowell Ave	1		10			4			4	3	1	4			3		1	4		1			1	9			1	1
Corral Hollow Rd @ Alegre Dr			10			4			4			4			3			2		2			1	9			1	1
Grant Line Rd @ Corral Hollow Rd			10			4			4			4			3			2		2			1	9			1	1
Grant Line Rd @ Orchard Pkwy			10			4			4			4	2	1	4			2		2			1	9			1	1
Walmart - Grant Line Rd	1	9	2	1	4	1			2	2	1	1	4		3	1	3	2	3		1	0	1	4	6	3	4	4
Target - West Valley Mall			2	1	1	1			2	2			4		1				3		0			3	3		4	4
Food Court - West Valley Mall	1		1			1			2			3	1		1		2		5		0			3	3		4	4
Auto Plaza Dr @ DMV office			1			1			2			2			1				5		0			3		1	3	3
Pavilion Pkwy @ Winco			1			1			2	0		1	0		1	0			5		0			2	1		3	3
Naglee Rd @ Home Depot			1			1			0	0		0			0				5		0			1	1		3	3
Grant Line Rd @ Orchard Pkwy			1			1			0	0		0	2		2				5		0			1	1		3	3
Corral Hollow Rd @ Alegre Dr	1		0			1			0	0		0			2				5		0			1	1		3	3
Lowell Ave @ Corral Hollow Rd			0			1			1			0			2	1		6	1		1			1	1		3	3
Lowell Ave @ Lincoln Ave			0			1			1			0			2			6		1				1	1		3	3
Lowell Ave @ Dr Powers Park			0			1			1			0			2	0		6		1		8		9		1	2	2
Tracy Blvd @ Sutter Hospital			0			1			1			0			0			2		4				9			2	2
Eaton Ave @ Bessie Ave			0	1		2			1		1		0		0			4		1				9			2	2
Eaton Ave @ Parker Ave			0			2			1			1			0			4		1				9			2	2
Holly Dr opp Library			0			2			1			1			0			4		1				2	7		1	1
Holly Dr @ 12th St			0			2			1			1			0			4		0				7			1	1
East St @ 10th St			0			1			1			1			0			4		0				5	2		1	0
Transit Station			0			1			0			1			0			4		0				5	2		1	0
<b>Total</b>	<b>11</b>	<b>11</b>		<b>7</b>	<b>7</b>		<b>5</b>	<b>5</b>		<b>7</b>	<b>7</b>		<b>7</b>	<b>7</b>		<b>11</b>	<b>11</b>		<b>3</b>	<b>3</b>		<b>19</b>	<b>19</b>		<b>4</b>	<b>4</b>		

Route B (Green)

Bus Stop	3:00 PM			3:30 PM			4:00 PM			4:30 PM			5:00 PM			5:30 PM			6:00 PM			6:30 PM			7:00 PM		
	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB
Transit Station			0	1		1	1		1	1		1		0			0			0	1		1			0	
East St @ 9th St			0			1			1			1		0			0			0			1			0	
East St @ 10th St			0			1			1	2		3		0		0				0			1			0	
Holly Dr @ 12th St			0	1		2			1			3		0		0				0			1			0	
Holly Dr @ Easton Ave			0			2			1			3		0		0				0			1			0	
Eaton Ave @ Parker Ave			0			2			1			3		0		0				0			1			0	
Eaton Ave @ Bessie Ave			0			2			1			3		0		0				0			1			0	
Tracy Blvd @ Sutter Hospital			0			2		1	0		1	2		0	2	2				0			1			0	
Lowell Ave opp Dr Powers Park	1		1			2			0			2		0		2				0			1			0	
Lowell Ave @ Lincoln Ave			1			2			0			2		0		2				0			1			0	
Corral Hollow Rd @ Lowell Ave	4		5			2			0			2		0		2				0			1			0	
Corral Hollow Rd @ Alegre Dr			5			2			0			2		0		2				0			1			0	
Grant Line Rd @ Corral Hollow Rd			5			2			0			2		0		2				0			1			0	
Grant Line Rd @ Orchard Pkwy	2	1	6		1	1			0			2		0		2	0			0		1	0			0	
Walmart - Grant Line Rd	4	1	9	1		2			0	2	1	3	2	2	2	2	1	1	1	1		0				0	
Target - West Valley Mall	3	2	10	1	1	2	1	1	2	2	5	5	2	4	2	2	0			1		0	1			1	
Food Court - West Valley Mall	1		11			2	1		2			5		4		0				1		0				1	
Auto Plaza Dr @ DMV office			11			2			2			5		4		0				1		0				1	
Pavilion Pkwy @ Winco	1	5	7			2			2		1	4	1	5		0				1		0				1	
Naglee Rd @ Home Depot			7	1		3			2	1		5		5		0				0		0				1	
Grant Line Rd @ Orchard Pkwy			7			3			2			5		5		0				0		0				1	
Corral Hollow Rd @ Alegre Dr			7			3			2			5		5		0				0		0				1	
Lowell Ave @ Corral Hollow Rd			7			3			2			5		5		0				0		0				1	
Lowell Ave @ Lincoln Ave		2	5			3			2			5		5		0				0		0				1	
Lowell Ave @ Dr Powers Park			5			3			2		2	3		1	4					0		0				1	
Tracy Blvd @ Sutter Hospital			5			3			2			3		4		0				0		0				1	
Eaton Ave @ Bessie Ave			5			3			2			3		1	3					0		0				0	
Eaton Ave @ Parker Ave		1	4			3			2		2	1		3		0				0		0				0	
Holly Dr opp Library		1	3			3		3	5			1		2	1				1	-1		0				0	
Holly Dr @ 12th St			3			3			5			1		1						-1		0				0	
East St @ 10th St			1		1	2		1	4			1		1						-1		0				0	
Transit Station			2		2	0		4	0		1	0		1		0				-1		0				0	
<b>Total</b>	<b>16</b>	<b>16</b>		<b>5</b>	<b>5</b>		<b>6</b>	<b>6</b>		<b>8</b>	<b>8</b>		<b>5</b>	<b>5</b>		<b>4</b>	<b>4</b>		<b>1</b>	<b>1</b>		<b>1</b>	<b>1</b>		<b>1</b>	<b>1</b>	

Route C (Red)

Bus Stop	Total			7:00 AM			8:00 AM			9:00 AM			10:00 AM			11:00 AM		
	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB
Transit Station	30		30			0	1		1	2		2	1		1	5		5
East St @ 9th St	1	0	31	1		1			1			2			1			5
Senior Center - 10th St	5	2	34			1			1	2		0	1		2			5
Civic Center Plaza	3	0	37			1			1			0			2	1		6
10th St & E St	3	0	40			1			1			0			2			6
10th St @ A St	3	2	41	1		2	1		2			0			2		2	4
10th St @ Windeler Ave	0	0	41			2			2			0			2			4
10th St @ Tracy Blvd	2	9	34			2			2			0			2	1	3	2
11th St @ Lincoln Blvd	0	2	32			2			2			0		1	1			2
11th St @ Safeway	3	11	24			2		2	0			0		1	0		1	1
Corral Hollow Rd @ Krohn Rd	0	2	22			2			0			0			0			1
Corral Hollow Rd @ Cypress Dr	0	0	22			2			0			0			0			1
Corral Hollow Rd @ Tennis Ln	0	0	22			2			0			0			0			1
Schulte Rd @ Quail Meadows Ln	0	0	22			2			0			0			0			1
Schulte Rd @ Lauriana Ln	1	0	23			2			0			0			0	1		2
Schulte Rd @ Sycamore Pkwy	0	3	20			2			0			0			0			2
Tracy Blvd @ Schulte Rd	2	6	16			2			0			0			0		1	1
Tracy Blvd @ Monument Dr	2	1	17			2			0			0			0			1
Tracy Blvd @ Petrig St	0	0	17			2			0			0			0			1
Tracy Blvd @ Central Ave	3	1	19	1		3			0			0			0			1
Valpico Rd @ Tracy Blvd	0	3	16		1	2			0			0			0		1	0
Valpico Rd @ Packaging Plant	0	0	16			2			0			0			0			0
Valpico Rd @ Glenbriar Dr	0	0	16			2			0			0			0			0
MacArthur Dr @ Vapico Rd	0	0	16			2			0			0			0			0
MacArthur Dr @ Eastlake Dr	2	4	14			2	2		2			0			0			0
East Lake Cir @ Lighthouse Cir	1	1	14			2			2	1		1			0			0
East Lake Cir @ Dominique Dr	2	0	16	1		3	1		3			1			0			0
Valpico Rd @ Mauriland Ln	2	3	15	1		4			3	1		2			0			0
Valpico Rd @ MacArthur Dr	0	0	15			4			3			2			0			0
Valpico Rd @ Tracy Blvd	0	0	15			4			3			2			0			0
Tracy Blvd @ Vapico Rd	8	0	23	1		5	1		4	1		3			0	2		2
Tracy Blvd @ Central Ave	3	0	26	1		6			4	2		5			0			2
Central Ave opp Village Dr	0	0	26			6			4			5			0			2
Central Ave @ Deerwood Ln	0	0	26			6			4			5			0			2
Central Ave @ Junior Harrington Way	0	0	26			6			4			5			0			2
Central Ave @ Schulte Rd	4	0	30	2		8			4			5			0			2
Schulte Rd @ Tracy Blvd	1	2	29		1	7			4		1	4			0			2
Schulte Rd @ Sycamore Pkwy	0	0	29			7			4			4			0			2
Schulte Rd @ Lauriana Ln	1	2	28		2	5	1		5			4			0			2
Schulte Rd @ Quail Meadows Ln	0	0	28			5			5			4			0			2
Corral Hollow Rd @ Tennis Ln	0	0	28			5			5			4			0			2
Corral Hollow Rd @ Cypress Dr	0	0	28			5			5			4			0			2
11th St @ Corral Hollow Rd	8	5	31		2	3	1		6			4	1		1	1		3
11th St @ Alden Glen Dr	0	0	31			3			6			4			1			3
11th St opp Lincoln Blvd	5	2	34			3			6		1	3	2		3	2		5
10th St @ Tracy Blvd	5	3	36		1	2		1	5	1		4			3			5
10th St @ Windeler Ave	1	1	36			2			5			4			3	1	1	5
10th St @ A St	1	2	35			2			5		1	3			3	1		6
10th St @ E St	0	7	28			2			5			3			3			6
East St @ 10th St	3	12	19	2	1	3		3	2		1	2	1	2	2		3	3
Transit Station		19	0		3	0		2	0		2	0		2	0		3	0
<b>Total</b>	<b>105</b>	<b>105</b>		<b>11</b>	<b>11</b>		<b>8</b>	<b>8</b>		<b>8</b>	<b>8</b>		<b>6</b>	<b>6</b>		<b>15</b>	<b>15</b>	

Route C (Red)

Route C (Red)

Bus Stop	12:00 PM			1:00 PM			2:00 PM			3:00 PM			4:00 PM			5:00 PM			6:00 PM			7:00 PM		
	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB
Transit Station	2		2			0	2		2	3		3	5		5	7		7	1		1	1		1
East St @ 9th St			2			0			2			3			5			7			1			1
Senior Center - 10th St	2		4			0			2			3			5			7	2		3			1
Civic Center Plaza			4	1		1	1		3			3			5			7			3			1
10th St & E St			4			1			3			3			5	3		10			3			1
10th St @ A St			4			1			3			3			5			10			3	1		2
10th St @ Windeler Ave			4			1			3			3			5			10			3			2
10th St @ Tracy Blvd			4			1			3	1		4			5		6	4			3			2
11th St @ Lincoln Blvd		1	3			1			3			4			5			4			3			2
11th St @ Safeway		1	2			1		1	2			4			5	3	3	4		2	1			2
Corral Hollow Rd @ Krohn Rd			2			1		1	1			4			5			4		1	0			2
Corral Hollow Rd @ Cypress Dr			2			1			1			4			5			4			0			2
Corral Hollow Rd @ Tennis Ln			2			1			1			4			5			4			0			2
Schulte Rd @ Quail Meadows Ln			2			1			1			4			5			4			0			2
Schulte Rd @ Lauriana Ln			2			1			1			4			5			4			0			2
Schulte Rd @ Sycamore Pkwy		2	0			1			1			4		1	4			4			0			2
Tracy Blvd @ Schulte Rd			0			1			1	1		5		4	0	1		5			0		1	1
Tracy Blvd @ Monument Dr			0		1	0			1			5			0	2		7			0			1
Tracy Blvd @ Petrig St			0			0			1			5			0			7			0			1
Tracy Blvd @ Central Ave	1		1	1		1			1		1	4			0			7			0			1
Valpico Rd @ Tracy Blvd			1			1			1			4			0			7			0		1	0
Valpico Rd @ Packaging Plant			1			1			1			4			0			7			0			0
Valpico Rd @ Glenbriar Dr			1			1			1			4			0			7			0			0
MacArthur Dr @ Vapico Rd			1			1			1			4			0			7			0			0
MacArthur Dr @ Eastlake Dr			1		1	0			1			4			0		3	4			0			0
East Lake Cir @ Lighthouse Cir			1			0			1			4			0		1	3			0			0
East Lake Cir @ Dominique Dr			1			0			1			4			0			3			0			0
Valpico Rd @ Maurland Ln			1			0		1	0			2		2	0			3			0			0
Valpico Rd @ MacArthur Dr			1			0			0			2			0			3			0			0
Valpico Rd @ Tracy Blvd			1			0			0			2			0			3			0			0
Tracy Blvd @ Valpico Rd			1			0			0	1		3		2	2			3			0			0
Tracy Blvd @ Central Ave			1			0			0			3			2			3			0			0
Central Ave opp Village Dr			1			0			0			3			2			3			0			0
Central Ave @ Deerwood Ln			1			0			0			3			2			3			0			0
Central Ave @ Junior Harrington Way			1			0			0			3			2			3			0			0
Central Ave @ Schulte Rd			1			0			0	2		5			2			3			0			0
Schulte Rd @ Tracy Blvd			1			0			0			5		1	3			3			0			0
Schulte Rd @ Sycamore Pkwy			1			0			0			5			3			3			0			0
Schulte Rd @ Lauriana Ln			1			0			0			5			3			3			0			0
Schulte Rd @ Quail Meadows Ln			1			0			0			5			3			3			0			0
Corral Hollow Rd @ Tennis Ln			1			0			0			5			3			3			0			0
Corral Hollow Rd @ Cypress Dr			1			0			0			5			3			3			0			0
11th St @ Corral Hollow Rd		2	3	1		1			0	2	3	4			3			3			0			0
11th St @ Alden Glen Dr			3			1			0			4			3			3			0			0
11th St opp Lincoln Blvd		1	4			1			0		1	3			3			3			0			0
10th St @ Tracy Blvd			1			3			0			3			3	4		7			0			0
10th St @ Windeler Ave			3			1			0			3			3			7			0			0
10th St @ A St			3			1			0		1	2			3			7			0			0
10th St @ E St			1			2			0			2			3		6	1			0			0
East St @ 10th St			2			1			0			2			1	2		1			0			0
Transit Station			2			0			0			2			2			1			0			0
<b>Total</b>	<b>8</b>	<b>8</b>		<b>3</b>	<b>3</b>		<b>3</b>	<b>3</b>		<b>10</b>	<b>10</b>		<b>8</b>	<b>8</b>		<b>20</b>	<b>20</b>		<b>3</b>	<b>3</b>		<b>2</b>	<b>2</b>	

# Route D (Purple) Reverse Peak Trips

Bus Stop	Intersection / Landmark	Total			5:00 AM			6:00 AM			2:00 PM			3:00 PM		
		ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB
Transit Station	6th Street	0		0		0		0		0		0		0		0
Holly Dr	Eaton Avenue (Library)	0	0	0		0			0		0		0		0	
Eaton Ave	Parker Ave	0	0	0		0			0		0		0		0	
Eaton Ave	Bessie Ave	0	0	0		0			0		0		0		0	
Tracy Blvd	Sutter Hospital	0	0	0		0			0		0		0		0	
Lowell Ave	opp Dr Powers Park ent	0	0	0		0			0		0		0		0	
Lowell Ave	Lincoln Blvd	0	0	0		0			0		0		0		0	
Corral Hollow Road	Fieldview Dr	0	0	0		0			0		0		0		0	
Corral Hollow Road	Byron Road	0	0	0		0			0		0		0		0	
11th Street	Belconte Dr	0	0	0		0			0		0		0		0	
11th Street	Crossroads Dr	0	0	0		0			0		0		0		0	
11th Street	Lammers Road	0	0	0		0			0		0		0		0	
Antonio Loop	Westgate Dr	0	0	0		0			0		0		0		0	
11th Street	Lammers Road (Kimball HS)	0	0	0		0			0		0		0		0	
Crossroads Dr	Sports Center	0	0	0		0			0		0		0		0	
Crossroads Dr	Jackson Ave	0	0	0		0			0		0		0		0	
Greystone Dr	Summer Lane	0	0	0		0			0		0		0		0	
Cypress Dr	Barcelona Dr	0	0	0		0			0		0		0		0	
Corral Hollow Road	Tennis Lane	1	0	1		0		1		1		0		0		0
Corral Hollow Road	Schulte Road	0	0	1		0			1		1		0		0	
Golden Leaf Lane	Adaire Lane	0	0	1		0			1		1		0		0	
Carrol Ann Dr	Gibraltar Ct	0	0	1		0			1		1		0		0	
Carrol Ann Dr	Marie Angela Dr	0	0	1		0			1		1		0		0	
Mabel Josephine Dr	David Waite Dr	0	0	1		0			1		1		0		0	
Schulte Road	Barcelona Dr	1	0	2		0		1		2		0		0		0
Schulte Road	Quail Meadows Lane	0	0	2		0			2		2		0		0	
Schulte Road	Lauriana Lane	0	0	2		0			2		2		0		0	
Sycamore Pkwy	Sienna Park Dr	0	0	2		0			2		2		0		0	
Sycamore Pkwy	Monument Dr	0	0	2		0			2		2		0		0	
Sycamore Pkwy	opp Allegheny Street	0	0	2		0			2		2		0		0	
Sycamore Pkwy	Hirsch School	0	0	2		0			2		2		0		0	
Sycamore Pkwy	Valpico Road	0	0	2		0			2		2		0		0	
Sycamore Pkwy	Meadow Lane	0	0	2		0			2		2		0		0	
Sycamore Pkwy	Ray Harvey Dr	0	0	2		0			2		2		0		0	
Sycamore Pkwy	Windham Dr	0	0	2		0			2		2		0		0	
Sycamore Pkwy	Sudeley Dr	0	0	2		0			2		2		0		0	
Tracy Blvd	Whispering Wind Dr	0	0	2		0			2		2		0		0	
Whispering Wind Dr	English Oak Ave	0	0	2		0			2		2		0		0	
Whispering Wind Dr	Middlefield Dr	0	0	2		0			2		2		0		0	
Peony Dr	Cherry Blossom Lane	0	0	2		0			2		2		0		0	
Windsong Dr	Tamarisk Lane	0	0	2		0			2		2		0		0	
ACE Station	Tracy Blvd	0	2	0		0			2		0		0		0	
Tracy Blvd	Gandy Dancer Dr	0	0	0		0			0		0		0		0	
Tracy Blvd	McDonalds (Valpico Road)	0	0	0		0			0		0		0		0	
Tracy Blvd	Valpico Road (Raleys)	1	0	1		0		1		1		0		0		0
Tracy Blvd	Central Avenue	0	0	1		0			1		1		0		0	
Central Ave	opp Village Dr (Sycamore Village)	1	0	2		0		1		2		0		0		0
Central Ave	Deerwood Lane (opp Poet School)	0	0	2		0			2		2		0		0	
Central Ave	Junior Harrington Way	0	0	2		0			2		2		0		0	
Central	opp MacDonald Park	0	0	2		0			2		2		0		0	
Transit Station	6th Street		2	0		0			2		0		0		0	
<b>Total</b>		<b>4</b>	<b>4</b>		<b>0</b>	<b>0</b>		<b>4</b>	<b>4</b>		<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	



