

MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

FOR THE

TRACY DUAL HOTELS PROJECT

MAY 2025

Prepared for:

City of Tracy
Community and Economic Development Department
333 Civic Center Plaza
Tracy, CA 95376

Prepared by:

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
(916) 235-0116



D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm



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Proposed Tracy Dual Hotels Project

Lead Agency:

City of Tracy
Planning Division
333 Civic Center Plaza
Tracy, CA 95376

Project Title: Tracy Dual Hotels Project

Project Location: The Tracy Dual Hotels Project (proposed Project) is located at 3095, 3055, and 3125 North Corral Hollow Road, in the City of Tracy, San Joaquin County, California (see Figures 1 and 2). The Project site is identified by Assessor Parcel Numbers (APNs) 212-260-070, 212-260-080, and 212-260-090. The approximately 3.29-acre Project site consists primarily of vacant undeveloped land, and also contains scattered vegetation, including ruderal grasses. The Project site is bound by vacant land to the north and west, I-205 to the south, and Corral Hollow Road to the east. Beyond the immediate vicinity of the Project site, lands to the north and southeast include residential uses, and lands to the west includes commercial and industrial uses.

Project Description: The Tracy Dual Hotels Project proposes two separate hotels, on the same Project site, with shared parking: Avid + Candlewood Suites by IHG (up to 107 Guestrooms) and Hilton Garden Inn (up to 70 Guestrooms). This would represent a total of up to 177 guestrooms. The proposed Project would also include 155 parking spaces, including spaces for accessibility, as well as for electric vehicle charging stations. Two swimming pools would also be developed (one for each building). See Figure 3 for the Project site plan.

The proposed Project would cater to those sectors of people who travel for both business and leisure.

The overall project site is approximately 3.29 acres and consists of three separate parcels (APNs 212-260-070, -080, and -090). All three parcels currently have a General Plan designation of Commercial. Parcels -070 and -080 have zoning designations of Planned Unit Development and are located within the boundaries of the I-205 Corridor Specific Plan, while parcel -090 is currently zoned General Highway Commercial and is outside of the I-205 Corridor Specific Plan area. The Project proposes with a Specific Plan Amendment to increase the Floor Area Ratio (FAR) from 0.6 to 0.75, add the parcel -090 to the I-205 Corridor Specific Plan, and assign the land use designation of General Commercial.

Findings:

In accordance with the California Environmental Quality Act, the City of Tracy has prepared an Initial Study to determine whether the proposed Project may have a significant adverse effect on the environment. The Initial Study and Proposed Mitigated Negative Declaration reflect the independent judgment of City of Tracy staff. On the basis of the Initial Study, the City of Tracy hereby finds:

Although the proposed project could have a significant adverse effect on the environment, there will not be a significant adverse effect in this case because the project has incorporated specific provisions to reduce impacts to a less-than-significant level and/or the mitigation measures described herein have been added to the project. A Mitigated Negative Declaration has thus been prepared.

The Initial Study, which provides the basis and reasons for this determination, is attached and/or referenced herein and is hereby made a part of this document.

Signature

Date

Proposed Mitigation Measures:

The following Mitigation Measures are extracted from the Initial Study. These measures are designed to avoid or minimize potentially significant impacts, and thereby reduce them to an insignificant level. A Mitigation Monitoring and Reporting Program (MMRP) is an integral part of project implementation to ensure that mitigation is properly implemented by the City and the implementing agencies. The MMRP describes actions required to implement the appropriate mitigation for each CEQA category including identifying the responsible agency, program timing, and program monitoring requirements. Based on the analysis and conclusions of the Initial Study, the impacts of proposed Project would be mitigated to less-than-significant levels with the implementation of the mitigation measures presented below.

AIR QUALITY

Mitigation Measure AIR-1: Prior to the commencement of grading activities, the contractor hired to complete the grading activities shall prepare a construction emissions reduction plan that meets the requirements of SJVAPCD Rule VIII. The construction emissions reductions plan shall be submitted to the SJVAPCD for review and approval. The Project applicant shall comply with all applicable APCD requirements prior to commencement of grading activities.

Mitigation Measure AIR-2: The following mitigation measures, in addition to those required under Regulation VIII of the SJVAPCD, shall be implemented by the Project's contractor during all phases of Project grading and construction to reduce fugitive dust emissions:

- Water previously disturbed exposed surfaces (soil) a minimum of two-times/day or whenever visible dust is capable of drifting from the site or approaches 20 percent opacity.
- Water all haul roads (unpaved) a minimum of two-times/day or whenever visible dust is capable of drifting from the site or approaches 20 percent opacity.
- Reduce speed on unpaved roads to less than 5 miles per hour.
- Reduce the amount of disturbed surface area at any one time pursuant to the scope of work identified in approved and permitted plans.
- Restrict vehicular access to the area to prevent unlawful entry to disturbed areas and limit unnecessary onsite construction traffic on disturbed surfaces. Restriction measures may include fencing or signage as determined appropriate by the City.
- Cease grading activities during periods of high winds (greater than 20 mph over a one-hour period).
- Asphalt-concrete paving shall comply with SJVAPCD Rule 4641 and restrict use of cutback, slow-sure, and emulsified asphalt paving materials.

Implementation of this mitigation shall occur during all grading or site clearing activities. The SJVAPCD shall be responsible for monitoring.

Mitigation Measure AIR-3: Prior to the issuance of any building permits, the Project applicant shall comply with the requirements of District Rule 9510, which is aimed at the following reductions:

- 20 percent of construction-exhaust nitrogen oxides;
- 45 percent of construction-exhaust PM10;
- 33 percent of operational nitrogen oxides over 10 years; and
- 50 percent of operational PM10 over 10 years.

The Project applicant shall coordinate with SJVAPCD to develop measures and strategies to reduce operational emissions from the proposed Project. If feasible measures are not available to meet the emissions reductions targets outlined above, then the Project applicant may be required to pay an in-lieu mitigation fee to the SJVAPCD to off-set Project-related emissions impacts. If in-lieu fees are required, the Project applicant shall coordinate with the SJVAPCD to calculate the amount of the fees required to off-set Project impacts. The Project applicant shall provide verification of compliance to the City prior to the issuance of any building permits.

BIOLOGICAL RESOURCES

Mitigation Measure BIO-1: Prior to the commencement of grading activities or other ground disturbing activities on the Project site, the Project applicant shall arrange for a qualified biologist to conduct a preconstruction survey for western burrowing owls in accordance with SJMSCP requirements. If no owls or owl nests are detected, then construction activities may commence. If burrowing owls or occupied nests are discovered, then the following shall be implemented:

- During the breeding season (February 1 through September 1) occupied burrows shall not be disturbed and shall be provided with a 75 meter protective buffer until and unless the SJCOG Technical Advisory Committee (TAC), with the concurrence of the Permitting Agencies' representatives on the TAC; or unless a qualified biologist approved by the Permitting Agencies verifies through non-invasive means that either: 1) the birds have not begun egg laying, or 2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. Once the fledglings are capable of independent survival, the burrow can be destroyed. They should only be destroyed by a qualified biologist using passive one-way eviction doors to ensure that owls are not harmed during burrow destruction. Methods for removal of burrows are described in the California Department of Fish and Game's Staff Report on Burrowing Owls (October, 1995).
- During the non-breeding season (September 1 through January 31) burrowing owls occupying the Project site should be evicted from the Project site by passive relocation as described in the California Department of Fish and Game's Staff Report on Burrowing Owls (Oct., 1995).

Implementation of this mitigation shall occur prior to grading or site clearing activities. SJCOG shall be responsible for monitoring and a qualified biologist shall conduct surveys and relocate owls as required.

Mitigation Measure BIO-2: Prior to commencement of any grading activities, the Project proponent shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through payment of development fees for conversion of open space lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. In addition, coverage includes incidental take avoidance and minimization measures for species that could be affected as a result of the proposed Project. There are a wide variety of incidental take avoidance and minimization measures contained in the SJMSCP that were developed in consultation with the USFWS, CDFW, and local agencies. The applicability of incidental takes avoidance and minimization measures are determined by SJCOG on a Project basis. The process of obtaining coverage for a Project includes incidental take authorization (permits) under the Endangered Species Act Section 10(a) and California Fish and Game Code Section 2081. The Section 10(a) permit also serves as a special-purpose permit for the incidental take of those species that are also protected under the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species. The SJMSCP includes the implementation of an ongoing Monitoring Plan to ensure success in mitigating the habitat impacts that are covered. The SJMSCP Monitoring Plan includes an Annual Report process, Biological Monitoring Plan, SJMSCP Compliance Monitoring Program, and the SJMSCP Adaptive Management Plan SJCOG.

CULTURAL RESOURCES

Mitigation Measure CUL-1: If any prehistoric or historic artifacts, human remains or other indications of archaeological resources are found during grading and construction activities, an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be consulted to evaluate the finds and recommend appropriate mitigation measures.

- If cultural resources or Native American resources are identified, every effort shall be made to avoid significant cultural resources, with preservation an important goal. If significant sites cannot feasibly be avoided, appropriate mitigation measures, such as data recovery excavations or photographic documentation of buildings, shall be undertaken consistent with applicable state and federal regulations.
- If human remains are discovered, all work shall be halted immediately within 50 meters (165 feet) of the discovery, the County Coroner must be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

GEOLOGY AND SOILS

Mitigation Measure GEO-1: Prior to the development of the Project site, a subsurface geotechnical investigation must be performed to identify onsite soil conditions and identify any site-specific engineering measures to be implemented during the construction of building foundations and subsurface utilities. The results of the subsurface geotechnical investigation shall be reflected on the Improvements Plans, subject to review and approval by the City's Building Safety and Fire Prevention Division.

Mitigation Measure GEO-2: Expansive materials and potentially weak and compressible fills at the site shall be evaluated by a Geotechnical Engineer during the grading plan stage of development. If highly expansive or compressible materials are encountered, special foundation designs and reinforcement, removal and replacement with soil with low to non-expansive

characteristics, compaction strategies, or soil treatment options to lower the expansion potential shall be incorporated through requirements imposed by the City's Development Services Department.

Mitigation Measure GEO-3: If paleontological resources are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the City of Tracy or San Joaquin County shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes.

HAZARDS AND HAZARDOUS MATERIALS

Mitigation Measure HAZ-1: A Soils Management Plan (SMP) shall be submitted and approved by the San Joaquin County Department of Environmental Health prior to the issuance of a grading permit. The SMP shall establish management practices for handling hazardous materials, including fuels, paints, cleaners, solvents, etc., during construction. The approved SMP shall be posted and maintained onsite during construction activities and all construction personnel shall acknowledge that they have reviewed and understand the plan.

Mitigation Measure HAZ-2: Prior to bringing hazardous materials onsite, the applicant shall submit a Hazardous Materials Business Plan (HMBP) to San Joaquin County Environmental Health Division (CUPA) for review and approval. If during the construction process the applicant or his subcontractors generates hazardous waste, the applicant must register with the CUPA as a generator of hazardous waste, obtain an EPA ID# and accumulate, ship and dispose of the hazardous waste per Health and Safety Code Ch. 6.5. (California Hazardous Waste Control Law).

NOISE

Mitigation Measure NOISE-1: The City of Tracy Development Services Department shall establish the following as conditions of approval for any permit that results in the use of construction equipment:

- Construction shall be limited to 7:00 a.m. to 7:00 p.m.
- All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
- Quiet construction equipment, particularly air compressors, are to be selected whenever possible.
- All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the Project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the Project site.
- Unnecessary idling of internal combustion engines is prohibited.
- The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the Project site during all Project construction.

These requirements shall be noted on the Project plans prior to approval of grading and/or building permits.

TRAFFIC

Mitigation Measure TR-1: Prior to operation of the Project, the City of Tracy Planning Department shall ensure that the Project applicant, in coordination within the City of Tracy Planning Department, constructs the planned Class I multi-use path along the Project's Corral Hollow Road Frontage.

Mitigation Measure TR-2: Prior to construction of the Project, the City of Tracy Planning Department shall ensure that the Project applicant provides compliant emergency vehicle turn templates that meet the City standards, and that such templates are implemented as part of the proposed Project.

TRIBAL CULTURAL RESOURCES

Implement **Mitigation Measure CUL-1**

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INITIAL STUDY

PROJECT TITLE

Tracy Dual Hotels Project

LEAD AGENCY NAME AND ADDRESS

City of Tracy
Planning Division
333 Civic Center Plaza
Tracy, CA 95376

CONTACT PERSON AND PHONE NUMBER

Kenneth Lipich
City of Tracy
Community and Economic Development Department
333 Civic Center Plaza
Tracy, CA 95376
kenneth.lipich@cityoftracy.org
(209) 831-6443

PROJECT SPONSOR'S NAME AND ADDRESS

I & A Architects, Inc.
855 Sansome Street, Suite 100
San Francisco, CA 94111
iyer@iyerarch.com
(415) 828-4937

PROJECT LOCATION AND SETTING

The Tracy Dual Hotels Project (proposed Project) is located at 3095, 3055, and 3125 North Corral Hollow Road, in the City of Tracy, San Joaquin County, California (see Figures 1 and 2). The Project site is identified by Assessor Parcel Numbers (APNs) 212-260-070, 212-260-080, and 212-260-090. The approximately 3.29-acre Project site consists primarily of vacant undeveloped land, and also contains scattered vegetation, including ruderal grasses. The Project site is bound by vacant land to the north and west, I-205 to the south, and Corral Hollow Road to the east. Beyond the immediate vicinity of the Project site, lands to the north and southeast include residential uses, and lands to the west includes commercial and industrial uses.

PROJECT DESCRIPTION

The Tracy Dual Hotels Project proposes two separate hotels, on the same Project site, with shared parking: Avid + Candlewood Suites by IHG (up to 107 Guestrooms) and Hilton Garden Inn (up to 70 Guestrooms). This would represent a total of up to 177 guestrooms. The proposed Project would also include 155 parking spaces, including spaces for accessibility, as well as for electric vehicle charging stations. Two swimming pools would also be developed (one for each building). See Figure 3 for the Project site plan.

The proposed Project would cater to those sectors of people who travel for both business and leisure.

The overall project site is approximately 3.29 acres and consists of three separate parcels (APNs 212-260-070, -080, and -090). All three parcels currently have a General Plan designation of Commercial. Parcels -070 and -080 have zoning designations of Planned Unit Development and are located within the boundaries of the I-205 Corridor Specific Plan, while parcel -090 is currently zoned General Highway Commercial and is outside of the I-205 Corridor Specific Plan area. The Project proposes with a Specific Plan Amendment to increase the Floor Area Ratio (FAR) from 0.6 to 0.75, add the parcel -090 to the I-205 Corridor Specific Plan, and assign the land use designation of General Commercial in the I-205 Corridor Specific Plan.

ACCESS AND CIRCULATION

Site access would be provided by a new driveway located at the northwest corner of the Project site, connecting the Project site to West Valley Mall Drive; another new driveway would be located as the eastern side of the Project site, connecting to North Corral Hollow Road.

The proposed parking area would install a total of 155 parking spaces. Specifically, the proposed Project would include 101 standard parking stalls; 37 compact car parking stalls; and 8 handicapped parking stalls. Additionally, the Project site would feature a total of 9 electric vehicle charging stations. The number of parking stalls would be consistent with the minimum number of parking stalls required for a project of this size, inclusive of Tracy Municipal Code section 10.08.3470 Off Street Parking Article 26, (e), which states that the number of off-street parking spaces required in Tracy Municipal Code section 10.08.3480 may be reduced by up to twenty (20) percent if the owner of the property submits a parking study documenting that such off-street parking spaces will not be necessary to mitigate parking demands for a use or project. The vehicle parking areas would be located primarily along the northern and southern portions of the Project site, although some parking areas would also be located in the eastern and northwestern portions of the Project site.

UTILITIES

The proposed Project would connect to existing City infrastructure to provide water, sewer, and utilities. Existing sewer, water, and gas lines/pipes are currently located along adjacent roadways.

The Project would be served by the following existing service providers:

1. City of Tracy for water;
2. City of Tracy for wastewater collection and treatment;
3. City of Tracy for stormwater collection;
4. Pacific Gas and Electric Company for gas and electricity.

Utility lines within adjacent roadways would be extended throughout the Project site. Wastewater and water lines would be connected via existing lines along Corral Hollow Road. Storm drainage lines would be connected via existing lines along West Valley Mall Drive. The

Project would also connect to existing electrical and natural gas infrastructure in the Project vicinity.

GENERAL PLAN AND ZONING

The Project site is identified as Commercial on the City of Tracy Land Use Map, and is zoned Planned Unit Development (PUD) and General Highway Commercial (GHC) (see Figure 4).

The Commercial land use designation allows for sites with one or more types of retail and office facilities are included in this category. Typical parcels contain restaurants, grocery stores, shopping centers and office parks.

The Project would require a Specific Plan Amendment to increase the Floor Area Ratio (FAR) from 0.6 to 0.75, add the parcel -090 to the I-205 Corridor Specific Plan, and assign the land use designation of General Commercial in the I-205 Corridor Specific Plan.

Requested Entitlements and Other Approvals

The City of Tracy is the Lead Agency for the proposed Project, pursuant to the State Guidelines for Implementation of CEQA, Section 15050.

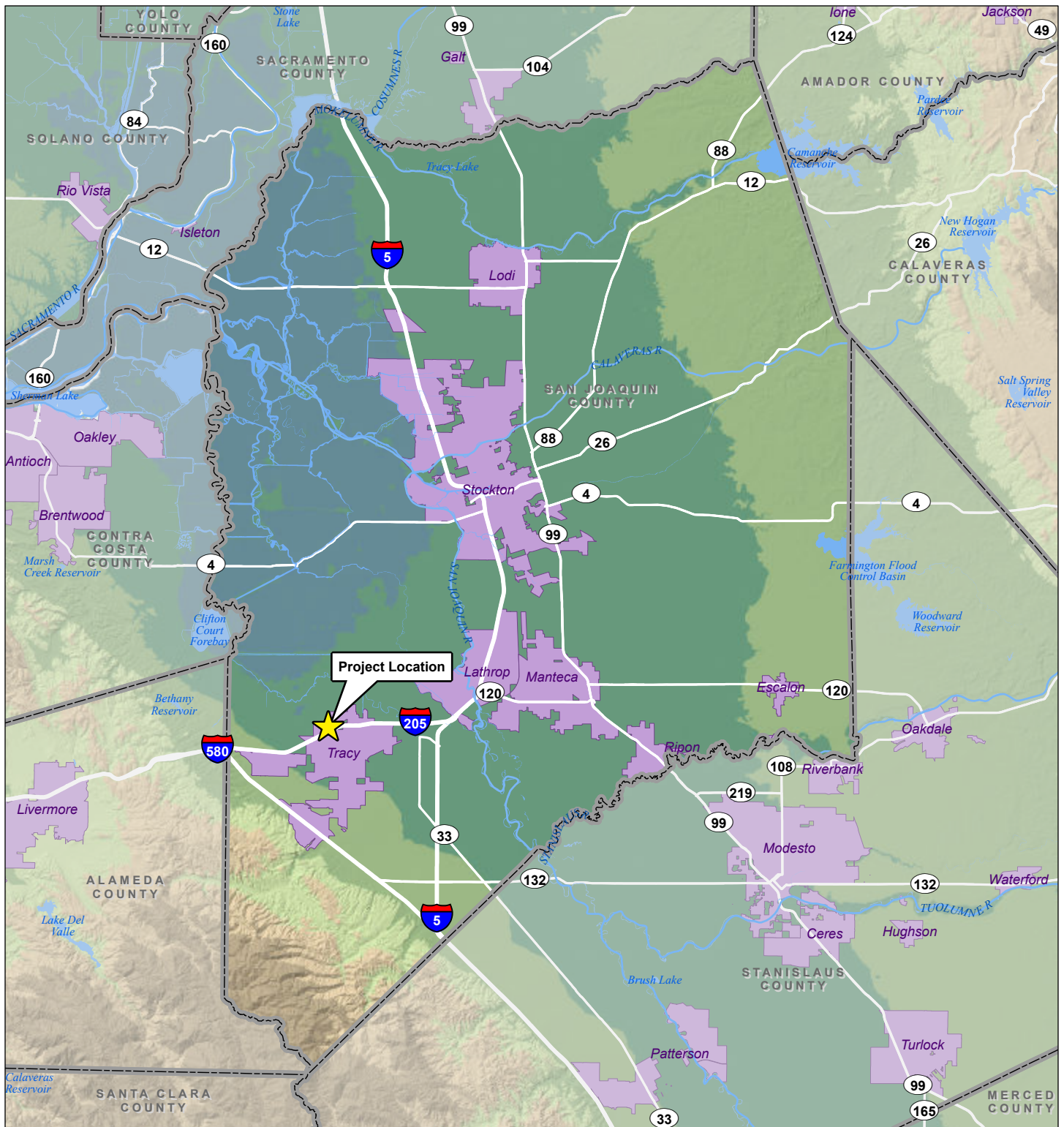
If the City Council adopts the IS/MND in accordance with CEQA requirements, the City may use the IS/MND to support the following actions:

- Specific Plan Amendment to increase the Floor Area Ratio (FAR) from 0.6 to 0.75, add the parcel -090 to the I-205 Corridor Specific Plan, and assign the land use designation of General Commercial in the I-205 Corridor Specific Plan;
- Development Review Permit approval for building design, landscaping, and other site features;
- Building, grading, and other permits as necessary for Project construction;
- Adopting a Mitigation Monitoring and Reporting Program (MMRP).

The following agencies may rely on the adopted IS/MND to issue permits or approve certain aspects of the proposed project:

- Regional Water Quality Control Board (RWQCB) – Construction activities would be required to be covered under the National Pollution Discharge Elimination System (NPDES);
- RWQCB – The Storm Water Pollution Prevention Plan (SWPPP) would be required to be approved prior to construction activities pursuant to the Clean Water Act;
- San Joaquin Valley Air Pollution Control District (SJVAPCD) – Construction activities would be subject to the SJVAPCD codes and requirements.

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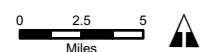


LEGEND

- Incorporated Area
- County Boundary

TRACY DUAL HOTELS

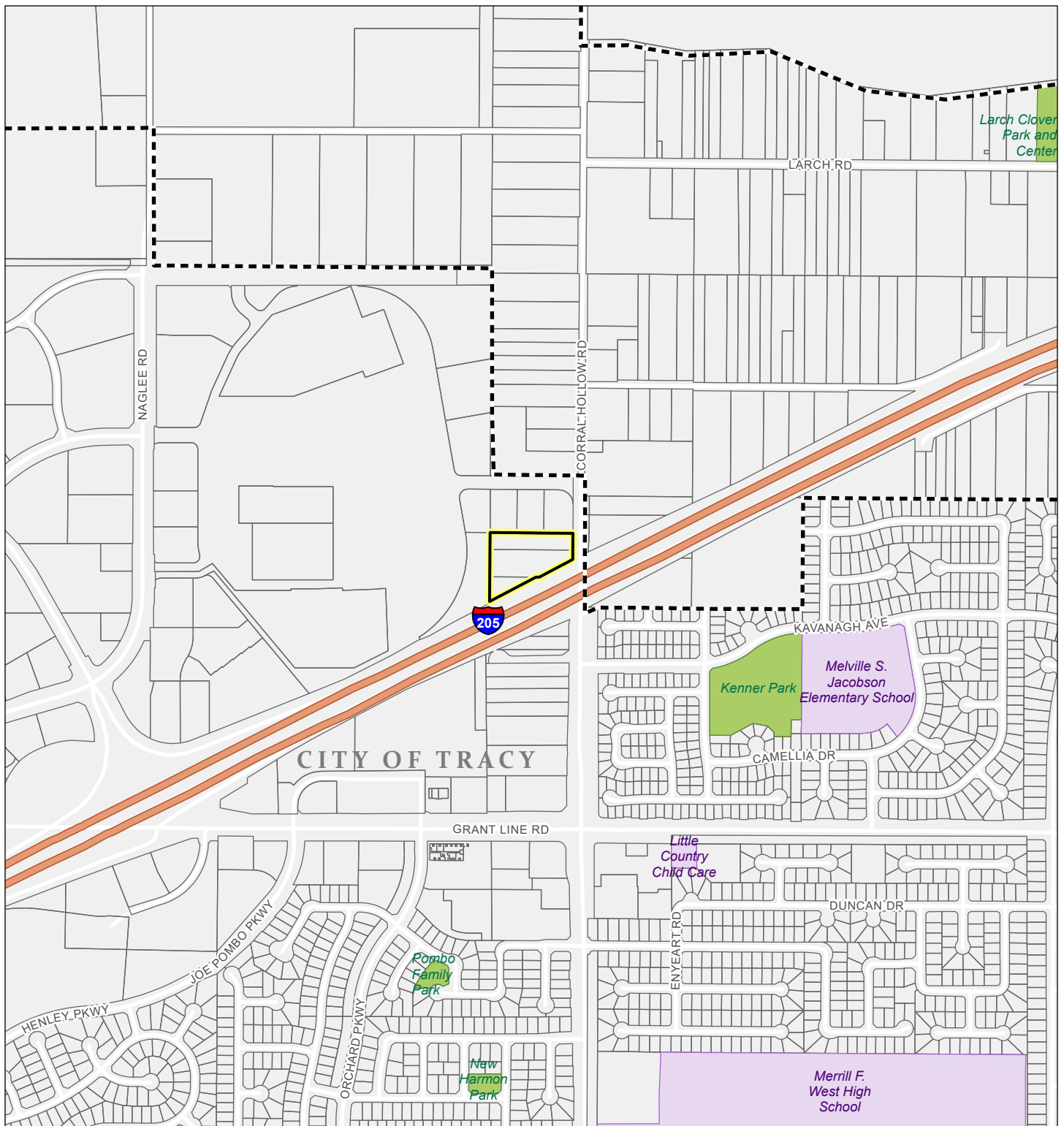
Figure 1: Regional Location



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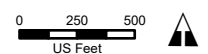


LEGEND

- Project Site
- City Limits
- Schools
- Parks

TRACY DUAL HOTELS

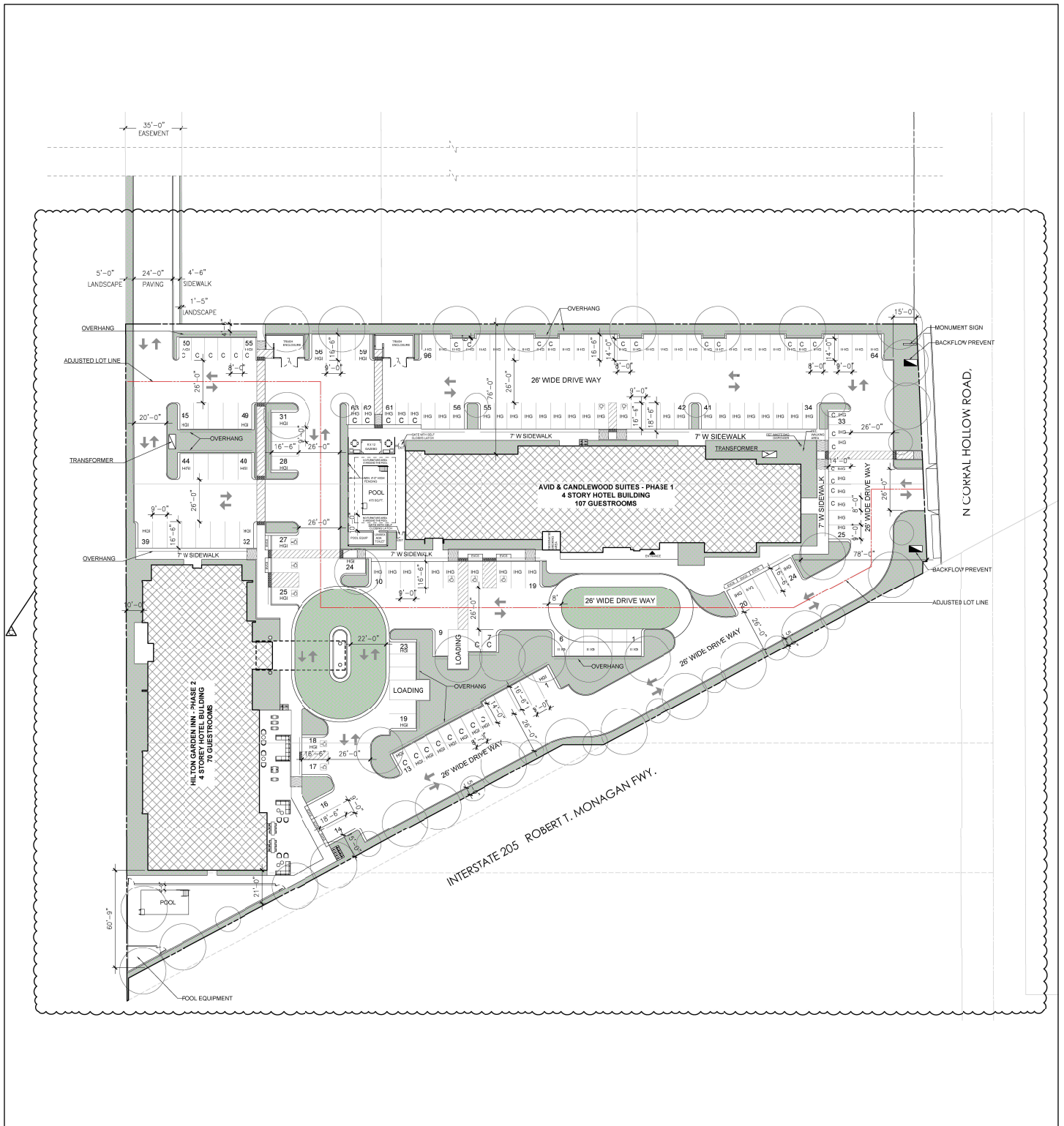
Figure 2: Vicinity Map



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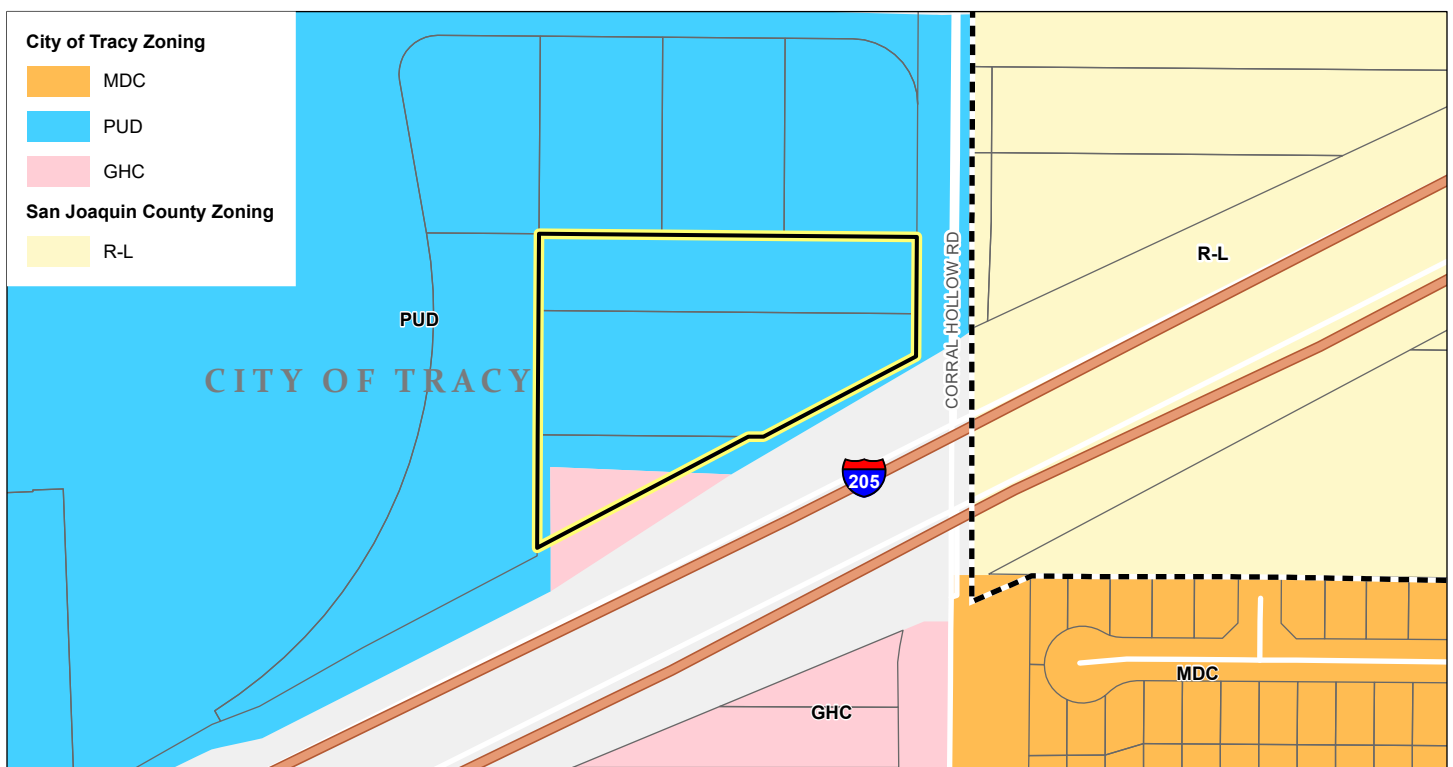
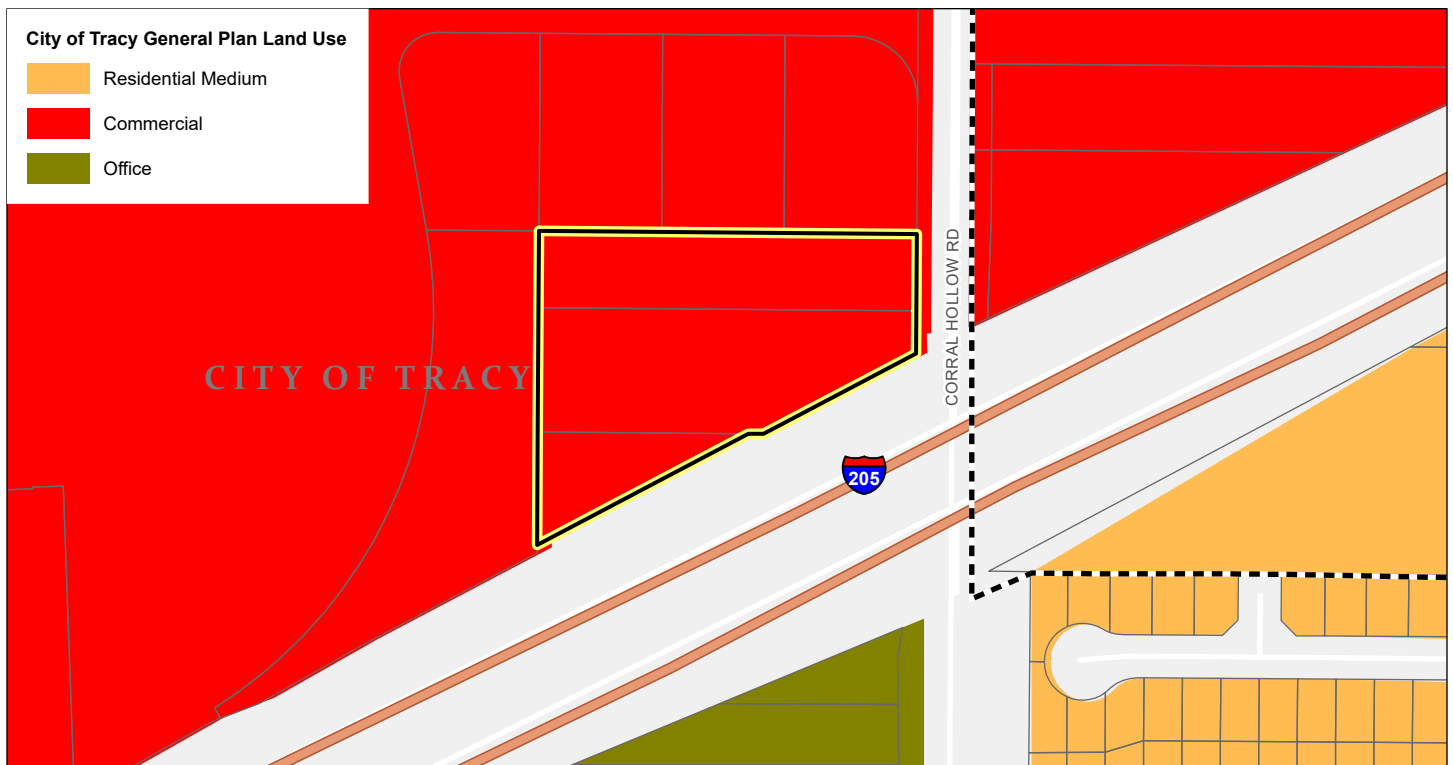
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TRACY DUAL HOTELS

Figure 3: Site Plan

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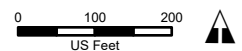


LEGEND

- Project Site
- City Limits

TRACY DUAL HOTELS

Figure 4: Existing Land Use and Zoning Designations



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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

	Aesthetics		Agriculture and Forest Resources		Air Quality
	Biological Resources		Cultural Resources		Geology and Soils
	Greenhouse Gasses		Hazards and Hazardous Materials		Hydrology and Water Quality
	Land Use and Planning		Mineral Resources		Noise
	Population and Housing		Public Services		Recreation
	Transportation and Traffic		Tribal Cultural Resources		Utilities and Service Systems
	Mandatory Findings of Significance				

DETERMINATION:

On the basis of this initial evaluation:

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

Signature

Date

EVALUATION INSTRUCTIONS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

EVALUATION OF ENVIRONMENTAL IMPACTS:

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- **Potentially Significant Impact.** This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- **Less than Significant With Mitigation Incorporated.** This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- **Less than Significant Impact.** A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- **No Impact.** These issues were either identified as having no impact on the environment, or they are not relevant to the Project.

ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form, contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the 18 environmental topic areas.

I. AESTHETICS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. There are no designated scenic vistas located on or adjacent to the Project site. The Project site currently consists primarily of primarily vacant, undeveloped land, and is surrounded other vacant land and by existing urban development. The proposed Project uses are consistent and compatible with the surrounding land uses. Surrounding land uses include residences to the southeast and north, and commercial uses to the west.

Implementation of the proposed Project would provide for commercial uses in an area that is primarily designated for commercial uses. The Project site is not topographically elevated from the surrounding lands, and is not highly visible from areas beyond the local area. There are no prominent features on the site, such as extensive trees, rock outcroppings, or other visually distinctive features that contribute to the scenic quality of the site. The Project site is not designated as a scenic vista by the City of Tracy General Plan.

Implementation of the proposed Project would not significantly change the existing visual character of the Project area, as much of the areas immediately adjacent to the site are used for commercial purposes. Furthermore, the General Plan designates this area as Commercial, which

is intended to provide for sites with one or more types of retail and office facilities are included in this category. The proposed Project fits within this General Plan Designation.

The Project is consistent with the adopted Statement of Overriding Considerations, and uses established by the General Plan. Implementation of the proposed Project would introduce an hotel project to the Project site that would be generally consistent with the surrounding residential, commercial, and industrial uses, and consistent with the intended uses established by the Tracy General Plan. Therefore, this impact is considered **less-than-significant**.

Response b): Less than Significant. As described in the Tracy General Plan EIR, there are two Officially Designated California Scenic Highway segments in the Tracy Planning Area, which extend a total length of 16 miles. The first designated scenic highway is the portion of I-580 between I-205 and I-5, which offers views of the Coast Range to the west and the Central Valley's urban and agricultural lands to the east. The second scenic highway is the portion of I-5 that starts at I-205 and continues south to Stanislaus County, which allows for views of the surrounding agricultural lands and the Delta-Mendota Canal and California Aqueduct.

The Project site lies approximately 4.7 miles northeast of the I-580 scenic highway and is not visible from the Project site. The Project site is approximately 6.0 miles west of the I-5 scenic highway and is not visible from the Project site. The Project site is consistent with the surrounding residential and commercial uses. The structures proposed as part of the Project present no more visual prominence within the development area relative to the existing development. Existing commercial buildings in the vicinity are one to three stories. Distant background views would remain roughly equal to existing conditions.

The Project site is not visible from any of the above-referenced scenic highways. The Project site contains several trees along the southern boundary of the site. As shown in the landscaping plan, these trees would be retained. Development of the proposed Project would not result in the removal of any rock outcroppings, or buildings of historical significance, and would not result in substantial changes to the viewsheds from the designated scenic highways in the vicinity of the City of Tracy. Therefore, this is a **less-than-significant impact**.

Response c): Less than Significant. The CEQA definition for an "Urbanized area" means a central city or a group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile. In addition, to be considered an Urbanized area according to CEQA, projects must also be within the boundary of a map prepared by the U.S. Bureau of the Census which designates the area as urbanized area. According to the U.S. Bureau of the Census, the Project site is mapped and designated as urbanized area. In addition, the Project site is located within the City of Tracy, which has an estimated population of approximately 94,538 people; meaning the Project site is within an urbanized area and subjected to applicable zoning or other regulation governing scenic quality. Development of the Project site would convert the Project site from its existing state to a hotel use.

The proposed Project would add a commercial use to an area that currently contains numerous commercial buildings. The proposed Project would be visually compatible with the surrounding commercial uses. Site specific characteristics would change the site from vacant land to commercial uses. However, taking into account the scope and location of the proposed Project relative to the surrounding area uses, this would not greatly alter the area's overall visual character.

Additionally, the Project is subject to the City of Tracy's development and design review criteria, which would ensure that the exterior facades of the proposed structures, landscaping, streetscape improvements and exterior lighting improvements are compatible with the surrounding land uses. Additionally, the proposed Project includes extensive planting of new trees and other vegetation. Overall, Project implementation would not conflict with the applicable zoning and other regulations governing scenic quality. Therefore, this impact is considered **less than significant**.

Response d): Less than Significant. Daytime glare can occur when the sunlight strikes reflective surfaces such as windows, vehicle windshields and shiny reflective building materials. The proposed Project would introduce new commercial structures into the Project site, including glass windows; however, reflective building materials are not proposed for use in the Project, and as such, the Project is not anticipated to result in a significant increases in daytime glare.

The proposed Project would include exterior lighting around the proposed structures. The City of Tracy Standard Plan #140 establishes street light standards, and requirements for light illumination. Exterior lighting on new projects is also regulated by the Tracy Municipal Code, 10.08.4000 (a), which specifies that the site plan and architectural review package includes an exterior lighting standards and devices review. The City addresses light and glare issues on a case-by-case basis during Project approval and typically adds requirements as a condition of Project approval to shield and protect against light spillover from one property to the next as required by Tracy Municipal Code Section 10.08.3530(h). Therefore, this impact would be **less-than-significant**.

II. AGRICULTURE AND FOREST RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): No Impact. The Project site is designated as Vacant or Disturbed Land by the Farmland Mapping and Monitoring Program and the California Department of Conservation.¹ Figure 5 identifies important farmlands, as mapped by the California Department of Conservation, on and near the Project site. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the Project site. The Project site has been historically used for agricultural production. Due to the existing surrounding land uses, the Project site is not suitable for agricultural production and agricultural operations.

The potential environmental impacts from development of the site for urban uses and the associated removal of prime farmland soil for agricultural use were considered and addressed in the City of Tracy General Plan and Final EIR. There, it was determined that buildout of the General Plan would result in the conversion of Prime Farmland, Unique Farmland and Farmland of Statewide Importance to urban uses. The General Plan Draft EIR found this to be a significant and unavoidable impact. On February 1, 2011, the Tracy City Council adopted a Statement of Overriding Considerations (Resolution 2011-028) for the loss of prime agricultural land resulting from adoption of the Plan and EIR, and provided mitigation measures for the agricultural land lost to development in the City of Tracy's urbanized areas. Mitigation measures included the implementation of a "Right to Farm" ordinance by the City (Tracy Municipal Code Chapter 10.24 et seq.), intended to preserve and protect existing agricultural operations within the

¹ Available at: <http://maps.conservation.ca.gov/ciff/ciff.html>.

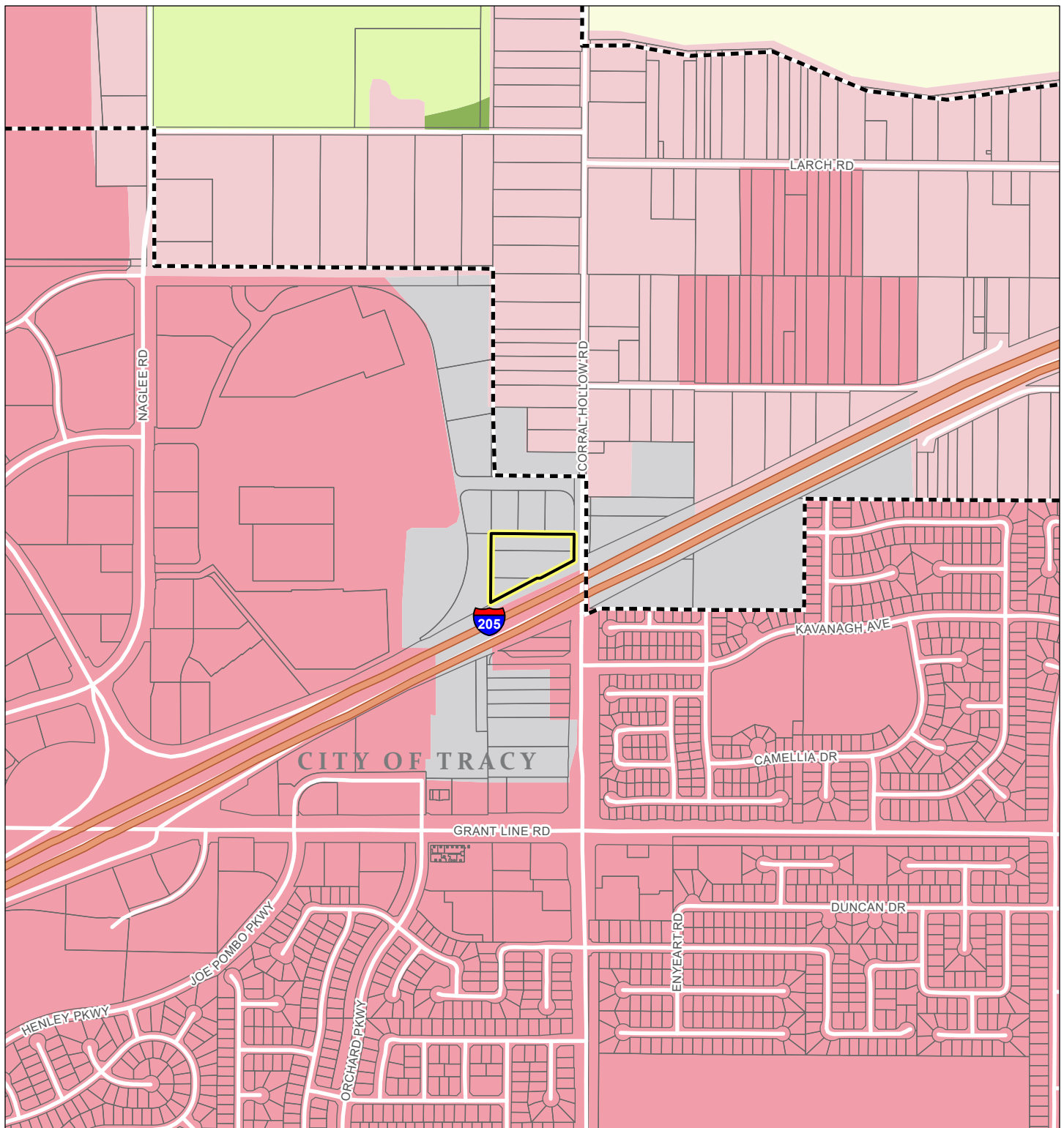
incorporated City, and participation in the City's agricultural mitigation fee program (Tracy Municipal Code, Chapter 13.26).

The proposed Project site is designated Commercial, which is intended for future urban land uses in the Tracy General Plan. As such, implementation of the proposed Project would not create new impacts over and above those identified in the General Plan Final EIR, nor significantly change previously identified impacts. Because there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the Project site, there would be **no impact**.

Response b): No Impact. The Project site is not under a Williamson Act Contract, nor are any of the parcels immediately adjacent to the Project site under a Williamson Act Contract. Therefore, implementation of the proposed Project would not conflict with a Williamson Act Contract. The Project site is currently zoned PUD and GHC by the City's Zoning Map. As such, the proposed Project would not conflict with any agricultural zoning or Williamson Act Contract. There is **no impact**.

Responses c) and d): No Impact. The Project site is located in an area consisting of residential and commercial development, and other vacant land. There are no forest resources on the Project site or in the immediate vicinity of the Project site. Therefore, development of the Project would result in **no impact**.

Response e): Less than Significant. As described under Response (a) above, the proposed Project site has previously been used for agricultural purposes, but is not designated or zoned for agricultural uses. The proposed Project is identified for urban land uses in the Tracy General Plan. The proposed Project is consistent with the overriding considerations that were adopted for the General Plan. As such, implementation of the proposed Project would not create new impacts over and above those identified in the General Plan Final EIR, nor significantly change previously identified impacts. Therefore, implementation of the proposed Project would result in a **less-than-significant impact**.

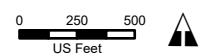


LEGEND

- Project Site
- City Limits
- Prime Farmland
- Unique Farmland
- Farmland of Local Importance
- Vacant or Disturbed Land
- Rural Residential Land
- Urban and Built-Up Land

TRACY DUAL HOTELS

Figure 5: Farmlands Map



Sources: Farmland Mapping and Monitoring Program (FMMP); San Joaquin County GIS.
Map date: October 29, 2024.

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

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III. AIR QUALITY -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?		X		
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		X		
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

EXISTING SETTING

The Project site is located within the boundaries of the San Joaquin Valley Air Pollution Control District (SJVAPCD). This agency is responsible for monitoring air pollution levels and ensuring compliance with federal and state air quality regulations within the San Joaquin Valley Air Basin (SJVAB) and has jurisdiction over most air quality matters within its borders.

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b), c): Less than Significant with Mitigation. Air quality emissions would be generated during construction of the proposed Project and during operation of the proposed Project. Construction-related air quality impacts and operational air quality impacts are addressed separately below.

Construction-Related Emissions

The SJVAPCD has published guidance on determining CEQA applicability, significance of impacts, and potential mitigation of significant impacts, in the SJVAPCD Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI). The SJVAPCD has established thresholds of significance for criteria pollutant emissions, which are based on District New Source Review (NSR) offset requirements for stationary sources. Using project type and size, the SJVAPCD has pre-quantified emissions and determined a size below which it is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants. In the interest of streamlining CEQA requirements, projects that fit the descriptions and project sizes provided in the SJVAPCD Small Project Level (SPAL) are deemed to have a less-than-significant impact on air quality and, as such, are excluded from quantifying criteria pollutant emissions for CEQA purposes.

The SJVAPCD's approach to analysis of construction impacts is that quantification of construction emissions is not necessary if an Initial Study demonstrates that construction emissions would be less than significant based on the SJVAPCD SPAL screening levels (SJVAPCD, 2015). The proposed Project would only generate a very small number of vehicle trips during its construction and operational phases and would not require a large Project area (i.e., less than the SPAL screening threshold of 1,673 daily trips for commercial land uses, and 200 units for the hotel land use, respectively). Specifically, the Project would only include up to 177 hotel rooms and, as provided in the Transportation Analysis provided by Kimley Horn (2025), only generate approximately 1,542 daily trips during the Project's operation. Based on these Project characteristics, the proposed Project would be deemed to have a less-than-significant impact on air quality under the SPAL guidelines (SJVAPCD, 2015). As such, the proposed Project is excluded from quantifying criteria pollutant emissions for CEQA purposes.

However, regardless of emission quantities, the SJVAPCD requires construction-related mitigation in accordance with their rules and regulations. Implementation of the following mitigation measures in addition to compliance with all applicable measures from SJVAPCD Rule VIII would ensure that the Project would have a **less-than-significant** impact related to construction emissions.

MITIGATION MEASURE(S)

Mitigation Measure AIR-1: *Prior to the commencement of grading activities, the contractor hired to complete the grading activities shall prepare a construction emissions reduction plan that meets the requirements of SJVAPCD Rule VIII. The construction emissions reductions plan shall be submitted to the SJVAPCD for review and approval. The Project applicant shall comply with all applicable APCD requirements prior to commencement of grading activities.*

Mitigation Measure AIR-2: *The following mitigation measures, in addition to those required under Regulation VIII of the SJVAPCD, shall be implemented by the Project's contractor during all phases of Project grading and construction to reduce fugitive dust emissions:*

- *Water previously disturbed exposed surfaces (soil) a minimum of two-times/day or whenever visible dust is capable of drifting from the site or approaches 20 percent opacity.*
- *Water all haul roads (unpaved) a minimum of two-times/day or whenever visible dust is capable of drifting from the site or approaches 20 percent opacity.*
- *Reduce speed on unpaved roads to less than 5 miles per hour.*
- *Reduce the amount of disturbed surface area at any one time pursuant to the scope of work identified in approved and permitted plans.*
- *Restrict vehicular access to the area to prevent unlawful entry to disturbed areas and limit unnecessary onsite construction traffic on disturbed surfaces. Restriction measures may include fencing or signage as determined appropriate by the City.*

- *Cease grading activities during periods of high winds (greater than 20 mph over a one-hour period).*
- *Asphalt-concrete paving shall comply with SJVAPCD Rule 4641 and restrict use of cutback, slow-sure, and emulsified asphalt paving materials.*

Implementation of this mitigation shall occur during all grading or site clearing activities. The SJVAPCD shall be responsible for monitoring.

Operational-Related Emissions

For the purposes of this operational air quality analysis, actions that violate Federal standards for criteria pollutants (i.e., primary standards designed to safeguard the health of people considered to be sensitive receptors while outdoors and secondary standards designed to safeguard human welfare) are considered significant impacts. Additionally, the SJVAPCD has established operations related emissions thresholds of significance as follows: 10 tons per year of oxides of nitrogen (NO_x), 10 tons per year of reactive organic gases (ROG), and 15 tons per year particulate matter of 10 microns or less in size (PM₁₀) and 15 tons per year particulate matter of 2.5 microns or less in size (PM_{2.5}). Additionally, as discussed previously, the SJVAPCD has established thresholds of significance for criteria pollutant emissions, which are based on District NSR offset requirements for stationary sources. Using project type and size, the SJVAPCD has pre-quantified emissions and determined a size below which it is reasonable to conclude that a project would not exceed applicable thresholds of significance for criteria pollutants.

The proposed Project is smaller in scope and size than the SJVAPCD's SPAL for hotel uses (200 rooms). Therefore, localized CO modeling is not warranted for this Project.

Rule 9510 Indirect Source Review

District Rule 9510 requires developers of large residential, commercial and industrial projects to reduce smog-forming (NO_x) and particulate (PM₁₀ and PM_{2.5}) emissions generated by their projects. The Rule applies to projects which, upon full build-out, will include 2,000 square feet of commercial space. Project developers are required to reduce:

- 20 percent of construction-exhaust nitrogen oxides;
- 45 percent of construction-exhaust PM₁₀;
- 33 percent of operational nitrogen oxides over 10 years; and
- 50 percent of operational PM₁₀ over 10 years.

Developers are encouraged to meet these reduction requirements through the implementation of on-site mitigation; however, if the on-site mitigation does not achieve the required baseline emission reductions, the developer will mitigate the difference by paying an off-site fee to the District. Fees reduce emissions by helping to fund clean-air projects in the District.

The proposed Project includes development of up to a 177-room hotel. Therefore, the Project would be subject to the requirements of Direct Rule 9510. Additionally, the SJVAPCD has established thresholds of significance for criteria pollutant emissions, which are based on District

New Source Review (NSR) requirements. Projects with emissions below the thresholds of significance for criteria pollutants would be determined to “not conflict or obstruct implementation of the District’s air quality plan.” As such, the Project would result in **less-than-significant** air quality impacts, and would not conflict or obstruct implementation of the District’s air quality plan. However, regardless of the emissions totals presented above, the Project is still subject to the requirements of SJVAPCD Rule 9510, as described above and required by Mitigation Measure AIR-3.

MITIGATION MEASURE(S)

***Mitigation Measure AIR-3:** Prior to the issuance of any building permits, the Project applicant shall comply with the requirements of District Rule 9510, which is aimed at the following reductions:*

- 20 percent of construction-exhaust nitrogen oxides;
- 45 percent of construction-exhaust PM10;
- 33 percent of operational nitrogen oxides over 10 years; and
- 50 percent of operational PM10 over 10 years.

The Project applicant shall coordinate with SJVAPCD to develop measures and strategies to reduce operational emissions from the proposed Project. If feasible measures are not available to meet the emissions reductions targets outlined above, then the Project applicant may be required to pay an in-lieu mitigation fee to the SJVAPCD to off-set Project-related emissions impacts. If in-lieu fees are required, the Project applicant shall coordinate with the SJVAPCD to calculate the amount of the fees required to off-set Project impacts. The Project applicant shall provide verification of compliance to the City prior to the issuance of any building permits.

Response d): Less than Significant. Sensitive receptors are those parts of the population that can be severely impacted by air pollution. Sensitive receptors include children, the elderly, and the infirm. The closest sensitive receptors are located approximately 250 feet to the northeast, and 260 feet to the southeast of the Project site.

Implementation of the proposed Project would not expose these or other nearby sensitive receptors to substantial pollutant concentrations. Air emissions would be generated during the construction phase of the Project. The construction phase of the Project would be temporary and short-term, and the implementation of Mitigation Measures AIR-1, AIR-2, and AIR-3 would greatly reduce pollution concentrations generated during construction activities.

Operation of the proposed Project would result in emissions primarily from vehicle trips. As described under Responses a) – c) above, the proposed Project would not generate significant concentrations of air emissions. Impacts to sensitive receptors would be negligible and this is a **less-than-significant impact**.

Response e): Less than Significant. Operation of the proposed Project would not generate notable odors. The proposed Project includes development of hotel uses, which is compatible with the surrounding land uses. Occasional mild odors may be generated during landscaping

maintenance (equipment exhaust), but the Project would not otherwise generate odors. Trash receptacles would be provided in the northern portion of the site. The receptacles would have lids in order to contain potential odor from trash and waste. This is a **less-than-significant impact** and no mitigation is required.

IV. BIOLOGICAL RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		X		
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		X		

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant with Mitigation. A background search of special-status species within one mile of the Project site that are documented in the California Natural Diversity Database (CNDDB) was completed. Figure 6 and Figure 7 illustrate the special-status species records located within the one-mile and nine-quadrangle radius of the Project site, respectively.

Special-status invertebrates that occur within the San Joaquin County region include: longhorn fairy shrimp, vernal pool fairy shrimp, and midvalley fairy shrimp, which requires vernal pools and swale areas within grasslands; and the valley elderberry longhorn beetle, which is an insect that is only associated with blue elderberry plants, oftentimes in riparian areas and sometimes on land in the vicinity of riparian areas. The Project site does not contain essential habitat for these special status invertebrates. Additionally, no CNDDB records of the aforementioned special-status invertebrates exist within one-mile of the Project site. Implementation of the

proposed Project would have a **less-than-significant impact** on these species. No mitigation is necessary.

Special-status reptiles and amphibians that occur within the region include the western pond turtle, which requires aquatic environments located along ponds, marshes, rivers, and ditches; the California tiger salamander, which is found in grassland habitats where there are nearby seasonal wetlands for breeding; the silvery legless lizard, which is found in sandy or loose loamy soils under sparse vegetation with high moisture content; San Joaquin whipsnake, which requires open, dry habitats with little or no tree cover with mammal burrows for refuge; the Alameda whipsnake, which is restricted to valley-foothill hardwood habitat on south-facing slopes; the California horned lizard, which occurs in a variety of habitats including, woodland, forest, riparian, and annual grasslands, usually in open sandy areas; the foothill yellow-legged frog, which occurs in partly shaded and shallow streams with rocky soils; the California red legged frog, which occurs in stream pools and ponds with riparian or emergent marsh vegetation; and the western spadefoot toad, which requires grassland habitats associated with vernal pools.

No CNDDDB records of the aforementioned special-status reptiles or amphibians exist within one-mile of the Project site. The Project site does not contain essential habitat for these special status reptiles and amphibians. Implementation of the proposed Project would have a **less-than-significant impact** on these species. No mitigation is necessary.

Numerous special-status plant species are known to occur in the region. Many of these special status plant species require specialized habitats such as serpentine soils, rocky outcrops, slopes, vernal pools, marshes, swamps, riparian habitat, alkali soils, and chaparral, which are not present on the Project site. The Project site is located in an area that was likely valley grassland prior to human settlement, and there are several plant species that are found in valley and foothills grasslands areas. These species include large-flowered fiddleneck, bent-flowered fiddleneck, big balsamroot, big tarplant, round-leaved filaree, Lemmon's jewelflower, and showy golden madia. Human settlement has involved a high frequency of ground disturbance associated with the historical farming activities in the region, including the Project site.

CNDDDB records of two special-status plant species exist within one mile of the Project site: big tarplant and caper-fruited tropidocarpum. The Project site does not contain suitable habitat for special-status plant species, and these species are not expected to be present on the site due to ongoing site disturbance. Implementation of the proposed Project would have a **less-than-significant impact** on these species. No mitigation is necessary.

Special-status birds that occur within the region include tricolored blackbird, Swainson's hawk, northern harrier, and bald eagle, which are associated with streams, rivers, lakes, wetlands, marshes, and other wet environments; loggerhead shrike, and burrowing owl, which lives in open areas, usually grasslands, with scattered trees and brush; and raptors that are present in varying habitats throughout the region.