# Route E (Pink) AM Trips

Bus Stop	Intersection / Landmark	Total			6:40 AM			7:25 AM		
		ON	OFF	LOB	ON	OFF	LOB	ON	OFF	LOB
Transit Station	6th Street	0		0			0		0	
East Street	9th Street	0	0	0			0		0	
East Street	10th Street (City Hall)	0	0	0			0		0	
East Street	Highland Ave (Tracy HS)	0	0	0			0		0	
East Street	Carlton Way	0	0	0			0		0	
East Street	20th Street	0	0	0			0		0	
East Street	Grant Line Road	0	0	0			0		0	
MacArthur Dr	Grant Line Road	0	0	0			0		0	
Outlet Mall driveway	Pascadero Ave	0	0	0			0		0	
MacArthur Dr	Pombo Square Dr	1	0	1	1		1		0	
MacArthur Dr	Green Oaks MHP	0	0	1			1		0	
Grant Line	Entrada (opp Bowling Alley/tire shop)	0	0	1			1		0	
Grant Line	Holly Dr (Recycling Center)	0	0	1			1		0	
Holly Dr	Manzanita Lane	2	0	3	2		3		0	
Kavanagh Ave	Dovenshire Dr (opp north School)	6	0	9	6		9		0	
Kavanagh Ave	Buthmann Ave	0	0	9			9		0	
Kavanagh Ave	Tracy Blvd	2	0	11	2		11		0	
Kavanagh Ave	Atlanta Ct	0	0	11			11		0	
Kavanagh Ave	Lincoln Blvd	1	0	12	1		12		0	
Kavanagh Ave	opp Kenner Park (near cul de sac)	1	0	13	1		13		0	
Grant Line Road	Orchard Pkwy (opp Kaiser)	0	0	13			13		0	
Orchard Pkwy	Joseph Damon Dr	0	0	13			13		0	
Orchard Pkwy	Hillcrest Dr	0	0	13			13		0	
Lowell Ave	Art Freiler School	0	0	13			13		0	
Lowell Ave	opp Oxford Way	0	0	13			13		0	
Lowell Ave	Chesapeake roundabout	1	0	14			13	1	1	
Lowell Ave	Oxford / Henley	2	0	16	2		15		1	
Lowell Ave	Bridle Creek	4	0	20	4		19		1	
Lowell Ave	Corral Hollow Road (Astoria Gardens)	1	1	20	1	1	19		1	
Lowell Ave	Lincoln Blvd	0	10	10		10	9		1	
Lowell Ave	Dr Powers Park	0	2	8		2	7		1	
Tracy Blvd	Sutter Hospital	0	1	7		1	6		1	
Eaton Ave	Bessie Ave	0	3	4		3	3		1	
Eaton Ave	Parker Ave	0	0	4			3		1	
Holly Dr	opp Library	0	0	4			3		1	
Holly Dr	12th Street (Goodyear Tire)	0	1	3		1	2		1	
Transit Station	6th Street		3	0		2	0		1	
<b>Total</b>		<b>21</b>	<b>21</b>		<b>20</b>	<b>20</b>		<b>1</b>	<b>1</b>	

# Route F (Orange) AM Trips

Bus Stop	Intersection / Landmark	Total			6:40 AM		
		ON	OFF	LOB	ON	OFF	LOB
Transit Station	6th Street	0		0			0
Central Ave	MacDonald Park (1st Street)	0	0	0			0
Schulte Road	Amaretto Way	0	0	0			0
MacArthur Dr	Peerless Way	0	0	0			0
East Lake Circle	Lighthouse Circle	1	0	1	1		1
East Lake Circle	Dominique Dr	0	0	1			1
Valpico Road	Maurland Ln	0	0	1			1
MacArthur Dr	opp Feliz Way	0	0	1			1
MacArthur Dr	opp Fair Oaks Road	0	0	1			1
Brookview Dr	Oakridge Dr	0	0	1			1
Brookview Dr	Reids Way	2	0	3	2		3
Brookview Dr	Regis Dr (Lowe's Park)	0	0	3			3
ACE Station	Tracy Blvd	2	0	5	2		5
Tracy Blvd	McDonalds (Valpico Road)	0	0	5			5
Tracy Blvd	Valpico Road (Raleys)	0	0	5			5
Tracy Blvd	Central Avenue	0	0	5			5
Central Ave	opp Village Dr (Sycamore Village)	0	0	5			5
Central Ave	Deerwood Lane (opp Poet School)	0	0	5			5
Central Ave	Junior Harrington Way	1	0	6	1		6
Central	opp MacDonald Park	0	0	6			6
Transit Station	6th Street	0	0	6			6
East Street	9th Street	0	0	6			6
East Street	10th Street (City Hall)	0	0	6			6
Holly Drive	12th Street	0	0	6			6
Holly Drive	Eaton Avenue (Library)	0	6	0		6	0
Civic Center Plaza	behind City Hall	0	0	0			0
Senior Center	10th Street	0	0	0			0
Transit Station	6th Street		0	0			0
<b>Total</b>		<b>6</b>	<b>6</b>		<b>6</b>	<b>6</b>	

RESOLUTION \_\_\_\_\_

ADOPTING THE CITY OF TRACY SHORT RANGE TRANSIT PLAN

WHEREAS, The Short Range Transit Plan (SRTP) is an action plan developed to guide the implementation of transit service improvements over the next 5+ years, and

WHEREAS, The SRTP analysis has culminated in recommendations for transit route revisions that would address future population growth and transit demand, transit-dependent needs, connectivity, and anticipated financial revenue and transit investment opportunities, and

WHEREAS, Recommendations have been made by a consultant to meet the goals of providing an expanded and consistent service for the citizens and visitors of the City of Tracy including increased ridership and resulting farebox recovery and a more efficient delivery system, and

WHEREAS, Funding for the implementation of the SRTP is paid for by the Transit Fund through a combination of Federal and State transit grants, and

WHEREAS, Staff has reviewed the Short Range Transit Plan and recommends the City Council approve its implementation;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy does hereby adopt the Short Range Transit Plan.

\* \* \* \* \*

The foregoing Resolution \_\_\_\_\_ was passed and adopted by the Tracy City Council on the 21<sup>st</sup> day of May, 2019, by the following vote:

- AYES:            COUNCIL MEMBERS:
- NOES:           COUNCIL MEMBERS:
- ABSENT:        COUNCIL MEMBERS:
- ABSTAIN:       COUNCIL MEMBERS:

\_\_\_\_\_  
Mayor

ATTEST:

\_\_\_\_\_  
City Clerk



# SHORT RANGE TRANSIT PLAN



City Council  
May 21, 2019

# Public Transit in Our Community

## ***Short Range Transit Plan***

- To determine how public transit may better meet the short-term and longer-term needs of the community
- An Action Plan to guide the implementation of transit service improvements over the next 5+ year period.



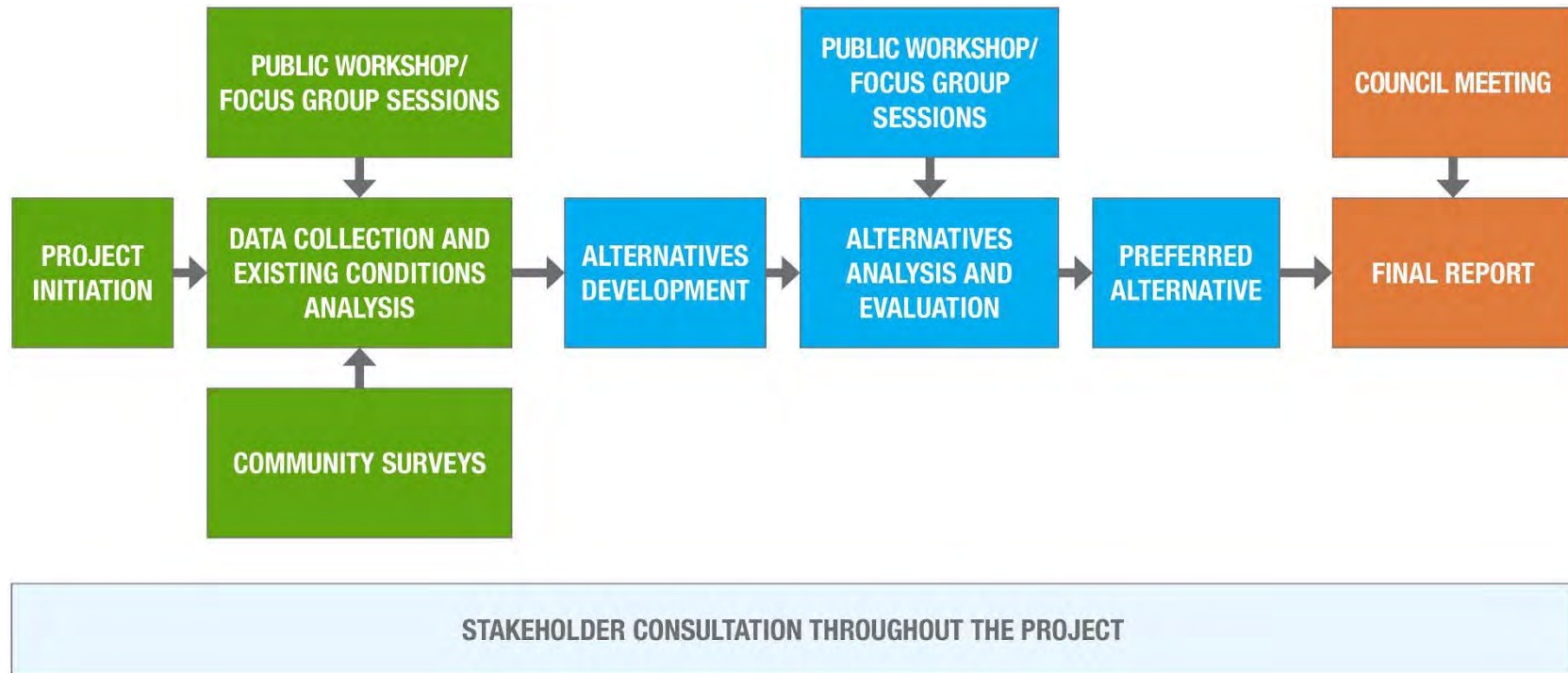
## **Analysis of Services:**



- Route & Service Design?
- Local vs. Regional Service?
- Regional Coordination?
- Fare Policy & Rates?
- Enhancing Technology?



# Workflow



## What We Heard?

### **TRACER Customer Profile**

- ✓ 63% ride daily (86% ride at least once per week)
- ✓ 91% make a round trip
- ✓ 54% ride to work or school
- ✓ 68% walk to get to/from the bus stop
- ✓ Trip purposes reflect utilitarian uses of TRACER transit service

### **REASONS FOR NOT USING TRACER**

- ✓ It takes too long to travel by bus
- ✓ It doesn't go close enough to where I want to go
- ✓ Infrequent service
- ✓ Bus routes aren't direct enough



## What We Heard?

### **MOST COMMONLY REQUESTED TRANSIT IMPROVEMENTS**

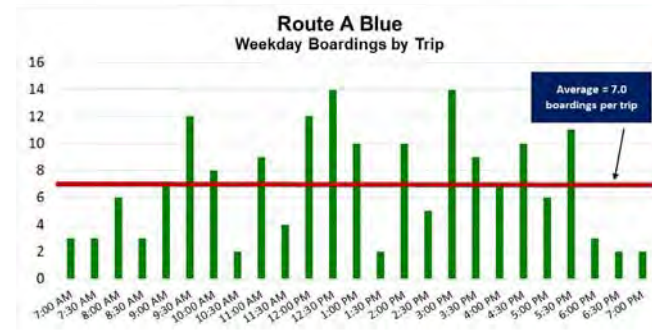
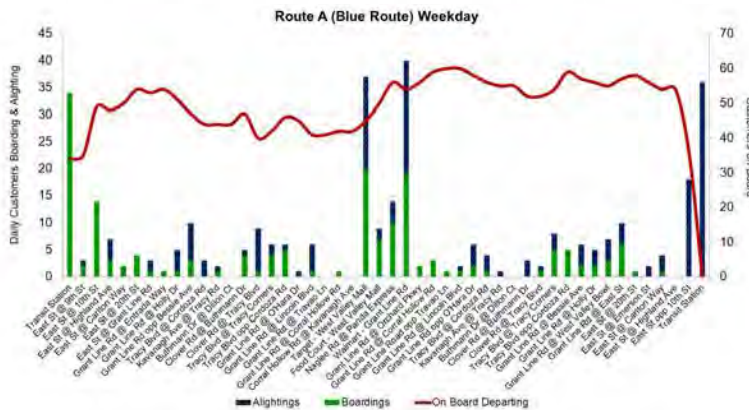
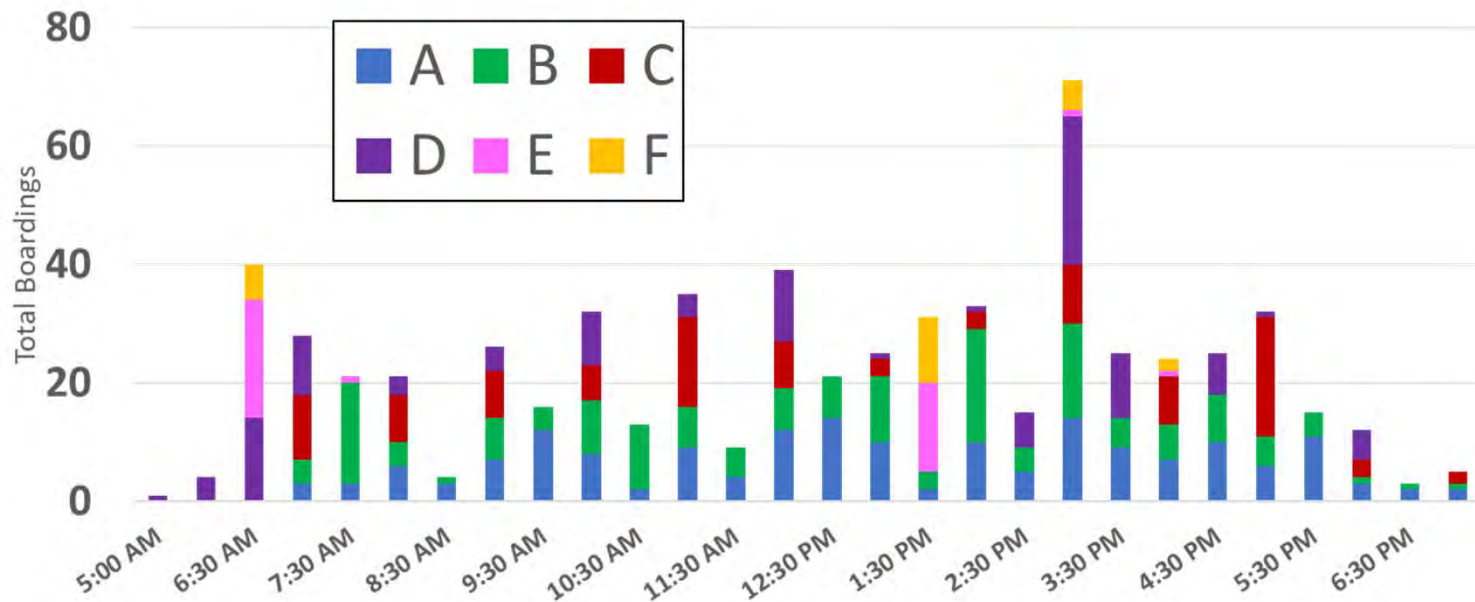
- ✓ Mobile app for real time information
- ✓ Better information on how to use transit
- ✓ On-demand ride hailing service (e-hailing)
- ✓ Extended weekend service
- ✓ More frequent bus service
- ✓ Need for transit/paratransit service beyond City boundaries (seniors)



# TRACER – Analysis of Current Operations

## Route by Route Analysis

System Boardings by Time of Day and Route - Weekday May 2018



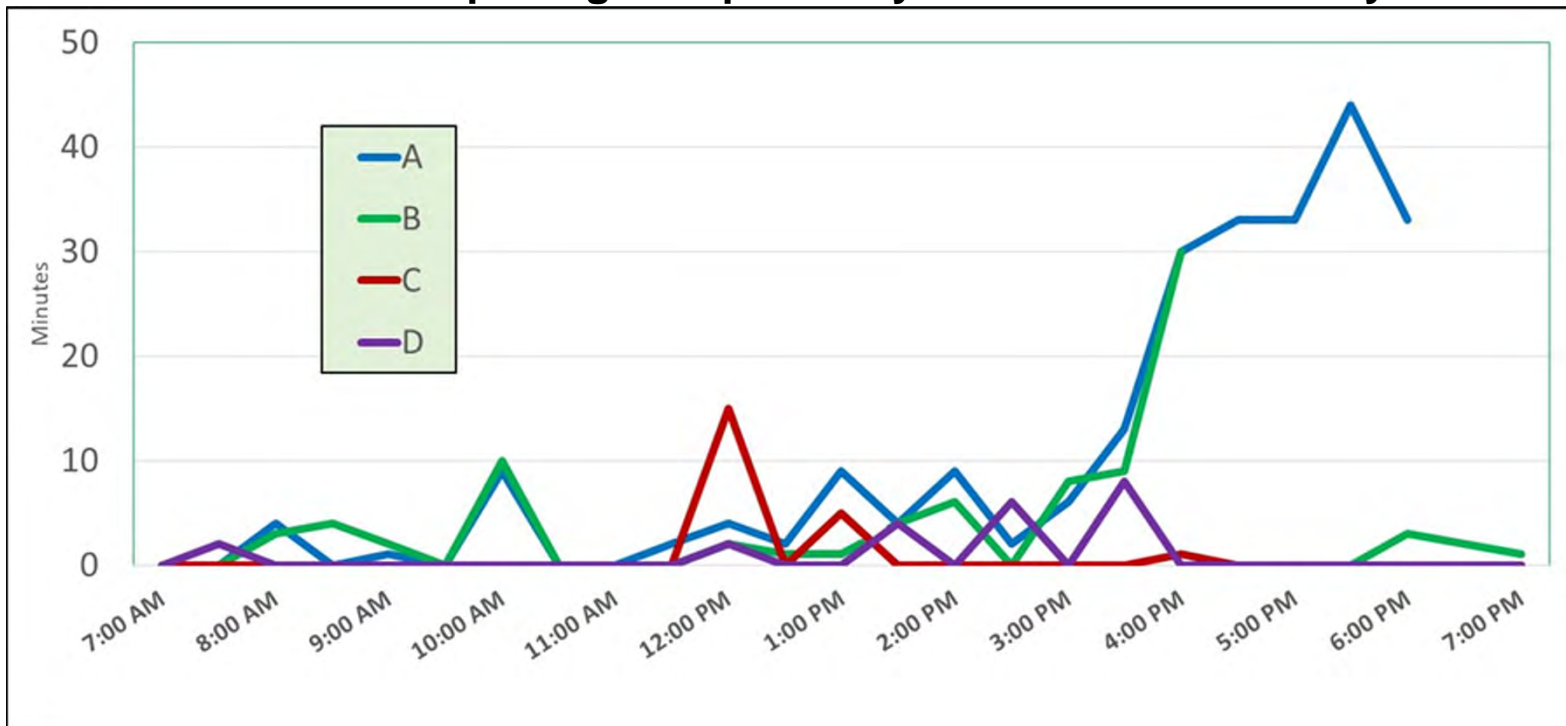
Short Range Transit Plan



# Run Time Analysis

- Routes A & B operating schedules begin to deteriorate in the late morning hours, becoming untenable as the afternoon approaches 3:00 pm.
- Buses fall further behind as the service day progresses, resulting in lateness greater than the 30-minute schedule frequency of these lines. When this occurs, one or more scheduled trips are lost from the schedule.