Swainson's Hawk. The Swainson's hawk is threatened in California and is protected by the California Department of Fish and Wildlife (CDFW) and the Migratory Bird Treaty Act (MBTA).

Additionally, Swainson's hawk foraging habitat is protected by the CDFW. Swainson's hawks forage in open grasslands and agricultural fields and commonly nest in solitary trees and riparian areas in close proximity to foraging habitat. The foraging range for Swainson's hawk is ten miles from its nesting location. There is one documented occurrence of Swainson's hawk within one mile of the Project site; although not of high quality, potentially suitable nesting habitat for this species occurs within the on-site tree along the eastern site boundary. Additionally, the site and the surrounding open grassland habitat will provide low to medium quality foraging opportunities for local Swainson's hawks. The San Joaquin Council of Governments (SJCOG) administers the San Joaquin County Multi-Species Open Space and Conservation Plan (SJMSCP) for the region. The proposed Project would require coverage under the SJMSCP. SJCOG would apply incidental take minimization measures for the Project. As such, impacts to Swainson's hawk are **less than significant** with implementation of Mitigation Measure BIO-1.

Burrowing Owls. Burrowing owls are a California Species of Special Concern and are protected by the CDFW and the MBTA. Burrowing owls forage in open grasslands and shrublands and typically nest in old ground squirrel burrows. There are six documented occurrences of burrowing owls within one mile of the Project site. The nearest documented occurrence of burrowing owl is located approximately 0.1 miles north of the northern boundary of the Project site. The Project site contains suitable, but not high quality, habitat for burrowing owls. The Project site is near to other lands that are currently undeveloped that offer foraging and roosting habitat for wintering or breeding owls. Overall, there is the potential for burrowing owls to occupy the site. While considered unlikely, this is considered potentially significant impact.

The proposed Project would require coverage under the SJMSCP and SJCOG would apply incidental take minimization measures for the Project. In addition, implementation of Mitigation Measure BIO-1 would ensure that burrowing owls are not impacted during construction activities. Implementation of Mitigation Measure BIO-1 would ensure a **less-than-significant impact** to burrowing owls.

Tricolored Blackbird. Tricolored blackbirds are a California Species of Special Concern and are protected by the CDFW and the MBTA. Tricolored blackbirds nest in dense colonies in emergent marsh vegetation, such as tules and cattails, or upland sites with blackberries, nettles, thistles, and grainfields. Tricolored blackbird habitat must be large enough to support 50 pairs and likely requires water at or near the nesting colony. The Project site does not contain suitable habitat for tricolored blackbirds. As such, impacts to tricolored blackbirds are **less than significant**.

Participation in the SJMSCP is recommended for all new projects on previously undeveloped land in Tracy. Although the likelihood for the occurrence of any special status plant or wildlife species on the site is extremely low, the implementation of Mitigation Measure BIO-2 would ensure that special status plant or wildlife species are protected throughout the region. Impacts to special status plant or wildlife species would be reduced to a **less-than-significant** level with mitigation.

MITIGATION MEASURE(S)

Mitigation Measure BIO-1: Prior to the commencement of grading activities or other ground disturbing activities on the Project site, the Project applicant shall arrange for a

qualified biologist to conduct a preconstruction survey for western burrowing owls in accordance with SJMSCP requirements. If no owls or owl nests are detected, then construction activities may commence. If burrowing owls or occupied nests are discovered, then the following shall be implemented:

- During the breeding season (February 1 through September 1) occupied burrows shall not be disturbed and shall be provided with a 75 meter protective buffer until and unless the SJCOG Technical Advisory Committee (TAC), with the concurrence of the Permitting Agencies' representatives on the TAC; or unless a qualified biologist approved by the Permitting Agencies verifies through non-invasive means that either: 1) the birds have not begun egg laying, or 2) juveniles from the occupied burrows are foraging independently and are capable of independent survival. Once the fledglings are capable of independent survival, the burrow can be destroyed. They should only be destroyed by a qualified biologist using passive one-way eviction doors to ensure that owls are not harmed during burrow destruction. Methods for removal of burrows are described in the California Department of Fish and Game's Staff Report on Burrowing Owls (October, 1995).*
- During the non-breeding season (September 1 through January 31) burrowing owls occupying the Project site should be evicted from the Project site by passive relocation as described in the California Department of Fish and Game's Staff Report on Burrowing Owls (Oct., 1995)*

Implementation of this mitigation shall occur prior to grading or site clearing activities. SJCOG shall be responsible for monitoring and a qualified biologist shall conduct surveys and relocate owls as required.

Mitigation Measure BIO-2: *Prior to commencement of any grading activities, the Project proponent shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species. Coverage involves compensation for habitat impacts on covered species through payment of development fees for conversion of open space lands that may provide habitat for covered special status species. These fees are used to preserve and/or create habitat in preserves to be managed in perpetuity. In addition, coverage includes incidental take avoidance and minimization measures for species that could be affected as a result of the proposed Project. There are a wide variety of incidental take avoidance and minimization measures contained in the SJMSCP that were developed in consultation with the USFWS, CDFW, and local agencies. The applicability of incidental takes avoidance and minimization measures are determined by SJCOG on a Project basis. The process of obtaining coverage for a Project includes incidental take authorization (permits) under the Endangered Species Act Section 10(a) and California Fish and Game Code Section 2081. The Section 10(a) permit also serves as a special-purpose permit for the incidental take of those species that are also protected under the MBTA. Coverage under the SJMSCP would fully mitigate all habitat impacts on covered special-status species. The SJMSCP includes the implementation of an ongoing Monitoring Plan to ensure success in mitigating the habitat impacts that are covered. The SJMSCP Monitoring Plan includes an Annual Report process,*

Biological Monitoring Plan, SJMSCP Compliance Monitoring Program, and the SJMSCP Adaptive Management Plan SJCOG.

Responses b): No Impact. Riparian natural communities support woody vegetation found along rivers, creeks and streams. Riparian habitat can range from a dense thicket of shrubs to a closed canopy of large mature trees covered by vines. Riparian systems are considered one of the most important natural resources. While small in total area when compared to the state's size, they provide a special value for wildlife habitat.

Over 135 California bird species either completely depend upon riparian habitats or use them preferentially at some stage of their life history. Riparian habitat provides food, nesting habitat, cover, and migration corridors. Another 90 species of mammals, reptiles, invertebrates and amphibians depend on riparian habitat. Riparian habitat also provides riverbank protection, erosion control and improved water quality, as well as numerous recreational and aesthetic values.

There is no riparian habitat or other sensitive natural communities located on the Project site. As such, the proposed Project would have **no impact** on these resources, and no mitigation is required.

Response c): No Impact. A wetland is an area that is inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Wetlands are defined by regulatory agencies as having special vegetation, soil, and hydrology characteristics. Hydrology, or water inundation, is a catalyst for the formation of wetlands. Frequent inundation and low oxygen causes chemical changes to the soil properties resulting in what is known as hydric soils. The prevalent vegetation in wetland communities consists of hydrophytic plants, which are adapted to areas that are frequently inundated with water. Hydrophytic plant species have the ability to grow, effectively compete, reproduce, and persist in low oxygen soil conditions.

Below is a list of wetlands that are found in the Tracy planning area:

- **Farmed Wetlands:** This category of wetlands includes areas that are currently in agricultural uses. This type of area occurs in the northern portion of the Tracy Planning Area.
- **Lakes, Ponds and Open Water:** This category of wetlands includes both natural and human-made water bodies such as that associated with working landscapes, municipal water facilities and canals, creeks and rivers.
- **Seasonal Wetlands:** This category of wetlands includes areas that typically fill with water during the wet winter months and then drain enough to become ideal plant habitats throughout the spring and summer. There are numerous seasonal wetlands throughout the Tracy Planning Area.

- **Tidal Salt Ponds and Brackish Marsh:** This category of wetlands includes areas affected by irregular tidal flooding with generally poor drainage and standing water. There are minimal occurrences along some of the larger river channels in the northern portion of the Tracy Planning Area.

There are no wetlands located on the Project site. Therefore, there is **no impact** relative to this topic.

Response d): No Impact. The CNDDDB record search did not reveal any documented wildlife corridors or nursery sites on or adjacent to the Project site. Furthermore, field surveys did not reveal any wildlife nursery sites on or adjacent to the Project site. Therefore, there is no impact relative to this topic..

Responses e), f): Less than Significant with mitigation. The Project site is located within the jurisdiction of the SJMSCP and is located within the Central/Southwest Transition Zone of the SJMSCP. The SJCOG prepared the Plan pursuant to a Memorandum of Understanding adopted by SJCOG, San Joaquin County, the United States Fish and Wildlife Service (USFWS), the CDFW, Caltrans, and the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy in October 1978. On February 27, 2001, the Plan was unanimously adopted in its entirety by SJCOG. The City of Tracy adopted the Plan on November 6, 2001.

According to Chapter 1 of the SJMSCP, its key purpose is to “provide a strategy for balancing the need to conserve open space and the need to convert open space to non-open space uses, while protecting the region’s agricultural economy; preserving landowner property rights; providing for the long-term management of plant, fish and wildlife species, especially those that are currently listed, or may be listed in the future, under the Federal Endangered Species Act (ESA) or the California Endangered Species Act (CESA); providing and maintaining multiple use Open Spaces which contribute to the quality of life of the residents of San Joaquin County; and, accommodating a growing population while minimizing costs to project proponents and society at large.”

In addition, the goals and principles of the SJMSCP include the following:

- Provide a County-wide strategy for balancing the need to conserve open space and the need to convert open space to non-open space uses, while protecting the region’s agricultural economy.
- Preserve landowner property rights.
- Provide for the long-term management of plant, fish, and wildlife species, especially those that are currently listed, or may be listed in the future, under the ESA or the CESA.
- Provide and maintain multiple-use open spaces, which contribute to the quality of life of the residents of San Joaquin County.
- Accommodate a growing population while minimizing costs to project proponents and society at large.

In addition to providing compensation for conversion of open space to non-open space uses, which affect plant and animal species covered by the SJMSCP, the SJMSCP also provides some compensation to offset impacts of open space conversions on non-wildlife related resources such as recreation, agriculture, scenic values and other beneficial open space uses. Specifically, the SJMSCP compensates for conversions of open space to urban development and the expansion of existing urban boundaries, among other activities, for public and private activities throughout the County and within Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy.

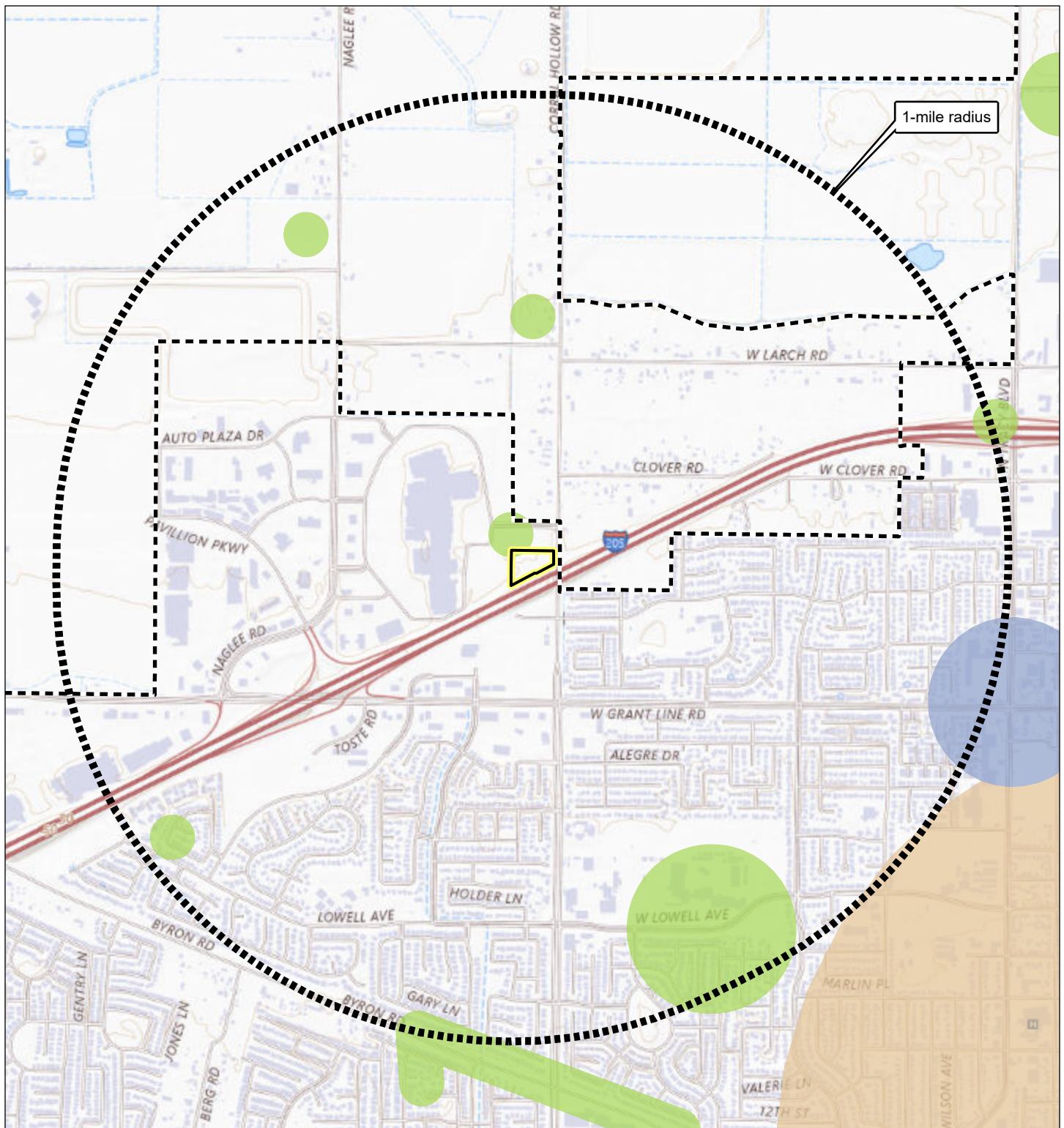
Participation in the SJMSCP is voluntary for both local jurisdictions and project applicants. Only agencies adopting the SJMSCP would be covered by the SJMSCP. Individual project applicants have two options if their project is located in a jurisdiction participating in the SJMSCP: mitigating under the SJMSCP or negotiating directly with the state and/or federal permitting agencies. If a project applicant opts for SJMSCP coverage in a jurisdiction that is participating under the SJMSCP, the following options are available, unless their activities are otherwise exempted: pay the appropriate fee; dedicate, as conservation easements or fee title, habitat lands; purchase approved mitigation bank credits; or, propose an alternative mitigation plan.

Responsibilities of permittees covered by the SJMSCP include collection of fees, maintenance of implementing ordinances/resolutions, conditioning permits (if applicable), and coordinating with the Joint Powers Authority (JPA) for Annual Report accounting. Funds collected for the SJMSCP are to be used for the following: acquiring Preserve lands, enhancing Preserve lands, monitoring and management of Preserve lands in perpetuity, and the administration of the SJMSCP. Because the primary goal of SJMSCP to preserve productive agricultural use that is compatible with SJMSCP's biological goals, most of the SJMSCP's Preserve lands would be acquired through the purchase of easements in which landowners retain ownership of the land and continue to farm the land. These functions are managed by San Joaquin Council of Governments.

As described under Response (a), the proposed Project is subject to participation in the SJMSCP by Mitigation Measure BIO-2. The City of Tracy and the Project applicant shall consult with SJCOG and determine coverage of the Project pursuant to the SJMSCP. Implementation of Mitigation Measure BIO-2 would ensure that the Project complies with the requirements of the SJMSCP, and would not conflict with any applicable habitat conservation plans. With the implementation of Mitigation Measure BIO-2, the Project would have a **less-than-significant impact**.

MITIGATION MEASURE(S)

Implement Mitigation Measure BIO-2



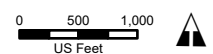
LEGEND

- Project Site
- City Limits

- Swainson's hawk
- burrowing owl
- tricolored blackbird; caper-fruited tropidocarpum; American badger; Crotch's bumble bee; big tarplant

TRACY DUAL HOTELS

Figure 6: CNDDDB 1-mile Map

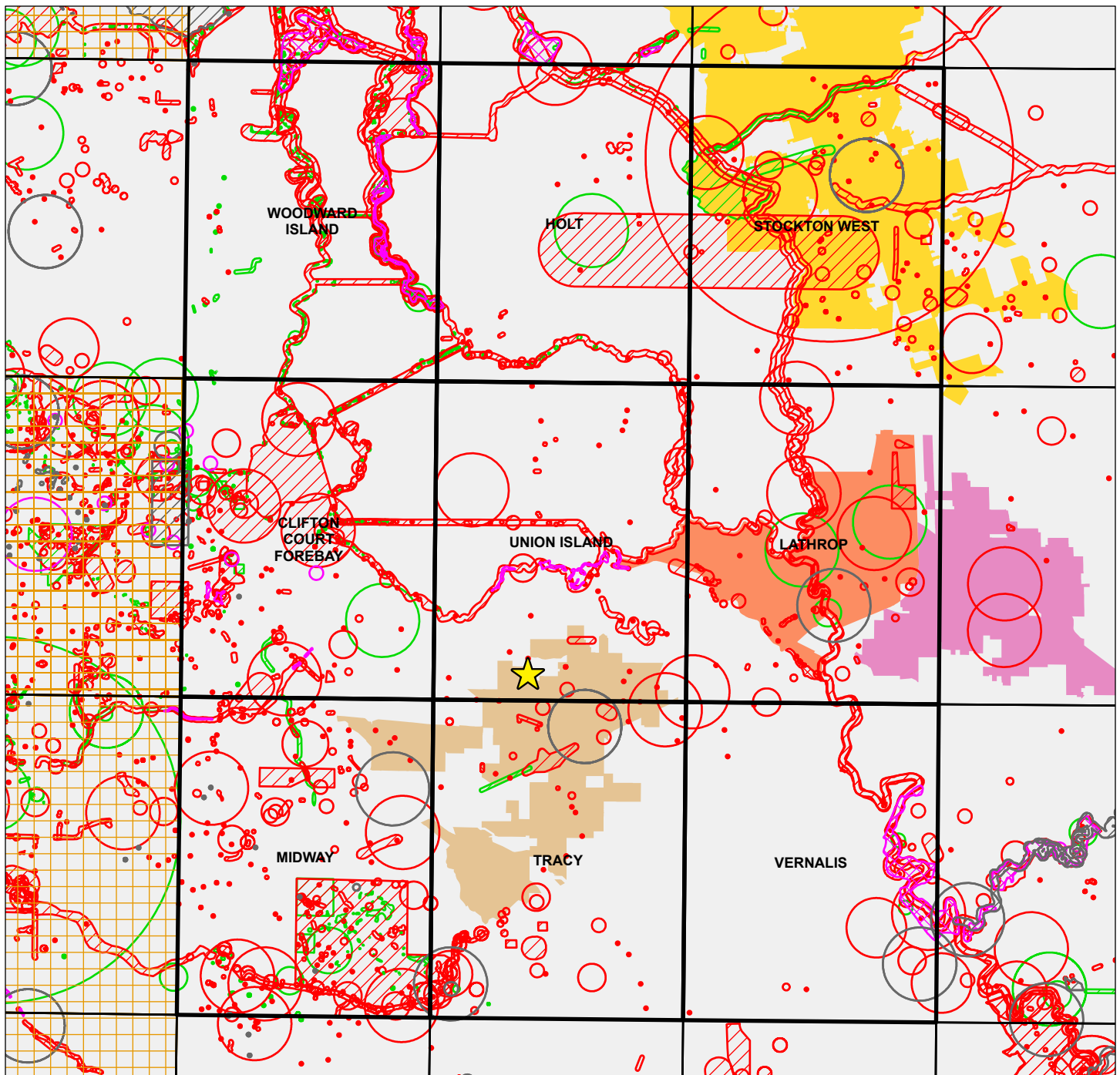


Sources: ArcGIS Online USGS Topo Map Service; CNDDDB version 10/1/2024. Map date: October 29, 2024.
 Note: the occurrences shown on this map represent the known locations of the species listed here as of the date of this version. There may be additional occurrences or additional species within this area which have not been surveyed and/or mapped. Lack of information in the CNDDDB about a species or an area can never be used as proof that no special status species occur in an area.




















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LEGEND

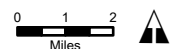
	City of Lathrop		Plant (80m)		Terrestrial Comm. (specific)
	City of Manteca		Plant (specific)		Terrestrial Comm. (circular)
	City of Stockton		Plant (non-specific)		Multiple (80m)
	City of Tracy		Plant (circular)		Multiple (specific)
			Animal (80m)		Multiple (non-specific)
			Animal (specific)		Multiple (circular)
			Animal (non-specific)		Sensitive EO's (Commercial only)
			Animal (circular)		

TRACY DUAL HOTELS

Figure 7: CNDDDB 9-Quad Map

Sources: CNDDDB version 10/1/2024. Map date: October 29, 2024.

Note: the occurrences shown on this map represent the known locations of the species listed here as of the date of this version. There may be additional occurrences or additional species within this area which have not been surveyed and/or mapped. Lack of information in the CNDDDB about a species or an area can never be used as proof that no special status species occur in an area.



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V. CULTURAL RESOURCES -- WOULD THE PROJECT:

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

RESPONSES TO CHECKLIST QUESTIONS

Responses a)-c): Less than Significant with Mitigation. The City of Tracy General Plan and subsequent EIR does not identify the site as having prehistoric period cultural resources. Additionally, there are no known unique cultural, historical, paleontological or archeological resources known to occur on, or within the immediate vicinity of the Project site. Furthermore, the site is not designated as a historical resource as defined by Public Resources Code § 21084.1, or listed in, or eligible for listing in the California Register of Historical Resources.

The site has previously been used for agricultural uses. No instances of cultural resources or human remains have been unearthed on the Project site, and site visits did not identify any historical, cultural, paleontological, or archeological resources present on site. Therefore, it is not anticipated that site grading and preparation activities would result in impacts to cultural, historical, archaeological or paleontological resources. There are no known human remains located on the Project site, nor is there evidence to suggest that human remains may be present on the Project site. However, as with most projects in California that involve ground-disturbing activities, there is the potential for discovery of a previously-unknown cultural or historical resource or human remains. This is considered a **potentially significant** impact.

The implementation of the following mitigation measure would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including human remains. Implementation of this measure would reduce this impact to a **less than significant** level.

MITIGATION MEASURE(S)

Mitigation Measure CUL-1: *If any prehistoric or historic artifacts, human remains or other indications of archaeological or resources are found during grading and construction activities, an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards in prehistoric or historical archaeology, as appropriate, shall be consulted to evaluate the finds and recommend appropriate mitigation measures.*

- *If cultural resources or Native American resources are identified, every effort shall be made to avoid significant cultural resources, with preservation an*

important goal. If significant sites cannot feasibly be avoided, appropriate mitigation measures, such as data recovery excavations or photographic documentation of buildings, shall be undertaken consistent with applicable state and federal regulations.

If human remains are discovered, all work shall be halted immediately within 50 meters (165 feet) of the discovery, the County Coroner must be notified, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.

VI. ENERGY

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Responses to Checklist Questions

Responses a) and b): Less than Significant. Appendix G of the State CEQA Guidelines requires consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce “wasteful, inefficient and unnecessary” energy usage (Public Resources Code Section 21100, subdivision [b][3]). According to Appendix G of the CEQA Guidelines, the means to achieve the goal of conserving energy include decreasing overall energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. In particular, the proposed Project would be considered “wasteful, inefficient, and unnecessary” if it were to violate state and federal energy standards and/or result in significant adverse impacts related to Project energy requirements, energy inefficiencies, energy intensiveness of materials, cause significant impacts on local and regional energy supplies or generate requirements for additional capacity, fail to comply with existing energy standards, otherwise result in significant adverse impacts on energy resources, or conflict or create an inconsistency with applicable plan, policy, or regulation.

The amount of energy used at the Project site would directly correlate to the energy consumption (including fuel) used by vehicle trips generated during Project construction, fuel used by off-road construction vehicles during construction, fuel used by vehicles during Project operation, and electricity and other energy usage during Project operation.

Electricity and Natural Gas

The CalEEMod modeling results for the proposed Project estimate annual operational electricity usage at approximately 1,717,301 kWh/year, and annual natural gas usage at 8,955,499 kBTU/year (see Appendix A for further detail).

On-road Vehicles (Operation)

The proposed Project would generate vehicle trips (i.e. passenger vehicles for employees and heavy-duty trucks for hauling) during its operational phase. Requirements to limit the idling of vehicles and equipment would result in fuel savings. Similarly, compliance with applicable State laws and regulations would limit idling and a part of a comprehensive regulatory framework that is implemented by the CARB. A description of Project operational on-road mobile energy usage is provided below.

According to the Traffic Study prepared for the proposed Project (Kimley Horn, 2025), and as described in more detail in Section XVI. Transportation of this IS/MND, the proposed Project would increase total vehicle trips by approximately 1,542 daily trips. In order to calculate operational on-road vehicle energy usage, De Novo Planning Group used fleet mix data from the CalEEMod (v2022.1.1) output for the proposed Project, and Year 2025 gasoline and diesel MPG (miles per gallon) factors for individual vehicle classes as provided by EMFAC2021, to derive weighted average gasoline and diesel MPG factors for the vehicle fleet as a whole. Based on these calculations, as provided in Appendix B, upon full buildout, the proposed Project would generate operational vehicle trips that would use a total of approximately 536 gallons of gasoline and 87 gallons of diesel per day, or 195,722 gallons of gasoline and 31,910 gallons of diesel per year.

The proposed Project's building would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the State's Title 24 Energy Efficiency Standards for Nonresidential Buildings and Green Building Code Standards. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., heating, ventilation, and air conditioning [HVAC] and water heating systems), and indoor and outdoor lighting, are widely regarded as the some of the most advanced and stringent building energy efficiency standards in the country. Therefore, building energy consumption would not be considered wasteful, inefficient, or unnecessary.

Moreover, the proposed Project would be required to comply with transportation efficiency standards, as promulgated at the State and federal levels. Thus, transportation fuel consumption would not be wasteful, inefficient, or unnecessary.

On-road Vehicles (Construction)

The proposed Project would also generate on-road vehicle trips during Project construction (from construction workers and vendors travelling to and from the Project site). De Novo Planning Group estimated the vehicle fuel consumed during these trips based on the assumed construction schedule, vehicle trip lengths and number of workers per construction phase as provided by CalEEMod, and Year 2025 gasoline and diesel MPG factors provided by EMFAC2021 (year 2025 factors were used to represent a conservative analysis, as the energy efficiency of construction activities is anticipated to improve over time). For the sake of simplicity and to be conservative, it was assumed that all construction worker light duty passenger cars and truck trips use gasoline as a fuel source, and all medium and heavy-duty vendor trucks use diesel fuel. Table ENERGY-1, below, describes gasoline and diesel fuel consumed during each construction phase (in aggregate). As shown, the vast majority of on-road mobile vehicle fuel used during the construction of the proposed Project would occur during the building construction phase. See Appendix A of this EIR for a detailed accounting of construction on-road vehicle fuel usage estimates.

Table ENERGY-1: Project On-Road Vehicles (Construction) Fuel Consumption

CONSTRUCTION PHASE	# OF DAYS	TOTAL DAILY WORKER TRIPS(A)	TOTAL DAILY VENDOR TRIPS(A)	TOTAL HAULER WORKER TRIPS(A)	TOTAL GALLONS OF GASOLINE FUEL(B)	TOTAL GALLONS OF DIESEL FUEL(B)
Site Preparation	5	18	0	0	41	0
Grading	8	15	0	0	55	0
Building Construction	230	118	0	0	12,433	11,198
Paving	18	20	46	0	165	0
Architectural Coatings	18	24	0	0	198	0
Total	N/A	N/A	N/A	N/A	12,892	11,198

NOTES: (A) PROVIDED BY CALEEMOD OUTPUT. (B) SEE APPENDIX A OF THIS EIR FOR FURTHER DETAIL.

SOURCE: CALEEMOD (v.2022.1.1); EMFAC2021.

Off-road Equipment (Construction)

Off-road construction equipment would use diesel fuel during the construction phase of the proposed Project. A non-exhaustive list of off-road constructive equipment expected to be used during the construction phase of the proposed Project includes: forklifts, generator sets, tractors, excavators, and dozers. Fuel utilized from off-road equipment is anticipated to be approximately 22,666 MT CO₂e.

State laws and regulations would limit idling from both on-road and off-road diesel-powered equipment and are part of a comprehensive regulatory framework that is implemented by the CARB. Additionally, as a practical matter, it is reasonable to assume that the overall construction schedule and process would be designed to be as efficient as feasible in order to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the added expense associated with renting the equipment, maintaining it, and fueling it. Therefore, the opportunities for further future efficiency gains during construction are limited. For the foregoing reasons, it is anticipated that the construction phase of the Project would not result in wasteful, inefficient, and unnecessary consumption of energy.

Conclusion

The proposed Project would be in compliance with all applicable federal, state, and local regulations regulating energy usage. For example, statewide measures, including those intended to improve the energy efficiency of the statewide passenger and heavy-duty truck vehicle fleet (e.g. the Pavley Bill and the Low Carbon Fuel Standard) are improving vehicle fuel economies, thereby conserving gasoline and diesel fuel. These energy savings would continue to accrue over time.

As a result, the proposed Project would not result in any significant adverse impacts related to Project energy requirements, energy use inefficiencies, and/or the energy intensiveness of materials by amount and fuel type for each stage of the proposed Project including construction, operations, maintenance, and/or removal. PG&E, the electricity and natural gas provider to the site, maintains sufficient capacity to serve the proposed Project. In addition, PG&E is on its way

to achieving the statewide requirement of 60% of total energy mix generated by eligible renewables by year 2030. As of 2023, PG&E generated approximately 37% of its energy from eligible renewables (PG&E, 2024).² The proposed Project would comply with all existing energy standards, including the statewide Title 24 Energy Efficiency Standards, and would not result in significant adverse impacts on energy resources. Therefore, the proposed Project would not result in potentially significant environmental impacts due to inefficient, wasteful, or unnecessary use of energy resources during construction and operation, nor conflict with or construct with a State or local plan for renewable energy or energy efficiency. This is a **less-than-significant impact**.

² PG&E 2023 POWER MIX. WEBSITE: <HTTPS://WWW.ENERGY.CA.GOV/FILEBROWSER/DOWNLOAD/7281>

VII. GEOLOGY AND SOILS -- WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			X	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?		X		
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?		X		
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?		X		
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

RESPONSES TO CHECKLIST QUESTIONS

Responses a.i), a.ii): Less than Significant. The Project site is located in an area of low to moderate seismicity. No known active faults cross the Project site, and the site is not located within an Alquist-Priolo Earthquake Fault Zone; however, relatively large earthquakes have historically occurred in the Bay Area and along the margins of the Central Valley. Many earthquakes of low magnitude occur every year in California. The nearest earthquake fault zoned as active by the State of California Geological Survey is the Greenville fault, located approximately 11 miles southwest of the site.

The Tracy area has a low-to-moderate seismic history. The largest recorded measurable magnitude earthquake in Tracy measured 3.9 on the Richter scale. The greatest potential for significant ground shaking in Tracy is believed to be from maximum credible earthquakes occurring on the Calaveras, Hayward, San Andreas, or Greenville faults. Further seismic activity can be expected to continue along the western margin of the Central Valley, and as with all projects in the area, the Project will be designed to accommodate strong earthquake ground shaking, in compliance with the applicable California building code standards.

Other faults capable of producing ground shaking at the site include the San Joaquin fault, approximately 7 miles southwest; the Midway fault, also approximately 7 miles southwest; and the Corral Hollow-Carnegie fault, approximately 11 miles southwest of the site. Any one of these faults could generate an earthquake capable of causing strong ground shaking at the subject site. Earthquakes of Moment Magnitude (Mw) 7 and larger have historically occurred in the region and numerous small magnitude earthquakes occur every year.

Since there are no known active faults crossing the Project site and the site is not located within an Earthquake Fault Special Study Zone, the potential for ground rupture at the site is considered low.

An earthquake of moderate to high magnitude generated within the San Francisco Bay Region and along the margins of the central valley could cause considerable ground shaking at the site, similar to that which has occurred in the past. In order to minimize potential damage to the proposed structures caused by groundshaking, all construction would comply with the latest California Building Code standards, as required by the City of Tracy Municipal Code 9.04.030.

Seismic design provisions of current building codes generally prescribe minimum lateral forces, applied statically to the structure, combined with the gravity forces of dead-and-live loads. The code-prescribed lateral forces are generally considered to be substantially smaller than the comparable forces that would be associated with a major earthquake. Therefore, structures should be able to: (1) resist minor earthquakes without damage, (2) resist moderate earthquakes without structural damage but with some nonstructural damage, and (3) resist major earthquakes without collapse but with some structural as well as nonstructural damage.

Implementation of the California Building Code standards, which include provisions for seismic building designs, would ensure that impacts associated with groundshaking would be **less than significant**. Building new structures for human use would increase the number of people exposed to local and regional seismic hazards. Seismic hazards are a significant risk for most property in California.

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

SA-1.1, Policy P1: Underground utilities, particularly water and natural gas mains, shall be designed to withstand seismic forces.

SA-1.1, Policy P2: Geotechnical reports shall be required for development in areas where potentially serious geologic risks exist. These reports should address the degree of hazard, design parameters for the project based on the hazard, and appropriate mitigation measures.

SA-1.2, Policy P1: All construction in Tracy shall conform to the California Building Code and the Tracy Municipal Code including provisions addressing unreinforced masonry buildings.

The City reviews all proposed development projects for consistency with the General Plan policies and California Building Code provisions identified above. This review occurs throughout the project application review and processing stage, and throughout plan check and building inspection phases prior to the issuance of a certificate of occupancy.

Consistency with the requirements of the California Building Code and the Tracy General Plan policies identified above would ensure that impacts on humans associated with seismic hazards would be **less than significant**.

Responses a.iii), c), d): Less than Significant with Mitigation. Liquefaction normally occurs when sites underlain by saturated, loose to medium dense, granular soils are subjected to relatively high ground shaking. During an earthquake, ground shaking may cause certain types of soil deposits to lose shear strength, resulting in ground settlement, oscillation, loss of bearing capacity, landsliding, and the buoyant rise of buried structures. The majority of liquefaction hazards are associated with sandy soils, silty soils of low plasticity, and some gravelly soils. Cohesive soils are generally not considered to be susceptible to liquefaction. In general, liquefaction hazards are most severe within the upper 50 feet of the surface, except where slope faces or deep foundations are present.

Expansive soils are those that undergo volume changes as moisture content fluctuates; swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement and distorting structural elements. Expansion is a typical characteristic of clay-type soils. Expansive soils shrink and swell in volume during changes in moisture content, such as a result of seasonal rain events, and can cause damage to foundations, concrete slabs, roadway improvements, and pavement sections.

Soil expansion is dependent on many factors. The more clayey, critically expansive surface soil and fill materials will be subjected to volume changes during seasonal fluctuations in moisture content. Figure 8 shows the soils within the Project site. The soils encountered at the site consist of capay clay, zero to two percent slopes. The capay series consists of very deep, moderately well drained, and firm to very firm soils. Therefore, the potential for liquefaction to occur at the Project site is considered low. However, as shown in Figure 8, the capay clay has a relatively high moisture content, posing a potentially high risk of soil expansion. Implementation of Mitigation Measures GEO-1 and GEO-2 below would bring this impact to **less than significant**.

MITIGATION MEASURE(S)

Mitigation Measure GEO-1: *Prior to the development of the Project site, a subsurface geotechnical investigation must be performed to identify onsite soil conditions and identify any site-specific engineering measures to be implemented during the construction of building foundations and subsurface utilities. The results of the subsurface geotechnical investigation shall be reflected on the Improvements Plans, subject to review and approval by the City's Building Safety and Fire Prevention Division.*

Mitigation Measure GEO-2: *Expansive materials and potentially weak and compressible fills at the site shall be evaluated by a Geotechnical Engineer during the grading plan stage of development. If highly expansive or compressible materials are encountered, special foundation designs and reinforcement, removal and replacement with soil with low to non-expansive characteristics, compaction strategies, or soil treatment options to lower the expansion potential shall be incorporated through requirements imposed by the City's Development Services Department.*

Responses a.iv): Less than Significant. The Project site is relatively flat and there are no major slopes in the vicinity of the Project site. According to the City's General Plan EIR, the landslide risk in Tracy is low in most areas. In the wider Tracy Planning Area, some limited potential for risk exists for grading and construction activities in the foothills and mountain terrain of the upland areas in the southwest. The potential for small scale slope failures along river banks also exists. The Project site is not located in the foothills, mountain terrain, or along a river bank. Additionally, the Project site is essentially flat. As such, the Project site is exposed to little or no risk associated with landslides. This is a **less-than-significant impact** and no mitigation is required.

Response b): Less than Significant. During the construction preparation process, existing vegetation would be removed to grade and compact the Project site, as necessary. As construction occurs, these exposed surfaces could be susceptible to erosion from wind and water. Effects from erosion include impacts on water quality and air quality. Exposed soils that are not properly contained or capped increase the potential for increased airborne dust and increased discharge of sediment and other pollutants into nearby stormwater drainage facilities. Risks associated with erosive surface soils can be reduced by using appropriate controls during construction and properly re-vegetating exposed areas. The SJVAPCD's Rule 8021 requires the implementation of various dust control measures during site preparation and construction activities that would reduce the potential for soil erosion and the loss of topsoil. Additionally, the Project would be required to implement various best management practices (BMPs) and a SWPPP that would reduce the potential for disturbed soils and ground surfaces to result in erosion and sediment discharge into adjacent surface waters during construction activities. Compliance with these existing regulations would ensure these impacts are **less than significant**.

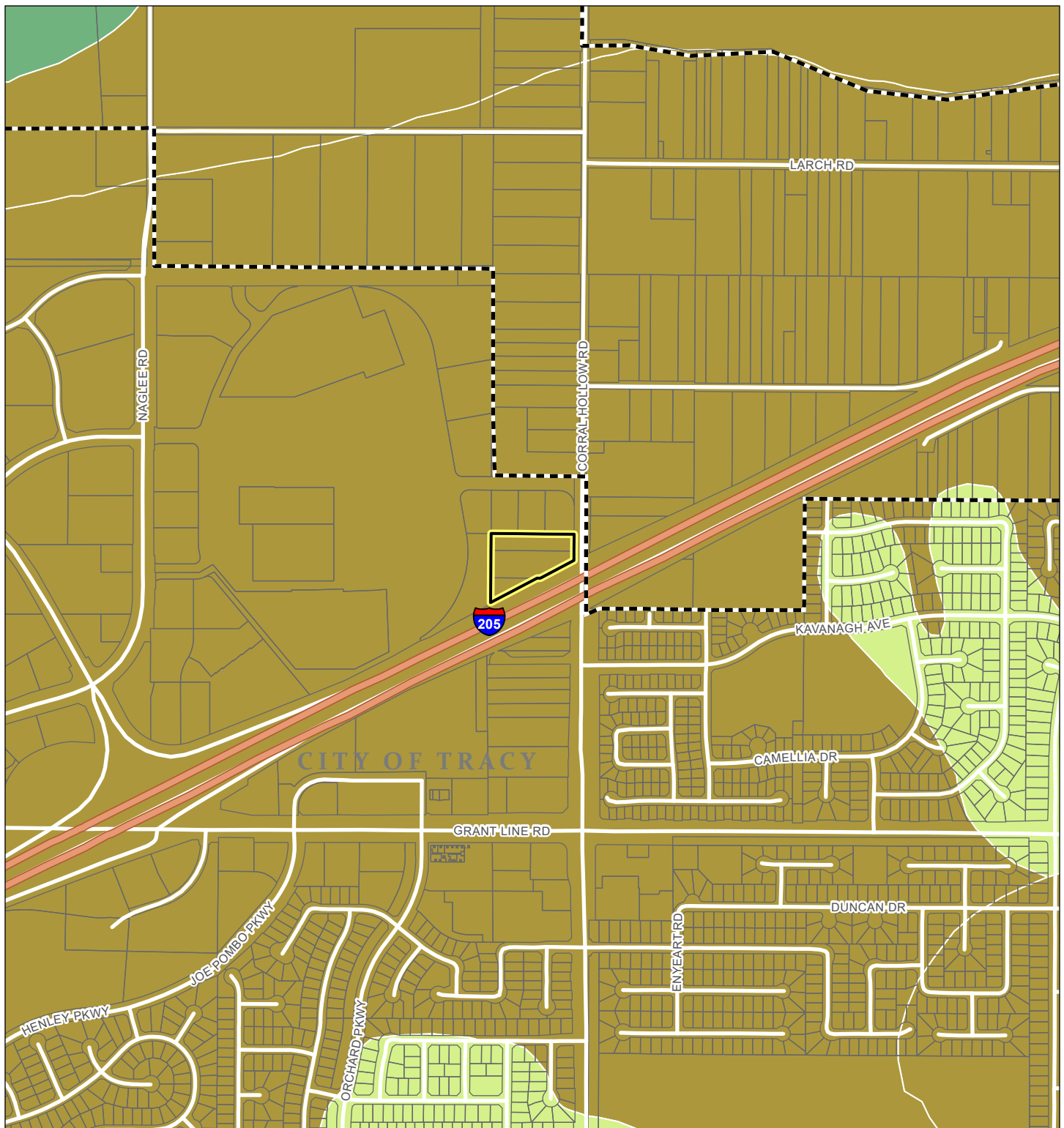
Response e): No Impact. The Project site would be served by public wastewater facilities and does not require an alternative wastewater system such as septic tanks. Implementation of the proposed Project would have **no impact** on this environmental issue.

Response f): Less than Significant with Mitigation. The Project site is not expected to contain subsurface paleontological resources, although it is possible. Damage to or destruction of a paleontological resource would be considered a potentially significant impact under local, state, or federal criteria. Implementation of the following mitigation measure would ensure steps would be taken to reduce impacts to paleontological resources in the event that they are discovered during construction. This would ensure that any potentially significant impacts would be reduced to a **less than significant** level regarding this topic.

MITIGATION MEASURE(S)

***Mitigation Measure GEO-3:** If paleontological resources are discovered during the course of construction, work shall be halted immediately within 50 meters (165 feet) of the discovery, the City of Tracy or San Joaquin County shall be notified, and a qualified paleontologist shall be retained to determine the significance of the discovery. If the paleontological resource is considered significant, it should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes.*

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LEGEND

 Project Site

 City Limits

USA Soils Map Units

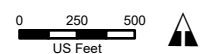
 Alfisols

 Mollisols

 Vertisols

TRACY DUAL HOTELS

Figure 8: Soils Map



De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

Sources: USA Soils Map Units; San Joaquin County GIS. Map date: October 29, 2024.

VIII. GREENHOUSE GAS EMISSIONS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?			X	

BACKGROUND

Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters Earth's atmosphere from space, and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation.

Naturally occurring GHGs include water vapor (H₂O), carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and ozone (O₃). Several classes of halogenated substances that contain fluorine, chlorine, or bromine are also GHGs, but they are, for the most part, solely a product of industrial activities. Although the direct GHGs CO₂, CH₄, and N₂O occur naturally in the atmosphere, human activities have changed their atmospheric concentrations. From the pre-industrial era (i.e., ending about 1750) to 2019, concentrations of these three GHGs have increased globally by 47, 156, and 23 percent, respectively (IPCC, 2023).³

Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), and chlorofluorocarbons (CFCs).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. In California, the transportation sector is the largest emitter of GHGs, followed by the industrial and electricity generation sectors (California Energy Commission, 2023).⁴

As the name implies, global climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local

³ IPCC. Climate Change 2023: The Physical Science Basis. Intergovernmental Panel on Climate Change, 2023.

⁴ California Energy Commission. California's State Greenhouse Gas Emissions Inventory: 2023 Edition. California Energy Commission, 2023.

concern, respectively. California produced 369 million gross metric tons of carbon dioxide equivalents (MMTCO₂e) in 2022 (California Air Resources Board, 2023).⁵

Carbon dioxide equivalents are a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Expressing GHG emissions in carbon dioxide equivalents takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO₂ were being emitted.

Consumption of fossil fuels in the transportation sector was the single largest source of California's GHG emissions in 2022, accounting for 38% of total GHG emissions in the State. This category was followed by the industrial sector (23%), the electricity generation sector (including both in-state and out of-state sources) (16%), the agriculture and forestry sector (9%), the residential energy consumption sector (8%), and the commercial energy consumption sector (6%).⁶

RESPONSES TO CHECKLIST QUESTIONS

Response a) and b): Less than Significant. Existing science is inadequate to support quantification of impacts that project specific GHG emissions have on global climatic change. This is readily understood when one considers that global climatic change is the result of the sum total of GHG emissions, both man-made and natural that occurred in the past; that is occurring now; and will occur in the future. The effects of project specific GHG emissions are cumulative, and unless reduced or mitigated, their incremental contribution to global climatic change could be considered significant.

The SJVAPCD's Guidance for Assessing and Mitigating Air Quality Impacts (SJVAPCD, 2015) provides an approach to assessing a project's impacts on greenhouse gas emissions by evaluating the project's emissions to the "reduction targets" established in the CARB's AB 32 Scoping Plan. For instance, the SJVAPCD's guidance recommends that projects should demonstrate that "*project specific GHG emissions would be reduced or mitigated by at least 29%, compared to Business as Usual (BAU), including GHG emission reductions achieved since the 2002-2004 baseline period, consistent with GHG emission reduction targets established in ARB's AB 32 Scoping Plan. Projects achieving at least a 29% GHG emission reduction compared to BAU would be determined to have a less than significant individual and cumulative impact for GHG.*"

Subsequent to the SJVAPCD's approval of the *Final Draft Guidance for Assessing and Mitigating Air Quality Impacts* (SJVAPCD 2015), the California Supreme Court issued an opinion that affects the conclusions that should/should not be drawn from a GHG emissions analysis that is based on consistency with the AB 32 Scoping Plan. More specifically, in *Center for Biological Diversity v.*

⁵ California Air Resources Board. California Greenhouse Gas Emissions Inventory: 2023 Edition. California Air Resources Board, 2023.

⁶ California Air Resources Board. 2022. 2022 Scoping Plan for Achieving Carbon Neutrality. November 16, 2022.

California Department of Fish and Wildlife, the Court ruled that showing a “project-level reduction” that meets or exceeds the Scoping Plan’s overall statewide GHG reduction goal is not necessarily sufficient to show that the project’s GHG impacts will be adequately mitigated: “*the Scoping Plan nowhere related that statewide level of reduction effort to the percentage of reduction that would or should be required from individual projects...*” According to the Court, the lead agency cannot simply assume that the overall level of effort required to achieve the statewide goal for emissions reductions will suffice for a specific project.

Given this Court decision, reliance on a 29 percent GHG emissions reduction from projected BAU levels compared to the project’s estimated 2020 levels as recommended in the SJVAPCD’s guidance documents is not an appropriate basis for an impact conclusion in the MND. Given that the SJVAPCD staff has concluded that “*existing science is inadequate to support quantification of impacts that project specific GHG emissions have on global climatic change,*” this MND instead relies on consistency with the local reduction strategies contained within the latest version of the CARB’s Scoping Plan policies, and the policies contained within the SJCOG’s 2022 RTP/SCS.

The approach still relies on the Appendix G of the CEQA Guidelines thresholds which indicate that climate change-related impacts are considered significant if implementation of the proposed Project would do any of the following:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

These two CEQA Appendix G threshold questions are provided within the Initial Study checklist and are the thresholds used for the subsequent analysis. The focus of the analysis is on the Project’s consistency with the 2022 Scoping Plan policies and the policies contained within the SJCOG’s 2022 RTP/SCS.

Project Greenhouse Gas Emissions

The proposed Project would generate GHGs during the construction and operational phases of the proposed Project. The primary source of construction-related GHGs from the proposed Project would result from emissions of CO₂ associated with the construction of the proposed Project, and worker vehicle trips. The proposed Project would require limited grading, and would also include site preparation, building construction, architectural coating, and paving phases. Sources of GHGs during Project operation would include CO₂ associated with operational vehicle trips and on-site energy usage (e.g. electricity). Other sources of GHG emissions would be minimal.

Table GHG-1 provides the estimated GHG emissions that would be generated during Project construction and operation.

Table GHG-1: Project Mitigated Construction and Operational GHG Emissions (metric tons/year)

YEAR	CO ₂ E
Construction	
Maximum Annual	399
Operation	
Annual	2,870

SOURCE: CALEEMOD, v.2022.1.1

Project Consistency with the 2022 Scoping Plan Policies

Table GHG-2, below provides a consistency analysis of the relevant 2022 Scoping Plan Policies in comparison to the proposed Project. The 2030 goal was codified under SB 32 and is addressed by the 2022 Scoping Plan. The new plan provides a strategy that is capable of reaching the SB 32 target if the measures included in the plan are implemented and achieve reductions within the ranges expected. Under the Scoping Plan Update, local government plays a supporting role through its land use authority and control over local transportation infrastructure. SB 375 and AB 32 is implemented with the SJCOG RTP/SCS. The RTP/SCS envisions an increase in development density that would encourage fewer and shorter trips and more trips by transit, walking, and bicycling in amounts sufficient to achieve the SB 375 targets. The 2022 Scoping Plan Update includes the strategy that the State intends to pursue to achieve the 2030 targets of Executive Order S-3-05 and SB 32.

TABLE GHG-2: PROJECT CONSISTENCY WITH THE 2022 SCOPING PLAN

SCOPING PLAN MEASURE	PROJECT CONSISTENCY
SCAQMD Rule 445 (Wood Burning Devices): Restricts the installation of wood-burning devices in new development.	<u>Mandatory Compliance.</u> Approximately 15 percent of California's major anthropogenic sources of black carbon include fireplaces and woodstoves. The Project would not include hearths (woodstove and fireplaces) as mandated by this rule.
California Renewables Portfolio Standard, Senate Bill 350 (SB 350) and Senate Bill 100 (SB 100): Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020. SB 350 requires 50 percent by 2030. SB 100 requires 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030. It also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	<u>No Conflict.</u> The Project would utilize electricity provided by Pacific Gas & Electric (PG&E), which is required to meet the 2020, 2030, 2045, and 2050 performance standards. In 2023, 37 percent of PG&E's electricity came from renewable resources. ¹ By 2030 PG&E plans to achieve over 60 percent carbon-free energy.
All Electric Appliances for New Residential and Commercial Buildings (AB 197): All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	<u>Mandatory Compliance.</u> Project-specific plans would be required to demonstrate that only all electric appliances would be installed for residential land uses starting in 2026, and for commercial uses starting in 2029, consistent with this requirement.

<i>SCOPING PLAN MEASURE</i>	<i>PROJECT CONSISTENCY</i>
California Code of Regulations, Title 24, Building Standards Code: Requires compliance with energy efficiency standards for residential and nonresidential buildings.	<u>Mandatory Compliance.</u> Future development associated with Project implementation would be required to meet the applicable requirements of the 2022 Title 24 Building Energy Efficiency Standards, including installation of rooftop solar panels and additional CALGreen requirements (see discussion under CALGreen Code requirements below).
California Green Building Standards (CALGreen) Code Requirements: All bathroom exhaust fans are required to be ENERGY STAR compliant.	<u>Mandatory Compliance.</u> Project-specific construction plans would be required to demonstrate that energy efficiency appliances, including bathroom exhaust fans, and equipment are ENERGY STAR compliant.
California Green Building Standards (CALGreen) Code Requirements: HVAC system designs are required to meet American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards.	<u>Mandatory Compliance.</u> Project-specific construction plans would be required to demonstrate that the HVAC system meets the ASHRAE standards.
California Green Building Standards (CALGreen) Code Requirements: Air filtration systems are required to meet a minimum efficiency reporting value (MERV) 8 or higher.	<u>Mandatory Compliance.</u> Specific development projects would be required to install air filtration systems (MERV 8 or higher) as part of its compliance with the 2022 Title 24 Building Energy Efficiency Standards.
California Green Building Standards (CALGreen) Code Requirements: Refrigerants used in newly installed HVAC systems shall not contain any chlorofluorocarbons.	<u>Mandatory Compliance.</u> Specific development projects would be required to meet this requirement as part of its compliance with the CALGreen Code.
California Green Building Standards (CALGreen) Code Requirements: Parking spaces shall be designed for carpool or alternative fueled vehicles. Up to eight percent of total parking spaces is required for such vehicles.	<u>Mandatory Compliance.</u> Specific development projects would be required to meet this requirement as part of its compliance the CALGreen Code.
Mobile Source Strategy (Cleaner Technology and Fuels): Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems, and reduction of vehicle miles traveled.	<u>Consistent.</u> The Project would be consistent with this strategy by supporting the use of zero-emission and low-emission vehicles; refer to CALGreen Code discussion above.
Senate Bill (SB) 375: SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the State's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.	<u>Consistent.</u> As demonstrated in Table GHG-3 , the Project would comply with the San Joaquin Council of Governments (SJCOG) 2022 RTP/SCS, and therefore, the Project would be consistent with SB 375.
CCR, Title 24, Building Standards Code: Title 24 includes water efficiency requirements for new residential and non-residential uses.	<u>Mandatory Compliance.</u> Refer to the discussion under 2022 Title 24 Building Standards Code and CALGreen Code, above.

SCOPING PLAN MEASURE	PROJECT CONSISTENCY
Water Conservation Act of 2009 (Senate Bill X7-7): The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. Each urban retail water supplier shall develop water use targets to meet this goal. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convey, treat, and distribute the water; it also reduces emissions from wastewater treatment.	<u>Consistent.</u> Refer to the discussion under 2022 Title 24 Building Standards Code and CALGreen Code, above.
California Integrated Waste Management Act (IWMA) of 1989 and Assembly Bill (AB) 341: The IWMA mandates that State agencies develop and implement an integrated waste management plan which outlines the steps to divert at least 50 percent of solid waste from disposal facilities. AB 341 directs the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling and sets a Statewide goal for 75 percent disposal reduction by the year 2020.	<u>Mandatory Compliance.</u> The Project would be required to comply with AB 341 which requires multifamily residential dwelling of five units or more to arrange for recycling services. This would reduce the overall amount of solid waste disposed of at landfills. The decrease in solid waste would in return decrease the amount of methane released from decomposing solid waste.

¹PG&E 2023 POWER MIX. WEBSITE: [HTTPS://WWW.ENERGY.CA.GOV/FILEBROWSER/DOWNLOAD/7281](https://www.energy.ca.gov/filebrowser/download/7281)

SOURCE: CALIFORNIA AIR RESOURCES BOARD. 2022. FINAL 2022 SCOPING PLAN FOR ACHIEVING CARBON NEUTRALITY. WEBSITE: [HTTPS://WW2.ARB.CA.GOV/SITES/DEFAULT/FILES/2022-12/2022-SP.PDF](https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp.pdf)

Project Consistency with SJCOG's RTP/SCS

The proposed Project is analyzed for consistency with the strategies contained in the latest adopted SJCOG RTP/SCS (i.e. SJCOG's 2022 RTP/SCS). With the passage of SB 375 in 2008, metropolitan planning organizations were required to develop an SCS, which must demonstrate an ambitious, yet achievable, approach to how land use development and transportation can work together to meet greenhouse gas emission reduction targets for cars and light trucks. These targets, set by the California Air Resources Board, call for the region to reduce per capita emissions. Table GHG-3 below provides this consistency analysis.

TABLE GHG-3: PROJECT CONSISTENCY WITH THE SJCOG's 2022 RTP/SCS

RTP/SCS POLICY	PROJECT CONSISTENCY
Policy 1: Enhance the Environment for Existing and Future Generations and Conserve Energy	Consistent. The proposed Project would meet the requirements of Title 24 for energy efficient design.
Policy 2: Maximize Mobility and Accessibility	Consistent. The proposed Project is compatible to the surrounding area. The proposed Project's location would be easily accessible from the surrounding area.
Policy 3: Increase Safety and Security	Consistent. The proposed Project is along Corral Hollow Road, in a safe and accessible location.
Policy 4: Preserve the Efficiency of the Existing Transportation System	Consistent. The proposed Project will facilitate movement in the Tracy area and thereby increasing the efficiency of the existing transportation system.
Policy 5: Support Economic Vitality	Consistent. The proposed Project improves access to a key strategic economic center, promotes the safe and efficient movement of goods by truck, and supports the implementation of transportation

<i>RTP/SCS POLICY</i>	<i>PROJECT CONSISTENCY</i>
	improvements adjacent to the Project site (since the Project would pay its fair share of traffic improvements).
Policy 6: Promote Interagency Coordination and Public Participation for Transportation Decision-Making and Planning Efforts	Not Applicable. The proposed Project is not a transportation Project.
Policy 7: Maximize Cost-Effectiveness	Consistent. The proposed Project is located in an area that has been planned for in the City's General Plan for commercial uses such as the proposed Project. Moreover, the proposed Project utilizes existing transportation corridors.
Policy 8: Improve the Quality of Life for Residents	Consistent. The proposed Project implements a commercial Project in an area that has been planned for in the General Plan for commercial land uses. Therefore, the proposed Project avoids being sited in an area that would be highly sensitive to the physical environmental impacts associated with the proposed Project, thereby maintaining quality of life for residents in the City of Tracy and the region.

SOURCE: SAN JOAQUIN COUNCIL OF GOVERNMENTS (SJCOC). 2022. 2022 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS). AUGUST 5, 2022. WEBSITE: [HTTPS://WWW.SJOCOG.ORG/608/ADOPTED-2022-RTPSCS-PLAN](https://www.sjocog.org/608/ADOPTED-2022-RTPSCS-PLAN). ACCESSED MARCH 17, 2025.

Conclusion

Overall, the proposed Project would be consistent with the policies within the CARB's 2022 Scoping Plan and the SJCOC's latest RTP/SCS. Therefore, the proposed Project would not generate a significant cumulative impact to GHGs. The proposed Project would not generate GHG emissions that would have a significant impact on the environment or conflict with any applicable plans, policies, or regulations. Therefore, impacts related to greenhouse gases are **less than significant**.

IX. HAZARDS AND HAZARDOUS MATERIALS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less than Significant with Mitigation. The proposed Project would place hotel uses in an area of the City that currently contains residential, commercial, and industrial uses. Like most agricultural and farming operations in the Central Valley, agricultural practices in the area have used agricultural chemicals including pesticides and herbicides as a standard practice. Although no contaminated soils have been identified on the Project site or the vicinity above applicable levels, residual concentrations of pesticides may be present in soil as a result of historic agricultural application and storage. Continuous spraying of crops over many years can potentially result in a residual buildup of pesticides, in farm soils. Of highest concern relative to agrichemicals are chlorinated herbicides, organophosphate pesticides, and organochlorine pesticides, such as such as Mecoprop (MCP), Dinoseb, chlordane, dichloro-diphenyltrichloroethane (DDT), and dichloro-diphenyl-dichloroethylene (DDE). There are no records of soil contamination on the Project site.

Transportation, storage, use, and disposal of hazardous materials during construction activities associated with the proposed project would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials. In addition, as described previously the proposed project would be required to implement a Stormwater Pollution Prevention Plan and BMPs during construction activities, which would prevent any contaminated dust or runoff from leaving the project site.

The proposed commercial land uses do not routinely transport, use, or dispose of hazardous materials, or present a reasonably foreseeable release of hazardous materials, with the exception of common hazardous materials such as household cleaners, paint, etc. The operational phase of the proposed Project does not pose a significant hazard to the public or the environment.

Onsite reconnaissance and historical records indicate that there are no known underground storage tanks or pipelines located on the Project site that contain hazardous materials. Therefore, the disturbance of such items during construction activities is unlikely. Construction equipment and materials would likely require the use of petroleum based products (oil, gasoline, diesel fuel), and a variety of common chemicals including paints, cleaners, and solvents. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, state, and local statutes and regulations. Compliance would ensure that human health and the environment are not exposed to hazardous materials.

Mitigation Measure HAZ-1 presented below require a Soils Management Plan (SMP) to be submitted and approved by the San Joaquin County Department of Environmental Health prior to the issuance of a grading permit. The SMP will establish management practices for handling hazardous materials, including fuels, paints, cleaners, solvents, etc., during construction. In addition, the Project applicant would be statutorily required to implement a SWPPP during construction activities, which would prevent any contaminated runoff from leaving the Project site. Further, Mitigation Measure HAZ-2 requires submittal of a Hazardous Materials Business Plan. Therefore, the proposed Project would have a **less-than-significant impact** relative to this issue.

MITIGATION MEASURE(S)

Mitigation Measure HAZ-1: A Soils Management Plan (SMP) shall be submitted and approved by the San Joaquin County Department of Environmental Health prior to the issuance of a grading permit. The SMP shall establish management practices for handling hazardous materials, including fuels, paints, cleaners, solvents, etc., during construction. The approved SMP shall be posted and maintained onsite during construction activities and all construction personnel shall acknowledge that they have reviewed and understand the plan.

Mitigation Measure HAZ-2: Prior to bringing hazardous materials onsite, the applicant shall submit a Hazardous Materials Business Plan (HMBP) to San Joaquin County Environmental Health Division (CUPA) for review and approval. If during the construction process the applicant or his subcontractors generates hazardous waste, the applicant must register with the CUPA as

a generator of hazardous waste, obtain an EPA ID# and accumulate, ship and dispose of the hazardous waste per Health and Safety Code Ch. 6.5. (California Hazardous Waste Control Law).

Response c): No Impact. The Project site is not located within ¼ mile of an existing school. Jacobson Elementary School is located approximately 0.33 miles east of the Project site. Therefore, **no impact** would occur as a result of the proposed Project.