**Minutes Late Departing at Trip Start by Route and Time of Day**



## Observations & Conclusions

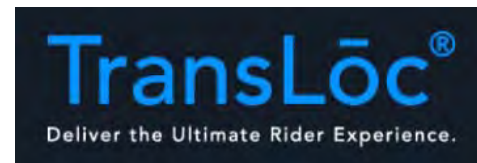
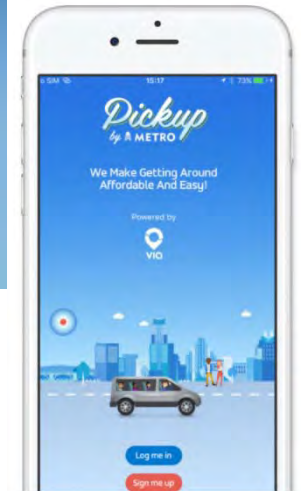
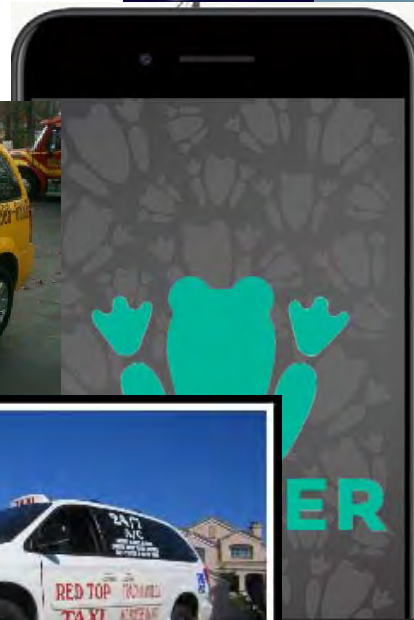
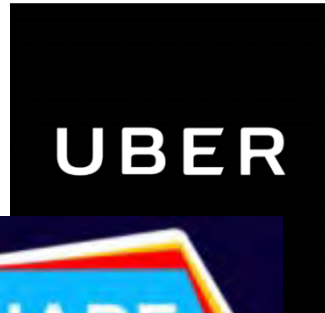
- Ridership and productivity is well below that of its peers
- Ridership per capita is declining due to flat transit demand since 2014 against the backdrop of a growing residential population and commercial base.

Key issues include:

- **The route network is overly complicated** with duplicative segments and variable patterns that require customers to make informed selections as to which route to use.
- **Use of one-way loop alignments increase bus travel times** and makes TRACER less attractive to driving alone or using a TNC or smart taxicab.
- **Mid-route deviations to accommodate a few riders at the inconvenience for other customers with out-of-direction travel.**
- **Concentrating transfer connections at the Tracy Transit Station causes excessive travel times and out-of-direction for many residents.**
- **Service frequencies are low by today's design metrics.**
- **Commuter routes (D-reverse, E, F) are not productive and are relatively expensive to operate.**



# Evolving Transportation Landscape

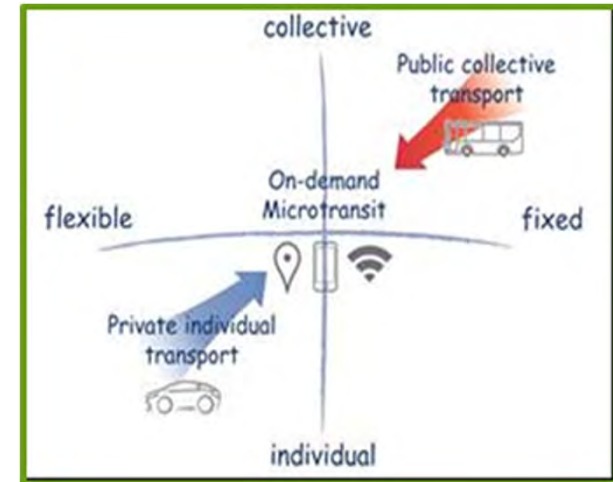


Short Range Transit Plan

# Systematic Restructuring

## Develop a Preferred Approach Designed To:

- Reflect conclusions from service analysis
- Reflect input from the community
- Address service & scheduling efficiencies
- Address increasing service costs
- Be fiscally responsible and accountable
- ADA (& Title VI) Compliance
- **Preserve the integrity** of the City's paratransit services for those with no alternative & provide flexible mobility options
- Need to manage demographics and travel demand
  - Increase in senior and disabled population
  - Accommodate a range of functional disabilities – visual/sensory, physical, cognitive



DEMAND	Trip Generation Rates	RIDERSHIP ESTIMATES
PEOPLE		TRIPS



# Systematic Restructuring – A Preferred Plan

## Overall Transit System Objectives

- ✓ **Service Coverage** – Extend coverage to 100% of service area residents.
- ✓ **Service Frequency** – Establish 30-minute frequency.
- ✓ **Service Span** – Available seven days per week until 10:00pm.

### Market Segments

1. **General Purpose Local Travel Within Tracy**
2. **Regional Commuters**
3. **Middle & High School Students**
4. **ADA-Eligible and Others with Mobility Limitations**

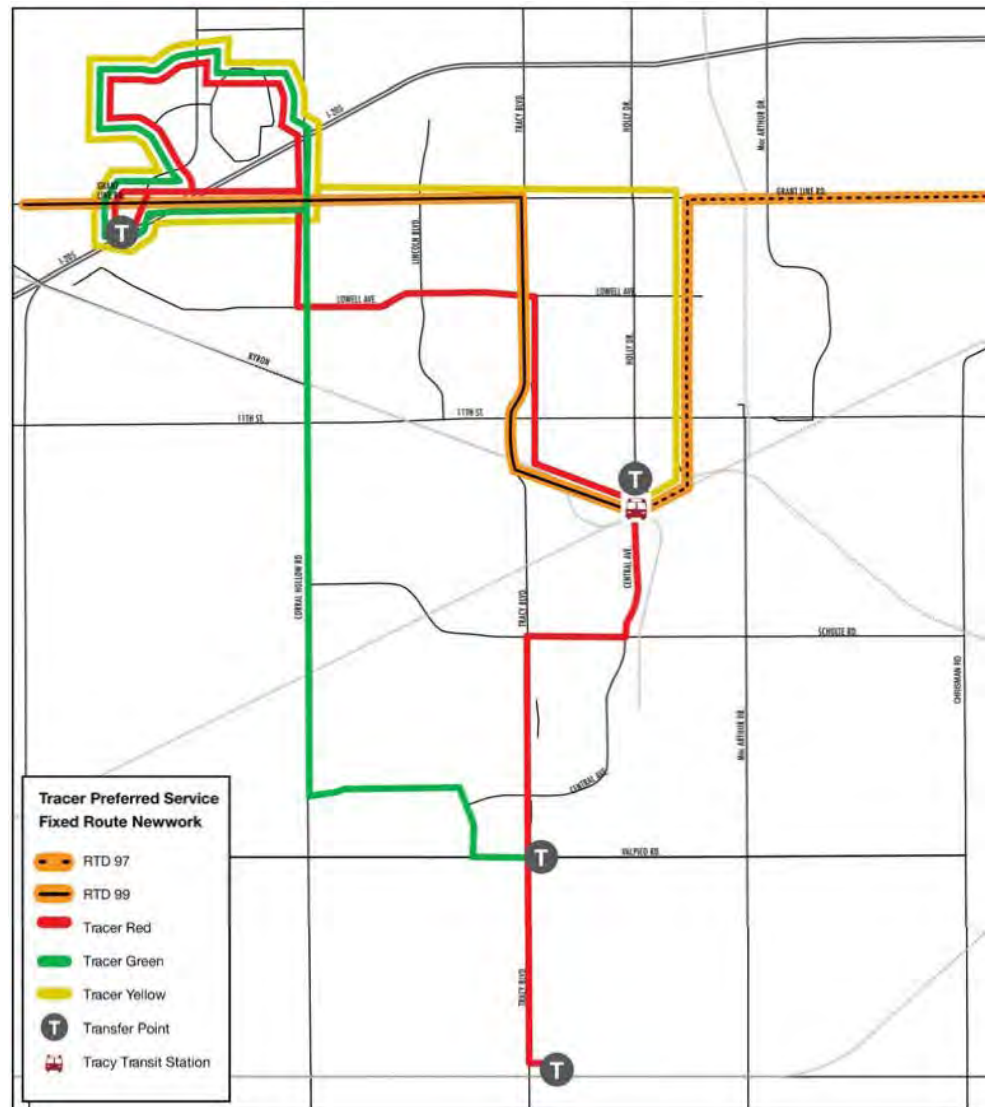
**Reduce the coverage area of the fixed route network and introduce supplementary services provided by smart taxis, TNCs, and microtransit service providers.**



# General Purpose Travel Within Tracy

## Simplified Fixed Route Network

- **Red Line** – Tracy Blvd.
  - **Green Line** – Corral Hollow Road
  - **Yellow Line** – Grant Line Road (replacing existing TRACER Route A & RTD Hopper 90 – on East St. & Grant Line Rd.)
- Weekdays: 6:30am – 5:30pm
- Saturday: 8:00am – 5:30pm



## General Purpose Travel Within Tracy (cont.)

### **Subsidized PMoD Feeder Service**

- “Point-to-Bus Stop” – connectivity to transit / first mile-last mile
- Operated by multiple TNC, Smart Taxi or other private sector provider
- On-demand (i.e., within 30-minutes of e-hail)
  - Weekdays: 6:30am – 5:30pm and Saturdays: 8:00am – 5:30pm

### **Subsidized PMoD Direct Service**

- Any two points within service area, when fixed-route not operating
  - Weekdays: 5:00am – 6:00am and 6:00pm – 10:00pm
  - Saturdays: 5:00am – 7:30am and 6:00pm – 10:00pm
  - Sundays: 5:00am – 10:00pm





## Regional Commuters

- Access to ACE station & Tracy Transit Station
- PMoD – separately branded (i.e., Commuter Car, Commuter Connection)
- On-demand and subscription service
  - Weekdays: 3:30am – 8:00am and 4:15pm – 9:45pm

## ADA-Eligible Customers and Others with Mobility Limitations

### **A. Subsidized accessible PMoD**

- Expanded service options for ADA-eligible customers
- Spontaneity of travel and extended service hours (same as TRACER / fixed-route)

### **B. Pre-Scheduled TRACER Paratransit**

- Existing complementary paratransit is maintained at a reduced level of service commensurate with expected migration of up to one-half of all ADA-eligible customer trips to Accessible PMoD

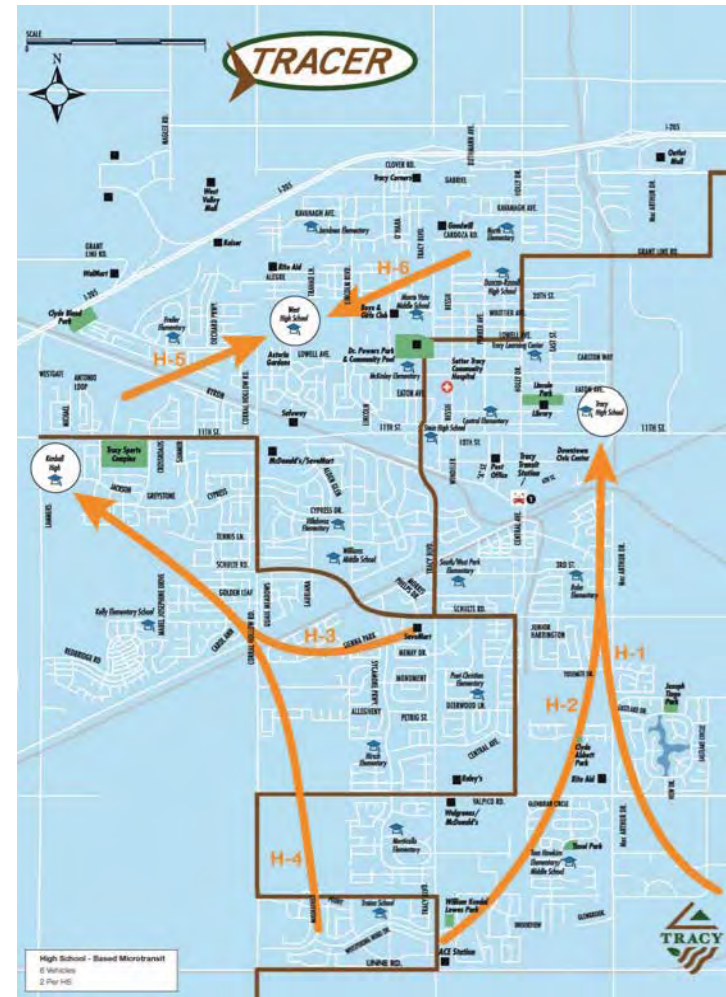


# Middle and High School Students

- Present TRACER route network focuses on several public middle & high schools
- Purely fixed-route - expensive & inefficient solution to student transport

## Preferred Plan

- Dynamically-routed microtransit – separately branded (i.e., School Pool)
  - Shorter on-board travel times & more efficient utilization of available capacity
- On-demand & subscription service
  - School Weekdays: 7:00am – 8:30am
  - Mondays: 1:30pm – 3:00pm
  - Tues. – Fri.: 2:30pm – 4:00pm



Short Range Transit Plan



# Recommended Service Level

## Recommended Service Level

Offers City flexibility within general expectations for transit funding levels over next 5-years

- ✓ **No fiscal impact**
- ✓ **Transit Fund – Federal & State grants (incorporated into annual budget adopted by City Council)**
- ✓ **As SRTP implemented – costs to be incorporated in that fiscal year**
- ✓ **Capital purchases will be brought forward to City Council for approval**

Preferred service plan – combination of dedicated contracted services and subsidized travel using market-based PMoD services



Short Range Transit Plan





SHORT RANGE TRANSIT PLAN

THANK YOU



City Council  
May 21, 2019

AGENDA ITEM 3.C

REQUEST

**APPROVE ONE OF FIVE DESIGN CONCEPTS FOR A NEW PARK ENTRY SIGN TO BE INCLUDED IN THE CITY OF TRACY DESIGN STANDARDS**

EXECUTIVE SUMMARY

The City of Tracy Design Standards are currently undergoing a complete overhaul in an effort to improve compliance, aesthetics, functionality and innovation of construction standards and design citywide. Included in the Design Standards, are details for Park Entry Signs. The Parks & Recreation Department is finalizing the redesign of the Park Entry Sign, which can be found in our neighborhood and community parks throughout the park system.

Staff is asking for Council to review and provide input on five (5) park entry sign concepts that were designed in recent months and presented to both the Parks & Community Services Commission and Tracy Friends for Parks, Recreation, and Community Services. Feedback from both of those groups resulted in the concepts in this staff report. Staff is requesting input from Council on which of the designs should become the new City Standard Park Entry Sign and incorporated into the imminent 2019 City of Tracy Design Standards Update.

DISCUSSION

The current City of Tracy Engineering Design Standards & Specifications were adopted and approved in 2008 (Resolution 2008-255). This was the last time the design of the Park Entry Sign was contemplated. Currently, there are two standard details of the Park Entry Sign, one for community parks (D9.2) and a smaller version of that sign for neighborhood parks (D9.1). This staff report is not requesting to change the standard details, but rather to receive input on an update to the sign design for each version.

On September 18, 2018, Council approved the renaming of Tracy Ball Park to Ritter Family Ball Park (Resolution 2018-195). At that time it was also stated that the Ritter Family Ball Park CIP 78053 had sufficient funding to cover the estimated costs associated with installation of a new sign. Parks & Recreation staff felt this was a great opportunity to potentially unveil a new sign design to commemorate the Ritter family and the renaming of the historical park.

As a part of the design process, staff has conducted outreach for feedback on the designs at the following public meetings:

1. Tracy Friends for Parks, Recreation, and Community Services  
(01/27/19 – Monthly Meeting)
2. Parks & Community Services Commission  
(02/07/19 – Monthly Meeting)
3. Parks & Community Services Commission  
(03/07/19 – Monthly Meeting)

Staff requested that attendees at the Tracy Friends for Parks, Recreation, and Community Services monthly meeting review and provide input on the designs. Based on that feedback, staff presented concepts to the Parks & Recreation Community Services Commission at its February meeting. During that meeting, the Parks Commission provided feedback and requested staff design two additional concepts based on that feedback. At the March Parks Commission meeting, staff presented five concepts and asked the Commission to review and rank the concepts. Feedback and rankings were noted and the concepts presented to Council within this report reflect this public outreach process.

### STRATEGIC PLAN

This agenda item is consistent with the City Council's adopted Quality of Life Strategy and meets the following goals:

**Goal 3:** Cultivate Community Engagement through Digital and Traditional Communication Means.

**Goal 4:** Engage in Efforts to Enhance Community Aesthetics.

### FISCAL IMPACT

There will be no fiscal impact to the General Fund. There are sufficient funds in CIP 78053 to complete the first sign at Ritter Family Ball Park. The park entry sign would be factored into the overall project budget for future new park construction, as well as any renovated parks where a new sign is needed.

### RECOMENDATION

That City Council, by resolution, approve one of five design concepts for a new park entry sign to be included in the City of Tracy Design Standards.

Prepared by: Richard Joaquin, Parks Planning and Development Manager

Reviewed by: Brian MacDonald, Parks and Recreation Director  
Andrew Malik, Assistant City Manager

Approved by: Midori Lichtwardt, Interim City Manager

### ATTACHMENTS:

A: Park Entry Sign Presentation



**APPROVE ONE OF FIVE DESIGN CONCEPTS**  
**FOR NEW PARK ENTRY SIGN**



CURRENT PARK ENTRY SIGN DESIGN STANDARD

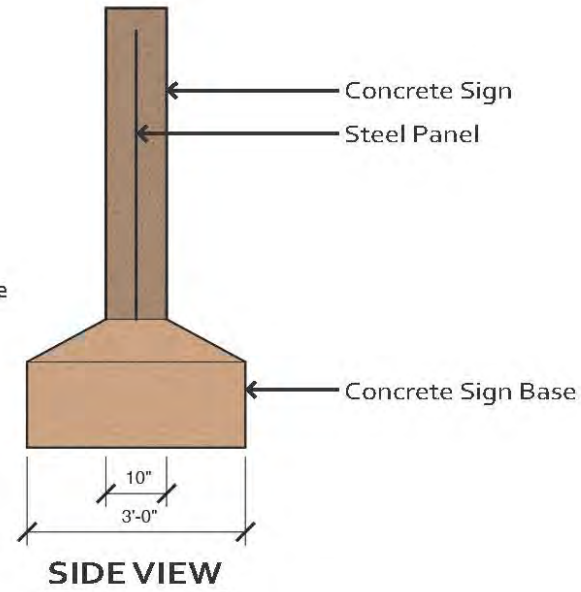
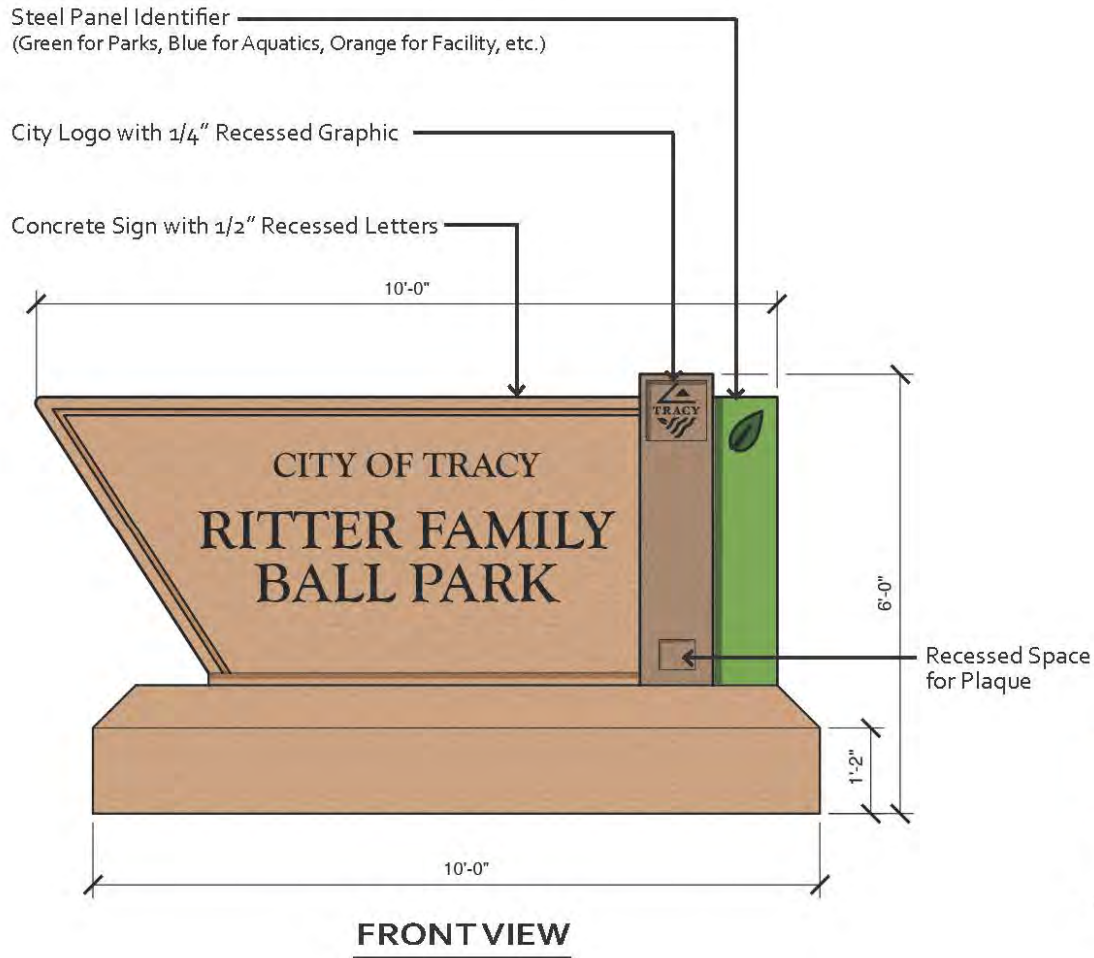


# RITTER FAMILY BALL PARK



**SITE PLAN**

NTS



## PARK MONUMENT SIGN - CONCEPT #1

03/05/19

NOTE: THIS DOCUMENT IS FOR CONCEPTUAL PLANNING PURPOSES ONLY. THIS DOCUMENT IS MARKED PRELIMINARY AND NOT TO BE USED FOR CONSTRUCTION PURPOSES. ANY IMAGES SHOWN ARE TO CONVEY CONCEPT ONLY. CONSTRUCTION PLANS WILL VARY DEPENDING ON BUDGET, CLIENT DIRECTION, COMMUNITY INPUT AND FINAL MATERIAL SELECTION.