Response d): Less than Significant. According to the California Department of Toxic Substances Control (DTSC) there are no Federal Superfund Sites, State Response Sites, or Voluntary Cleanup Sites on, or in the near vicinity of the Project site. The Project site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. The nearest investigation sites include:

Quality Cleaners, Tracy (site #60002170). This site is a strip mall that contains Quality Dry Cleaners. The site is a voluntary cleanup site and is active as of March 27, 2015. The site was investigated and had limited soil, indoor air, and soil samples taken. PDT/TCE has been found in the groundwater and indoor air.

Old Valley Pipeline (Laurelbrook) (site #37860005). From the early 1900's to the late 1950's, the Old Valley Pipeline was used by Standard Oil Company (now Chevron) to transport heavy petroleum (crude oil) from Bakersfield to Richmond. The site is a voluntary cleanup site and was referred to the Regional Water Quality Control Board as of December 9, 2015. A Voluntary Cleanup Agreement dated October 23, 2002 outlined site characterization and human health activities. The site characteristic activities are ongoing.

Therefore, implementation of the proposed Project would result in a **less-than-significant impact** relative to this environmental topic.

Response e): No Impact. The Project is not located within the airport land use plan area for any airport, including for the Tracy Municipal Airport, which is located approximately 4.7 miles south of the Project site. Therefore, implementation of the proposed Project would have **no impact** relative to this topic.

Response f): Less than Significant. The Project site currently connects to an existing network of City streets. The proposed roadway circulation improvements would allow for greater emergency access relative to existing conditions. The Project includes new connections to Corral Hollow Road and West Valley Mall Drive. The Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, impacts from Project implementation would be considered **less than significant** relative to this topic.

Response g): No Impact. The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable

because they have a high surface area to mass ratio and require less heat to reach the ignition point. The County has areas with an abundance of flashy fuels (i.e., grassland) in the foothill areas of the County. The Project would not result in development of structures or housing which would subject residents, visitors, or workers to long-term wildfire danger. The project would not result in development of structures or housing which would subject residents, visitors, or workers to long-term wildfire danger. Since the project site is not located within a designated wildfire hazard area, there is **no impact**.

X. HYDROLOGY AND WATER QUALITY -- WOULD THE PROJECT:

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
(i) Result in substantial erosion or siltation on- or off-site;			X	
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X	
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
(iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a): Less than Significant. The proposed Project does not contain any drainage connectivity to Waters of the US. The proposed Project would also not result in intensification of land uses, or the addition of structures or uses that would differ from the current General Plan. In order to ensure that stormwater runoff from the Project site does not adversely increase pollutant levels in adjacent surface waters and stormwater conveyance infrastructure, the application of BMPs to effectively reduce pollutants from stormwater leaving the site during both the construction and operational phases of the Project are required. As noted in the Project description, a SWPPP would be required to be approved prior to construction activities pursuant to the Clean Water Act.

Through compliance with the NPDES permit requirements, and compliance with the SWPPP, the proposed Project would not result in a violation of any water quality standards or waste

discharge requirements. Therefore, through compliance with the NPDES, and SWPPP requirements, the proposed Project would result in a **less-than-significant impact** relative to this topic.

Responses b): Less than Significant. The proposed Project would not result in the construction of new groundwater wells, nor would it increase existing levels of groundwater pumping. The proposed Project would be served by the City's municipal water system. The City of Tracy uses several water sources, including the US Bureau of Reclamation, the South County Water Supply Project (SCWSP), and groundwater. As described in greater detail in the Utilities Section of this document, the City has adequate water supplies to serve the proposed Project without increasing the current rate of groundwater extraction.

Groundwater recharge occurs primarily through percolation of surface waters through the soil and into the groundwater basin. The addition of significant areas of impervious surfaces (such as roads, parking lots, buildings, etc.) can interfere with this natural groundwater recharge process. Upon full Project buildout, most of the Project site would be covered in impervious surfaces, which would limit the potential for groundwater percolation to occur on the Project site. However, given the relatively large size of the groundwater basin in the Tracy area, the areas of impervious surfaces added as a result of Project implementation will not adversely affect the recharge capabilities of the local groundwater basin. The proposed Project would result in **less-than-significant impacts** related to depletion of groundwater supplies and interference with groundwater recharge. No mitigation is required.

Responses c.i)-c.iv): The proposed Project would not alter a stream or river. The implementation of the proposed Project would result in additional impervious surfaces. As a standard practice, the City requires post-Project runoff to be equal to or less than pre-Project runoff, which would ensure that the proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

Additionally, the Project is subject to the requirements of Chapter 11.34 of the Tracy Municipal Code – Stormwater Management and Discharge Control. The purpose of this Chapter is to *“Protect and promote the health, safety and general welfare of the citizens of the City by controlling non-stormwater discharges to the stormwater conveyance system, by eliminating discharges to the stormwater conveyance system from spills, dumping, or disposal of materials other than stormwater, and by reducing pollutants in urban stormwater discharges to the maximum extent practicable.”*

This chapter is intended to assist in the protection and enhancement of the water quality of watercourses, water bodies, and wetlands in a manner pursuant to and consistent with the Federal Water Pollution Control Act (Clean Water Act, 33 USC Section 1251 et seq.), Porter-Cologne Water Quality Control Act (California Water Code Section 13000 et seq.) and NPDES Permit No. CAS000004, as such permit is amended and/or renewed.

New projects in the City of Tracy are required to provide site-specific storm drainage solutions and improvements that are consistent with the overall storm drainage infrastructure approach

presented in the 2012 City of Tracy Citywide Storm Drainage Master Plan. Prior to approval of the improvement plans, a detailed storm drainage infrastructure plan shall be coordinated with the City of Tracy Development Services Department and Utilities Department for review and approval. The proposed Project's storm drainage infrastructure plans must demonstrate adequate infrastructure capacity to collect and direct all stormwater generated on the Project site to the existing stormwater conveyance system and demonstrate that the proposed Project would not result in on- or off-site flooding impacts.

In order to ensure that stormwater runoff from the Project site does not adversely increase pollutant levels in adjacent surface waters and stormwater conveyance infrastructure, or otherwise degrade water quality, a SWPPP would be required. The SWPPP would require the application of BMPs to effectively reduce pollutants from stormwater leaving the site, which would ensure that stormwater runoff does not adversely increase pollutant levels and would reduce the potential for disturbed soils and ground surfaces to result in erosion and sediment discharge into adjacent surface waters during construction and operational phases of the Project.

As noted above, the City requires post-Project runoff to be equal to or less than pre-Project runoff, which would ensure that the proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

Overall, impacts from Project implementation would be reduced to a **less than significant** level relative to this topic.

Response d): Less than Significant. The Project site is not within a 100-year or 200-year flood zone as delineated by FEMA, as provided in Figure 9. Additionally, the Project site is not within a tsunami or seiche zone. However, the Project site is within a dam inundation area; specifically, the Don Pedro Dam Inundation Area, as provided in Figure 10. Nevertheless, the safety of dams in California is stringently monitored by the California Department of Water Resources, Division of Safety of Dams (DSD). The DSD is responsible for inspecting and monitoring the dam in perpetuity. The proposed Project would not result in actions that could result in a higher likelihood of dam failure at the Don Pedro Dam. There will always be a remote chance of dam failure that results in flooding of portions of the City. However, the Project Site lies outside of this risk area. Additionally, the Project Site and the surrounding areas are relatively flat, which precludes the possibility of mudflows occurring on the Project Site. This is a **less-than-significant impact**.

Response e): Less than Significant. The Water Quality Control Plan for the Central Valley Region and the 2014 Eastern San Joaquin Integrated Water Resources Master Plan (IRWMP) are the two guiding documents for water quality and sustainable groundwater management in the Project area. Consistency with the two plans is discussed below.

Water Quality Control Plan for the Central Valley Region

The Water Quality Control Plan for the Central Valley Region (Basin Plan) includes a summary of beneficial water uses, water quality objectives needed to protect the identified beneficial uses, and implementation measures. The Basin Plan establishes water quality standards for all the

ground and surface waters of the region. The RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's ground and surface water. Permits are issued under a number of programs and authorities. The terms and conditions of these discharge permits are enforced through a variety of technical, administrative, and legal means. Water quality problems in the region are listed in the Basin Plan, along with the causes, where known.

As discussed above, impacts related to water quality during construction and operation would be less than significant with implementation of the four recommendations in the Technical Memorandum and the Project-specific SWPPP. The proposed Project would create new impervious surfaces along Corral Hollow Road. The long-term operations of the proposed Project would not result in long-term impacts to surface water quality from urban stormwater runoff.

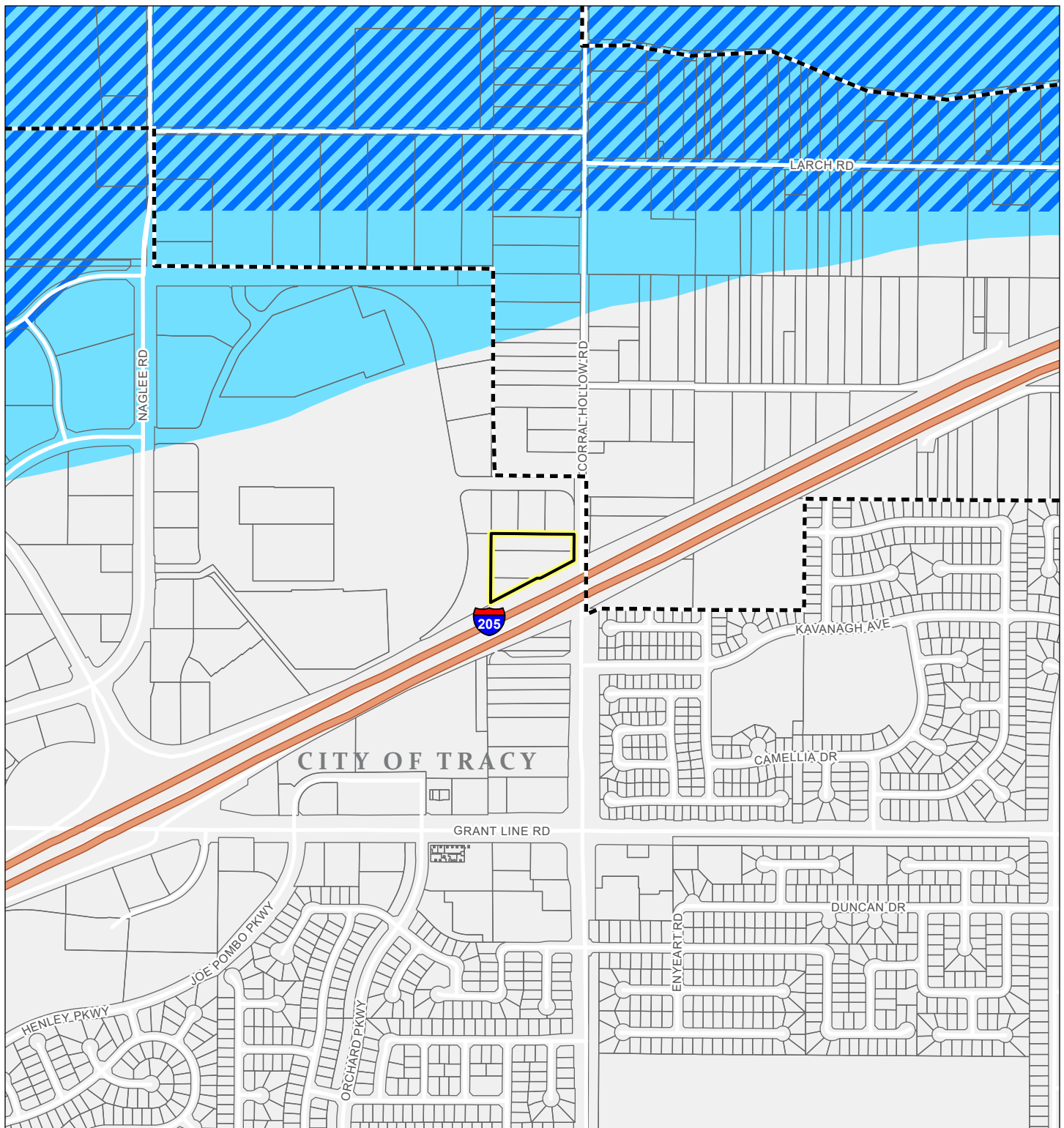
2014 Eastern San Joaquin IRWMP

The 2014 Eastern San Joaquin IRWMP defines and integrates key water management strategies to establish protocols and courses of action to implement the Eastern San Joaquin Integrated Conjunctive Use Program. The 2014 Eastern San Joaquin IRWMP is an update and expansion of the 2007 IRWMP prepared for the Eastern San Joaquin Region. There has been significant progress toward implementing the goal of improving the sustainability and reliability of water supplies in the Region, but the process is ongoing and as yet incomplete. The IWRMP does not include requirements for individual projects, such as the proposed Project. Instead, the IWRMP outlines projects to be carried out which achieve regional goals, such as reduced water demand, improved efficiency, improved water quality, and improved flood management.

As discussed previously, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. The proposed Project would result in new impervious surfaces that could reduce rainwater infiltration and groundwater recharge. Rainwater which falls on the new impervious surfaces would flow to the adjacent stormwater facilities. Additionally, the proposed Project would not interfere with groundwater recharge.

Conclusion

Overall, implementation of the proposed Project would have a **less-than-significant impact** related to conflicts with the Basin Plan and the Groundwater Management Plan.

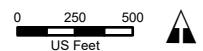


LEGEND

- Project Site
- City Limits
- 100-Year Flood Zone
- 200-Year Flood Zone

TRACY DUAL HOTELS

Figure 9: FEMA Flood Map

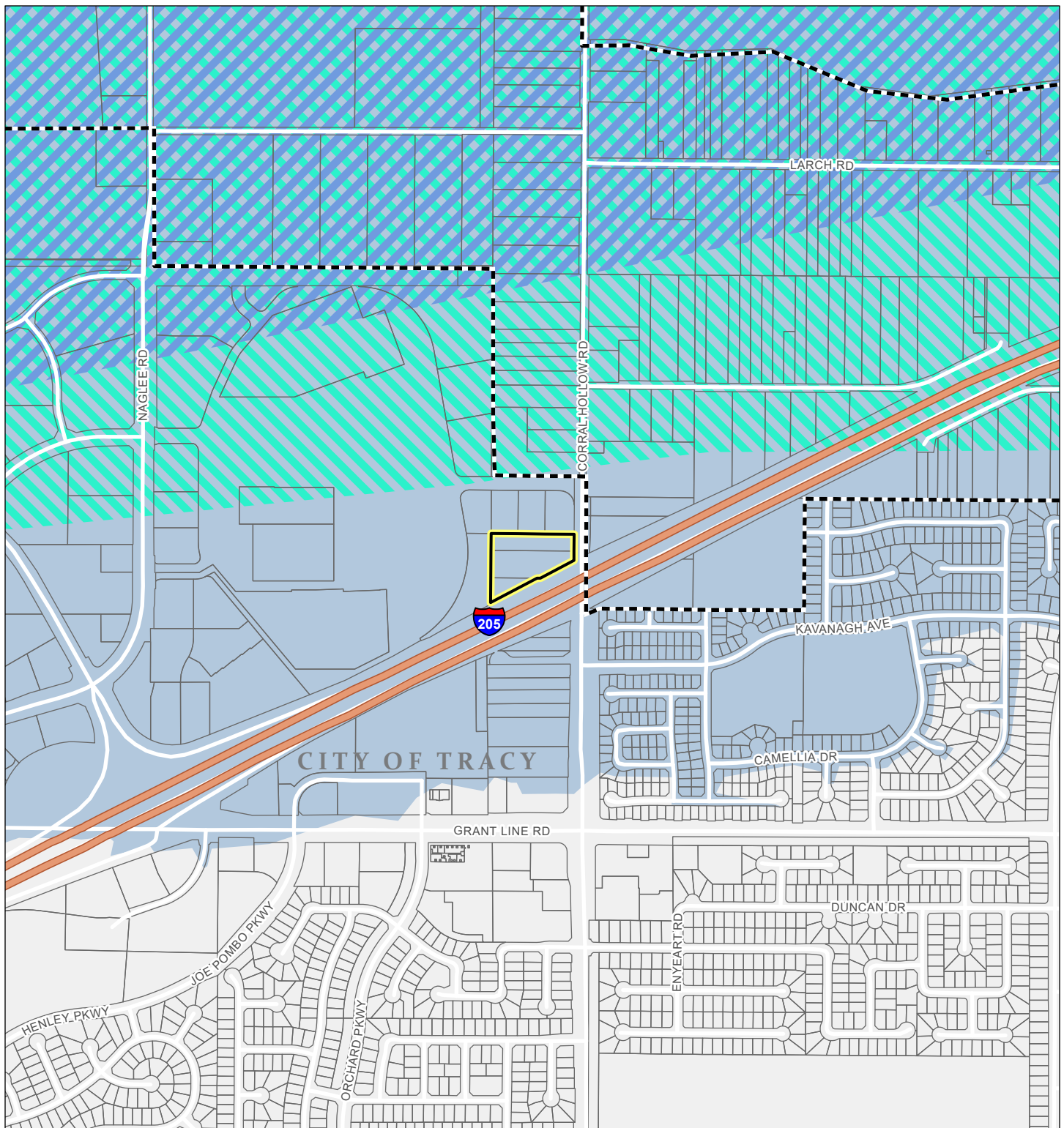


De Novo Planning Group






A Land Use Planning, Design, and Environmental Firm

Sources: FEMA; DWR; San Joaquin County GIS. Map date: October 29, 2024.

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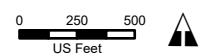


LEGEND

-  Project Site
-  City Limits
-  New Melones Dam Inundation Area
-  San Luis Reservoir Dam Inundation Area
-  Don Pedro Dam Inundation Area

TRACY DUAL HOTELS

Figure 10: Dam Inundation Map



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XI. LAND USE AND PLANNING -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a): No Impact. The Project site is surrounded by vacant land, and residential, commercial, and industrial land uses. The Project would be consistent and compatible with the surrounding land uses. The Project would not physically divide any established community. Therefore, there is **no impact**.

Responses b): Less than Significant. The Project site is identified as Commercial on the City of Tracy Land Use Map (see Figure 4).

The key planning documents that are directly related to, or that establish a framework within which the proposed Project must be consistent, include (but are not limited to):

- City of Tracy General Plan
- City of Tracy Zoning Ordinance

The Project site is located just north of the Grant Line Road and Corral Hollow Road Area of Special Consideration. The vision for this area is for a medical office area that takes advantage of the proximity of the Kaiser Medical Center. The following General Plan policies apply to areas within the Grant Line Road and Corral Hollow Road Area of Special Consideration:

- 3a. Commercial uses that support the medical industry may be allowed in areas designated as Office.
- 3b. High density residential development, including projects for senior citizens, may be allowed on a case-by-case basis to take advantage of the close proximity to medical and retail services.

Additionally, the following standards apply to the C land use designation:

- Commercial (C). The Commercial designation allows for a relatively wide range of uses but focuses primarily on retail and consumer service activities that meet the needs of Tracy residents and employees as well as pass-through travelers. Specific categories of commercial activity within this designation include general commercial, regional commercial and highway commercial. The specific location of each type of commercial use is provided in the zoning code. Commercially designated land may have a maximum FAR of 1.0.

The proposed uses on the Project site are consistent with the purpose of the General Plan designation of Commercial, which allows for a relatively wide range of uses but focuses primarily on retail and consumer service activities that meet the needs of Tracy residents and employees as well as pass-through travelers.

The Project would also require a Specific Plan Amendment to modify the I-205 Corridor Specific Plan boundaries to include APN #212-260-090 and to assign it the I-205 Corridor Specific Plan land use designation of General Commercial. Additionally, the applicant is requesting a Specific Plan Amendment request for a Floor Area Ratio (FAR) increase for the proposed Project from 0.6 to 0.75.

Overall, the Project's consistency with other General Plan policies that provide environmental protections are addressed within the relevant sections of this document. This is a **less-than-significant impact**, and no mitigation is required.

XII. MINERAL RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): No Impact. As described in the Tracy General Plan EIR, the main mineral resources found in San Joaquin County, and the Tracy Planning Area, are sand and gravel (aggregate), which are primarily used for construction materials such as asphalt and concrete. According to the California Geological Survey (CGS) evaluation of the quality and quantity of these resources, the most marketable aggregate materials in San Joaquin County are found in three main areas:

- In the Corral Hollow alluvial fan deposits south of Tracy
- Along the channel and floodplain deposits of the Mokelumne River
- Along the San Joaquin River near Lathrop

Figure 4.8-1 of the General Plan EIR identifies Mineral Resource Zones (MRZs) throughout the Tracy Planning Area. The Project site is located within an area designated as MRZ-1. The MRZ-1 designation applies to areas where adequate information indicates that no significant mineral deposits are present, or where there is little likelihood for their presence. There are no substantial aggregate materials located within the Project site. Therefore, the Project would not result in the loss of availability of a known mineral resource. There is **no impact**.

XIII. NOISE

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

KEY NOISE TERMS

Acoustics The science of sound.

Ambient Noise The distinctive acoustical characteristics of a given area consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.

Attenuation The reduction of noise.

A-Weighting A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.

Decibel or dB Fundamental unit of sound, defined as ten times the logarithm of the ratio of the sound pressure squared over the reference pressure squared.

CNEL Community noise equivalent level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.

Frequency The measure of the rapidity of alterations of a periodic acoustic signal, expressed in cycles per second or Hertz.

Impulsive Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.

L_{dn} Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.

L_{eq}	Equivalent or energy-averaged sound level. This section provides a general description of the existing noise sources in the project vicinity, a discussion of the regulatory setting, and identifies potential noise impacts associated with the proposed project. project impacts are evaluated relative to applicable noise level criteria and to the existing ambient noise environment.
L_{max}	The highest root-mean-square (RMS) sound level measured over a given period of time.
L_(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L ₅₀ is the sound level exceeded 50 percent of the time during the one hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
Noise	Unwanted sound.
SEL	Sound exposure levels. A rating, in decibels, of a discrete event, such as an aircraft flyover or train passby, that compresses the total sound energy into a one-second event.

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant with Mitigation. The following analysis is based on the Environmental Noise Assessment prepared by Saxelby Acoustics for the proposed Project on January 31, 2025 (Appendix B).

Summary of Applicable Noise Level Criteria

The proposed Project includes development of transient lodging and is subject to the City of Tracy hotel noise level standards.

Table NOISE-1 shows the City of Tracy Land Use Compatibility Chart. The table indicates that development of residential uses is “Normally Acceptable” where the ambient noise level is 65 dBA L_{dn} or less. Ambient levels exceeding 60 dB L_{dn} shall be analyzed following protocols in Appendix Chapter 12, Section 1208A, Sound Transmission Control, California Building Code. Construction where the ambient noise level exceeds 70 dBA L_{dn} is considered “Unacceptable.” Construction may occur where noise levels range from 60 dBA L_{dn} to 70 dBA L_{dn} if noise reduction measures are implemented to ensure interior and exterior spaces are protected from excessive noise. Policy P5 establishes an acceptable interior noise level of 45 dBA L_{dn}.

Table NOISE-1: Effects of Vibration on People and Buildings

LAND USE CATEGORY	EXTERIOR NOISE EXPOSURE (LDN)					
	55	60	65	70	75	80
Single-Family Residential						
Multi-Family Residential, Hotels, and Motels		(a)				
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches						
Office Buildings, Business Commercial, and Professional						
Auditoriums, Concert Halls, Amphitheaters						
	NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.					
	CONDITIONALLY ACCEPTABLE Specified land use may be permitted only after detailed analysis of the noise reduction requirements and the needed noise insulation features included in the design.					
	UNACCEPTABLE New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.					

(A) RESIDENTIAL DEVELOPMENT SITES EXPOSED TO NOISE LEVELS EXCEEDING 60 LDN SHALL BE ANALYZED FOLLOWING PROTOCOLS IN APPENDIX CHAPTER 12, SECTION 1208A, SOUND TRANSMISSION CONTROL, CALIFORNIA BUILDING CODE.
SOURCE: CITY OF TRACY GENERAL PLAN.

Table NOISE-2 shows the noise level standard of a one-hour average sound level permitted at any point on or beyond the boundaries of the property. The table indicates the proposed Project shall not produce non-transportation noise levels of 55 dBA L_{eq} at adjacent noise sensitive receptors.

Table NOISE-2: General Sound Level Limits at Base District Zone

BASE DISTRICT ZONE	SOUND LEVEL LIMITS (DECIBELS)
1. Residential Districts RE (Residential Estate) LDR (Low Density) MDR/MDC (Medium Density) HDR (High Density) RMH (Mobile Home)	55
2. Commercial Districts MO (Medical Office) POM (Professional Office and Medical) NS (Neighborhood Shopping) CBD (Central Business District) GHC (General Highway) H-s (Highway Service)	65
3. Industrial Districts M-1 (Light Industrial) M-2 (Heavy Industrial)	75

BASE DISTRICT ZONE	SOUND LEVEL LIMITS (DECIBELS)
4. A (Agricultural)	75
5. AMO Aggregate Mineral Overlay Zone	75

SOURCE: CITY OF TRACY MUNICIPAL CODE.

Existing Noise Receptors

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Sensitive noise receptors may also include threatened or endangered noise sensitive biological species, although many jurisdictions have not adopted noise standards for wildlife areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise.

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the Project site, sensitive land uses include existing residential uses located to the north and southeast of the Project site.

Existing General Ambient Noise Levels

The existing noise environment in the project area is primarily defined by traffic on I-205. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurement at one location on the Project site and a short term measurement at another location. Noise measurement locations are shown on Figure 2 of the Environmental Noise Assessment. A summary of the noise level measurement survey results is provided in NOISE-3.

Table NOISE-3: Summary of Existing Background Noise Measurement Data

LOCATION	DATE	L_{DN}	DAYTIME L_{EQ}	DAYTIME L_{50}	DAYTIME L_{MAX}	NIGHTTIME L_{EQ}	NIGHTTIME L_{50}	NIGHTTIME L_{MAX}
LT-1: 400 ft. to CL of I-205	12/11/24	71	65	65	75	65	64	73
	12/12/24	75	69	68	76	69	67	74
ST-1: 185 ft. to CL of I-205	12/10/24	N/A	67	46	76	N/A	N/A	N/A

SOURCE: SAXELBY ACOUSTICS, 2025.

Traffic Noise Increases at Off-Site Receptors

The FICON guidelines specify criteria to determine the significance of traffic noise impacts. Where existing traffic noise levels are greater than 65 dB Ldn, a +1.5 dB Ldn increase in roadway noise levels will be considered significant. According to Tables 3-4, the maximum increase in traffic noise at the nearest sensitive receptor is predicted to be 0.1 dBA. Therefore, impacts resulting from increased traffic noise would be considered less-than-significant, and no mitigation is required.

Operational Noise at Existing Sensitive Receptors

Compliance with City of Tracy Standards

As shown on Figure 3 of the Environmental Noise Assessment (refer to Appendix B), the project is predicted to expose nearby residences to noise levels up to 34 dBA Leq. These noise levels are predicted to comply with the City of Tracy noise level standard of 55 dBA Leq. Therefore, this is a less-than-significant impact, and no mitigation is required.

Construction Noise

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in Table 5 of the Environmental Noise Assessment (refer to Appendix B), activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA Lmax at a distance of 50 feet. Construction activities would also be temporary in nature and are anticipated to occur during normal daytime working hours.

The City of Tracy Municipal Code restricts construction noise from the noise ordinance between the hours of 7:00 a.m. and 7:00 p.m. or daylight hours. In addition, the municipal code requires the following noise control measures:

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- Utilize “quiet” air compressors and other stationary noise sources where technology exists.

Caltrans defines a significant increase as an increase of 12 dBA over existing ambient noise levels; Saxelby Acoustics used this criterion to evaluate increases due to construction noise associated with the project. As shown in Table 5 of the Environmental Noise Assessment (refer to Appendix B), construction equipment is predicted to generate noise levels of up to 90 dBA Lmax at 50 feet. Construction noise is evaluated as occurring at the center of the site to represent average noise levels generated over the duration of construction across the project site. The nearest residential uses are located approximately 500 feet as measured from the center of the project site. At this distance, maximum construction noise levels would be up to 70 dBA. The average daytime maximum noise level in the vicinity of the sensitive receptors was measured to be approximately 75 dBA Lmax, resulting in a 0 dB increase. Therefore, project construction would not cause an increase of greater than 12 dBA over existing ambient noise levels.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A Project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur during daytime hours.

Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the construction if construction activities were to occur outside the normal daytime hours. Therefore, impacts resulting from noise levels temporarily exceeding the threshold of significance due to construction would be considered potentially significant short-term impact. However, with implementation of Mitigation Measure NOISE-1, this impact would be considered **less than significant**.

MITIGATION MEASURE(S)

Mitigation Measure NOISE-1: *The City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:*

- *Construction shall be limited to 7:00 a.m. to 7:00 p.m.*
- *All construction equipment powered by internal combustion engines shall be properly muffled and maintained.*
- *Quiet construction equipment, particularly air compressors, are to be selected whenever possible.*
- *All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.*
- *Unnecessary idling of internal combustion engines is prohibited.*
- *The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.*

These requirements shall be noted on the Project plans prior to approval of grading and/or building permits.

Response b): Less than Significant. Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by several factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. Table NOISE-4 indicates that the threshold for damage to structures ranges from 0.2 to 0.6 peak particle velocity in inches per second (in/sec p.p.v.). One-half this minimum threshold or 0.1 in/sec p.p.v. is considered a safe criterion that would protect against architectural or structural damage. The general threshold at which human annoyance could occur is noted as 0.1 in/sec p.p.v.

Table NOISE-4: Effects of Vibration on People and Buildings

PEAK PARTICLE VELOCITY		HUMAN REACTION	EFFECT ON BUILDINGS
MM/SEC.	IN./SEC.		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage.

SOURCE: CALTRANS. TRANSPORTATION RELATED EARTHBORN VIBRATIONS. TAV-02-01-R9601 FEBRUARY 20, 2002.

The vibration-generating activities typically happen during construction when activities such as grading and road construction occur. Structures which could be impacted by construction-related vibrations, especially vibratory compactors/rollers, are located approximately 130 feet, or further, from the Project site. At this distance, construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural. Table NOISE-5 shows the typical vibration levels produced by construction equipment.

Table NOISE-5: Vibration Levels for Varying Construction Equipment

TYPE OF EQUIPMENT	PEAK PARTICLE VELOCITY @ 25 FEET (INCHES/SECOND)	PEAK PARTICLE VELOCITY @ 50 FEET (INCHES/SECOND)	PEAK PARTICLE VELOCITY @ 100 FEET (INCHES/SECOND)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.037	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210	0.074	0.026

SOURCE: FEDERAL TRANSIT ADMINISTRATION, TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT GUIDELINES, MAY 2006.