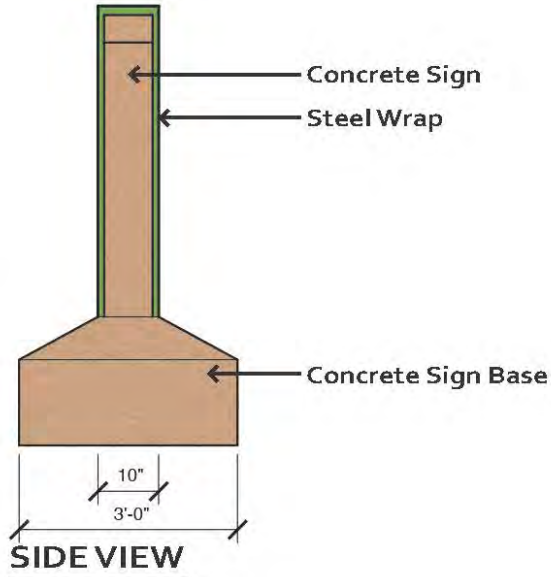
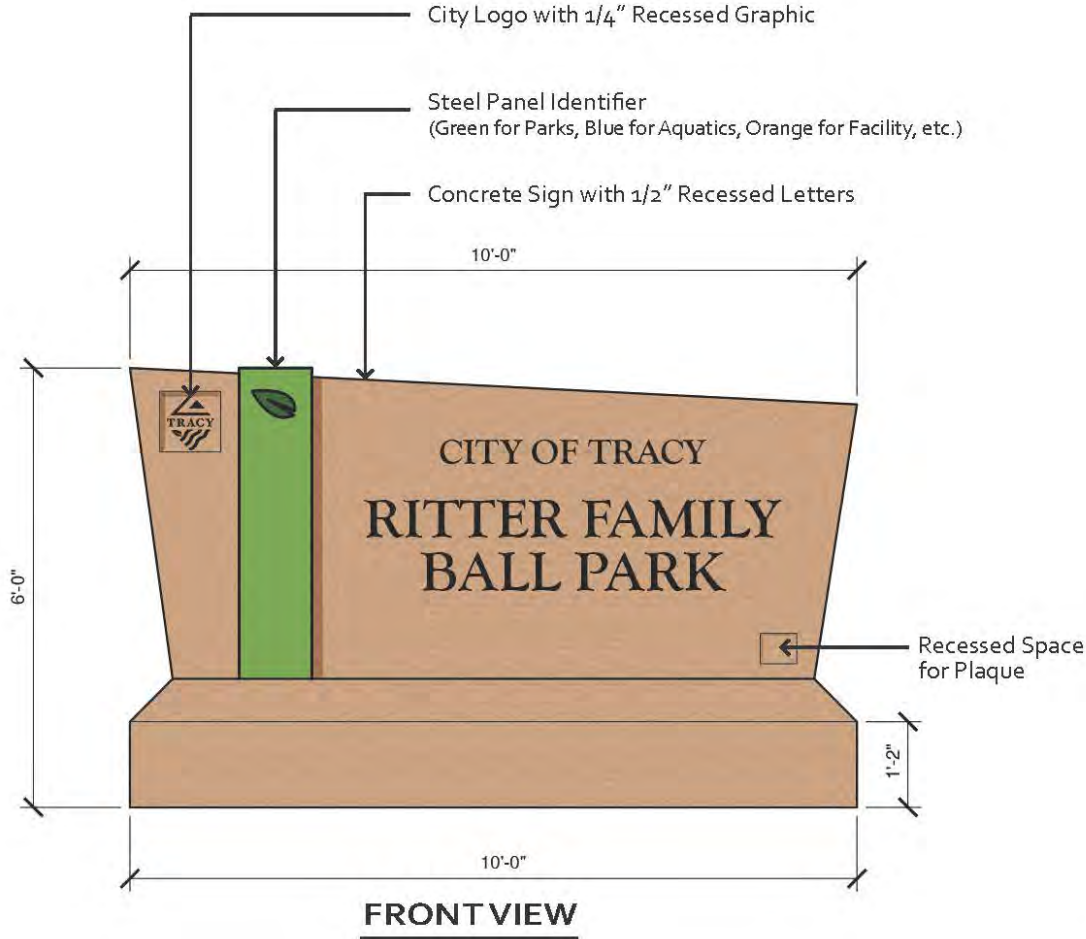


# RITTER FAMILY BALL PARK



**SITE PLAN**

NTS



## PARK MONUMENT SIGN - CONCEPT #2

03/05/2019

NOTE: THIS DOCUMENT IS FOR CONCEPTUAL PLANNING PURPOSES ONLY. THIS DOCUMENT IS MARKED PRELIMINARY AND NOT TO BE USED FOR CONSTRUCTION PURPOSES. ANY IMAGES SHOWN ARE TO CONVEY CONCEPT ONLY. CONSTRUCTION PLANS WILL VARY DEPENDING ON BUDGET, CLIENT DIRECTION, COMMUNITY INPUT AND FINAL MATERIAL SELECTION.

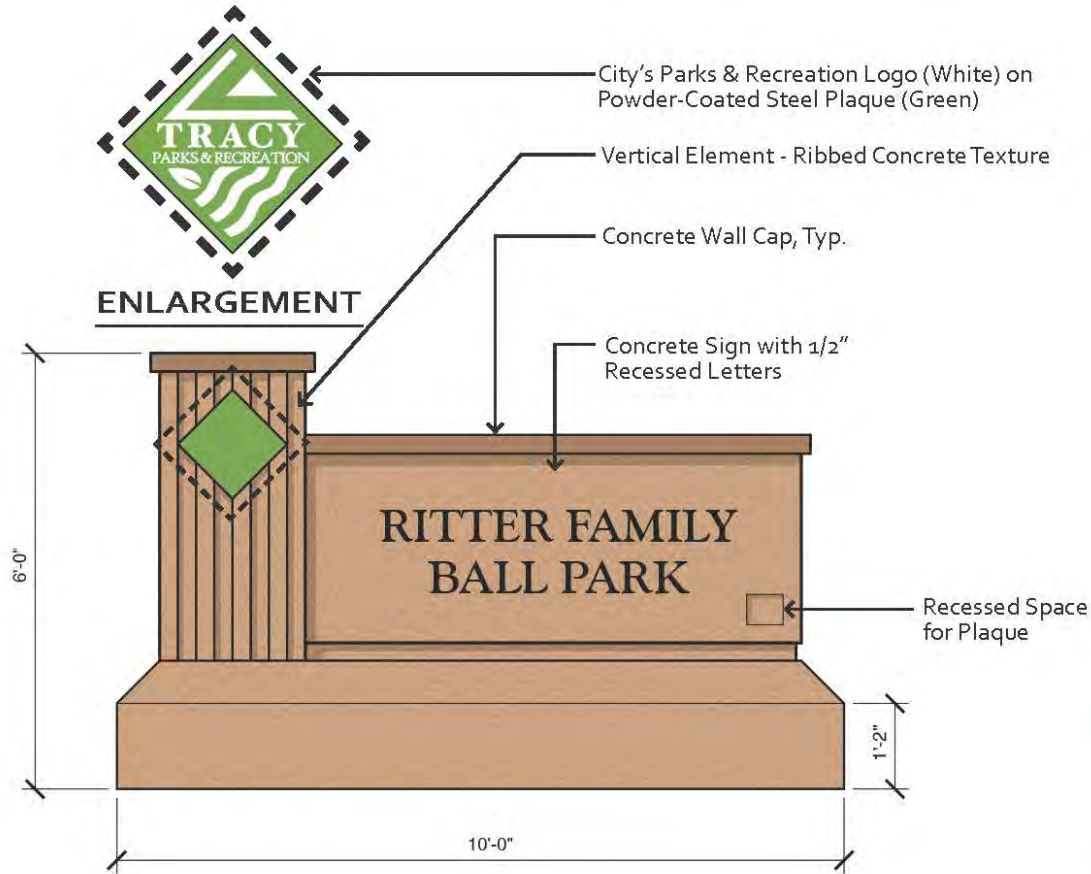


# RITTER FAMILY BALL PARK

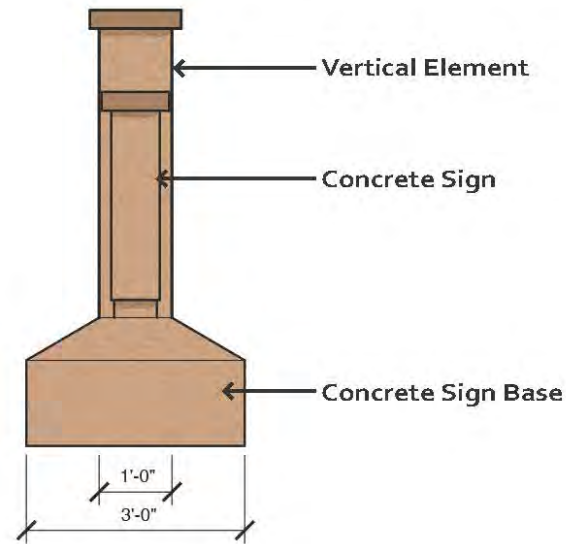


**SITE PLAN**

NTS



**FRONT VIEW**



**SIDE VIEW**

## PARK MONUMENT SIGN - CONCEPT #3 (DOUBLE-SIDED)

01/28/2019

NOTE: THIS DOCUMENT IS FOR CONCEPTUAL PLANNING PURPOSES ONLY. THIS DOCUMENT IS MARKED PRELIMINARY AND NOT TO BE USED FOR CONSTRUCTION PURPOSES. ANY IMAGES SHOWN ARE TO CONVEY CONCEPT ONLY. CONSTRUCTION PLANS WILL VARY DEPENDING ON BUDGET, CLIENT DIRECTION, COMMUNITY INPUT AND FINAL MATERIAL SELECTION.



# RITTER FAMILY BALL PARK

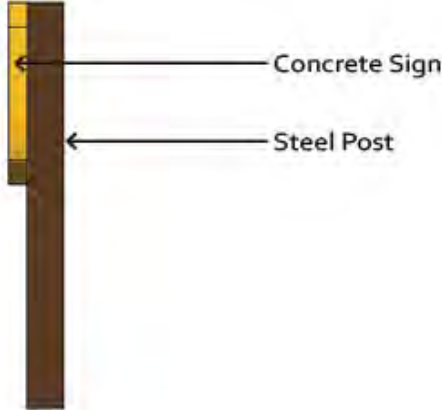


**SITE PLAN**

NTS



**FRONT VIEW**



**SIDE VIEW**

**PARK MONUMENT SIGN - CONCEPT #4 (SINGLE-SIDED)**

03/05/2019

NOTE: THIS DOCUMENT IS FOR CONCEPTUAL PLANNING PURPOSES ONLY. THIS DOCUMENT IS MARKED PRELIMINARY AND NOT TO BE USED FOR CONSTRUCTION PURPOSES. ANY IMAGES SHOWN ARE TO CONVEY CONCEPT ONLY. CONSTRUCTION PLANS WILL VARY DEPENDING ON BUDGET, CLIENT DIRECTION, COMMUNITY INPUT AND FINAL MATERIAL SELECTION.

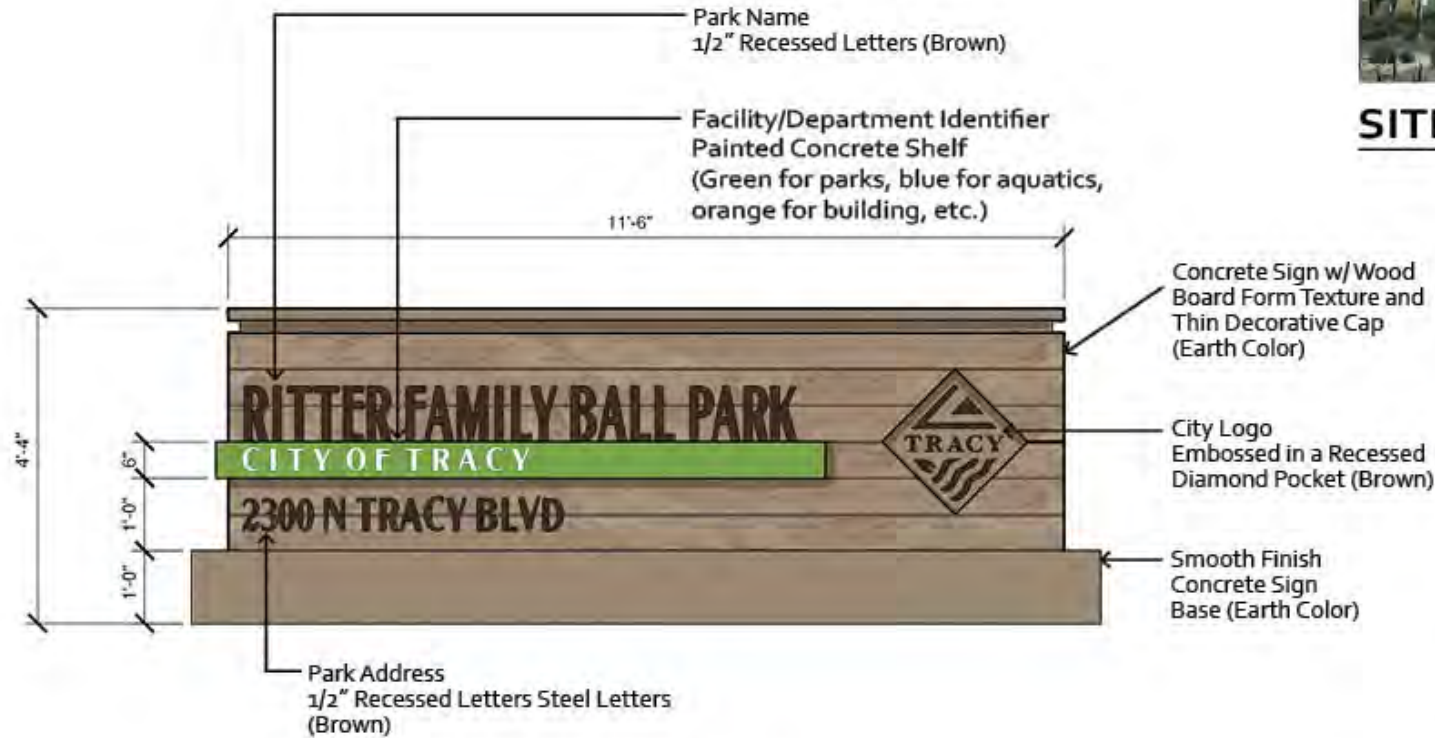


# RITTER FAMILY BALL PARK

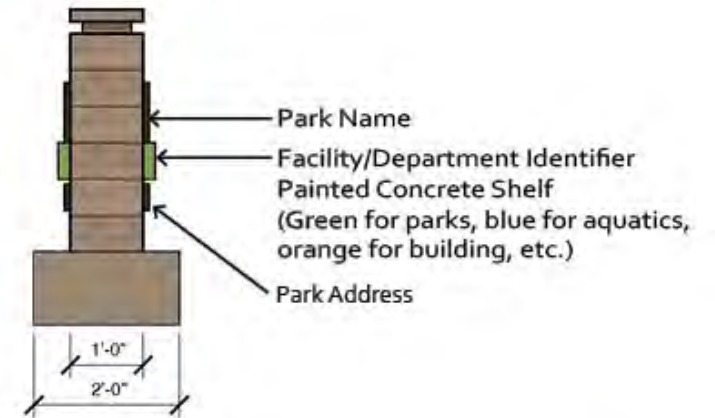


**SITE PLAN**

NTS



**FRONT VIEW**



**SIDE VIEW**

## PARK MONUMENT SIGN - CONCEPT #5 (DOUBLE-SIDED)

03/05/2019

NOTE: THIS DOCUMENT IS FOR CONCEPTUAL PLANNING PURPOSES ONLY. THIS DOCUMENT IS MARKED PRELIMINARY AND NOT TO BE USED FOR CONSTRUCTION PURPOSES. ANY IMAGES SHOWN ARE TO CONVEY CONCEPT ONLY. CONSTRUCTION PLANS WILL VARY DEPENDING ON BUDGET, CLIENT DIRECTION, COMMUNITY INPUT AND FINAL MATERIAL SELECTION.





**CONCEPT #1**



**CONCEPT #4**



**CONCEPT #2**



**CONCEPT #5**



**CONCEPT #3**

**PARK MONUMENT SIGN CONCEPTS**



RESOLUTION 2019-\_\_\_\_\_

**APPROVE ONE OF FIVE DESIGN CONCEPTS FOR A NEW PARK ENTRY SIGN TO BE INCLUDED IN THE CITY OF TRACY DESIGN STANDARDS**

WHEREAS, The City of Tracy Design Standards are currently undergoing a complete overhaul in an effort to improve compliance, aesthetics, functionality and innovation of construction standards and design citywide, and

WHEREAS, Staff is asking for Council to review and approve one (1) of five (5) park entry sign concepts that were designed in recent months and presented to both the Parks & Community Services Commission and Tracy Friends for Parks, Recreation, and Community Services, and

NOW, THEREFORE, BE IT RESOLVED, That City Council, by resolution, approve one design concept for a new park entry sign and allow staff to incorporate it into the 2019 City of Tracy Design Standards Update.

\* \* \* \* \*

The foregoing Resolution 2019-\_\_\_\_\_ was adopted by the Tracy City Council on the 21<sup>st</sup> day of May, 2019, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

AGENDA ITEM 3.D

REQUEST

**APPROVE THE TRANSFER OF FEDERAL USE RESTRICTIONS AND REVERSIONARY RIGHTS ON THE 150-ACRE SCHULTE ROAD PARCEL (APN 209-230-29 AND APN 209-230-29-30), TO 300 ACRES OF UNDEVELOPED LAND AT LEGACY FIELDS (APN 212-150-04) AND PUBLIC USE PLAN FOR THE SITE, AUTHORIZE THE MAYOR TO EXECUTE ANY NECESSARY DOCUMENTS TO COMPLETE THE TRANSFER, AND AUTHORIZE THE CITY MANAGER TO TRANSFER (PURCHASE) THE LAND TO THE GENERAL FUND FROM THE WASTEWATER FUND**

EXECUTIVE SUMMARY

Staff is seeking Council approval to transfer the deed restrictions and federal reversionary rights on 150 acres of the Schulte Road property (Antenna Farm or "Schulte Road Property") to 300 acres of undeveloped property in the Legacy Fields area ("Replacement Property") and the public use plan for the deed-restricted site. The transfer of these restrictions allows the City of Tracy to own the 150 acres free and clear, while placing restrictions to only allow park use on the 300 acres of the Legacy Fields area. The Replacement Property is currently an asset of the Wastewater Fund, purchased in 2002, and will need to be transferred (purchased) by the City's General Fund for \$1,833,600.