Construction Vibration Impacts

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

The Table NOISE-5 data indicates that construction vibration levels anticipated for the Project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located further than 26 feet from typical construction activities. At distances greater than 26 feet construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

This is a **less-than-significant impact**, and no mitigation is required.

Response c): No Impact. The Project site is located approximately 4.5 miles north of the nearest airport (the Tracy Municipal Airport) and is outside of the contours of the Tracy Municipal Airport land use plan. Therefore, there is **no impact** relative to this topic.

XIV. POPULATION AND HOUSING -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. Implementation of the Project would result in the construction of up to a 177-room hotel on the Project site. The proposed Project is located near the northern edge of an existing urbanized area of the City. There is existing infrastructure (roads, water, sewer, etc.) in the immediate vicinity of the Project site. While the Project would extend these services onto the site to serve the proposed development, the Project would not extend infrastructure beyond an area of the City not currently served. Therefore, while the Project may induce population growth through the provision of a 177-room hotel in the short-term, the Project would not indirectly induce population growth in other areas of the City of Tracy.

This impact is **less than significant**, as demonstrated throughout this document. No additional mitigation is required.

Response b): Less than Significant. There are no residential structures located on the Project site. Development of the Project would not create or remove housing. Therefore, the Project would not displace substantial numbers of people or existing housing. Therefore, there would be **no impact** relative to this topic..

XV. PUBLIC SERVICES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?				X
Parks?				X
Other public facilities?				X

RESPONSES TO CHECKLIST QUESTIONS

Response a.i) Fire Protection: Less than Significant. On September 16, 1999, the City of Tracy Fire Department merged with the Tracy Rural Fire Protection District, forming the South San Joaquin County Fire Authority (SCFA). The SCFA was created to provide fire protection services to the entire jurisdictional area of both the corporate city limits and surrounding rural community. Employees of the Tracy Rural Fire Protection District became employees of the City of Tracy with the City of Tracy maintaining day to day administrative control of the department. Both the Tracy Rural Fire Protection District and the City of Tracy contract with the SCFA to receive fire protection services. The SCFA in turn contracts with the City of Tracy to provide employees and administrative services.

The SCFA/Tracy Fire Department provides emergency medical services to citizens located within the San Joaquin Emergency Medical Services Agency (SJEMSA) Zone C. Ambulance transport is provided by private provider, American Medical Response (AMR) under contract with the SJEMSA. The SCFA currently operates six fire stations and an administrative office. Twenty-four hour-per-day staffing is provided with six paramedic engine companies and one ladder truck company. Four fire stations are within the incorporated area of the City of Tracy, and two are in the surrounding rural Tracy area.

The SCFA conducted a Standards of Response Coverage study in late 2007. Findings of the study indicated that the Department had challenges in meeting its established response time objectives in the areas of the West Valley Mall and Downtown Tracy utilizing existing resources. The Project site is located approximately 0.25 miles southeast of the West Valley Mall. Two new facilities were opened in June 2014, to replace Fire Stations 92 and 96. The new facilities allow the Fire Department to serve the greater community of Tracy (including the West Valley Mall) more effectively within the established response time standard of 6.5 minutes.

The nearest fire station, Station 96, is located approximately 0.15 miles southeast of the Project site. The City of Tracy Public Safety Master Plan identifies this fire station that will permanently serve the Project area as Station “96” (refer to Figure 22 of the City of Tracy Public Safety Master Plan).

Response time and fire department effectiveness once units arrive are critical considerations in mitigating emergencies. The response time standard is defined as total reflex time (1:30 call processing, 1:00 turn-out time, and 4:00 travel-time). In addition, the SCFA performance standard to measure effectiveness is to confine moderate risk structure fires to the room of origin or less 90 percent of the time in the City. In order to successfully mitigate emergencies, it is essential the SCFA assemble an adequate number of personnel to perform critical tasks at the scene once the unit(s) arrive.

Recognizing the potential need for increases in fire protection and emergency medical services, the City’s General Plan includes policies to ensure that adequate related facilities are funded and provided to meet future growth (Objective PF-1.1, P1). This policy is implemented through the review of all new projects with the City’s Sphere of Influence, prior to development, and through the collection of development impact fees for the funding of facilities.

Impact fees from new development are collected based upon projected impacts from each development. The adequacy of impact fees is reviewed on an annual basis to ensure that the fee is commensurate with the service facility and equipment needs.

Payment of the applicable impact fees by the Project applicant, and ongoing revenues that would come from property taxes, sales taxes, participation in the Community Facilities District or similar funding mechanism, and other revenues generated by the Project, would fund capital and labor costs associated with fire protection services.

All construction plans and development proposals are evaluated to determine fire protection needs. The Fire Prevention Division works closely with other City departments to ensure appropriate design and construction standards, including adequate fire protection water flows and that fire-resistant building materials are met within new development projects. Overall, this impact is considered **less than significant**.

a.ii) Police Protection: Less than Significant. The Tracy Police Department provides police protection services to the City of Tracy. Its headquarters are located at 1000 Civic Center Drive, approximately 2.3 miles southeast of the Project site. There are no satellite offices or plans to construct any in the near future.

The Department divides calls into three categories, Priority 1, 2, and 3 calls. Priority 1 calls are defined as life threatening situations. Priority 2 calls are not life threatening, but require immediate response. Priority 3 calls cover all other calls received by the police. Average response time for Priority 1 calls within city limits is approximately six to eight minutes. Response time for Priority 2 and 3 calls is, on average, 22 minutes.

The Tracy Police Department provides mutual aid to the San Joaquin County Sheriff's office, and vice versa, when a situation exceeds the capabilities of either department. Mutual aid is coordinated through the San Joaquin County Sheriff.

The City of Tracy General Fund provides approximately 96% of the Police Department's budget. The remaining 4% comes from various grants, fees, and assessments. The Police Department operates on a pre-approved annual budget, based on a fiscal year. New service demands are assessed when budget proposals are reviewed. Supplemental budget requests are considered on a case-by-case basis during the fiscal year.

It is not anticipated that implementation of the proposed Project would result in significant new demand for police services. Project implementation would not require the construction of new police facilities to serve the Project Area, nor would it result in impacts to the existing response times and existing police protection service levels. Therefore, impacts to police services will be **less than significant**.

a.iii) Schools: Less than Significant. The proposed Project includes development of a 177-room hotel in an area adjacent to existing residential, commercial, and industrial uses. Such uses would generate additional students requiring accommodation in the Tracy Unified School District (TUSD).

The TUSD collects impact fees from new developments under the provisions of SB 50. Payment of the applicable impact fees by the Project applicant, and ongoing revenues that would come from taxes, would fund capital and labor costs associated with school services. The adequacy of fees is reviewed on an annual basis to ensure that the fee is commensurate with the service. Payment of the applicable impact fees by the Project applicant, and ongoing revenues that would come from property taxes, sales taxes, and other revenues generated by the Project, would fund improvements associated with school services. Under the provisions of SB 50, a project's impacts on school facilities are fully mitigated via the payment of the requisite new school construction fees established pursuant to Government Code Section 65995. As such, the Project's impacts to school services are **less than significant**.

a.iv) Parks: Less than Significant. Potential Project impacts to parks and recreational facilities are addressed in the following Recreation section of this document.

a.v) Other Public Facilities: Less than Significant. Other public facilities in the City of Tracy include libraries, hospitals, and cultural centers such as museums and music halls. The proposed Project would increase demand on these facilities. The City of Tracy General Plan requires new development to pay its fair share of the costs of public buildings by collecting the Public Buildings Impact Fee. The Public Buildings Impact fee is used by the City to expand public services and maintain public buildings, including the Civic Center and libraries in order to meet the increased demand generated by new development. The collection of fees and determined fair share fee amounts are adopted by the City as Conditions of Approval (COAs) for all new development projects prior to Project approval. Payment of the applicable impact fees by the Project applicant,

and ongoing revenues that would come from taxes, would ensure that Project impacts to libraries and public buildings are **less than significant**.

XVI. RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Less than Significant. The proposed Project would increase demand for parks and recreational facilities within the City of Tracy, and would increase the use of the City's existing parks and recreation system. Patrons of the proposed hotels may visit existing park and recreational facilities within the City. As described in the Tracy General Plan, the City maintains 48 mini-parks, 15 neighborhood parks, and eight community parks, providing approximately 256 acres at 71 sites. The City is also in the process of constructing the Legacy Fields sports park at the northern edge of the City, which will provide an additional 166 acres of sports parks, 86 acres of passive recreation area, and a 46-acre future expansion area for additional park facilities.

The City strives to maintain a standard of 4 acres of park land for every 1,000 persons. In order to maintain this standard, the City requires new development projects to either include land dedicated for park uses, or to pay in-lieu fees towards the City's parks program. Chapter 13.12 of the Tracy Municipal Code states that, "*all development projects shall be required to maintain the City standard of four (4) acres of park land per 1,000 population. All development projects, as a condition of approval of any tentative parcel map or tentative subdivision map, or as a condition of approval of any building permit, shall dedicate land to the City or pay a fee in lieu thereof, or a combination of both, in order to maintain this City standard. The precise obligation of any development project to dedicate land or pay a fee pursuant to this section shall be incorporated in the implementing resolution for the park fee applicable to the development project.*"

The City of Tracy requires the payment of the Project's fair share in-lieu parks fees, as required by the City's General Plan. The collection of fees and determined fair share fee amounts are adopted by the City as Conditions of Approval (COAs) for all new development projects prior to Project approval. Fees paid aid in the development of new park-space and maintenance as required, to ensure continued high quality park facilities for all city residents. Additionally, given that the City maintains an ample and diverse range of park sites and park facilities, and collects fees from new development to fund the construction of new parks and the maintenance of existing parks, the additional demand for parks generated by the proposed Project would not result in the physical deterioration of existing parks and facilities within Tracy. As such, this is a **less-than-significant impact** and no mitigation is required.

XVII. TRANSPORTATION AND CIRCULATION -- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

The following analysis is based on the analysis provided in the *Transportation Review* prepared by the traffic consultant, Kimley Horn (2025). See Appendix C for the full analysis prepared by Kimley Horn.

Response a): Less than Significant with Mitigation. As described in the *Transportation Review* prepared by Kimley Horn (2025) (Appendix C), existing pedestrian and bicycle facilities are located on the roadways adjacent to the Project site. There are no pedestrian or bicycle facilities within the undeveloped Project site. The City of Tracy General Plan describes an interconnected, hierarchical system of sidewalks, on-street bike lanes, and off-street trails for pedestrians and bicyclists that provides access to this area of the City of Tracy. The proposed Project's transportation and circulation system is designed to accommodate access to and from Corral Hollow Road.

Proposed Project Roadway Facility Improvements

The proposed Project includes improvements solely for on-site roadways. Two driveways would provide access to the site: one full access driveway on West Valley Drive and one right-in, right-out access on Corral Hollow Road.

Proposed Project Bicycle Facilities Improvements

The proposed Project does not propose any specific bicycle facilities on-site or off-site within the public right of way. The proposed Project will have bike connections to/from the south via the Class II bike lanes along Corral Hollow Road. Bicyclists travelling south would be able to directly access the southbound Class II bike lanes, while northbound bicyclists would need to cross at the West Valley Mall signal and backtrack to the proposed Project. From Corral Hollow Road, existing bike facilities would provide connections to the east via Kavanagh Avenue and Grant Line Road, to the south via Corral Hollow Road and west via Grant Line Road.

The proposed Project as it is currently designed does not facilitate the TMP's proposed Class I multi-use path along the west side of Corral Hollow Road. However, the current site plan does show constructing or dedicating sufficient right of way to accommodate the path.

Even if the proposed Project facilitates the TMP's proposed Class I multi-use path along the Project frontage, bicyclists would continue to utilize the existing Class II bike lanes along Corral Hollow Road due to gaps in the path between the proposed Project and the Home2 Suites hotel.

Proposed Project Pedestrian Facilities Improvements

On-site

The proposed Project proposes to construct 7-foot sidewalks around the hotel buildings and provides an ADA path of travel connection to Corral Hollow Road. The site plan also proposes a 4.5-foot sidewalk along the easement to the West Valley Mall access road.

Off-site

Both roadways that connect to the proposed Project, Corral Hollow Road and West Valley Mall access road, have sidewalks along the frontage. However, as previously described, the proposed Project does not facilitate the TMP's proposed Class I multiuse path along the west side of Corral Hollow Road. However, the current site plan does show constructing or dedicating sufficient right of way to accommodate the path.

Proposed Project Relation to Transit

The proposed Project would be served by the existing TRACER Bus Routes A, B and E as described previously. The proposed Project is not proposing to construct any new transit facilities.

Conclusion

The proposed Project is not expected to result in the removal of, or result in other adverse effects on, any existing transit, biking, or pedestrian facilities. The proposed Project is anticipated to conform with programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, except that it does not proposed to accommodate and/or construction the planned Class I multi-use path along the Project's Corral Hollow Road Frontage. Therefore, the proposed Project is required to implement Mitigation Measure TR-1, to ensure that the Class 1 multi-use path along the Project's Corral Hollow Road frontage is constructed in association with the proposed Project. Therefore, with implementation of Mitigation Measure TR-1, this would be a **less-than-significant impact**.

MITIGATION MEASURE(S)

Mitigation Measure TR-1: Prior to operation of the Project, the City of Tracy Planning Department shall ensure that the Project applicant, in coordination within the City of Tracy Planning Department, constructs the planned Class I multi-use path along the Project's Corral Hollow Road Frontage.

Response b): Less than Significant. A VMT analysis was prepared by Kimley Horn in their Transportation Review (2025) (Appendix C) prepared for the proposed Project. The following analysis is based on the analysis prepared by Kimley Horn.

Similar to retail stores, typical hotels such as the proposed Project most often serve pre-existing needs (i.e., the hotel does not generate new trips because it meets existing demand) because their guests are staying at the hotel not because of the amenities offered by the hotel, but because of the area the hotel is located in. Because of this, typical hotels can be presumed to reduce trip lengths when a new hotel is proposed. Essentially, the assumption is that someone will travel to a newly constructed typical hotel because of its proximity to the area attraction, rather than that the proposed hotel is fulfilling an unmet need (i.e., the person had an existing need to travel to the area that was previously met by an existing hotel located in the same general area, but now is traveling to the new hotel because it is either closer to the person's origin location or located a similar distance away). Typical hotels, most often, can be presumed to reduce trip lengths when a new hotel is introduced within a cluster of existing hotels located near a local destination or attraction. Essentially, a trip to a hotel is expected to occur due to someone planning to travel to Tracy, or the immediate area, but the proximity of the hotel to the surrounding attractions would drive the length of that trip and the resultant impact to the overall transportation system. Thus, the impact to the transportation system would be negligible or reduced by the introduction of a new hotel to an area where people are already traveling and planning on staying unless the hotel significantly effects the local supply of rooms or introduces a significant new attraction, which the proposed Project does not.

While a specific market study for the proposed hotel is not being provided for this project, a map showing the proximity of other similar hotels is provided as Figure 2 of the *Transportation Review* prepared by Kimley Horn (2025). A half-mile buffer was placed around the 19 existing hotels in the area, as well as the proposed Project, to visually represent the overlapping service area between the proposed project and the existing hotels. As shown in Figure 2 of the *Transportation Review* prepared by Kimley Horn (2025), the proposed Project, identified with a red icon, labeled "Candlewood Suites" and "Hilton Garden Inn", and a yellow buffer surrounding it, will reduce trip lengths by "adding hotel opportunities into the local area, further improving hotel destination proximity".⁷ Accordingly, it is appropriate that the proposed Project development be presumed, in accordance with the Technical Advisory and the City of Tracy's guidelines, that it will result in a reduction in citywide VMT and support the goals of SB 743.

Findings

The addition of proposed Project can shorten existing trip lengths, which would result in a net decrease in citywide VMT. Therefore, it is presumed that the VMT-related impact of the proposed Project would be **less than significant**.

⁷ Technical Advisory on Evaluating Transportation Impacts in CEQA. Governor's Office of Planning and Research. December 2018. Page 16.

Responses c): Less than Significant. The proposed Project would introduce new site driveways and access points, all of which will be designed in accordance with applicable City of Tracy design and safety standards to avoid creating geometric design hazards or incompatible use. Additionally, as described within the *Transportation Review* prepared by Kimley Horn (2025), all ramp queuing under Existing Conditions, Existing Plus Background Conditions, and Existing Plus Background Plus Project Conditions would be within each ramp's storage capacity and would not extend to the freeway mainline. Therefore, no safety mitigations are required. Therefore, the Project is anticipated to result in a **less-than-significant impact** related to hazards due to a geometric design feature or incompatible uses.

Responses d): Less than Significant with Mitigation. The proposed Project would include one vehicular access point on Corral Hollow Road and a second vehicular access point on the West Valley Mall access road via an access easement. The driveway on Corral Hollow Road is 26 feet wide and the driveway on West Valley Mall Access Road is 20 feet wide. The applicant is required to provide a fire truck turn template layout to determine adequate fire truck maneuvers. The two driveways would be used as emergency evacuation plan routes.

Fire access from Fire Station 96 (located quarter mile southeast of the Project site) would be available via Corral Hollow Road. Fire access from Fire Station 91 (located approximately one and three quarters of mile southeast of the Project site) would be available via 11th Street and Corral Hollow Road. Medical emergency service access to/from Sutter Tracy Community Hospital (located nearly two miles southeast of the Project site) would be available via eastbound Corral Hollow Road and southbound Tracy Boulevard.

The design of the on-site roadways and intersections would be subject to City of Tracy Municipal Code, as well as City of Tracy Public Works Department staff review and approval. At this time, without emergency vehicle turn templates provided by the applicant, the emergency access could result in a significant impact. To mitigate this impact, the Project is required to provide emergency vehicle turn templates that meet City standards, as provided under Mitigation Measure TR-2. With implementation of Mitigation Measure TR-2, this would be a **less-than-significant impact**.

MITIGATION MEASURE(S)

Mitigation Measure TR-2: Prior to construction of the Project, the City of Tracy Planning Department shall ensure that the Project applicant provides compliant emergency vehicle turn templates that meet the City standards, and that such templates are implemented as part of the proposed Project.

XVIII. TRIBAL CULTURAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?		X		
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.		X		

BACKGROUND

Assembly Bill 52 (AB 52) requires a lead agency, prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation. The City of Tracy has not received any requests from California Native American tribes to be informed through formal notification of proposed projects in the City's geographic area.

RESPONSES TO CHECKLIST QUESTIONS

Responses a.i)-a.ii): Less than Significant with Mitigation. The City of Tracy General Plan and subsequent EIR does not identify the site as having prehistoric period cultural resources. Additionally, there are no known unique cultural resources known to occur on, or within the immediate vicinity of the Project site. The site has previously been used for agricultural uses. No instances of cultural resources or human remains have been unearthed on the Project site. Based on the above information, the Project site has a low potential for the discovery of prehistoric, ethnohistoric, or historic archaeological sites that may meet the definition of Tribal Cultural Resources. Although no Tribal Cultural Resources have been documented in the Project site, the Project is located in a region where cultural resources have been recorded and there remains a potential that undocumented archaeological resources that may meet the Tribal Cultural Resource definition could be unearthed or otherwise discovered during ground-disturbing and

construction activities. Examples of significant archaeological discoveries that may meet the Tribal Cultural Resources definition would include villages and cemeteries.

Due to the possible presence of undocumented Tribal Cultural Resources within the Project site, construction-related impacts on tribal cultural resources would be potentially significant. Implementation of the Mitigation Measure CUL-1 would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including human remains. Implementation of this measure would reduce this impact to a **less than significant** level.

MITIGATION MEASURE(S)

Implement Mitigation Measure CUL-1

XIX. UTILITIES AND SERVICE SYSTEMS -- WOULD THE PROJECT:

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Require or result in the relocation or construction of new or expanded water, wastewater or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Responses to Checklist Questions**Response a)-c): Less than Significant.****Water**

The provision of public services and the construction of onsite infrastructure improvements will be required to accommodate the development of the proposed Project. The proposed Project would require extensions of offsite water conveyance infrastructure to the Project site for potable water and irrigation water. Water distribution will be by an underground distribution system to be installed as per the City of Tracy standards and specifications. All offsite water utility improvements will be in or adjacent to existing roadways along the perimeter of the Project site, thereby limiting any potential impact to areas that were not already disturbed.

Estimated Project Water Demands

The City of Tracy prepared a *Citywide Water System Master Plan Update (Final Report)* in May 2023.⁸ This report includes water demand factors for different type of land uses. Table UTIL-1, below, provides an estimate of the proposed Project's potable water demand, based upon the

⁸ See: <https://www.cityoftracy.org/home/showpublisheddocument/17894/638519914928370000>

proposed Project's land use designations, as well as the unit potable water demand factors provided within the *Citywide Water System Master Plan Update (Final Report)*.

The total annual potable water demand for the Project is approximately 7.16 acre-ft per year (af/yr) based on a unit water demand factor of 2.0 af/ac/yr for commercial land use and a unit water demand factor of 1.9 af/ac/yr for non-residential irrigation land use. Maximum day demands are estimated to be 170 percent of average day demands, and peak hour demands are estimated to be 290 percent of average day demands. Table UTIL-1 summarizes the estimated water demands for the Project.

TABLE UTIL-1: ESTIMATED PROJECT WATER DEMANDS

LAND USE DESIGNATION	ACREAGE	UNIT POTABLE WATER DEMAND FACTOR ^B , AF/AC/YR	ANNUAL POTABLE WATER DEMAND, AF/YR
Site ^A	3.29	--	--
Commercial ^B	2.80	2.00	5.60
Landscape Irrigation ^B	0.49	1.90	0.93
UAFW ^C	--	--	0.63
TOTAL	--	--	7.16

NOTES: ^A BASED ON SITE PLAN PROVIDED BY THE APPLICANT.

^B CONSISTENT WITH ASSUMPTIONS IN THE CITYWIDE WATER SYSTEM MASTER PLAN UPDATE - UNIT WATER DEMAND FACTOR TO BE APPLIED TO 85 PERCENT OF THE TOTAL GROSS ACRES ONLY, ASSUMING 15 PERCENT OF THE GROSS ACREAGE IS ASSUMED TO BE LANDSCAPE.

^C UNACCOUNTED-FOR WATER (UAFW) IS ASSUMED TO BE EQUAL TO 9.6 PERCENT OF TOTAL WATER DEMAND.

SOURCE: CITYWIDE WATER SYSTEM MASTER PLAN UPDATE, 2023.

Based on the modeling results, the Project would not significantly impact the existing system deficiencies. There is sufficient storage capacity to serve the Project. No off-site improvements are required to serve the Project. Therefore, the proposed Project would result in a **less-than-significant impact** to water supplies.

Wastewater

The provision of public services and the construction of onsite infrastructure improvements would be required to accommodate the development of the proposed Project. The proposed Project would require extensions of offsite wastewater conveyance infrastructure to the Project site. All offsite water utility improvements will be in or adjacent to existing roadways along the perimeter of the Project site, thereby limiting any potential impact to areas that were not already disturbed.

Wastewater and water lines would be connected via existing lines along Corral Hollow Road. The Corral Hollow Sewer System consists of gravity sewer pipelines in Corral Hollow Road. A majority of the sewer from the Corral Hollow Sewer System flows into the Larch Pump Station where sewer flows are pumped to the wastewater treatment plant (WWTP).

Estimated Project Sewer Flows

As part of the Analysis, the average dry weather flow (ADWF) for the Project was calculated based on the wastewater generation factors adopted in the latest Wastewater Master Plan (WWMP),

published in October 2023. The total ADWF for the Project is approximately 3,751 gallons per day (gpd) based on a wastewater generation factor of 1,140 gpd/gross acre for the commercial land use designation. Table UTIL-2 presents the estimated Project ADWF.

TABLE UTIL-2: ESTIMATED PROJECT ADWF

LAND USE DESIGNATION	GROSS ACREAGE	GENERATION FACTOR, GPD/GROSS ACRE	ADWF, GPD
Commercial	3.29	1,140	3,751

SOURCE: CITY OF TRACY WASTEWATER MASTER PLAN UPDATE, WASTEWATER MASTER PLAN, 2023.

PWWF includes the peak dry weather flow (PDWF) and the rainfall induced inflow/infiltration. The total estimated PWWF is 12,794 gpd. Table UTIL-3 provides the values for parameters used to estimate the PWWF.

TABLE UTIL-3: ESTIMATED PROJECT PWWF

PARAMETER	VALUE
Peaking Factor	3.00
Gross Acreage	3.29
PDWF ¹ , gpd	11,253
Infiltration ² , gpd	225
Inflow ³ , gpd	1,316
PWWF⁴, gpd	12,794

NOTES: ¹PDWF IS EQUAL TO ADWF MULTIPLY BY THE PEAKING FACTOR

²INFILTRATION IS EQUAL TO SIX (6) PERCENT OF THE ADWF

³INFLOW IS EQUAL TO THE GROSS ACREAGE MULTIPLY BY 400 GAL/AC-DAY

⁴PWWF IS EQUAL TO THE SUMMATION OF THE PDWF, INFILTRATION, AND INFLOW.

SOURCE: CITY OF TRACY WASTEWATER MASTER PLAN UPDATE, WASTEWATER MASTER PLAN.

The model results indicate that the existing Corral Hollow Sewer System has capacity to serve the Project. No additional off-site improvements are required to serve the Project.

Conclusion

Ultimately, the sanitary sewer collection system will be an underground collection system installed as per the City of Tracy standards and specifications. Sanitary sewer disposal and treatment will be to the City of Tracy WWTP. The development of the proposed Project would not exceed the wastewater discharge requirements in the WDR Order. Therefore, the proposed Project is anticipated to have a **less-than-significant impact** relative to this topic.

Storm Drainage

Because the proposed Project increases impervious surface area from an existing undeveloped and predominately previous site, the Project site could increase runoff significantly. Project impacts to stormwater are considered potentially significant. Onsite storm drainage would be installed to serve the proposed Project. Development of the proposed Project would include construction of a new storm drainage system.

Pursuant to section 11.34.210 Design Standards of the City's Municipal Code, installation of the Project's storm drain system would be required to conform to the design criteria, standard plans and specifications and the inspection and testing procedures set forth in the applicable City public improvement design standards. Thus, the proposed storm drainage collection and detention system will be subject to the SWRCB and City of Tracy regulations, including: Tracy Municipal Code, Tracy Storm Drain Master Plan, 2012; Phase II, NPDES Permit Requirements; NPDES-MS4 Permit Requirements; and LID Guidelines. Therefore, impacts from Project implementation would be **less than significant**.

Responses d), e): Less than Significant. The City of Tracy contracts with Tracy Disposal Service, a private company, for solid waste collection and disposal. Based on the most recent waste generation factor provided by CalRecycle for hotel/motel uses, the proposed Project is expected to generate approximately 354 pounds per day of solid waste upon full buildout, which is equivalent to less than 0.018 tons per day; refer to Table UTIL-4.

TABLE UTIL-4: ESTIMATED SOLID WASTE GENERATION⁹

LAND USE	GENERATION FACTOR ⁽¹⁾	PROJECT	ESTIMATED SOLID WASTE (LBS/DAY)
Hotel/Motel	2 lbs/room/day	177 rooms	354

⁽¹⁾ CALRECYCLE, 2025

Currently, the permitted capacity of the Foothill Landfill is 102 million cubic yards. The remaining capacity of the facility is approximately 95 million cubic yards. As noted previously, the remaining capacity of the facility is approximately 95 million cubic yards. Current permits indicate a closure in 2054. There are no plans to expand the Foothill Landfill or build a new one to accommodate Tracy's waste since the Foothill Landfill is expected to meet the City's needs for the foreseeable future. The addition of the volume of solid waste associated with the proposed Project to the Foothill Landfill would not exceed the landfill's remaining capacity.

Overall, the proposed Project would be required to comply with applicable State and local requirements including those pertaining to solid waste, construction waste diversion, and recycling. The City would coordinate development of the proposed Project with Tracy Disposal Service. Furthermore, the addition of the volume of solid waste associated with the proposed Project, approximately 0.08 tons per day, would increase the total tons of solid waste to the MRF; however, this increase would not cause an exceedance of the landfill's remaining capacity. Therefore, the proposed Project would not generate solid waste in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, or exceed any State or local standards associated with solid waste. This is a **less-than-significant impact**.

⁹ See: <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>

XX. WILDFIRE

<i>Would the project:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X	

Existing Setting

There are no State Responsibility Areas (SRAs) within the vicinity of the Tracy Planning Area. In addition, there are no areas within the City of Tracy that are categorized as a "Very High" Fire Hazard Severity Zone (FHSZ) by CalFire or a local agency. Although this CEQA topic only applies to areas within a SRA or Very High FHSZ, out of an abundance of caution, these checklist questions are analyzed below.

Responses to Checklist Questions

Response a): Less than Significant. The proposed circulation improvements would allow for sufficient emergency access. The Project site would provide adequate emergency vehicular access via driveway connections with adjoining roadways and an internal circulation network. All driveways and internal roadways would be designed to accommodate large emergency vehicles such as fire engines. These improvements would contribute to effective emergency response and evacuation, and they would promote efficient circulation in the project vicinity. Furthermore, the proposed Project does not propose any permanent road closures, lane reductions, or other adverse circulation conditions that may adversely affect emergency response or evacuation in the project vicinity. Furthermore, the City of Tracy does not maintain an emergency response plan or emergency evacuation plan. Therefore, impacts from project implementation would be considered **less than significant** relative to this topic.

Response b): Less than Significant. The risk of wildfire is related to a variety of parameters, including fuel loading (vegetation), fire weather (winds, temperatures, humidity levels and fuel moisture contents) and topography (degree of slope). Steep slopes contribute to fire hazard by

intensifying the effects of wind and making fire suppression difficult. Fuels such as grass are highly flammable because they have a high surface area to mass ratio and require less heat to reach the ignition point. San Joaquin County has areas with an abundance of flashy fuels (i.e. grassland) in the foothill areas of the eastern and western portion of the County. The Project site is located in an area that is predominately urban, which is not considered at a significant risk of wildfire. Therefore, impacts from project implementation would be considered **less than significant** relative to this topic.

Response c): Less than Significant. Development of the proposed Project would not exacerbate fire risks, nor would there be installation or maintenance of any other infrastructure associated with the proposed Project that would significantly exacerbate fire risk or result in temporary or ongoing impacts to the environment. Therefore, impacts from project implementation would be considered **less than significant** relative to this topic.

Response d): Less than Significant. Landslides include rockfalls, deep slope failure, and shallow slope failure. Factors such as the geological conditions, drainage, slope, vegetation, and others directly affect the potential for landslides. One of the most common causes of landslides is construction activity that is associated with road building (i.e. cut and fill). The Project site is relatively flat; therefore, the potential for a landslide, as a result of runoff, post-fire slope instability, or drainage changes, in the Project site is essentially non-existent. Therefore, impacts from proposed project implementation would be considered **less than significant** relative to this topic.