DISCUSSION

The Schulte Road property is 150 acres in total and is located on the south side of Schulte Road, west of Lammers Road (See Attachment A). The 150 acres was authorized by the United States Congress to be conveyed by the General Services Administration ("GSA") to the City pursuant to special legislation enacted in 1998. The special legislation provided that the 150 acres were to be transferred, at no cost, to the City for educational and/or recreational "public benefit" purposes.

After analyzing the 150 acres for educational and/or recreational "public benefit" purposes, the City concluded that this type of use for the property was no longer viable and staff began developing alternative use options for the site.

After numerous discussions between GSA and City staff, a concept was conceived whereby the use restrictions and reversionary rights recorded on the 150 acres at the Schulte Road property could be transferred to other undeveloped park property in the City. Since then, the development of Legacy Fields re-focused the City's effort to develop that part of Tracy into a recreational use area based on location and land use planning efforts. Staff from both agencies agreed to focus efforts on this area and City staff received direction from Council to proceed.

During this process a legal description and map were provided along with draft deeds (Attachment B). During the appraisal process, GSA requested to find a like-value parcel. Due to differing site characters and zoning types, GSA requested restrictions on the 300 acres of property at Legacy Fields due to the difference in value.



A major component of this transfer is a public use plan that details the City's plans for the entire replacement property with a development schedule (Attachment C). The public use plan is congruent with the vision to develop the Legacy Fields area into an active and passive recreational use area. After negotiations, staff is recommending approval of the transfer, along with the public use plan for the site.

This transfer will offer the City the opportunity to explore economic development opportunities for the Schulte Road property. In addition, if approved, Legacy Field will be incorporated into the City's Parks, Trails and Recreation master plan update.

### STRATEGIC PLAN

This agenda item is consistent with the City Council's adopted Quality of Life Strategy and meets the following goals:

Goal 4: Engage in Efforts to Enhance Community Aesthetics.

Goal 5: Improve current recreational, cultural arts and entertainment programming and services to reflect community interests and demands.

### FISCAL IMPACT

In 2002, when the then-Holly Sugar property became a City asset, the Wastewater utility purchased the land for potential discharge area. The total acreage was in excess of 1,100. Because this action will designate the property as a "public use as an active and passive recreational use area" which is consistent with the uses funded by the General Fund, the City should transfer the asset from the Wastewater fund to the General Fund. In order for this transfer to occur the General Fund must purchase the land from the Wastewater fund for the original purchase amount of \$4,800 per acre, for a total of \$1,833,600.

Staff recommends using General Fund-Measure V funds for this purchase. It is not recommended that General Fund (not Measure V funds) are used for this purchase, because there is not sufficient undesignated fund balance for the transfer. As an alternative, the Council could direct staff to draft an interfund loan to purchase the land from the Wastewater fund. If General Fund-Measure V is preferred, staff recommends that the terms would be for 15 years at LAIF rate (estimated 1.25%). If General Fund (not Measure V) is preferred, staff recommends that the terms would be for 30 years at LAIF rate (estimated 1.25%).

In addition, there are existing leases on the parcels that will need to be reconsidered. The revenue loss is not material to the Wastewater fund operating budget and can be absorbed through other measures.

### RECOMMENDATION

That City Council, by resolution, approve the transfer federal use restrictions and federal reversionary rights on APN 209-230-29 and 30 to the undeveloped 300 acres of Legacy Fields APN 212-150-04 and the public use plan for the site, and authorize the Mayor to execute any necessary documents to complete the transfer.

In addition, it is recommended that the City Council direct the City Manager to authorize the transfer (purchase) of 382 acres for the General Fund from the Wastewater fund. It is further recommended that the purchase is considered a Measure V expense. The land is valued at \$1,833,600 (382 acres at \$4800).

Prepared by: Brian MacDonald, Parks and Recreation Director

Reviewed by: Karin Schnaider, Finance Director

Leticia Ramirez, Assistant City Attorney  
Andrew Malik, Assistant City Manager

Approved by: Midori Lichtwardt, Interim City Manager

ATTACHMENTS:

Attachment A: Schulte Road Property Map

Attachment B: GSA – Legacy Fields Legal Description

Legacy Fields Property Map

Abrogation and Release of Restrictions Deed

Abrogation Quit Claim Deed

Declaration of Restrictions Deed

Attachment C: Public Use Plan for Legacy Fields and Associated Real Property

Attachment D: GSA – Legacy Field Plat Replacement Parcel

ATTACHMENT "A"

Schulte Road Property



LEGAL DESCRIPTION

REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A PORTION OF BLOCKS 13, 14 AND 15 AS SHOWN ON THE MAP OF TRACY GARDEN FARMS AS FILED FOR RECORD IN BOOK OF MAPS AND PLATS, VOLUME 8, PAGE 1, SAN JOAQUIN RECORDS LYING WITHIN THE RANCHO EL PESCADERO, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF LOT 4 OF BLOCK 2 OF SAID TRACY GARDEN FARMS (8 M&P 1), SAID POINT BEING IN THE CENTERLINE OF HOLLY DRIVE, A COUNTY ROAD; THENCE ALONG THE SOUTHERLY LINE OF THE 935.43 ACRE PARCEL, AS SHOWN ON THE RECORD OF SURVEY FILED IN BOOK 4 OF SURVEYS AT PAGE 53, SAN JOAQUIN COUNTY RECORDS, THE FOLLOWING THREE (3) COURSES:

- 1) ALONG THE SOUTHERLY LINE OF LOTS 2, 3, 4 AND 6 OF BLOCK 8 (8 M&P 1), SOUTH 89°52'00" WEST 2320.66 FEET;
- 2) LEAVING LAST SAID SOUTHERLY LINE (8 M&P 1), AND CROSSING LOT 7 IN SAID BLOCK 8 (8 M&P 1), SOUTH 41°13'27" WEST 339.29 FEET;
- 3) NORTH 89°53'56" WEST 99.03 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF TRACY BOULEVARD AND THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION;

THENCE FROM SAID TRUE POINT OF BEGINNING, THE FOLLOWING TWELVE (12) COURSES:

- 1) NORTH 89°53'56" WEST 73.04 FEET;
- 2) SOUTH 65°54'12" WEST 499.34 FEET;
- 3) SOUTH 50°03'24" WEST 505.41 FEET;
- 4) NORTH 89°25'36" WEST 715.42 FEET;
- 5) NORTH 86°54'00" WEST 390.26 FEET;
- 6) SOUTH 82°16'10" WEST 1193.25 FEET;
- 7) NORTH 82°56'05" WEST 500.20 FEET;
- 8) NORTH 65°04'43" WEST 500.09 FEET;
- 9) SOUTH 87°40'49" WEST 494.99 FEET;
- 10) NORTH 80°17'21" WEST 248.72 FEET;
- 11) NORTH 80°17'21" WEST 136.33 FEET AND
- 12) NORTH 88°34'15" WEST 207.13 FEET TO A POINT ON THE EASTERLY RIGHT OF LINE OF CORRAL HOLLOW ROAD;

THENCE ALONG THE EASTERLY RIGHT OF LINE OF SAID CORRAL HOLLOW ROAD, NORTH 00°13'45" WEST 3734.41 FEET; THENCE LEAVING SAID EASTERLY RIGHT OF LINE NORTH 89°51'11" EAST 2350.62 FEET; THENCE SOUTH 00°14'15" EAST

567.84 FEET; THENCE SOUTH 41°30'00" WEST 799.14 FEET; THENCE NORTH 89°51'11" EAST 1099.22 FEET; THENCE SOUTH 03°20'00" EAST 390.00 FEET; THENCE SOUTH 13°55'00" WEST 143.01 FEET; THENCE SOUTH 25°15'00" EAST 222.46 FEET TO A POINT OF CURVATURE; THENCE ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 50.00 FEET, THROUGH A CENTRAL ANGLE OF 62°30'00", AN ARC DISTANCE OF 54.54 FEET TO A POINT OF TANGENCY; THENCE SOUTH 37°15'00" WEST 167.78 FEET, SAID POINT ALSO BEING THE BEGINNING OF A NON-TANGENT CURVE; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 83.00 FEET, THE RADIUS OF WHICH BEARS SOUTH 17°00'00" EAST, THROUGH A CENTRAL ANGLE OF 71°22'00", AN ARC DISTANCE OF 103.38 FEET TO A POINT OF NON-TANGENCY, THE RADIUS OF WHICH BEARS SOUTH 88°22'00" EAST; THENCE SOUTH 61°05'00" EAST 50.00 FEET; THENCE SOUTH 04°25'00" WEST 66.00 FEET; THENCE SOUTH 77°55'00" EAST 242.00 FEET; THENCE NORTH 76°40'00" EAST 131.00 FEET; THENCE NORTH 85°10'00" EAST 152.00 FEET; THENCE NORTH 74°05'00" EAST 513.00 FEET; THENCE SOUTH 39°00'00" EAST 32.00 FEET; THENCE SOUTH 00°05'00" EAST 855.00 FEET; THENCE NORTH 89°55'00" EAST 1339.14 FEET TO THE WESTERLY RIGHT OF LINE OF SAID TRACY BOULEVARD; THENCE ALONG SAID WESTERLY RIGHT OF WAY OF TRACY BOULEVARD SOUTH 00°13'56" EAST 402.03 FEET TO SAID TRUE POINT OF BEGINNING.

CONTAINING 302.07 ACRES, MORE OR LESS.

A PORTION OF A.P.N. 212-150-02 AND 04

DATED JANUARY 13, 2019

ATTACHMENT "B"

Legacy Fields Property



150 Acres in Tracy, CA  
GSA Control No. 9-CA-01731-S

**RECORDING REQUESTED BY:**

U.S. General Services Administration

**AND WHEN RECORDED MAIL TO:**

Thomas Watson  
City Attorney  
City of Tracy  
333 Civic Center Plaza  
Tracy, CA 95376

No Fee Recording Pursuant to  
Government Code Section \_\_\_\_\_.

SPACE ABOVE THIS LINE FOR RECORDER'S USE

**ABROGATION AND RELEASE OF RESTRICTIONS DEED**  
**City of Tracy, County of San Joaquin**

THIS ABROGATION AND RELEASE OF RESTRICTIONS is made this \_\_\_\_ day of May, 2019 by the UNITED STATES OF AMERICA ("Grantor") acting by and through the General Services of Administration, under and pursuant to the powers and authority contained in Public Law 105-277 §140, as amended by Public Law 106-31 §3034, Public Law 108-199 §411, Public Law 112-119 and the provisions of Title 40, U.S. Code, Chapter 5, et. seq, as amended, and regulations and orders promulgated thereunder and the CITY OF TRACY, a municipality created, operating and existing under and by virtue of the laws of the State of California ("Grantee") acting by and through the City Council of the City of Tracy.

**RECITALS**

- A. Grantor conveyed that certain real property to Grantee located in the City of Tracy, County of San Joaquin, State of California (the "Property") pursuant to that certain quitclaim deed recorded as Instrument No 2007-104234 in the Recorder's Office of the County of San Joaquin (the "Quitclaim Deed"). (The Property is more particularly described in Exhibit A of the Quitclaim Deed.)
- B. The Property is restricted to uses as more particularly identified in the Quitclaim Deed.

150 Acres in Tracy, CA  
GSA Control No. 9-CA-01731-S

- C. Grantee is the owner of approximately 300 acres of real property, APNs 212-150-02 (portion) and 212-150-04 (portion) located in Tracy, California herein referred to as the "Replacement Property."
- D. The parties desire to abrogate certain restrictions on the Property in consideration for placing restrictions on the Replacement Property to be used exclusively for public park and recreation area purposes.

**NOW THEREFORE**, the GRANTOR, does hereby release the GRANTEE, from all of the conditions, covenants and restrictions on the Property set forth in the "Park Covenant" in Paragraph G of the Quitclaim Deed.

All other provisions in the Quitclaim Deed shall remain in full force and effect.

**IN WITNESS WHEREOF**, Grantor has caused this document to be executed as of the day and year first written above.

**UNITED STATES OF AMERICA**  
Acting by and through the  
General Services Administration

BY: \_\_\_\_\_  
DAVID HAASE  
Director  
Office of Real Property Utilization & Disposal  
San Francisco, California



## CERTIFICATE OF ACKNOWLEDGMENT

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California )

County of )

On \_\_\_\_\_, before me, \_\_\_\_\_,  
Date Name and Title of the Officer

personally appeared \_\_\_\_\_,  
Name(s) of Signer (s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

\_\_\_\_\_  
Signature of Notary Public

(Notary Public Seal)

**RECORDED AT THE REQUEST OF  
AND WHEN RECORDED MAIL TO:**

Doc = 2007-104234  
6/4/07 10:15 AM  
Page: 1 of 9 Fee: \$0  
Gary W. Freeman  
San Joaquin County R  
Paid By: SHOWN ON DO E rs

Debra Corbett, Esq.

.....llm.....

City Attorney  
City of Tracy  
325 East Tenth Street  
Tracy, CA 95376

**QUITCLAIM DEED AND ENVIRONMENTAL RESTRICTION**

**THIS QUITCLAIM DEED** is made as of this the 26 day of April, 2007, by the **UNITED STATES OF AMERICA**, ("Grantor") acting by and through the General Services Administration, under and pursuant to the powers and authority contained in the provisions of Section 140 of Public Law No. 105-277 §140, as amended by Pub. L. No 106-31 (the "Act") and Pub. L No. 108-199 and the CITY OF TRACY, a municipality created, operating, and existing under and by virtue of the laws of the State of California, ("Grantee") acting by and through the City Council of the City of Tracy.

**NOW, THEREFORE**, Granter, for and in consideration of the sum of one (\$1) dollar, the receipt and sufficiency of which is hereby acknowledged, Granter hereby remises, releases, and quitclaims unto Grantee, and to its successors and assigns, all of Grantor's right, title, and interest in that certain real property situated in the County of San Joaquin, State of California, together with all the improvements and fixtures located thereon and more particularly described in attached Exhibit A (the "Property").

This conveyance is made subject to the following:

**A. CONDITION OF PROPERTY.** The Property is conveyed "As Is" and "Where Is" without representation, warranty, or guaranty of any kind (except as expressly stated below in Paragraph C, Hazardous Substance Activity, hereinbelow), as to any matter related to the conveyance including, but not limited to, the quantity, quality, character, condition (including patent and latent defects), size, habitability, or kind of the Property or that the same is in a condition or fit to be used for the purpose for which intended by Grantee. Grantee covenants that it has inspected, is aware of, and accepts the condition and state of repair of the Property.

**B. THIS CONVEYANCE IS MADE SUBJECT** to all existing covenants, reservations, easements, restrictions, and rights, recorded or unrecorded, for public roads, highways, streets, railroads, power lines, telephone lines and equipment, pipelines, drainage, sewer and water mains and lines, public utilities, and other rights-of-way, and to the easements, reservations, rights and covenants reserved by Granter herein, and to any facts which a physical inspection or accurate survey of the PROPERTY may disclose.

### C. NOTICE REGARDING HAZARDOUS SUBSTANCE ACTIVITY

Pursuant to 40 CFR 373.2 and Section 120(h)(3)(A)(i) of the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended (CERCLA)(42 U.S.C. §9620(h)(3)(A)(i)), and based upon a complete search of agency files, the United States gives notice that no hazardous substances have been released or disposed of or stored for one year or more on the Property.

(a) Grantor warrants that all remedial action necessary to protect human health and the environment has been taken before the date of this conveyance. Grantor warrants that it shall take any additional response action found to be necessary after the date of this conveyance regarding hazardous substances located on the Property on the date of this conveyance.

This covenant shall not apply:

(1) In any case in which Grantee, its successor(s) or assign(s), or any successor in interest to the Property or part thereof is a Potentially Responsible Party (PRP) with respect to the Property immediately prior to the date of this conveyance; or

(2) To the extent that such additional response action or part thereof found to be necessary is the result of an act or failure to act of the Grantee, its successor(s) or assign(s), or any party in possession after the date of this conveyance that either:

(i) Results in a release or threatened release of a hazardous substance that was not located on the Property on the date of this conveyance; or

(ii) Causes or exacerbates the release or threatened release of a hazardous substance the existence and location of which was known and identified to the applicable regulatory authority as of the date of this conveyance.

(b) In the event Grantee, its successor(s) or assign(s), seeks to have Grantor conduct any additional response action, and, as a condition precedent to Grantor incurring any additional cleanup obligation or related expenses, the Grantee, its successor(s) or assign(s), shall provide Grantor at least 45 days written notice of such a claim. In order for the 45 day period to commence, such notice shall provide credible evidence that:

(1) The associated contamination existed prior to the date of this conveyance; and (2) the need to conduct any additional response action

or part thereof was not the result of any act or failure to act by the Grantee, its successor(s) or assign(s), or any party in possession.

(c) Granter reserves a right of access to all portions of the Property for environmental investigation, remediation or other corrective action. This reservation includes the right of access to and use of available utilities at reasonable cost to Granter. These rights shall be exercisable in any case in which a remedial action, response action or corrective action is found to be necessary after the date of this conveyance, or in which access is necessary to carry out a remedial action, response action, or corrective action on adjoining property. Pursuant to this reservation, the United States of America, and its respective officers, agents, employees, contractors and subcontractors shall have the right (upon reasonable advance written notice to the record title owner) to enter upon the Property and conduct investigations and surveys, to include drilling, test-pitting, borings, data and records compilation and other activities related to environmental investigation, and to carry out remedial or removal actions as required or necessary, including but not limited to the installation and operation of monitoring wells, pumping wells, and treatment facilities. Any such entry, including such activities, responses or remedial actions, shall be coordinated with record title owner and shall be performed in a manner that minimizes interruption with activities of authorized occupants.

**D. COVENANTS RUNNING WITH THE LAND.** Grantee covenants, for itself and its successors and assigns, that all covenants described in this Quitclaim Deed shall run with the land and bind Grantee and any successors and assigns of Grantee to the restrictions, agreements, and promises made in such covenants in perpetuity. Grantee further covenants for itself and its successors and assigns, to be bound by these covenants. Granter shall be deemed to be a beneficiary of all covenants and warranties without regard to whether it remains the owner of any land or interest therein in the locality of the Property, and shall have the right to enforce these covenants and warranties in any court of competent jurisdiction.

#### **E. FAA COVENANT**

The Grantee, its successors and assigns, and every successor in interest to the property herein described, or any part thereof, must prohibit any construction or alteration of the property unless a determination of no hazard to air navigation is issued by FAA under 14 CFR Part 77, Objects Affecting Navigable Airspace, or under the authority of the Federal Aviation Act of 1958, as amended.

#### **G. PARK COVENANT**

1. The Property shall be used and maintained for the public purposes for which it was conveyed in perpetuity as set forth in the program of utilization and plan contained in an amendment to an application submitted by the Grantee dated September 15, 2005, which program and plan may be amended from time to

time at the written request of either the Grantor or Grantee, with the written concurrence of the other party, and such amendments will be added to and become a part of the original application.

2. The Grantee shall, within 6 months of the date of the deed of conveyance, erect and maintain a permanent sign or marker near the point of principal access to the conveyed area indicating that the property is a park or recreation area and has been acquired from the Federal Government for use by the general public.
3. The Property shall not be sold, leased, assigned or otherwise disposed of except to another eligible governmental agency that the Secretary of the Interior approves in writing. Any such disposition shall assure the continued use and maintenance of the property for public park or public recreational purposes subject to the same terms and conditions in the original instrument of conveyance. Any mortgage, lien, or any other encumbrance not wholly subordinate to the reverter interest of the Grantor shall constitute an impermissible disposal. However this provision shall not preclude the Grantee, its heirs, successors and assigns from using revenue or other bonds related to the use of the property to the extent that such bonds shall not in any way restrict, encumber, or constitute a lien on the property. Furthermore, this provision shall not preclude the Grantee from providing related recreation facilities and services compatible with the approved application through concession agreements, permits, and licenses entered into with third parties, provided prior concurrence to such agreements is obtained in writing from the Department of INterior.
4. From the date of this conveyance, the Grantee, its heirs, successors and assigns, shall submit biennial reports to the Secretary of the Interior, setting forth the use made of the property during the preceding two-year period, and other pertinent data establishing its continuous use for the purposes set forth above, for ten consecutive reports or as further determined by the Secretary of the Interior.
5. The Grantee, its heirs, successors and assigns, shall indemnify, defend, protect, save and hold harmless the Grantor, its employees, officers, attorneys, agents, and representatives from and against any and all debts, duties, obligations, liabilities, law suits, claims, demands, causes of action, damages, losses, costs, and expenses (including without limitation attorneys' fees and expenses, consultant fees and expenses, expert fees and expenses, and court costs) arising out of any claim for personal injury or property damage (including death, illness, or loss of or damage to real or personal property or economic loss) that relates to the Grantee's failure to comply with the terms of this deed or from the use or occupancy of the property by the Grantee, its heirs, successors, assigns, transferees, or agents.
6. In the event that there is a breach by the Grantee, its heirs, successors or assigns, of any of the covenants, conditions or restrictions set forth herein,

whether caused by the legal or other inability of the Grantee, its heirs, successors or assigns, to perform said covenants, conditions or restrictions, the Grantor will give written notice, with a reasonable time stated therein, for the elimination, rectification or cure of said breach. Upon failure to eliminate, rectify or cure said breach within the time set forth in the notice, all right, title, and interest in and to said premises shall, at the Grantor's option, revert to and become the property of the Grantor. In addition to all other remedies for such breach, the Grantee, its heirs, successors and assigns, at the Grantor's option, shall forfeit all right, title, and interest in any and all of the tenements, hereditaments, and appurtenances thereunto belonging.

7. The failure of the Grantor to require in any one or more instances complete performance of any of the conditions or covenants shall not be construed as a waiver or relinquishment of such future performance, but obligation of the Grantee, its heirs, successors and assigns, with respect to such future performance shall continue in full force and effect.
8. The Department of Interior and any representative it may so delegate shall have the right of entry upon said premises at all reasonable times to conduct inspections of the property for the purposes of evaluating the Grantee's compliance with the terms and conditions of the conveyance.
9. The Grantee, by its acceptance of this deed, covenants and agrees for itself, its heirs, successors and assigns, that in the event the Grantor exercises its option to revert all right, title, and interest in the property to the Grantor, or the Grantee voluntarily returns title to the property in lieu of a reverter, then the Grantee shall provide protection to and maintenance of said property at all times until such time as the title is actually reverted or returned to and accepted by the Grantor, including the period of any notice of intent to revert. Such protection and maintenance shall, at a minimum, conform to the standards prescribed by the General Services Administration in its regulations 41 CFR 102-75.690 as such may be amended.

#### **H. ASBESTOS-CONTAINING MATERIALS.**

1. **Notice.** Grantee, its successors and assigns, are warned that the Property may contain asbestos-containing materials. No warranties, either express or implied, are given with regard to the quantity, location, or condition of the asbestos-containing material. Grantee, its successors and assigns, shall be deemed to have relied solely on their own judgment in assessing the overall condition of all or any portion of the Property, including any asbestos hazards or concerns. Grantee acknowledges that Grantee was given every opportunity to inspect the PROPERTY to assess the risk, if any, from asbestos-containing materials.
2. **No Liability.** Grantor assumes no liability for damages for personal injury, illness, disability, or death to Grantee or to Grantee's successors, assigns,

employees, invitees, or any other person subject to Grantee's control or direction, or to any other person, including members of the general public, arising from or incident to the purchase, transportation, removal, handling, use, disposition, or other activity causing or leading to contact of any kind whatsoever with asbestos-containing materials on the Property, whether Grantee, or its successors and assigns, has or have properly warned or failed to properly warn the individual(s) injured. Grantee, its successors and assigns, further agree, that in its use and occupancy of the Property, it will comply with all federal, state, and local laws relating to asbestos-containing materials. Grantee agrees to defend, protect, indemnify and hold Grantor harmless from any and all liabilities, damages, losses, expenses, or judgments arising out of or related to the remediation, monitoring, removal, transport, and disposal of any asbestos-containing materials located on the Property.

**I. LEAD BASED PAINT WARNING AND DISCLOSURE.** Grantee is hereby informed and acknowledges that the structure on the Property was constructed prior to 1978 and, as with all such property, a lead-based paint hazard may be present. Grantee shall not permit the use of the structure for residential habitation unless and until Grantee shall have eliminated the hazards of lead-based paint by treating any defective lead-based paint surface in accordance with all applicable laws and regulations. According to the Consumer Product Safety Commission and the President's Council on Environmental Quality, lead is a special hazard to small children. Grantor has not tested and does not intend to test for lead-based paint. The Property is being sold "as is" and Grantee agrees to defend, protect, indemnify and hold Grantor harmless from any and all liabilities, damages, losses, expenses, or judgments arising out of or related to health problems which may result from lead-based paint.

IN WITNESS WHEREOF, Grantor has caused this indenture to be executed as of the day and year first written above.

**UNITED STATES OF AMERICA**

Acting by and through the  
General Services Administration

**BY (!jaJl!&,**

CLARK VAN EPPS  
Contracting Officer  
General Services Administration  
Property Disposal Division, 9PR  
San Francisco, California

STATE OF CALIFORNIA )  
 )ss:  
COUNTY OF SAN FRANCISCO )

On this 26 day of April, 2007, before me Rock Southward, a Notary Public in and for said County and State, personally appeared Clark Van Epps, proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are-subscribed in the within instrument and acknowledged to me that he/s/le.. hsy executed the same in his/lie1ftl.ej, authorized capacity(ies), and that by his!lico'll.ci, signature(s) on the instrument the person(s) or the entity upon behalf of which the person(s) acted, executed the instrument.

WITNESS my hand and official seal.

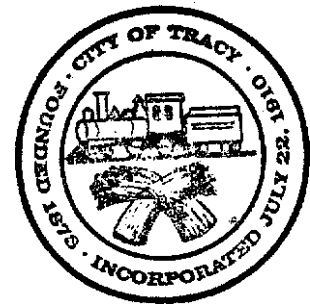
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Notary PublicCJ





CERTIFICATE OF ACCEPTANCE:

This is to certify that the interest in real property conveyed by this Quitclaim Deed from the UNITED STATES OF AMERICA, acting by and through the administrator of General Services, is hereby accepted at this time by the undersigned City Clerk of the City of Tracy, pursuant to authority conferred by Resolution No. 1670 of the Tracy City Council, adopted on August 6, 1968, and recorded with the San Joaquin County Recorder on August 14, 1968, Book 3231, pages 581 through 583, and the grantee consents to recordation thereof by its duly authorized officer.



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Carole Fleischmann, Assistant City Clerk, City of Tracy, Clirnia DJfed

Pursuant to Section 66477.5 of the California Government Code, the local agency shall re-convey the property to the Grantor if the local agency makes a finding that the same purpose for which the property was dedicated does not exist or any portion thereof is not needed for public use, as specified in Subdivision (c) of the Section.

**EXHIBIT A**

**LEGAL DESCRIPTION OF PROPERTY**

All that real property situate in the City of Tracy, County of San Joaquin, State of California, and described as follows:

BEING a portion of the east one-half of Section 35, Township 2 South, Range 4 East, Mount Diablo Base and Meridian, being also a portion of the 200.183 acres of land, more or less, acquired by the United States of America in the Final Judgment recorded June 2, 1966, in Book 3053 at Page 680, Official Records of San Joaquin County, said portion being more particularly described as follows:

**BEGINNING** at the northeast corner of said Section 35 as shown on that certain Record of Survey filed May 11, 1961, in Volume 11 of Records of Survey at Page 95, San Joaquin County Records; THENCE southerly along the easterly boundary of said Section 35 South  $00^{\circ}01'47''$  East 3105.88 feet to a point on a curve, concave southerly, having a radius of 5929.60 feet, from which the center bears South  $10^{\circ}09'14''$  East to the southerly line of said lands (3053 O.R. 680); THENCE westerly along said southerly line the following three (3) courses: 1) along said curve through a central angle of  $12^{\circ}06'33''$ , an arc distance of 1253.19 feet; 2) North  $81^{\circ}20'51''$  West 685.74 feet; 3) North  $75^{\circ}38'03''$  West 779.30 feet to the westerly boundary of the east one-half of said Section 35; THENCE northerly along said westerly boundary North  $00^{\circ}07'40''$  West 1121.88 feet; THENCE leaving said westerly boundary North  $89^{\circ}52'20''$  East 497.71 feet; THENCE North  $32^{\circ}27'52''$  East 1367.13 feet; THENCE along a curve to the left having a radius of 500.00 feet through a central angle of  $31^{\circ}54'24''$ , an arc distance of 278.44 feet; THENCE North  $00^{\circ}33'28''$  East 634.40 feet to the northerly boundary of said Section 35; THENCE easterly along said northerly boundary South  $89^{\circ}26'32''$  East 1319.15 feet to the **POINT OF BEGINNING**. Containing an area of 150.183 acres, more or less.

Subject to any existing easements of record.

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ATTACHMENT "B"

300 Acres in Tracy, CA  
GSA Control No. 9-CA-01731-S

**Recording requested by and  
when recorded mail to:**

Thomas Watson  
City Attorney  
City of Tracy  
333 Civic Center Plaza  
Tracy, CA 95376

No Fee Recording Pursuant to  
Government Code Section\_\_\_\_\_.

SPACE ABOVE THIS LINE FOR RECORDER'S USE

**DECLARATION OF RESTRICTIONS**  
**City of Tracy, County of San Joaquin**

This Declaration of Restrictions is made this \_\_\_\_ day of May, 2019 by the CITY OF TRACY, a municipality created, operating and existing under and by virtue of the laws of the State of California ("Grantor") acting by and through the City Council of the City of Tracy, and the UNITED STATES OF AMERICA ("Grantee") acting by and through the General Services of Administration, under and pursuant to the powers and authority contained in Public Law 105-277 §140, as amended by Public Law 106-31 §3034, Public Law 108-199 §411, Public Law 112-119 and the provisions of Title 40, U.S. Code, Chapter 5, et. seq, as amended, and regulations and orders promulgated thereunder.

Recitals:

A. Grantor is the owner of approximately 300 acres of real property, APNs 212-150-02; 212-150-03 (portion); and 212-150-04 (portion) located in Tracy, California, as more particularly described in Exhibit A, attached hereto and incorporated herein by reference as the "Replacement Property."

B. This Declaration of Restrictions is made in consideration of the Deed of Abrogation and Release of Restrictions dated of even date herewith between Grantee and Grantor relative to 150 acres of real property, more or less, as more particularly described in Exhibit A of the Quitclaim Deed recorded as Instrument No 2007-104234 in the Recorder's Office of the County of San Joaquin.

C. Grantor has agreed to impose on the Replacement Property, for the benefit of Grantee and its successors and assigns, restrictive covenants to ensure that the Replacement Property will be permanently used solely for park and recreational purposes.

NOW THEREFORE, in consideration of the mutual agreements contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Grantor does hereby declare, covenant, and agree, for itself and its successors and assigns, that the said Replacement Property shall hereafter and perpetually be held and conveyed subject to the following conditions and restrictions, to-wit:

1. The Replacement Property shall be used and maintained exclusively for public park and recreational purposes in perpetuity as set forth in the Program of Utilization ("Program of Utilization") for the Replacement Property dated March 9, 2017 as more particularly described in Exhibit B, which program and plan may be amended at the written request of either the Grantor or Grantee, with the written concurrence of the other party, and such amendments will be added to and become a part of the original request and Program of Utilization.
2. The Grantor shall, within 6 months of the date of this Declaration of Restrictions, erect and maintain a permanent sign or marker near the point of principal access to the Replacement Property indicating that the Replacement Property is a park or recreation area for use by the general public.
3. The Replacement Property shall not be sold, leased, assigned or otherwise disposed of except to another eligible governmental agency that the Grantee approves in writing. Any such disposition shall assure the continued use and maintenance of the Replacement Property for public park or public recreational purposes subject to the same terms and conditions in this Declaration of Restrictions. Any mortgage, lien, bond, or any other encumbrance not wholly subordinate to the interest of the Grantee in this Declaration of Restrictions shall constitute an impermissible disposal. Furthermore, this provision shall not preclude the Grantor from providing related recreation facilities and services compatible with the approved Program of Utilization through concession agreements, permits, and licenses entered into with third parties, provided prior concurrence to such agreements is obtained in writing from the Grantee.
4. Funds received by the Grantor, successors or assigns, for the use of all or portions of the Replacement Property, through concession agreements, permits and licenses, shall be expended solely for recreational purposes. Until the Replacement Property has been fully developed in accordance with the Program of Utilization, all revenues received by the Grantor, successors or assigns, for the use of all or portions of the Replacement Property must be used for the development, operation, and maintenance of the Replacement Property. After the Replacement Property has been fully developed in accordance with the Program of Utilization, revenue generated by the Replacement Property may be expended on other recreation properties operated by Grantor.

5. From the date of this Declaration of Restrictions, the Grantor, its successors and assigns, shall submit biennial reports to the General Services Administration, setting forth the use made of the Replacement Property during the preceding two-year period, and other pertinent data establishing its continuous use for the purposes set forth above, for ten consecutive reports or as further determined by the Grantee.
6. Grantor further covenants and agrees for itself, its successors and assigns, that: (1) any use, operation, program or activity on or related to the Replacement Property will be conducted in compliance with all Federal laws and regulations relating to nondiscrimination, including but not limited to the following laws and regulations as such may be amended from time to time: (a) the regulations of the U.S. Department of the Interior at 43 CFR Part 17; (b) Title VI of the Civil Rights Act of 1964; (c) Title III of the Age Discrimination Act of 1975, (d) Section 504 of the Rehabilitation Act of 1973, and (e) the Architectural Barriers Act of 1968; (2) this covenant shall be subject in all respects to the provisions of said laws and regulations; (3) the Grantor, its successors and assigns, will promptly take and continue to take such action as may be necessary to effectuate this covenant; (4) the United States shall have the right to seek judicial enforcement of this covenant; (5) the Grantor, its successors and assigns, will (a) obtain from each other person (any legal entity) who, through contractual or other arrangements with the Grantor, its successors or assigns, is authorized to provide services or benefits on or in connection with the Replacement Property, a written agreement pursuant to which such other person shall, with respect to the services or benefits which he is authorized to provide, undertake for himself the same obligations as those imposed upon the Grantor, its successors and assigns, by this covenant, and (b) furnish a copy of such agreement to the Grantor or his successor or assign; and (6) this covenant shall run with the land, and shall in any event, without regard to technical classification or designation, legal or otherwise, be binding to the fullest extent permitted by law and equity for the benefit of, and in favor of the Grantee and enforceable by the Grantee against the Grantor, its successors and assigns.
7. The Grantor, its successors and assigns, shall indemnify, defend, protect, save and hold harmless the Grantee, its employees, officers, attorneys, agents, and representatives from and against any and all debts, duties, obligations, liabilities, law suits, claims, demands, causes of action, damages, losses, costs, and expenses (including without limitation attorneys' fees and expenses, consultant fees and expenses, expert fees and expenses, and court costs) arising out of any claim for personal injury or property damage (including death, illness, or loss of or damage to real or personal property or economic loss) that relates to the Grantor's failure to comply with the terms of this Declaration of Restrictions or from the use or occupancy of the Replacement Property by the Grantor, its successors, assigns, transferees, or agents.
8. In the event that there is a breach by the Grantor, its successors or assigns, of any of the covenants, conditions, restrictions, and agreements set forth herein, whether

caused by the legal or other inability of the Grantor, its successors or assigns, to perform said covenants, conditions, restrictions or agreements, the Grantee will give written notice, with a reasonable time stated therein, but in no event less than thirty (30) calendar days, of such breach together with the actions required by Grantee in order to cure said breach. In the event Grantor believes that a breach requires additional time to cure, Grantor may have additional time to cure if approved in writing by the Grantee. In the event Grantor, its successors or assigns, fails to cure such breach within the designated time frame set forth in the written notice or such additional time as has been approved in writing by the Grantee, Grantor, for itself, its successors and assigns, covenants and agrees that Grantee shall be entitled to the following alternative remedies:

- a. Grantor, or its successors and assigns, shall deliver to Grantee a general warranty deed to the Replacement Property and shall allow Grantee the immediate right to reenter and take possession of the Replacement Property. Final acceptance of such deed shall be at the sole option of the Grantee.
  - b. In the event Grantor, its successors and assigns, fails to comply with the remedy provided in Section 8(a) above, Grantor, for itself and its successors and assigns covenants and agrees that Grantee shall have the right to prosecute and complete a Quiet Title and Ejectment action, or other reasonably equivalent appropriate action, in a federal court of competent jurisdiction against Grantor, its successors and assigns and any other party-in-interest to the Replacement Property so that Grantee can acquire title and possession of the Replacement Property. By executing this Declaration of Restrictions, Grantor, for itself and its successors and assigns, hereby confesses judgment to Grantee to enable Grantee to complete such judicial proceedings. In addition, Grantor, for itself and its successors and assigns, agrees to pay Grantee all costs associated with any such judicial proceedings incurred by Grantee in acquiring title and possession of the Replacement Property.
  - c. Until Grantee acquires and accepts title and possession to the Replacement Property at its sole option and in accordance with the terms of Section 8(a) or 8(b) above, Grantor, for itself and its successors and assigns, covenants and agrees to be fully responsible to provide protection to and maintenance of said property at all times until such time as the title is actually accepted by the Grantee, including the period of any notice of intent to exercise Grantee's rights. Such protection and maintenance shall, at a minimum, conform to the standards prescribed by the General Services Administration in its regulations 41 CFR 102-75.690 as such may be amended.
9. The failure of the Grantee to require in any one or more instances complete performance of any of the conditions or covenants shall not be construed as a waiver or relinquishment of such future performance, but obligation of the Grantor, its

successors and assigns, with respect to such future performance shall continue in full force and effect.

10. The General Services Administration and any representative it may so delegate shall have the right of entry upon the Replacement Property for the purposes of evaluating the Grantor's compliance with the terms and conditions of this Declaration of Restrictions.

11. The covenants, conditions, and restrictions set forth herein are intended to be covenants running with the land in accordance with all applicable law and shall burden and run with the Replacement Property and every part thereof or interest therein, and shall be binding on Grantor, its successors, assigns, and every successor in interest to all or any part of the property, and shall benefit Grantee and Grantee's, successors and assigns. All restrictions and conditions contained herein are for the sole benefit of the United States of America and may be modified or abrogated by the Secretary of the Interior, or his successor in function, as provided by the Act.

To indicate their agreement to the provisions contained in this Declaration of Restrictions, Grantor and Grantee have caused this instrument to be executed by their duly authorized representatives effective as of \_\_\_\_\_, 2019.

***Grantor:***

City of Tracy,

By \_\_\_\_\_

## CERTIFICATE OF ACKNOWLEDGMENT

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California )

County of )

On \_\_\_\_\_, before me, \_\_\_\_\_,  
Date Name and Title of the Officer

personally appeared \_\_\_\_\_,  
Name(s) of Signer (s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

\_\_\_\_\_  
Signature of Notary Public

(Notary Public Seal)



**Grantee:**

BY: \_\_\_\_\_  
DAVID HAASE  
Director  
Office of Real Property Utilization & Disposal  
San Francisco, California

**CERTIFICATE OF ACKNOWLEDGMENT**

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California )

County of )

On \_\_\_\_\_, before me, \_\_\_\_\_,  
Date Name and Title of the Officer

personally appeared \_\_\_\_\_,  
Name(s) of Signer (s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

300 Acres in Tracy, CA  
GSA Control No. 9-CA-01731-S

Signature of Notary Public

(Notary Public Seal)



**Public Use Plan for Legacy Fields and Associated Real Property**

**APN's 212-150-02, 03 and 04**

Prepared for:

United States General Services Administration

Real Property Utilization & Disposal Division

Prepared by:

City of Tracy  
333 Civic Center Plaza  
Tracy, California 95376

Submitted:

March 28, 2019

## **A. Background and Deed Restriction Transfer**

The City of Tracy is officially requesting deed restrictions for park and recreational use affecting the Schulte Road Property (Attachment A) to be removed and to place this restriction on real property known as Legacy Fields (Attachment B) in Tracy, California. The Schulte Road property APN 209-230-30 consisting of approximately 150 acres is located on the south side of Schulte Road, west of Lammers Road. The parcel is currently located outside of the City limits but is located within the City of Tracy's Sphere of Influence (SOI). The property is designated in the 2011 City of Tracy General Plan as Park. The Schulte Road site is adjacent to existing and planned Industrial uses in and outside of the Tracy city limits. The Schulte Road property is no longer considered an optimal site for recreational development as it is surrounded by industrial uses and is not contiguous to any residential areas.