XV. MANDATORY FINDINGS OF SIGNIFICANCE

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): Less than Significant. As described throughout the analysis above, the proposed Project would not result in any significant impacts that would substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal to the environment. All potentially significant impacts related to plant and animal species would be mitigated to a less than significant level. The proposed Project would be required to implement a SWPPP aimed at reducing stormwater pollutants and runoff during construction, as well as through compliance of various other state, regional and local standards. Specifically related to ensuring the continued sustainability of biological resources through adaptive management, Mitigation Measure BIO-2 requires the SJMSCP Monitoring Plan an Annual Report process, Biological Monitoring Plan, SJMSCP Compliance Monitoring Program, and the SJMSCP Adaptive Management Plan. The Project proponent shall seek coverage under the SJMSCP to mitigate for habitat impacts to covered special status species that would reduce any potentially significant impacts to a less than significant level. Through the full mitigation of biological impacts, the Project would not result in any cumulative impacts, related to biological resources. These are **less-than-significant impacts**.

Response b): Less than Significant. As described throughout the analysis above, the proposed Project would not result in any significant individual or cumulative impacts that would not be mitigated to less than significant levels. Therefore, these are **less-than-significant impacts**.

Response c): Less than Significant. As described throughout the analysis above, the proposed Project would not result in any significant impacts that would have environmental effects which will cause substantial adverse effects on humans. The analysis in the relevant sections above provides standards and mitigation measures to reduce any potentially significant impacts on humans to less than significant levels. A variety of mitigation measures including those related to aesthetics and light and glare, GHG and air quality, cultural resources, hazardous materials, seismic hazards, water pollution and water quality, and noise, ensure any adverse effects on humans are reduce to an acceptable standard. Therefore, these are **less-than-significant impacts**.

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Appendix A: Air Quality, Greenhouse Gas, and Energy

Tracy Dual Hotels Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Tracy Dual Hotels
Construction Start Date	9/1/2025
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.40
Precipitation (days)	6.60
Location	37.7586034043927, -121.45412300807354
County	San Joaquin
City	Tracy
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2139
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Hotel	193	Room	3.29	280,236	0.00	0.00	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.02	3.38	31.7	31.1	0.05	1.37	19.8	21.2	1.26	10.1	11.4	—	5,457	5,457	0.22	0.25	6.79	5,478
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	72.4	72.4	31.7	30.9	0.05	1.37	19.8	21.2	1.26	10.1	11.4	—	5,442	5,442	0.22	0.25	0.20	5,462
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.50	4.36	6.13	9.42	0.02	0.21	0.67	0.88	0.19	0.26	0.36	—	2,372	2,372	0.07	0.13	1.47	2,413
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.82	0.80	1.12	1.72	< 0.005	0.04	0.12	0.16	0.04	0.05	0.07	—	393	393	0.01	0.02	0.24	399

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.02	3.38	31.7	31.1	0.05	1.37	19.8	21.2	1.26	10.1	11.4	—	5,457	5,457	0.22	0.05	0.60	5,478

2026	1.85	1.57	11.7	19.2	0.03	0.40	1.34	1.74	0.37	0.33	0.70	—	4,740	4,740	0.14	0.25	6.79	4,825
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	4.01	3.38	31.7	30.9	0.05	1.37	19.8	21.2	1.26	10.1	11.4	—	5,442	5,442	0.22	0.25	0.20	5,462
2026	72.4	72.4	11.9	18.0	0.03	0.40	1.34	1.74	0.37	0.33	0.70	—	4,639	4,639	0.15	0.25	0.18	4,718
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.37	0.32	2.58	3.49	0.01	0.10	0.62	0.72	0.09	0.26	0.35	—	815	815	0.03	0.04	0.48	827
2026	4.50	4.36	6.13	9.42	0.02	0.21	0.67	0.88	0.19	0.16	0.36	—	2,372	2,372	0.07	0.13	1.47	2,413
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2025	0.07	0.06	0.47	0.64	< 0.005	0.02	0.11	0.13	0.02	0.05	0.06	—	135	135	< 0.005	0.01	0.08	137
2026	0.82	0.80	1.12	1.72	< 0.005	0.04	0.12	0.16	0.04	0.03	0.07	—	393	393	0.01	0.02	0.24	399

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	16.0	15.1	8.76	72.2	0.15	0.32	11.4	11.7	0.30	2.91	3.21	66.3	17,800	17,867	7.59	0.67	486	18,741
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	13.3	12.6	9.64	52.2	0.14	0.29	11.4	11.7	0.29	2.91	3.20	66.3	16,744	16,811	7.66	0.72	439	17,655
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	14.1	13.3	8.97	56.1	0.14	0.30	10.9	11.2	0.29	2.77	3.06	66.3	16,425	16,492	7.60	0.66	458	17,338
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.57	2.43	1.64	10.2	0.03	0.05	1.99	2.04	0.05	0.51	0.56	11.0	2,719	2,730	1.26	0.11	75.8	2,870

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	7.17	6.62	6.25	58.0	0.14	0.11	11.4	11.5	0.11	2.91	3.01	—	13,911	13,911	0.52	0.62	48.3	14,157
Area	8.52	8.35	0.10	12.2	< 0.005	0.02	—	0.02	0.02	—	0.02	—	50.1	50.1	< 0.005	< 0.005	—	50.3
Energy	0.26	0.13	2.41	2.02	0.01	0.18	—	0.18	0.18	—	0.18	—	3,830	3,830	0.41	0.02	—	3,847
Water	—	—	—	—	—	—	—	—	—	—	—	9.38	8.92	18.3	0.96	0.02	—	49.2
Waste	—	—	—	—	—	—	—	—	—	—	—	56.9	0.00	56.9	5.69	0.00	—	199
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	438	438
Total	16.0	15.1	8.76	72.2	0.15	0.32	11.4	11.7	0.30	2.91	3.21	66.3	17,800	17,867	7.59	0.67	486	18,741
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.68	6.11	7.24	50.2	0.13	0.11	11.4	11.5	0.11	2.91	3.01	—	12,905	12,905	0.59	0.67	1.25	13,121
Area	6.35	6.35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.26	0.13	2.41	2.02	0.01	0.18	—	0.18	0.18	—	0.18	—	3,830	3,830	0.41	0.02	—	3,847
Water	—	—	—	—	—	—	—	—	—	—	—	9.38	8.92	18.3	0.96	0.02	—	49.2
Waste	—	—	—	—	—	—	—	—	—	—	—	56.9	0.00	56.9	5.69	0.00	—	199
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	438	438
Total	13.3	12.6	9.64	52.2	0.14	0.29	11.4	11.7	0.29	2.91	3.20	66.3	16,744	16,811	7.66	0.72	439	17,655
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	6.38	5.85	6.52	48.0	0.12	0.11	10.9	11.0	0.10	2.77	2.87	—	12,562	12,562	0.53	0.62	19.9	12,779
Area	7.42	7.34	0.05	6.01	< 0.005	0.01	—	0.01	0.01	—	0.01	—	24.7	24.7	< 0.005	< 0.005	—	24.8
Energy	0.26	0.13	2.41	2.02	0.01	0.18	—	0.18	0.18	—	0.18	—	3,830	3,830	0.41	0.02	—	3,847
Water	—	—	—	—	—	—	—	—	—	—	—	9.38	8.92	18.3	0.96	0.02	—	49.2
Waste	—	—	—	—	—	—	—	—	—	—	—	56.9	0.00	56.9	5.69	0.00	—	199

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	438	438
Total	14.1	13.3	8.97	56.1	0.14	0.30	10.9	11.2	0.29	2.77	3.06	66.3	16,425	16,492	7.60	0.66	458	17,338
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.17	1.07	1.19	8.77	0.02	0.02	1.99	2.01	0.02	0.51	0.52	—	2,080	2,080	0.09	0.10	3.30	2,116
Area	1.35	1.34	0.01	1.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.09	4.09	< 0.005	< 0.005	—	4.11
Energy	0.05	0.02	0.44	0.37	< 0.005	0.03	—	0.03	0.03	—	0.03	—	634	634	0.07	< 0.005	—	637
Water	—	—	—	—	—	—	—	—	—	—	—	1.55	1.48	3.03	0.16	< 0.005	—	8.15
Waste	—	—	—	—	—	—	—	—	—	—	—	9.43	0.00	9.43	0.94	0.00	—	33.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	72.5	72.5
Total	2.57	2.43	1.64	10.2	0.03	0.05	1.99	2.04	0.05	0.51	0.56	11.0	2,719	2,730	1.26	0.11	75.8	2,870

3. Construction Emissions Details

3.1. Site Preparation (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.94	3.31	31.6	30.2	0.05	1.37	—	1.37	1.26	—	1.26	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	3.94	3.31	31.6	30.2	0.05	1.37	—	1.37	1.26	—	1.26	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.43	0.41	< 0.005	0.02	—	0.02	0.02	—	0.02	—	72.5	72.5	< 0.005	< 0.005	—	72.8
Dust From Material Movement	—	—	—	—	—	—	0.27	0.27	—	0.14	0.14	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	12.0	12.0	< 0.005	< 0.005	—	12.1
Dust From Material Movement	—	—	—	—	—	—	0.05	0.05	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.05	0.91	0.00	0.00	0.15	0.15	0.00	0.03	0.03	—	162	162	0.01	0.01	0.60	165
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.07	0.07	0.72	0.00	0.00	0.15	0.15	0.00	0.03	0.03	—	146	146	< 0.005	0.01	0.02	148
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.05	2.05	< 0.005	< 0.005	< 0.005	2.08
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.34	0.34	< 0.005	< 0.005	< 0.005	0.35
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	2.07	1.74	16.3	17.9	0.03	0.72	—	0.72	0.66	—	0.66	—	2,959	2,959	0.12	0.02	—	2,970
Dust From Material Movement	—	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.36	0.39	< 0.005	0.02	—	0.02	0.01	—	0.01	—	64.9	64.9	< 0.005	< 0.005	—	65.1
Dust From Material Movement	—	—	—	—	—	—	0.16	0.16	—	0.08	0.08	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.07	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.7	10.7	< 0.005	< 0.005	—	10.8
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.06	0.62	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	125	125	< 0.005	0.01	0.01	127
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.82	2.82	< 0.005	< 0.005	< 0.005	2.86
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.47	0.47	< 0.005	< 0.005	< 0.005	0.47
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm ent	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.19	0.16	1.49	1.86	< 0.005	0.06	—	0.06	0.06	—	0.06	—	343	343	0.01	< 0.005	—	344
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.04	0.03	0.27	0.34	< 0.005	0.01	—	0.01	0.01	—	0.01	—	56.7	56.7	< 0.005	< 0.005	—	56.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.45	0.44	4.87	0.00	0.00	0.99	0.99	0.00	0.23	0.23	—	984	984	0.03	0.04	0.11	997
Vendor	0.07	0.04	1.72	0.56	0.01	0.02	0.35	0.37	0.02	0.10	0.12	—	1,301	1,301	0.02	0.19	0.09	1,360
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.05	0.71	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	144	144	< 0.005	0.01	0.25	146
Vendor	0.01	0.01	0.24	0.08	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02	—	186	186	< 0.005	0.03	0.22	194

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	23.9	23.9	< 0.005	< 0.005	0.04	24.2
Vendor	< 0.005	< 0.005	0.04	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	30.8	30.8	< 0.005	< 0.005	0.04	32.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.28	1.07	9.85	13.0	0.02	0.38	—	0.38	0.35	—	0.35	—	2,397	2,397	0.10	0.02	—	2,405
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	0.52	4.82	6.34	0.01	0.19	—	0.19	0.17	—	0.17	—	1,173	1,173	0.05	0.01	—	1,177

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipm ent	0.11	0.10	0.88	1.16	< 0.005	0.03	—	0.03	0.03	—	0.03	—	194	194	0.01	< 0.005	—	195
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.50	0.46	0.30	5.67	0.00	0.00	0.99	0.99	0.00	0.23	0.23	—	1,066	1,066	0.02	0.04	3.66	1,082
Vendor	0.07	0.04	1.55	0.52	0.01	0.02	0.35	0.37	0.02	0.10	0.12	—	1,277	1,277	0.02	0.19	3.14	1,338
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.47	0.43	0.37	4.49	0.00	0.00	0.99	0.99	0.00	0.23	0.23	—	963	963	0.03	0.04	0.09	977
Vendor	0.07	0.04	1.65	0.54	0.01	0.02	0.35	0.37	0.02	0.10	0.12	—	1,278	1,278	0.02	0.19	0.08	1,336
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.23	0.21	0.16	2.25	0.00	0.00	0.48	0.48	0.00	0.11	0.11	—	483	483	0.01	0.02	0.77	490
Vendor	0.03	0.02	0.79	0.26	< 0.005	0.01	0.17	0.18	0.01	0.05	0.06	—	625	625	0.01	0.09	0.66	654
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.03	0.41	0.00	0.00	0.09	0.09	0.00	0.02	0.02	—	80.0	80.0	< 0.005	< 0.005	0.13	81.2
Vendor	0.01	< 0.005	0.14	0.05	< 0.005	< 0.005	0.03	0.03	< 0.005	0.01	0.01	—	103	103	< 0.005	0.02	0.11	108
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.81	0.68	6.23	8.81	0.01	0.26	—	0.26	0.24	—	0.24	—	1,350	1,350	0.05	0.01	—	1,355
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.81	0.68	6.23	8.81	0.01	0.26	—	0.26	0.24	—	0.24	—	1,350	1,350	0.05	0.01	—	1,355
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.31	0.43	< 0.005	0.01	—	0.01	0.01	—	0.01	—	66.6	66.6	< 0.005	< 0.005	—	66.8
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.01	0.06	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.0	11.0	< 0.005	< 0.005	—	11.1
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	0.05	0.96	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	181	181	< 0.005	0.01	0.62	184
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.06	0.76	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	164	164	< 0.005	0.01	0.02	166
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.28	8.28	< 0.005	< 0.005	0.01	8.40
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.37	1.37	< 0.005	< 0.005	< 0.005	1.39
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	72.2	72.2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.04	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	6.58	6.58	< 0.005	< 0.005	—	6.61
Architectural Coatings	3.56	3.56	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.09	1.09	< 0.005	< 0.005	—	1.09
Architectural Coatings	0.65	0.65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.07	0.90	0.00	0.00	0.20	0.20	0.00	0.05	0.05	—	193	193	0.01	0.01	0.02	195
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	9.74	9.74	< 0.005	< 0.005	0.02	9.88
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.61	1.61	< 0.005	< 0.005	< 0.005	1.64
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	7.17	6.62	6.25	58.0	0.14	0.11	11.4	11.5	0.11	2.91	3.01	—	13,911	13,911	0.52	0.62	48.3	14,157
Total	7.17	6.62	6.25	58.0	0.14	0.11	11.4	11.5	0.11	2.91	3.01	—	13,911	13,911	0.52	0.62	48.3	14,157
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	6.68	6.11	7.24	50.2	0.13	0.11	11.4	11.5	0.11	2.91	3.01	—	12,905	12,905	0.59	0.67	1.25	13,121
Total	6.68	6.11	7.24	50.2	0.13	0.11	11.4	11.5	0.11	2.91	3.01	—	12,905	12,905	0.59	0.67	1.25	13,121
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	1.17	1.07	1.19	8.77	0.02	0.02	1.99	2.01	0.02	0.51	0.52	—	2,080	2,080	0.09	0.10	3.30	2,116
Total	1.17	1.07	1.19	8.77	0.02	0.02	1.99	2.01	0.02	0.51	0.52	—	2,080	2,080	0.09	0.10	3.30	2,116

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	960	960	0.16	0.02	—	969
Total	—	—	—	—	—	—	—	—	—	—	—	—	960	960	0.16	0.02	—	969
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	960	960	0.16	0.02	—	969
Total	—	—	—	—	—	—	—	—	—	—	—	—	960	960	0.16	0.02	—	969
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	159	159	0.03	< 0.005	—	160

Total	—	—	—	—	—	—	—	—	—	—	—	—	159	159	0.03	< 0.005	—	160
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4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.26	0.13	2.41	2.02	0.01	0.18	—	0.18	0.18	—	0.18	—	2,870	2,870	0.25	0.01	—	2,878
Total	0.26	0.13	2.41	2.02	0.01	0.18	—	0.18	0.18	—	0.18	—	2,870	2,870	0.25	0.01	—	2,878
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.26	0.13	2.41	2.02	0.01	0.18	—	0.18	0.18	—	0.18	—	2,870	2,870	0.25	0.01	—	2,878
Total	0.26	0.13	2.41	2.02	0.01	0.18	—	0.18	0.18	—	0.18	—	2,870	2,870	0.25	0.01	—	2,878
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.05	0.02	0.44	0.37	< 0.005	0.03	—	0.03	0.03	—	0.03	—	475	475	0.04	< 0.005	—	476
Total	0.05	0.02	0.44	0.37	< 0.005	0.03	—	0.03	0.03	—	0.03	—	475	475	0.04	< 0.005	—	476

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	6.00	6.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architect Coatings	0.36	0.36	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	2.17	2.00	0.10	12.2	< 0.005	0.02	—	0.02	0.02	—	0.02	—	50.1	50.1	< 0.005	< 0.005	—	50.3
Total	8.52	8.35	0.10	12.2	< 0.005	0.02	—	0.02	0.02	—	0.02	—	50.1	50.1	< 0.005	< 0.005	—	50.3
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	6.00	6.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.36	0.36	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	6.35	6.35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	1.09	1.09	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.20	0.18	0.01	1.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.09	4.09	< 0.005	< 0.005	—	4.11
Total	1.35	1.34	0.01	1.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.09	4.09	< 0.005	< 0.005	—	4.11

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	9.38	8.92	18.3	0.96	0.02	—	49.2
Total	—	—	—	—	—	—	—	—	—	—	—	9.38	8.92	18.3	0.96	0.02	—	49.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	9.38	8.92	18.3	0.96	0.02	—	49.2
Total	—	—	—	—	—	—	—	—	—	—	—	9.38	8.92	18.3	0.96	0.02	—	49.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	1.55	1.48	3.03	0.16	< 0.005	—	8.15
Total	—	—	—	—	—	—	—	—	—	—	—	1.55	1.48	3.03	0.16	< 0.005	—	8.15

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	56.9	0.00	56.9	5.69	0.00	—	199
Total	—	—	—	—	—	—	—	—	—	—	—	56.9	0.00	56.9	5.69	0.00	—	199
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Hotel	—	—	—	—	—	—	—	—	—	—	—	56.9	0.00	56.9	5.69	0.00	—	199
Total	—	—	—	—	—	—	—	—	—	—	—	56.9	0.00	56.9	5.69	0.00	—	199
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	9.43	0.00	9.43	0.94	0.00	—	33.0
Total	—	—	—	—	—	—	—	—	—	—	—	9.43	0.00	9.43	0.94	0.00	—	33.0

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	438	438
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	438	438
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	438	438
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	438	438
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	72.5	72.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	72.5	72.5

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipm Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipm ent Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipm ent Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetati on	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	9/30/2025	10/7/2025	5.00	5.00	—
Grading	Grading	10/8/2025	10/19/2025	5.00	8.00	—
Building Construction	Building Construction	10/20/2025	9/7/2026	5.00	230	—

Paving	Paving	9/8/2026	10/3/2026	5.00	18.0	—
Architectural Coating	Architectural Coating	10/4/2026	10/29/2026	5.00	18.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Back hoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	1.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Back hoes	Diesel	Average	3.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Back hoes	Diesel	Average	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	2.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	6.00	36.0	0.38
Paving	Tractors/Loaders/Back hoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	11.9	LDA,LDT1,LDT2
Site Preparation	Vendor	—	9.10	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	15.0	11.9	LDA,LDT1,LDT2
Grading	Vendor	—	9.10	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	118	11.9	LDA,LDT1,LDT2
Building Construction	Vendor	45.9	9.10	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	20.0	11.9	LDA,LDT1,LDT2
Paving	Vendor	—	9.10	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	23.5	11.9	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	9.10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT

Architectural Coating	Onsite truck	—	—	HHDT
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5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	420,354	140,118	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Ton of Debris)	Material Exported (Ton of Debris)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	0.00	0.00	7.50	0.00	—
Grading	0.00	0.00	8.00	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Hotel	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	204	0.03	< 0.005
2026	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Hotel	1,613	1,581	1,148	562,956	16,050	15,724	11,423	5,600,129

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	420,354	140,118	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Hotel	1,717,301	204	0.0330	0.0040	8,955,499

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Hotel	4,895,787	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Hotel	106	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
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5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	22.1	annual days of extreme heat
Extreme Precipitation	0.95	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{3}{4}$ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A

Wildfire	N/A	N/A	N/A	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	58.2
AQ-PM	40.2
AQ-DPM	45.3
Drinking Water	76.7
Lead Risk Housing	6.24
Pesticides	79.6
Toxic Releases	26.7
Traffic	55.0
Effect Indicators	—
CleanUp Sites	71.8
Groundwater	92.4
Haz Waste Facilities/Generators	78.4
Impaired Water Bodies	87.0
Solid Waste	35.7
Sensitive Population	—
Asthma	39.2
Cardio-vascular	72.1
Low Birth Weights	49.3
Socioeconomic Factor Indicators	—
Education	39.2
Housing	25.7
Linguistic	31.3
Poverty	13.3
Unemployment	33.6

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	70.97395098
Employed	41.16514821
Median HI	82.7665854
Education	—
Bachelor's or higher	63.35172591
High school enrollment	100
Preschool enrollment	50.64801745
Transportation	—
Auto Access	65.16104196
Active commuting	33.22212242
Social	—
2-parent households	93.40433723
Voting	72.64211472
Neighborhood	—
Alcohol availability	73.15539587
Park access	46.65725651
Retail density	17.92634416
Supermarket access	27.17823688
Tree canopy	61.04196073
Housing	—
Homeownership	69.22879507
Housing habitability	74.41293468
Low-inc homeowner severe housing cost burden	76.83818812
Low-inc renter severe housing cost burden	89.38791223

Uncrowded housing	52.3675093
Health Outcomes	—
Insured adults	66.95752598
Arthritis	85.3
Asthma ER Admissions	43.4
High Blood Pressure	64.8
Cancer (excluding skin)	66.1
Asthma	61.7
Coronary Heart Disease	91.8
Chronic Obstructive Pulmonary Disease	86.1
Diagnosed Diabetes	87.3
Life Expectancy at Birth	61.2
Cognitively Disabled	58.3
Physically Disabled	92.6
Heart Attack ER Admissions	27.3
Mental Health Not Good	64.8
Chronic Kidney Disease	90.3
Obesity	52.9
Pedestrian Injuries	19.6
Physical Health Not Good	78.6
Stroke	91.3
Health Risk Behaviors	—
Binge Drinking	18.0
Current Smoker	62.2
No Leisure Time for Physical Activity	62.4
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0

Children	8.5
Elderly	88.2
English Speaking	40.2
Foreign-born	73.1
Outdoor Workers	54.8
Climate Change Adaptive Capacity	—
Impervious Surface Cover	72.8
Traffic Density	61.5
Traffic Access	0.0
Other Indices	—
Hardship	46.1
Other Decision Support	—
2016 Voting	58.4

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	58.0
Healthy Places Index Score for Project Location (b)	72.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Land uses as provided by applicant.
Construction: Construction Phases	No demolition.

Source: EMFAC2021 (v1.0.1) Emissions Inventory

Region Type: County

Region: San Joaquin

Calendar Year: 2023, 2025

Season: Annual

Vehicle Classification: EMFAC202x Categories

Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	Trips	Fuel Consumption	MPG
San Joaquin	2023	All Other Buses	Aggregate	Aggregate	Diesel	63.39460475	3393.93922	564.2119822	0.391421545	8.670803
San Joaquin	2023	LDA	Aggregate	Aggregate	Gasoline	246367.0682	9973102.47	1138235.391	349.3216614	28.54991
San Joaquin	2023	LDA	Aggregate	Aggregate	Diesel	705.734891	23139.8254	3023.214022	0.543997543	42.53664
San Joaquin	2023	LDT1	Aggregate	Aggregate	Gasoline	22016.87719	727225.714	95173.38769	30.52486616	23.82404
San Joaquin	2023	LDT1	Aggregate	Aggregate	Diesel	6.309776167	72.3140659	18.53577151	0.002954101	24.47922
San Joaquin	2023	LDT2	Aggregate	Aggregate	Gasoline	99986.64004	4006976.31	463638.6569	174.3583341	22.98127
San Joaquin	2023	LDT2	Aggregate	Aggregate	Diesel	269.0353638	11767.7731	1277.639106	0.369317903	31.86353
San Joaquin	2023	LHD1	Aggregate	Aggregate	Gasoline	9831.305478	343356.563	146471.803	37.0137846	9.276451
San Joaquin	2023	LHD1	Aggregate	Aggregate	Diesel	8858.793592	311287.78	111432.479	19.67413691	15.82218
San Joaquin	2023	LHD2	Aggregate	Aggregate	Gasoline	1172.202392	40932.8123	17464.06906	4.90823024	8.339628
San Joaquin	2023	LHD2	Aggregate	Aggregate	Diesel	3130.564849	115648.086	39378.56755	8.863291415	13.04798
San Joaquin	2023	MCY	Aggregate	Aggregate	Gasoline	12111.77426	65765.9483	24223.54852	1.643730409	40.01018
San Joaquin	2023	MDV	Aggregate	Aggregate	Gasoline	94539.47242	3309649.73	427287.8869	178.486066	18.5429
San Joaquin	2023	MDV	Aggregate	Aggregate	Diesel	1386.649679	54072.4946	6485.715736	2.267270858	23.84916
San Joaquin	2023	MH	Aggregate	Aggregate	Gasoline	1507.494843	13134.1796	150.8097841	2.977418428	4.411264
San Joaquin	2023	MH	Aggregate	Aggregate	Diesel	642.7961913	5646.6428	64.27961913	0.600452961	9.403972
San Joaquin	2023	Motor Coach	Aggregate	Aggregate	Diesel	17.50069597	2493.47591	402.1659934	0.455354651	5.475899
San Joaquin	2023	OBUS	Aggregate	Aggregate	Gasoline	184.2186442	8143.5346	3685.846633	1.733278965	4.69834
San Joaquin	2023	PTO	Aggregate	Aggregate	Diesel	0	19769.5175	0	4.013121008	4.92622
San Joaquin	2023	SBUS	Aggregate	Aggregate	Gasoline	127.6658449	7011.40481	510.6633795	0.69096273	10.1473
San Joaquin	2023	SBUS	Aggregate	Aggregate	Diesel	488.0661519	10999.7571	7067.197879	1.346323697	8.170217
San Joaquin	2023	T6 CAIRP Class 4	Aggregate	Aggregate	Diesel	10.21525791	684.779876	234.7466267	0.077405114	8.846701
San Joaquin	2023	T6 CAIRP Class 5	Aggregate	Aggregate	Diesel	13.70885779	939.491781	315.0295519	0.106056052	8.858446
San Joaquin	2023	T6 CAIRP Class 6	Aggregate	Aggregate	Diesel	43.24157557	2453.39435	993.6914066	0.273109788	8.98318
San Joaquin	2023	T6 CAIRP Class 7	Aggregate	Aggregate	Diesel	74.64743229	15398.8197	1715.397994	1.609252898	9.568925 MHD
San Joaquin	2023	T6 Instate Delivery Class 4	Aggregate	Aggregate	Diesel	243.75384	8276.65194	3478.367297	1.005561316	8.230877
San Joaquin	2023	T6 Instate Delivery Class 5	Aggregate	Aggregate	Diesel	156.2432876	5383.85911	2279.591714	0.657027122	8.194272
San Joaquin	2023	T6 Instate Delivery Class 6	Aggregate	Aggregate	Diesel	682.6025228	23363.9411	9740.738001	2.839033489	8.229541
San Joaquin	2023	T6 Instate Delivery Class 7	Aggregate	Aggregate	Diesel	122.4768589	6703.21055	1747.744776	0.802391793	8.354037
San Joaquin	2023	T6 Instate Other Class 4	Aggregate	Aggregate	Diesel	449.8451938	18399.4289	5200.21044	2.166542487	8.492531
San Joaquin	2023	T6 Instate Other Class 5	Aggregate	Aggregate	Diesel	1174.570894	51943.6226	13578.03953	6.096265009	8.520565
San Joaquin	2023	T6 Instate Other Class 6	Aggregate	Aggregate	Diesel	912.5417949	38573.6428	10548.98315	4.50612298	8.560273
San Joaquin	2023	T6 Instate Other Class 7	Aggregate	Aggregate	Diesel	553.092214	25667.2012	6393.745994	2.950154535	8.70029
San Joaquin	2023	T6 Instate Tractor Class 6	Aggregate	Aggregate	Diesel	10.69132111	510.925844	123.591672	0.060247854	8.480399
San Joaquin	2023	T6 Instate Tractor Class 7	Aggregate	Aggregate	Diesel	696.5366058	42802.4924	8051.963163	4.748833943	9.013264
San Joaquin	2023	T6 OOS Class 4	Aggregate	Aggregate	Diesel	5.905142679	392.334655	135.7001788	0.044317954	8.852725
San Joaquin	2023	T6 OOS Class 5	Aggregate	Aggregate	Diesel	7.890998517	538.212595	181.3351459	0.060737656	8.846167
San Joaquin	2023	T6 OOS Class 6	Aggregate	Aggregate	Diesel	24.97157764	1406.36491	573.8468541	0.156409596	8.991551
San Joaquin	2023	T6 OOS Class 7	Aggregate	Aggregate	Diesel	40.57354344	10226.0217	932.3800283	1.062980063	9.620144
San Joaquin	2023	T6 Public Class 4	Aggregate	Aggregate	Diesel	32.09216486	1056.60486	164.6328057	0.140824099	7.503012
San Joaquin	2023	T6 Public Class 5	Aggregate	Aggregate	Diesel	76.27568061	2776.64108	391.2942415	0.361173048	7.687841
San Joaquin	2023	T6 Public Class 6	Aggregate	Aggregate	Diesel	126.4582156	4446.297	648.7306462	0.576020372	7.718993
San Joaquin	2023	T6 Public Class 7	Aggregate	Aggregate	Diesel	152.7305258	6768.06936	783.5075973	0.883776286	7.658125
San Joaquin	2023	T6 Utility Class 5	Aggregate	Aggregate	Diesel	33.47606031	1364.93307	428.493572	0.154770907	8.819055
San Joaquin	2023	T6 Utility Class 6	Aggregate	Aggregate	Diesel	6.356456131	257.430851	81.36263848	0.029104667	8.845002
San Joaquin	2023	T6 Utility Class 7	Aggregate	Aggregate	Diesel	7.230830053	358.500092	92.55462468	0.040337535	8.887506
San Joaquin	2023	T6T5	Aggregate	Aggregate	Gasoline	560.525111	27400.6685	11214.98642	5.873758607	4.664929
San Joaquin	2023	T7 CAIRP Class 8	Aggregate	Aggregate	Diesel	1500.771839	308143.872	34487.73687	51.00604804	6.04132 HHD
San Joaquin	2023	T7 NNOOS Class 8	Aggregate	Aggregate	Diesel	1343.474448	364734.036	30873.04281	59.83110996	6.09606
San Joaquin	2023	T7 NOOS Class 8	Aggregate	Aggregate	Diesel	562.3598205	132501.396	12923.02868	21.97566159	6.029461
San Joaquin	2023	T7 Other Port Class 8	Aggregate	Aggregate	Diesel	28.6781176	5381.65764	469.174004	0.90785985	5.927851
San Joaquin	2023	T7 POAK Class 8	Aggregate	Aggregate	Diesel	131.1211785	13188.0173	2145.142481	2.26470624	5.823279
San Joaquin	2023	T7 POLA Class 8	Aggregate	Aggregate	Diesel	139.588006	18353.09	2283.659779	3.154875131	5.817374
San Joaquin	2023	T7 Public Class 8	Aggregate	Aggregate	Diesel	387.066761	16533.9411	1985.652484	3.205449572	5.158072
San Joaquin	2023	T7 Single Concrete/Transit Mix Class 8	Aggregate	Aggregate	Diesel	118.1878034	8595.90453	1113.329108	1.467125303	5.859012
San Joaquin	2023	T7 Single Dump Class 8	Aggregate	Aggregate	Diesel	486.5561857	30707.0394	4583.359269	5.327318734	5.76407
San Joaquin	2023	T7 Single Other Class 8	Aggregate	Aggregate	Diesel	1040.735731	57042.4876	9803.730584	9.736964144	5.858344
San Joaquin	2023	T7 SWCV Class 8	Aggregate	Aggregate	Diesel	175.044521	11346.9523	805.2047965	4.507153801	2.517543
San Joaquin	2023	T7 Tractor Class 8	Aggregate	Aggregate	Diesel	2638.276559	211937.817	38334.1584	34.91925222	6.069369
San Joaquin	2023	T7 Utility Class 8	Aggregate	Aggregate	Diesel	23.22093261	1080.67322	297.2279374	0.186573576	5.792209
San Joaquin	2023	T7I5	Aggregate	Aggregate	Gasoline	2.419215607	60.0081934	48.40366587	0.018776223	3.195967
San Joaquin	2023	UBUS	Aggregate	Aggregate	Gasoline	49.369827	3719.55506	197.479308	0.791708132	4.698139
San Joaquin	2023	UBUS	Aggregate	Aggregate	Diesel	78.33872382	5427.523	313.3548953	0.602229331	9.012386
San Joaquin	2025	All Other Buses	Aggregate	Aggregate	Diesel	67.92171408	3454.27959	604.5032553	0.395338932	8.737514
San Joaquin	2025	LDA	Aggregate	Aggregate	Gasoline	247812.193	10065418.7	1143376.643	340.6379829	29.54873
San Joaquin	2025	LDA	Aggregate	Aggregate	Diesel	620.8563183	19917.7375	2643.071074	0.459921869	43.30678
San Joaquin	2025	LDT1	Aggregate	Aggregate	Gasoline	20969.62889	704503.526	90823.61908	28.55436416	24.67236
San Joaquin	2025	LDT1	Aggregate	Aggregate	Diesel	5.057977491	54.7985719	14.33247387	0.002232746	24.54313
San Joaquin	2025	LDT2	Aggregate	Aggregate	Gasoline	105887.2734	4297523.94	491668.9279	179.0193905	24.00591
San Joaquin	2025	LDT2	Aggregate	Aggregate	Diesel	305.5941154	13558.4186	1463.961841	0.410704288	33.01261
San Joaquin	2025	LHD1	Aggregate	Aggregate	Gasoline	9450.489324	335570.018	140798.2097	34.90157426	9.614753
San Joaquin	2025	LHD1	Aggregate	Aggregate	Diesel	8447.684296	292201.982	106261.2413	18.38163512	15.89641
San Joaquin	2025	LHD2	Aggregate	Aggregate	Gasoline	1129.168714	39496.2437	16822.93138	4.600897482	8.584465
San Joaquin	2025	LHD2	Aggregate	Aggregate	Diesel	3098.911716	112092.227	38980.41096	8.493201579	13.19788
San Joaquin	2025	MCY	Aggregate	Aggregate	Gasoline	12009.69999	64631.0827	24019.39998	1.598967718	40.42051
San Joaquin	2025	MDV	Aggregate	Aggregate	Gasoline	92446.53152	3253692.9	417141.1232	169.0306745	19.24913
San Joaquin	2025	MDV	Aggregate	Aggregate	Diesel	1393.091492	51951.9772	6420.977754	2.139013823	24.28782
San Joaquin	2025	MH	Aggregate	Aggregate	Gasoline	1345.73466	11738.0981	134.6272954	2.660033836	4.412763
San Joaquin	2025	MH	Aggregate	Aggregate	Diesel	331.6240768	5453.24118	63.16240768	0.580283559	9.397546
San Joaquin	2025	Motor Coach	Aggregate	Aggregate	Diesel	18.80772922	2514.51501	432.2016174	0.452917647	5.551815
San Joaquin	2025	OBUS	Aggregate	Aggregate	Gasoline	170.8324994	7309.03024	3418.016649	1.52248184	4.800734