The proposed replacement property, Legacy Fields, is 300 acres in total among three parcels (APN's 212-150-02, 03 and 04) owned in fee simple by the City of Tracy. The City of Tracy seeks to dedicate 300 acres to active and passive recreation uses, to be mutually accepted by the City of Tracy and General Services Administration (GSA). A portion of the 300 acres is designated as Park in the 2011 City of Tracy General Plan and a portion is outside of the City limits, with San Joaquin current zoning of AG-40 which allows passive and less intensive recreational uses. The 300 acres is currently undeveloped and is not being used as a park at this time. The City of Tracy controls all aspects of capital development and project funding in order to effectuate this public use plan for the subject property.

Legacy Fields will become a local and regional serving sports park and passive recreation facility. The eastern areas adjacent to the 300 acres are currently open and put in public use prior to mutual agreement of the parties. The City Council has dedicated \$12 million to infrastructure development of the adjacent eastern park area, and over \$20 million dedicated to funding active sports fields in an unrestricted portion of APN 212-150-04 (Phase 1). The City of Tracy is in the process of exploring the feasibility of a nature park to the south of the Phase 1 area and will complete this task as a part of the Parks Master Plan update.

Legacy Fields, and adjacent undeveloped City owned property, is an ideal location to meet the growing needs of the community. Conveniently located within a quarter-mile north of Interstate 205, Legacy Fields will provide the residents of the community an opportunity to play recreational and competitive sports and take in opportunities for passive recreation. It will also draw many regional participants through tournament play due to its size and proximity within Northern California. The site is close to amenities such as hotels, restaurants and retail related services that will services the population visiting the public park.

The project is served by current entrance points on Tracy Boulevard and potentially future entrance points on Corral Hollow Road. Both roads are easily accessed via Interstate 205.

## **B. Project Need and Recreational Utility**

The City of Tracy seeks to dedicate 300 acres to public uses as part of this deed restriction. The public use recreation plan may include active recreation, such as sports fields and passive uses such as trails, disc golf, picnic areas and open space.

The City's 2016 population is 85,182. It is estimated that by 2030 the City population will be 115,000, with an increase of approximately 9,000 new households in that 15 year period. Additional growth pressures will also be evident in the master planned communities of Mountain House and River Islands (Lathrop, California) which are located along the Interstate 205 corridor. Tracy's population is relatively young and family focused with 38% of the resident population under the age of 24, and an additional 43% of the population between the ages of 25 to 54, the remainder of 19% of the population above the age of 55. Development of the 300 acre site will support the City's program missions, including: to strengthen community image and sense of place, foster human development, support economic development, and being a steward of the environment. This site will serve people of diverse age, cultures, and interests.

The Tracy population is also sports recreation focused. The City rents existing recreation facilities, not included at the Legacy Fields site, with 27 reserved tournaments annually. At the Legacy Fields site, the City expects 24 or more teams per tournament and will include a local, regional and statewide pool of athletes and their families. Recreation needs are high in our community. Therefore, agreement among the City of Tracy and the General Services Administration (GSA) for the addition of 300 acres of dedicated park space for public use will greatly boost the availability of local and regional recreational amenities.

## **C. Program Utilization**

A legal description of the 300 acre site is included with this Public Use Plan.

The Legacy Fields property development will be programmed and constructed in phases, depending on funding availability and project feasibility.

### **Phase 1 (Adjacent Eastern and Southern Park Development):**

This land area is not included in the deed restrictions. Background is provided for information only as a basis to understanding the entire development plan for the site. The Phase 1 development plan includes 72 acres with twelve (12) baseball fields and eight (8) soccer fields currently in use. All underground infrastructure, site landscaping, site fencing, public parking and ADA access are completed.

### **Phase 2:**

This land area is included in the deed restriction transfer. The Phase 2 project plan includes a City led effort to update the Legacy Fields Site Master Plan in Fiscal Year 2019-2020. A major constraint to development and access at this time are existing drainage canals and the lack of pedestrian facilities. The City will examine its ability to provide safe access to this area through the Site Master Plan effort. It

is envisioned that during Phase 2, the City of Tracy will explore the creation of passive recreational and supportive ancillary uses including disc golf, walking paths, bicycle paths, picnic and group seating areas, parking lots, restrooms and other various improvements. These amenities can be programmed and implemented where feasible to support the broader active recreational uses across Legacy Fields.

The City will also explore options for low cost capital improvement features in this phase which can be implemented in a short duration to allow access across the 300 acre restricted property. This may include passive recreation focused amenities such as non-paved walking trails, nature trails, nature and educational related signage, nature and historical monuments and trail seating. The City anticipates it will allow public access via passive recreation within five years (FY 2021-2025) of the recordation of the deed restriction as long as the site is safe and ready for public access. Currently, the 300 acres of public lands are unsafe for public recreational access. The site could be made accessible for public use over time and with a dedicated capital investment in expanded infrastructure.

The Phase 2 project plan is adjacent to the existing active sports facility and provides the best option to continue developing additional sports fields. In the past, the City entered into an Exclusive Negotiating Rights Agreement (ENRA) to explore a public-private partnership to expeditiously develop soccer fields and other amenities in Phase 2. The ENRA did not result in an agreement but did provide the City with a road map to develop those sports fields expeditiously. The City will continue to explore public-private partnerships and other creative ways to fund Phase 2. Per this agreement, any form of Agreement between the parties shall be by Permit, License or Concession. The City of Tracy will remain owner of the underlying real property. The Agreement (Permit, License or Concession) to construct commercially operated active recreation is not guaranteed, and the City seeks approval from GSA to continue to negotiate with parties interested in a public-private commercial venture that provides direct recreational amenities to the public. The Agreement between the City of Tracy and its Permittee/Licensee/Concessionaire shall include the following terms as requested by the Department of Interior-National Parks Service:

- a. Subordinate to the USA Deed;
- b. A copy of the approved program of utilization;
- c. A clause to maintain user fees at reasonable levels;
- d. A clause to guarantee nondiscrimination;
- e. A clause to insure control is maintained by the City and that it can terminate the agreement at any point in which it is determined the terms of the agreement/the public recreation purpose is not being served;
- f. Requirement of financial reporting as mutually agreed among the parties;
- g. Stipulations that the 300 acres of land may not be encumbered and/or used as collateral; and,
- h. An explanation of the Federal reversionary interest.

At the time of this Use Plan, Phase 2 is anticipated to include approximately 30 acres, with eight (8) to fourteen (14) soccer fields to be potentially constructed between a timeline of 2024-2029. The City will

explore an agreement that has the potential to allow the City to defer capital development costs while still allowing the general public access to high quality active recreation facilities. Ultimately, the City residents and regional visitors will benefit from the new recreational opportunities.

Funding may be made available from various sources including development fees paid by growth, private contributions, grants and other sources.

#### Phase 3:

This land area is included in the deed restriction transfer. Phase 3 will include an additional 86 acres dedicated to passive recreational uses, which may include nature trail, park benches, informational signs, group seating and trash receptacles. Phase 3 is currently in the planning stages and will undergo a feasibility study as a part of the Parks Master Plan update. City staff will conduct extensive public outreach to determine the needs and desires of the community in planning the use of this site. Depending on the result of this study, the next step would be to begin design and construction. Phase 3 will focus on opportunities for environmental education experiences and programming including the history of Tracy farming and an examination of geography and topography of the region. The City plans for this phase to complement Legacy Fields, as Legacy Fields will attract many residents and visitors to this site that are not actively participating in field sports. Walking, dog-walking, biking, jogging will be encouraged with development of a regional park trail system. A seating and nature awareness area are possible in certain areas to compliment areas currently used as overflow drainage. This will create an excellent bird viewing and nature exposure area for Tracy residents and visitors. Funding may be made available from various sources including development fees paid by growth, private contributions, grants and other sources.

#### Phase 4:

This land area is included in the deed restriction transfer. The Phase 4 project plan will be updated in the Legacy Fields Site Master Plan. While active recreation and sports fields are preferred by the City of Tracy, the physical development of the site is subject to funding, and depends on priority phasing implemented by the City Council. At this time, the City of Tracy proposes passive recreational and supportive ancillary uses including walking paths, bicycle paths, picnic and group seating areas, parking lots, restrooms and other various improvements are possible to support the broader active recreational uses across Legacy Fields.

Phase 4 is approximately 184 acres and is estimated to be available for public use beyond the year 2036. Funding may be made available from various sources including development fees paid by growth, private contributions, grants and other sources.

**D. Development Schedule**

The Development Schedule largely depends on available funding for architectural design and capital development efforts. Phase 1 is already open and in use. Phases 2, 3 and 4 are contingent upon allocation of funding to each specific phase as outlined below:

<b>Phase</b>	<b>Date</b>	<b>Acreage Developed &amp; Deed Restricted</b>
1	Open	N/A
2	2021-2025	30 +/-
3	By or Before 2036	86 +/-
4	Beyond 2036	184 +/-

The Legacy Fields property will operate as a public park, and in certain examples as a fee for use recreation facility. The City of Tracy will accept all land use restrictions as described in the deed. The public currently has access to the active recreational amenities contained in Phase 1.

Phase 2 will include approximately 30 acres, with potentially eight (8) to fourteen (14) soccer. Given the outcome of possible public-private partnerships and funding availability, the fields could be open to public use between 2021-2025. Additionally, the City will explore low cost capital construction solutions to provide access to the 300 restricted acres. These low-cost passive, nature and walking oriented improvements could be implemented by or between 2021-2025, subject to approval by City Council of specific capital improvement projects (CIP’s). Public signage for this phase allowing access to the 300 acres could be implemented by 2021.

Phase 3 is anticipated to be open to the public by or before 2036 and Phase 4 is anticipated to be open to the public beyond 2036. Both Phase 3 and Phase 4 of this public use plan may be implemented at sooner intervals, following development of a Legacy Fields Site Master Plan, identification of funding for improvements and other factors which may expedite the development of Legacy Fields.

**E. Benchmarks**

The public has access to the active recreational amenities contained in Phase 1 for both baseball and soccer uses.

Following the close of the Deed Restriction process, the City will engage in a Site Master Plan process through the Parks Master Plan update and is expected to begin in Summer 2019 and end by Summer 2021. The Site Master Plan will identify site development parameters for creating new amenities, identify site challenges, development costs and other factors that will frame the future development plan for the deed restricted 300 acres. Following the Master Plan Process, the City will begin identifying a park development plan in its annual Capital Improvement Plan (CIP) program budget. During this time, the City will also be exploring the opportunity to enter into a Permit, License or Concession Agreement for the development of the Phase 2 park amenities. The first physical improvements on the 300 deed restricted acres are anticipated to be low-cost passive, nature and walking oriented improvements which could be implemented by or between 2021-2025, subject to approval by City Council of specific



capital improvement projects (CIP's) and safe public access. Public signage describing public access to a portion of the 300 acres could be implemented before 2021. Passive area public use would be limited to dedicated developed trails and seating areas for the safety of the general public.

The Phase 2 effort may also include active sports park development with approximately 30 acres, with a potential expansion to 100 acres, including eight (8) to fourteen (14) soccer fields upon initial opening to be potentially constructed between a timeline of 2024 to 2029. Public use will be emphasized through free-play areas, group seating areas, passive trails and other features which would not require a rental fee for public access. These amenities may be developed by the Operator or the City depending on the outcomes of negotiations of the Permit, License or Concession Agreement.

Phase 3 is anticipated to be open to the public by or before 2036 and Phase 4 is anticipated to be open to the public beyond 2036. Both Phase 3 and Phase 4 of this public use plan may be implemented at sooner intervals, following development of a Legacy Fields Site Master Plan, identification of funding for improvements and other factors which may expedite the development of Legacy Fields. At full build out, the interpretative trail system may provide significant, wide ranging access across the site for use by the public.

#### **F. Other Considerations**

In 2001, the Tracy City Council approved a resolution to establish the authority to collect a development fee for the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The key purpose of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan

(SJMSCP or Plan), is to provide a strategy for balancing the need to conserve open space and permit development while protecting the region's agricultural economy and sensitive habitat. The fees collected as development occurs enable the protection of open space and habitat off site from the development sites themselves. The Plan stems from requirements under the Federal Endangered Species Act and the State Endangered Species Act.

The City of Tracy paid the fee for the development of Legacy Fields for the Phase I project containing 72 acres in the amount of \$932,992. Additionally, as Phase II through Phase IV are developed, the City will pay the current applicable per acre fee to the San Joaquin Council of Governments (SJCOG) for the SHMSCP. SJCOG, the SJMSCP plan manager, then purchases real property into conservation easements throughout the San Joaquin Delta Region that are best suited for habitat protection. The 300 acres of deed restricted property is not intended to provide conservation easements or habitat protection, although the site is prime for passive recreation that includes educational opportunities for interpretative interaction with native habitat, open space and environmental stewardship, in addition to and an examination of geography and topography of the region.

The City also uses an outside party to perform operations and maintenance of the 300 undeveloped acres at this time. The means and methods used for maintenance of the undeveloped site are farming related. The farming agreement can be amended over time at the discretion of the City and its need to open the property to public recreational uses. The current farming on the site assists in the remediation

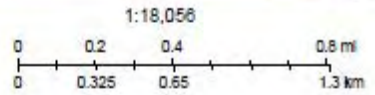
of weed growth to avoid having the site become a potential fire hazard, based on existing City of Tracy Municipal Code. The operations and maintenance component of the park will be studied in fuller detail with the Site Master Plan process and implementation of the Phase 2 park projects.

Attachment A

Schulte Road Property



- July 6, 2016
- Sphere of Influence
  - City of Tracy
  - 🚒 Fire Station
  - Freeways
  - Major Arterial
  - StreetCenterlines
  - StreetCenterlines



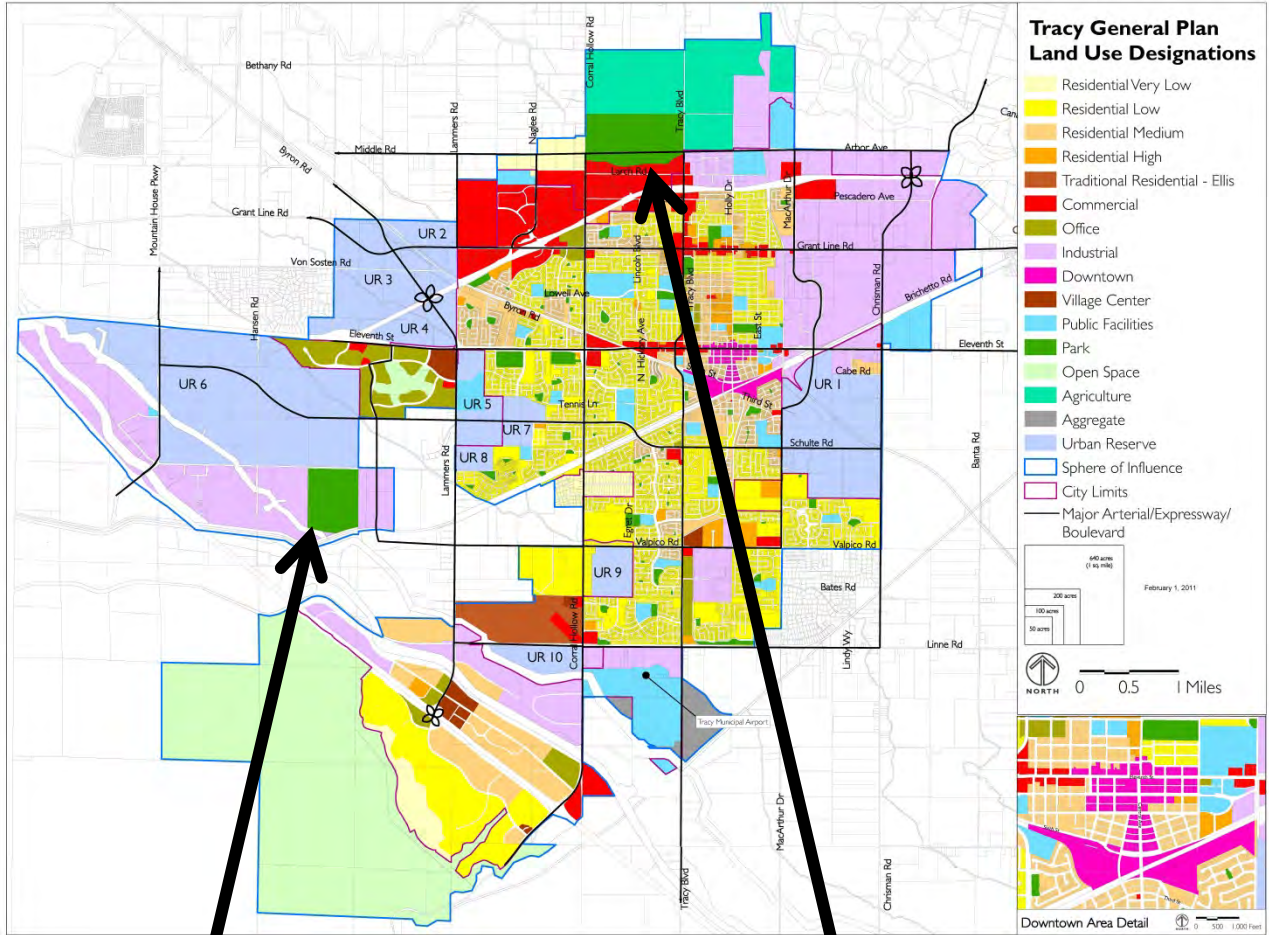
Attachment B

Legacy Fields Property



Attachment C

General Plan Map



Schulte Site (150 Acres)

Legacy Fields Property (300 Acres)

**EXHIBIT "A"**

**LEGAL DESCRIPTION**

REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A PORTION OF BLOCKS 13, 14 AND 15 AS SHOWN ON THE MAP OF TRACY GARDEN FARMS AS FILED FOR RECORD IN BOOK OF MAPS AND PLATS, VOLUME 8, PAGE 1, SAN JOAQUIN RECORDS LYING WITHIN THE RANCHO EL PESCADERO, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF LOT 4 OF BLOCK 2 OF SAID TRACY GARDEN FARMS (8 M&P 1), SAID POINT BEING IN THE CENTERLINE OF HOLLY DRIVE, A COUNTY ROAD; THENCE ALONG THE SOUTHERLY LINE OF THE 935.43 ACRE PARCEL, AS SHOWN ON THE RECORD OF SURVEY FILED IN BOOK 4 OF SURVEYS AT PAGE 53, SAN JOAQUIN COUNTY RECORDS, THE FOLLOWING THREE (3) COURSES:

- 1) ALONG THE SOUTHERLY LINE OF LOTS 2, 3, 4 AND 6 OF BLOCK 8 (8 M&P 1), SOUTH 89°52'00" WEST 2320.66 FEET;
- 2) LEAVING LAST SAID SOUTHERLY LINE (8 M&P 1), AND CROSSING LOT 7 IN SAID BLOCK 8 (8 M&P 1), SOUTH 41°13'27" WEST 339.29 FEET;
- 3) NORTH 89°53'56" WEST 99.03 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF TRACY BOULEVARD AND THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION;

THENCE FROM SAID TRUE POINT OF BEGINNING, THE FOLLOWING TWELVE (12) COURSES:

- 1) NORTH 89°53'56" WEST 73.04 FEET;
- 2) SOUTH 65°54'12" WEST 499.34 FEET;
- 3) SOUTH 50°03'24" WEST 505.41 FEET;
- 4) NORTH 89°25'36" WEST 715.42 FEET;
- 5) NORTH 86°54'00" WEST 390.26 FEET;
- 6) SOUTH 82°16'10" WEST 1193.25 FEET;
- 7) NORTH 82°56'05" WEST 500.20 FEET;
- 8) NORTH 65°04'43" WEST 500.09 FEET;
- 9) SOUTH 87°40'49" WEST 494.99 FEET;
- 10) NORTH 80°17'21" WEST 248.72 FEET;
- 11) NORTH 80°17'21" WEST 136.33 FEET AND
- 12) NORTH 88°34'15" WEST 207.13 FEET TO A POINT ON THE EASTERLY RIGHT OF LINE OF CORRAL HOLLOW ROAD;

THENCE ALONG THE EASTERLY RIGHT OF LINE OF SAID CORRAL HOLLOW ROAD, NORTH 00°13'45" WEST 3734.41 FEET; THENCE LEAVING SAID EASTERLY RIGHT OF LINE NORTH 89°51'11" EAST 2350.62 FEET; THENCE SOUTH 00°14'15" EAST

567.84 FEET; THENCE SOUTH 41°30'00" WEST 799.14 FEET; THENCE NORTH 89°51'11" EAST 1099.22 FEET; THENCE SOUTH 03°20'00" EAST 390.00 FEET; THENCE SOUTH 13°55'00" WEST 143.01 FEET; THENCE SOUTH 25°15'00" EAST 222.46 FEET TO A POINT OF CURVATURE; THENCE ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 50.00 FEET, THROUGH A CENTRAL ANGLE OF 62°30'00", AN ARC DISTANCE OF 54.54 FEET TO A POINT OF TANGENCY; THENCE SOUTH 37°15'00" WEST 167.78 FEET, SAID POINT ALSO BEING THE BEGINNING OF A NON-TANGENT CURVE; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 83.00 FEET, THE RADIUS OF WHICH BEARS SOUTH 17°00'00" EAST, THROUGH A CENTRAL ANGLE OF 71°22'00", AN ARC DISTANCE OF 103.38 FEET TO A POINT OF NON-TANGENCY, THE RADIUS OF WHICH BEARS SOUTH 88°22'00" EAST; THENCE SOUTH 61°05'00" EAST 50.00 FEET; THENCE SOUTH 04°25'00" WEST 66.00 FEET; THENCE SOUTH 77°55'00" EAST 242.00 FEET; THENCE NORTH 76°40'00" EAST 131.00 FEET; THENCE NORTH 85°10'00" EAST 152.00 FEET; THENCE NORTH 74°05'00" EAST 513.00 FEET; THENCE SOUTH 39°00'00" EAST 32.00 FEET; THENCE SOUTH 00°05'00" EAST 855.00 FEET; THENCE NORTH 89°55'00" EAST 1339.14 FEET TO THE WESTERLY RIGHT OF LINE OF SAID TRACY BOULEVARD; THENCE ALONG SAID WESTERLY RIGHT OF WAY OF TRACY BOULEVARD SOUTH 00°13'56" EAST 402.03 FEET TO SAID TRUE POINT OF BEGINNING.

CONTAINING 302.07 ACRES, MORE OR LESS.

A PORTION OF A.P.N. 212-150-02 AND 04

DATED JANUARY 13, 2019

# ATTACHMENT "D"

LINE TABLE

LINE	BEARING	DISTANCE
L1	N89°53'56"W	73.04'
L2	N8077'21"W	248.72'
L3	N8077'21"W	136.33'
L4	S88°34'14"W	207.13'
L5	S03°20'00"E	390.00'
L6	S13°55'00"W	143.01'
L7	S257500"E	222.46'
LB	S3775'00-w	167.78'
L9	S61V5'00"E	50.00'
L10	S04°25'00"W	66.00'
L11	S77°55'00"E	242.00'
L12	N76°40'00"E	131.00'
L13	N8570'00"E	152.00'
L14	S39°00'00"E	32.00'

CURVE TABLE

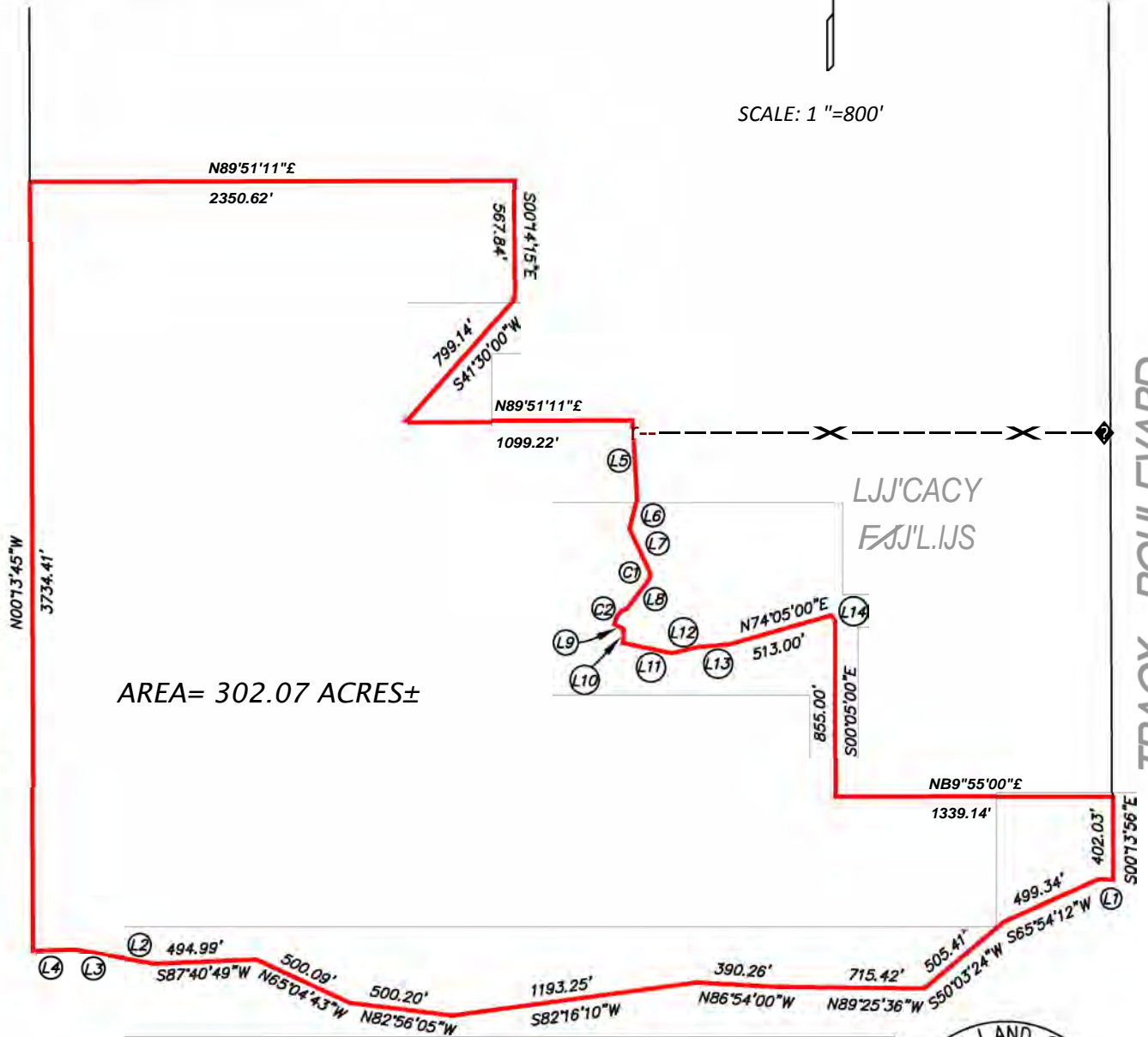
CURVE	RADIUS	DELTA	LENGTH
CT	50.00'	62°30'00"	54.54'
C2	83.00'	71°22'00"	103.38'



SCALE: 1"=800'

CORRAL HOLLOW ROAD

TRACY BOULEVARD



AREA= 302.07 ACRES±

PREPARED UNDER THE DIRECTION OF:

*David W. Enke*

DAVID W. ENKE, L.S. 4071  
JANUARY 13, 2019





RESOLUTION 2019-\_\_\_\_\_

APPROVING THE TRANSFER OF FEDERAL USE RESTRICTIONS AND REVERSIONARY RIGHTS ON THE 150-ACRE SCHULTE ROAD PARCEL (APN 209-230-29 AND APN 209-230-29-30), TO 300 ACRES OF UNDEVELOPED LAND AT LEGACY FIELDS (APN 212-150-04) AND PUBLIC USE PLAN FOR THE SITE, AND AUTHORIZING THE MAYOR TO EXECUTE ANY NECESSARY DOCUMENTS TO COMPLETE THE TRANSFER, AND AUTHORIZING THE CITY MANAGER TO TRANSFER (PURCHASE) THE LAND FROM THE WASTEWATER FUND TO THE GENERAL FUND

WHEREAS, Staff is seeking Council approval to transfer the deed restrictions and federal reversionary rights on 150 acres of the Schulte Road property (Antenna Farm) to 300 acres of undeveloped property in the Legacy Fields area, and

WHEREAS, After numerous discussions between GSA and City staff, a concept was conceived whereby the use restrictions and reversionary rights recorded on the 150 acres at the Schulte Road property could be transferred to other undeveloped park property in the City. Since then, the development of Legacy Fields refocused the City's effort to develop that part of Tracy into a recreational use area based on location and land use planning efforts, and

WHEREAS, A major component of this Agreement is a public use plan that details the City's plans for the entire replacement property with a development schedule. The public use plan is congruent with the vision to develop the Legacy Fields area into an active and passive recreational use area, and

WHEREAS, The land is currently an asset of the Wastewater Fund, purchased in 2002, and will need to be transferred (purchased) by the City's General Fund for \$1,833,600;

NOW, THEREFORE, BE IT RESOLVED, That City Council, hereby, approves the transfer of federal use restrictions and reversionary rights on APN 209-230-29 and APN 209-230-30 to the undeveloped 300 acres of Legacy Fields APN 212-150-04 (as described in Attachment B, Legacy Fields Legal Description) and authorize, the Mayor to execute any necessary documents to complete the transfer; and

BE IT FURTHER RESOLVED, That the City Council hereby authorizes the City Manager to transfer (purchase) the aforementioned 382 acres to the General Fund from the Wastewater Fund using Measure V funds in the amount of \$1,833,600.

\* \* \* \* \*

Resolution \_\_\_\_\_  
Page 2

The foregoing Resolution 2019-\_\_\_\_\_ was adopted by the Tracy City Council on the 21<sup>st</sup> day of May, 2019, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

ATTACHMENT B: Legacy Field Legal Description

LEGAL DESCRIPTION

REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A PORTION OF BLOCKS 13, 14 AND 15 AS SHOWN ON THE MAP OF TRACY GARDEN FARMS AS FILED FOR RECORD IN BOOK OF MAPS AND PLATS, VOLUME 8, PAGE 1, SAN JOAQUIN RECORDS LYING WITHIN THE RANCHO EL PESCADERO, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

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- 2) LEAVING LAST SAID SOUTHERLY LINE (8 M&P 1), AND CROSSING LOT 7 IN SAID BLOCK 8 (8 M&P 1), SOUTH 41°13'27" WEST 339.29 FEET;
- 3) NORTH 89°53'56" WEST 99.03 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF TRACY BOULEVARD AND THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION;

THENCE FROM SAID TRUE POINT OF BEGINNING, THE FOLLOWING TWELVE (12) COURSES:

- 1) NORTH 89°53'56" WEST 73.04 FEET;
- 2) SOUTH 65°54'12" WEST 499.34 FEET;
- 3) SOUTH 50°03'24" WEST 505.41 FEET;
- 4) NORTH 89°25'36" WEST 715.42 FEET;
- 5) NORTH 86°54'00" WEST 390.26 FEET;
- 6) SOUTH 82°16'10" WEST 1193.25 FEET;
- 7) NORTH 82°56'05" WEST 500.20 FEET;
- 8) NORTH 65°04'43" WEST 500.09 FEET;
- 9) SOUTH 87°40'49" WEST 494.99 FEET;
- 10) NORTH 80°17'21" WEST 248.72 FEET;
- 11) NORTH 80°17'21" WEST 136.33 FEET AND
- 12) NORTH 88°34'15" WEST 207.13 FEET TO A POINT ON THE EASTERLY RIGHT OF LINE OF CORRAL HOLLOW ROAD;

THENCE ALONG THE EASTERLY RIGHT OF LINE OF SAID CORRAL HOLLOW ROAD, NORTH 00°13'45" WEST 3734.41 FEET; THENCE LEAVING SAID EASTERLY RIGHT OF LINE NORTH 89°51'11" EAST 2350.62 FEET; THENCE SOUTH 00°14'15" EAST

567.84 FEET; THENCE SOUTH 41°30'00" WEST 799.14 FEET; THENCE NORTH 89°51'11" EAST 1099.22 FEET; THENCE SOUTH 03°20'00" EAST 390.00 FEET; THENCE SOUTH 13°55'00" WEST 143.01 FEET; THENCE SOUTH 25°15'00" EAST 222.46 FEET TO A POINT OF CURVATURE; THENCE ALONG THE ARC OF A TANGENT CURVE TO THE RIGHT, HAVING A RADIUS OF 50.00 FEET, THROUGH A CENTRAL ANGLE OF 62°30'00", AN ARC DISTANCE OF 54.54 FEET TO A POINT OF TANGENCY; THENCE SOUTH 37°15'00" WEST 167.78 FEET, SAID POINT ALSO BEING THE BEGINNING OF A NON-TANGENT CURVE; THENCE ALONG THE ARC OF A NON-TANGENT CURVE TO THE LEFT, HAVING A RADIUS OF 83.00 FEET, THE RADIUS OF WHICH BEARS SOUTH 17°00'00" EAST, THROUGH A CENTRAL ANGLE OF 71°22'00", AN ARC DISTANCE OF 103.38 FEET TO A POINT OF NON-TANGENCY, THE RADIUS OF WHICH BEARS SOUTH 88°22'00" EAST; THENCE SOUTH 61°05'00" EAST 50.00 FEET; THENCE SOUTH 04°25'00" WEST 66.00 FEET; THENCE SOUTH 77°55'00" EAST 242.00 FEET; THENCE NORTH 76°40'00" EAST 131.00 FEET; THENCE NORTH 85°10'00" EAST 152.00 FEET; THENCE NORTH 74°05'00" EAST 513.00 FEET; THENCE SOUTH 39°00'00" EAST 32.00 FEET; THENCE SOUTH 00°05'00" EAST 855.00 FEET; THENCE NORTH 89°55'00" EAST 1339.14 FEET TO THE WESTERLY RIGHT OF LINE OF SAID TRACY BOULEVARD; THENCE ALONG SAID WESTERLY RIGHT OF WAY OF TRACY BOULEVARD SOUTH 00°13'56" EAST 402.03 FEET TO SAID TRUE POINT OF BEGINNING.

CONTAINING 302.07 ACRES, MORE OR LESS.

A PORTION OF A.P.N. 212-150-02 AND 04

DATED JANUARY 13, 2019

AGENDA ITEM 6.A

REQUEST

**APPOINT AN APPLICANT TO THE MEASURE V RESIDENTS' OVERSIGHT COMMITTEE FROM THE COMMITTEE'S ELIGIBILITY LIST**

EXECUTIVE SUMMARY

The City Clerk's office received a resignation from Measure V Residents' Oversight Committee member Eleassia Davis effective April 15, 2019. An eligibility list was created during the last Measure V Residents' Oversight Committee recruitment in February, 2019. Council confirmation of the appointment from the eligibility list to the Measure V Residents' Oversight Committee is requested.

DISCUSSION

On April 15, 2019, the City Clerk's office received the resignation from Measure V Residents' Oversight Committee member Eleassia Davis. The last time an appointment was made to the Measure V Residents' Oversight Committee was March 5, 2019. At that time, the subcommittee consisting of Mayor Pro Tem Young and Council Member Arriola nominated three applicants to fill vacancies on the Measure V Residents' Oversight Committee and recommended one applicant be placed on an eligibility list.

Resolution No. 2004-152 (Attachment A), established the Council's policy on the "Selections Process for Appointee Bodies." It states that if there are multiple qualified candidates, the subcommittee can recommend the Council establish an eligibility list that can be used to fill vacancies that might occur in the following 12 months. On March 5 2019, Council confirmed the subcommittee's nomination and the creation of an eligibility list for the Measure V Residents' Oversight Committee.

At this time, Council can either appoint Hector Jaimes from the eligibility list to the Measure V Residents' Oversight Committee to serve the remainder of an unexpired term commencing on May 22, 2019, and expiring on February 29, 2020, or direct staff to open a new recruitment.

STRATEGIC PLAN

This agenda item is a routine operational item and does not relate to the Council's Strategic Plans.

FISCAL IMPACT

There is no fiscal impact associated with this discussion item.

RECOMMENDATION

That Council, by motion, approve the subcommittee's recommendation to appoint Hector Jaimes to the Measure V Residents' Oversight Committee to serve a term, which will commence on May 22, 2019, and expire on February 29, 2020.

Prepared by: Adrienne Richardson, City Clerk

Reviewed by: Andrew Malik, Assistant City Manager

Approved by: Midori Lichtwardt, Interim City Manager

ATTACHMENTS

Attachment A – Resolution 2004-152

## RESOLUTION 2004-152

REVISING RESOLUTION NO. 2004-089 ESTABLISHING THE COUNCIL SELECTION PROCESS, AND DEFINING RESIDENCY REQUIREMENTS, FOR APPOINTEE BODIES (GOVERNMENT CODE §54970 ET SEQ. LOCAL APPOINTEE OFFICERS)

WHEREAS, Council Policy D-5 was adopted by Resolution 2002-434 on October 15, 2002, which established a selection process for appointee bodies, and

WHEREAS, A variety of terms are used to define residency for the purposes of eligibility for appointment to various Appointee bodies and a method to verify residency has not been established, and

WHEREAS, Council wishes to define the terms and identify methods by which to verify residency and to incorporate those definitions into the selection process, and

WHEREAS, The definitions established herein shall apply to all boards and commissions to which the City Council appoints members unless the Bylaws of the board or commission specifically define otherwise, and

WHEREAS, Revisions to Resolution No. 2004-089 were considered and approved by the City Council on May 18, 2004 as set forth below.

NOW, THEREFORE, the Tracy City Council hereby resolves as follows:

A. SELECTION PROCESS FOR APPOINTEE BODIES:

1. On or before December 31<sup>st</sup> of each year, the 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:
  - a. 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.
  - b. A list of all boards, commissions and committees whose members serve at the pleasure of the Council and the necessary qualifications of each position.
  - c. 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.
2. 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.

3. Appointments shall be made for the remainder of the term created by the vacancy except as follows:
  - a. 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.
  - b. 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 3.
4. The council shall use the following selection process to provide an equal opportunity for appointment to a board, commission or committee:
  - a. Mayor (or designee) and a selected Council member will review applications, interview applicants and recommend a candidate for appointment to the board, commission or committee.
  - b. If the interview subcommittee determines there are multiple qualified candidates, the subcommittee can recommend the Council establish an eligibility list that can be used to fill vacancies that occur in the following twelve (12) months.
  - c. At the interview 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.
5. In the event there are not two or more applicants than vacancies on any board, commission or committee, the filing deadline may be extended by staff.
6. 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.

**B. DEFINITION OF RESIDENCY REQUIREMENTS:**

1. 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:
  - a. Tracy Planning Area means the geographical area defined in the City of Tracy General Plan and any amendments thereto.
  - b. City of Tracy means within the city limits of the City of Tracy.



- c. Citizen means a resident of the City of Tracy.
  - d. Tracy School District means the geographical area served by the Tracy Unified School District.
  - e. Sphere of Influence shall be the geographical area approved by the Local Agency Formation Commission (LAFCo) of San Joaquin County and any amendments thereto.
2. 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:
- a. Voter registration,
  - b. Current California Driver's License or Identification,
  - c. Utility bill information (phone, water, cable, etc.),
  - d. Federal or State tax returns.
3. 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.

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The foregoing Resolution 2004-152 was passed and adopted by the Tracy City Council on the 18th day of May, 2004, by the following vote:

AYES: COUNCIL MEMBERS: HUFFMAN, IVES, TOLBERT, TUCKER, BILBREY  
NOES: COUNCIL MEMBERS: NONE  
ABSENT: COUNCIL MEMBERS: NONE  
ABSTAIN: COUNCIL MEMBERS: NONE

  
\_\_\_\_\_  
Mayor

ATTEST:

  
\_\_\_\_\_  
City Clerk