San Joaquin	2025 PTO	Aggregate	Aggregate	Diesel	0	20105.4227	0	3.98427046	5.046199
San Joaquin	2025 SBUS	Aggregate	Aggregate	Gasoline	131.6189784	7271.29468	526.4759134	0.71341232	10.19228
San Joaquin	2025 SBUS	Aggregate	Aggregate	Diesel	490.2787139	10849.6548	7099.235777	1.320741795	8.214819 MHD
San Joaquin	2025 T6 CAIRP Class 4	Aggregate	Aggregate	Diesel	10.57610418	697.742444	243.038874	0.077548733	8.997471 8.711536
San Joaquin	2025 T6 CAIRP Class 5	Aggregate	Aggregate	Diesel	14.00551629	958.755772	321.8467643	0.106617779	8.992457
San Joaquin	2025 T6 CAIRP Class 6	Aggregate	Aggregate	Diesel	47.2956683	2488.35531	1086.854424	0.272426579	9.13404
San Joaquin	2025 T6 CAIRP Class 7	Aggregate	Aggregate	Diesel	78.11014265	15772.0773	1794.971078	1.605687139	9.822634
San Joaquin	2025 T6 Instate Delivery Class 4	Aggregate	Aggregate	Diesel	252.424868	8475.97193	3602.102866	1.019116289	8.316982
San Joaquin	2025 T6 Instate Delivery Class 5	Aggregate	Aggregate	Diesel	162.4907366	5516.89416	2318.742812	0.666350411	8.279269
San Joaquin	2025 T6 Instate Delivery Class 6	Aggregate	Aggregate	Diesel	708.1406495	23932.0747	10105.16707	2.87788442	8.315857
San Joaquin	2025 T6 Instate Delivery Class 7	Aggregate	Aggregate	Diesel	127.2799027	6929.15534	1816.284212	0.825964977	8.389164
San Joaquin	2025 T6 Instate Other Class 4	Aggregate	Aggregate	Diesel	457.3843802	18839.146	5287.363435	2.200026822	8.563144
San Joaquin	2025 T6 Instate Other Class 5	Aggregate	Aggregate	Diesel	1233.945904	53254.2945	14264.41465	6.208167542	8.578102
San Joaquin	2025 T6 Instate Other Class 6	Aggregate	Aggregate	Diesel	939.5521797	39531.7219	10861.2232	4.582174014	8.627285
San Joaquin	2025 T6 Instate Other Class 7	Aggregate	Aggregate	Diesel	601.2468734	26326.7381	6950.413857	3.002944814	8.766974
San Joaquin	2025 T6 Instate Tractor Class 6	Aggregate	Aggregate	Diesel	11.09411194	521.271565	128.2479341	0.060836197	8.568444
San Joaquin	2025 T6 Instate Tractor Class 7	Aggregate	Aggregate	Diesel	742.8431118	44239.5012	8587.266373	4.878765067	9.067766
San Joaquin	2025 T6 OOS Class 4	Aggregate	Aggregate	Diesel	6.191325924	405.515484	142.2766697	0.044545776	9.103343
San Joaquin	2025 T6 OOS Class 5	Aggregate	Aggregate	Diesel	8.158025029	556.294323	187.4714152	0.061223253	9.086324
San Joaquin	2025 T6 OOS Class 6	Aggregate	Aggregate	Diesel	27.75525515	1453.61298	637.8157633	0.156720574	9.275189
San Joaquin	2025 T6 OOS Class 7	Aggregate	Aggregate	Diesel	42.05361037	10569.5739	966.3919663	1.066856767	9.90721
San Joaquin	2025 T6 Public Class 4	Aggregate	Aggregate	Diesel	30.96340517	1050.77782	158.8422685	0.137051326	7.667039
San Joaquin	2025 T6 Public Class 5	Aggregate	Aggregate	Diesel	77.40598482	2785.90976	397.0927021	0.357713881	7.788095
San Joaquin	2025 T6 Public Class 6	Aggregate	Aggregate	Diesel	124.4648645	4446.56253	638.5047549	0.566454177	7.849819
San Joaquin	2025 T6 Public Class 7	Aggregate	Aggregate	Diesel	148.2002736	6742.4666	760.2674038	0.856702113	7.870258
San Joaquin	2025 T6 Utility Class 5	Aggregate	Aggregate	Diesel	33.80713566	1371.26265	432.7313364	0.154052822	8.90125
San Joaquin	2025 T6 Utility Class 6	Aggregate	Aggregate	Diesel	6.404694197	258.753793	81.98008572	0.028984726	8.927246
San Joaquin	2025 T6 Utility Class 7	Aggregate	Aggregate	Diesel	7.233394318	359.399463	92.58744727	0.039964166	8.993043
San Joaquin	2025 T6TS	Aggregate	Aggregate	Gasoline	531.0756316	27321.54	10625.76124	5.695995374	4.796623 HHD
San Joaquin	2025 T7 CAIRP Class 8	Aggregate	Aggregate	Diesel	1559.383676	317454.145	35834.63687	51.17555421	6.203238 5.689878
San Joaquin	2025 T7 NNOOS Class 8	Aggregate	Aggregate	Diesel	1399.986354	379791.503	32171.68641	59.50406302	6.382615
San Joaquin	2025 T7 NOOS Class 8	Aggregate	Aggregate	Diesel	592.9033383	137971.507	13624.91871	22.13949036	6.231919
San Joaquin	2025 T7 Other Port Class 8	Aggregate	Aggregate	Diesel	31.09466321	5773.39367	508.7086901	0.965450648	5.979999
San Joaquin	2025 T7 POAK Class 8	Aggregate	Aggregate	Diesel	137.4284865	13680.6366	2248.330039	2.333991731	5.861476
San Joaquin	2025 T7 POLA Class 8	Aggregate	Aggregate	Diesel	157.478818	19849.822	2576.353462	3.419583803	5.804748
San Joaquin	2025 T7 Public Class 8	Aggregate	Aggregate	Diesel	386.4284577	16615.451	1982.377988	3.157962941	5.261446
San Joaquin	2025 T7 Single Concrete/Transit Mix Class 8	Aggregate	Aggregate	Diesel	121.0999578	8533.43151	1140.761603	1.428680336	5.972947
San Joaquin	2025 T7 Single Dump Class 8	Aggregate	Aggregate	Diesel	518.3758674	30855.2217	4883.100671	5.328325632	5.790791
San Joaquin	2025 T7 Single Other Class 8	Aggregate	Aggregate	Diesel	1163.187559	58572.1124	10957.22681	9.897066107	5.918129
San Joaquin	2025 T7 SWCV Class 8	Aggregate	Aggregate	Diesel	167.5568448	10862.3368	770.7614863	4.227120943	2.569677
San Joaquin	2025 T7 Tractor Class 8	Aggregate	Aggregate	Diesel	2947.082282	219605.844	42821.10556	35.73125002	6.146040
San Joaquin	2025 T7 Utility Class 8	Aggregate	Aggregate	Diesel	24.5522509	1096.54573	314.2688115	0.187591616	5.845388
San Joaquin	2025 T7IS	Aggregate	Aggregate	Gasoline	1.372290651	54.2951776	27.45679134	0.014900233	3.643915
San Joaquin	2025 UBUS	Aggregate	Aggregate	Gasoline	50.67993554	3818.16315	202.7197421	0.812722391	4.697992
San Joaquin	2025 UBUS	Aggregate	Aggregate	Diesel	73.34639924	4977.17265	293.3855969	0.526331001	9.456355

On-road Mobile (Operational) Energy Usage

Unmitigated:

Step 1:

Therefore:
Average Daily VMT:
15,343 Source: CalEEMod

Step 2:

Given:

Fleet Mix (CalEEMod Output)

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
53.70%	5.24%	16.92%	15.09%	2.62%	0.62%	1.25%	1.69%	0.05%	0.03%	2.32%	0.11%	0.35%

And:

Gasoline MPG Factors for each Vehicle Class - Year 2025 (EMFAC2021 Output)

LDA	LDT1	LDT2	MDV	MCY	MH
29.549	24.672	24.006	19.249	40.421	4.413

Diesel MPG Factors for each Vehicle Class - Year 2025 (EMFAC2021 Output)

LHD1	LHD2	MHD	HHD	OBUS	UBUS	SBUS
15.896	13.198	8.712	5.690	4.801	9.456	8.215

Therefore:
Weighted Average MPG Factors
Gasoline: 26.8 Diesel: 11.2

Step 3:

Therefore:

536	daily gallons of gasoline	87	daily gallons of diesel
or			
195,722	annual gallons of gasoline	31,910	annual gallons of diesel

Off-road Mobile (Construction) Energy Usage

Note: For the sake of simplicity, and as a conservative estimation, it was assumed that all off-road vehicles use diesel fuel as an energy source.

Given Factor:	230.1	metric tons	CO2	(provided in CalEEMod Output File)
Conversion Factor:	2204.6262	pounds	per metric ton	
Intermediate Result:	507,262	pounds	CO2	
Conversion Factor:	22.38	pounds	CO2 per 1 gallon of diesel fuel	Source: U.S. EIA, 2016
Final Result:	22,666	gallons	diesel fuel	http://www.eia.gov/tools/faqs/faq.cfm?id=307&t=11

Mitigated Onsite Scenario	Total CO2 (MT/yr) (provided in CalEEMod Output File)
Site Preparation	12.1
Grading	10.8

On-road Mobile (Construction) Energy Usage - Site Preparation

Note: Year 2021 MPG factors were derived for construction-related energy consumption (for the sake of a conservative estimate).

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

18

Worker Trip Length (miles) (CalEEMod Output)

11.9

Therefore:

Average Worker Daily VMT:

214

Step 2: Given:

Assumed Fleet Mix for Workers (Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

LDA	LDT1	LDT2
0.5	0.25	0.25

And:

Gasoline MPG Factors for each Vehicle Class (EMFAC2021 Output) - Year 2023

LDA	LDT1	LDT2
28.55	23.82	22.98

Therefore:

Weighted Average Worker MPG Factor

26.0

Step 3: **Therefore:**

8.2 Worker daily gallons of gasoline

Step 4: **5 # of Days (CalEEMod Output)**

Therefore:

Result: 41 Total gallons of gasoline

On-road Mobile (Construction) Energy Usage - Grading

Note: Year 2021 MPG factors were derived for construction-related energy consumption (for the sake of a conservative estimate).

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

15

Total Hauling Trips (CalEEMod Output)

-

Worker Trip Length (miles) (CalEEMod Output)

11.9

Hauling Trip Length (miles) (CalEEMod Output)

20

Therefore:

Average Worker Daily VMT:

179

Average Vendor Daily VMT:

-

Step 2: Given:

Assumed Fleet Mix for Workers

LDA	LDT1	LDT2
0.5	0.25	0.25

(Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

And:

Gasoline MPG Factors for each Vehicle Class (EMFAC2021 Output) - Year 2023

LDA	LDT1	LDT2
28.55	23.82	22.98

Therefore:

Weighted Average Worker MPG Factor

26.0

Fleet Mix for Workers (Conservative Estimate)

MHD	HHD
0%	100%

Diesel:

MHD	HHD
8.58	5.60

Weighted Average Hauling (Diesel) MPG Factor

5.6

Step 3: **Therefore:**

6.9 Worker daily gallons of gasoline

Step 4: **8 # of Days (CalEEMod Output)**

Therefore:

Result: 55 Total gallons of gasoline

Therefore:

- Total gallons of diesel

On-road Mobile (Construction) Energy Usage - Building Construction

Note: Year 2021 MPG factors were derived for construction-related energy consumption (for the sake of a conservative estimate).

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

118

Total Daily Vendor Trips (CalEEMod Output)

46

Worker Trip Length (miles) (CalEEMod Output)

11.9

Vendor Trip Length (miles) (CalEEMod Output)

9.1

Therefore:

Average Worker Daily VMT:

1,404

Average Vendor Daily VMT:

418

Step 2:

Given:

Assumed Fleet Mix for Workers (Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

LDA	LDT1	LDT2
0.5	0.25	0.25

Assumed Fleet Mix for Vendors

Fleet Mix for Workers (CalEEMod Output)

MHD	HHD
100%	0%

And:

MPG Factors for each Vehicle Class (from EMFAC2021) - Year 2023

Gasoline:

LDA	LDT1	LDT2
28.55	23.82	22.98

Diesel:

MHD	HHD
8.58	5.60

Therefore:

Weighted Average Worker (Gasoline) MPG Factor

26.0

Weighted Average Vendor (Diesel) MPG Factor

8.6

Step 3:

Therefore:

54 Worker daily gallons of gasoline

Therefore:

49 Vendor daily gallons of diesel

Step 4:

230 # of Days (CalEEMod Output)

Therefore:

12,433 Total gallons of gasoline

Therefore:

11,198 Total gallons of diesel

On-road Mobile (Construction) Energy Usage - Paving

Note: Year 2021 MPG factors were derived for construction-related energy consumption (for the sake of a conservative estimate).

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

20

Worker Trip Length (miles) (CalEEMod Output)

11.9

Therefore:

Average Worker Daily VMT:

238

Step 2: Given:

Assumed Fleet Mix for Workers (Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

LDA	LDT1	LDT2
0.5	0.25	0.25

And:

Gasoline MPG Factors for each Vehicle Class (EMFAC2021 Output) - Year 2023

LDA	LDT1	LDT2
28.55	23.82	22.98

Therefore:

Weighted Average Worker MPG Factor

26.0

Step 3: **Therefore:**

9.2 Worker daily gallons of gasoline

Step 4: 18 # of Days (CalEEMod Output)

Therefore:

Result: 165 Total gallons of gasoline

On-road Mobile (Construction) Energy Usage - Architectural Coating

Note: Year 2021 MPG factors were derived for construction-related energy consumption (for the sake of a conservative estimate).

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

24

Worker Trip Length (miles) (CalEEMod Output)

11.9

Therefore:

Average Worker Daily VMT:

286

Step 2: Given:

Assumed Fleet Mix for Workers (Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

LDA	LDT1	LDT2
0.5	0.25	0.25

And:

Gasoline MPG Factors for each Vehicle Class (EMFAC2021 Output) - Year 2023

LDA	LDT1	LDT2
28.55	23.82	22.98

Therefore:

Weighted Average Worker MPG Factor

26.0

Step 3: **Therefore:**

11.0 Worker daily gallons of gasoline

Step 4: 18 # of Days (CalEEMod Output)

Therefore:

Result: 198 Total gallons of gasoline

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Appendix B: Noise Study



Environmental Noise Assessment

Tracy Dual Hotels Project

City of Tracy, California

January 31, 2025

Project #241106

Prepared for:

DE NOVO PLANNING GROUP



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Appendix A: Acoustical Terminology
Appendix B: Field Noise Measurement Data
Appendix C: Traffic Noise Calculations

INTRODUCTION

The Tracy Dual Hotels Project is located in the City of Tracy, California. The project consists of two hotels, Candlewood Suites & Avid Hotel, of 107 Guestrooms along with the Hilton Garden Inn of 86 Guestrooms. The project comprises 178 parking spaces and 2 pools. The project will be bordered by commercial and industrial space to the west, residential land use to the north and east, and I-205 to the south.

Figure 1 shows the project site plan. **Figure 2** shows an aerial photo of the project site.

ENVIRONMENTAL SETTING

BACKGROUND INFORMATION ON NOISE

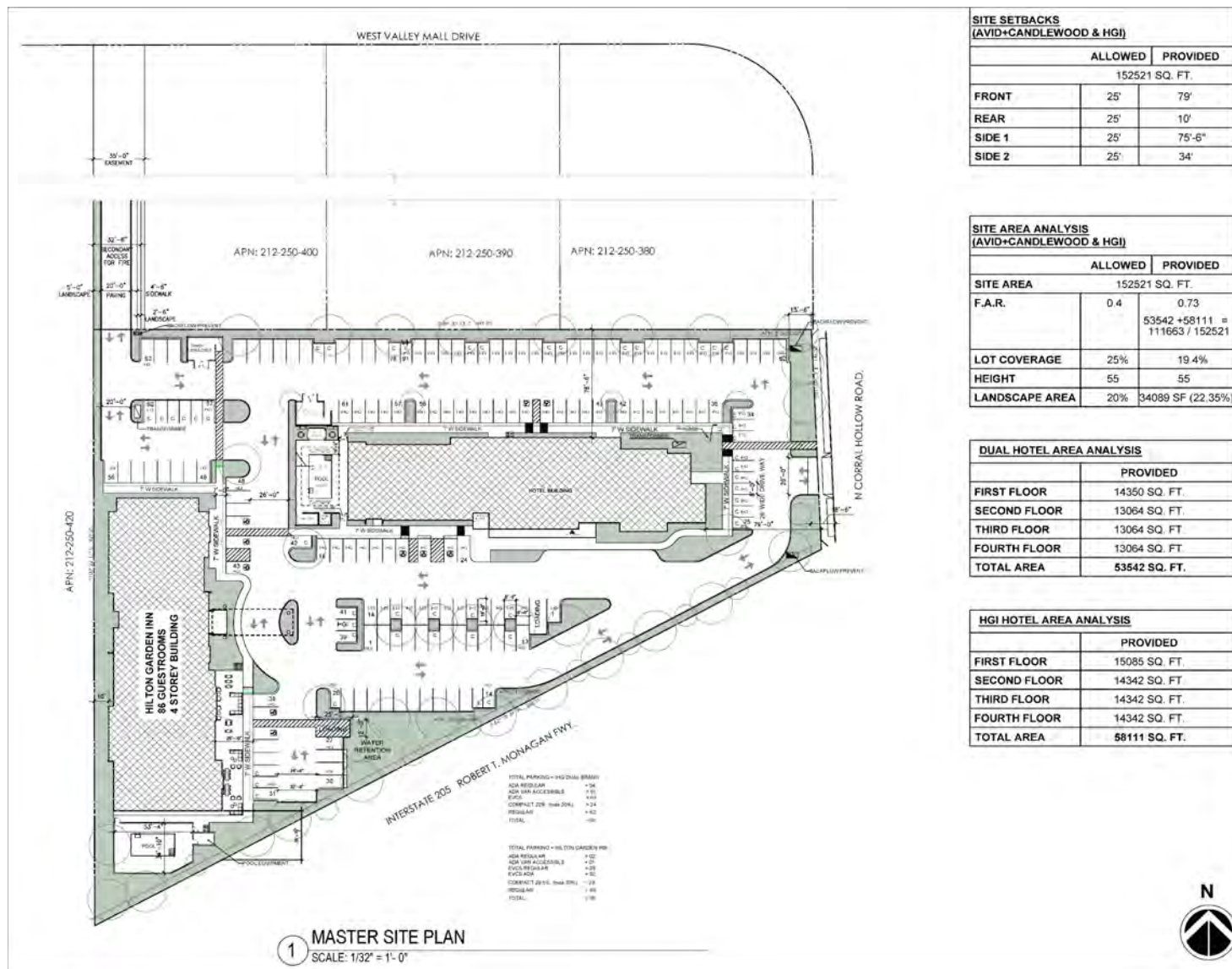
Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

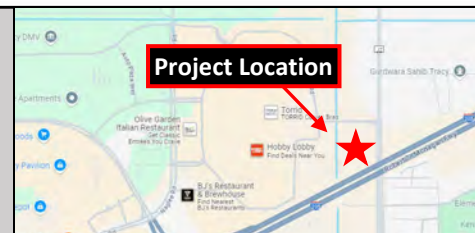


Tracy Dual Hotel Project

City of Tracy, California

Figure 1

Project Site Plan








Tracy Dual Hotels Project

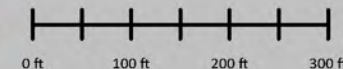
City of Tracy, California

Figure 2

Noise Measurement Sites

Legend

-  Project Site
-  Noise Measurement - Short Term
-  Noise Measurement Site - Long Term



Projection: UTM Zone 10 / GOOGLE / meters
Rev. Date: 12/11/2024



The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60-dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn} , and shows very good correlation with community response to noise.

The day/night average level (DNL or L_{dn}) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 1 lists several examples of the noise levels associated with common situations. **Appendix A** provides a summary of acoustical terms used in this report.

TABLE 1: TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	--100--	
Gas Lawn Mower at 1 m (3 ft.)	--90--	
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	--70--	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area Heavy Traffic at 90 m (300 ft.)	--60--	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September, 2013.

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regards to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate.

EXISTING NOISE AND VIBRATION ENVIRONMENTS

EXISTING NOISE RECEPTORS

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Sensitive noise receptors may also include threatened or endangered noise-sensitive biological species, although many jurisdictions have not adopted noise standards for wildlife areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise.

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include existing single-family residential uses to the north of the project site, multi-family residential uses to the east of the project site, and commercial and office uses to the west and south of the project site.

EXISTING GENERAL AMBIENT NOISE LEVELS

The existing noise environment in the project area is primarily defined by traffic on I-205. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurement at one location on the project site and a short term measurement at one location as well. Noise measurement locations are shown on **Figure 2**. A summary of the noise level measurement survey results is provided in **Table 2**. **Appendix B** contains the complete results of the noise monitoring.

The sound level meters were programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted L_{max} , represents the highest noise level measured. The average value, denoted L_{eq} , represents the energy average of all the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50} , represents the sound level exceeded 50 percent of the time during the monitoring period.

Larson Davis Laboratories (LDL) model 820 precision integrating sound level meters were used for the ambient noise level measurement survey. The meters were calibrated before and after use with a CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA

Location	Date	L_{dn}	Daytime L_{eq}	Daytime L_{50}	Daytime L_{max}	Nighttime L_{eq}	Nighttime L_{50}	Nighttime L_{max}
LT-1: 400 ft. to CL of I-205	12/11/24	71	65	65	75	65	64	73
	12/12/24	75	69	68	76	69	67	74
ST-1: 185 ft. to CL of I-205	12/10/24	N/A	67	46	76	N/A	N/A	N/A

- All values shown in dBA
- Daytime hours: 7:00 a.m. to 10:00 p.m.
- Nighttime Hours: 10:00 p.m. to 7:00 a.m.
- Source: Saxelby Acoustics, 2024.

FUTURE TRAFFIC NOISE ENVIRONMENT AT OFF-SITE RECEPTORS

OFF-SITE TRAFFIC NOISE IMPACT ASSESSMENT METHODOLOGY

To assess noise impacts due to project-related traffic increases on the local roadway network, traffic noise levels are predicted at sensitive receptors for existing and future, project and no-project conditions.

Existing and Cumulative noise levels due to traffic are calculated using the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108). The model is based upon the Calvenno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

The FHWA model was developed to predict hourly L_{eq} values for free-flowing traffic conditions. To predict traffic noise levels in terms of L_{dn} , it is necessary to adjust the input volume to account for the day/night distribution of traffic.

Project trip generation volumes were provided by the project traffic engineer (Fehr & Peers 2023), truck usage and vehicle speeds on the local area roadways were estimated from field observations. The predicted increases in traffic noise levels on the local roadway network for Existing and Cumulative conditions which would result from the project are provided in terms of L_{dn} .

Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each project-area roadway segment. In some locations sensitive receptors may not receive full shielding from noise barriers or may be located at distances which vary from the assumed calculation distance.

Tables 3 and 4 summarize the modeled traffic noise levels at the nearest sensitive receptors along each roadway segment in the Project area. **Appendix C** provides the complete inputs and results of the FHWA traffic modeling.

TABLE 3: PREDICTED TRAFFIC NOISE LEVEL AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Existing (dBA L_{dn})	Existing + Project (dBA L_{dn})	Change (dBA)
Pavilion Parkway	North of Naglee Road	57.1	57.1	0.0
Pavilion Parkway	South of Naglee Road	56.1	56.1	0.0
Naglee Road	East of Pavilion Parkway	49.8	49.9	0.1
Naglee Road	West of Pavilion Parkway	61.9	61.9	0.0
I-205 EB On-Ramp	North of Grant Line Road	63.2	63.2	0.0
I-205 EB Off-Ramp	South of Grant Line Road	62.2	62.3	0.1
Grant Line Road	East of I-205	62.5	62.5	0.0
Grant Line Road	West of I-205	57.5	57.5	0.0

TABLE 4: EXISTING PLUS APPROVED PROJECTS (EPAP) TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	EPAP (dBA L _{dn})	EPAP + Project (dBA L _{dn})	Change (dBA)
Pavilion Parkway	North of Naglee Road	57.5	57.5	0.0
Pavilion Parkway	South of Naglee Road	56.2	56.2	0.0
Naglee Road	East of Pavilion Parkway	49.9	49.9	0.0
Naglee Road	West of Pavilion Parkway	62.0	62.1	0.1
I-205 EB On-Ramp	North of Grant Line Road	63.2	63.2	0.0
I-205 EB Off-Ramp	South of Grant Line Road	62.3	62.4	0.1
Grant Line Road	East of I-205	62.7	62.7	0.0
Grant Line Road	West of I-205	57.6	57.6	0.0

Based upon the **Tables 3 and 4** data, the proposed project is predicted to result in an increase in a maximum traffic noise level increase of 0.1 dBA.

EVALUATION OF PROJECT OPERATIONAL NOISE ON EXISTING SENSITIVE RECEPTORS

Project site traffic circulation and residential HVAC noise are considered to be the primary noise sources for this project. The following is a list of assumptions used for the noise modeling. The data used is based upon a combination of manufacturer's provided data and Saxelby Acoustics data from similar operations.

On-Site Circulation: The project is projected to generate 63 trips in the peak hour (Kimley Horn 2024). Saxelby Acoustics assumed that 2 of these trips could be heavy trucks. Parking lot movements are predicted to generate a sound exposure level (SEL) of 71 dBA SEL at 50 feet for cars and 85 dBA SEL at 50 feet for trucks. Nighttime traffic outside of the AM or PM peak hour is estimated to be approximately 1/4 of daytime trips during nighttime hours (10:00 p.m. to 7:00 a.m.). Saxelby Acoustics data.

HVAC: Assumes a single mini-split condenser unit for each unit. The units were assumed to have a sound level rating of 64 dBA (manufacturer's data).

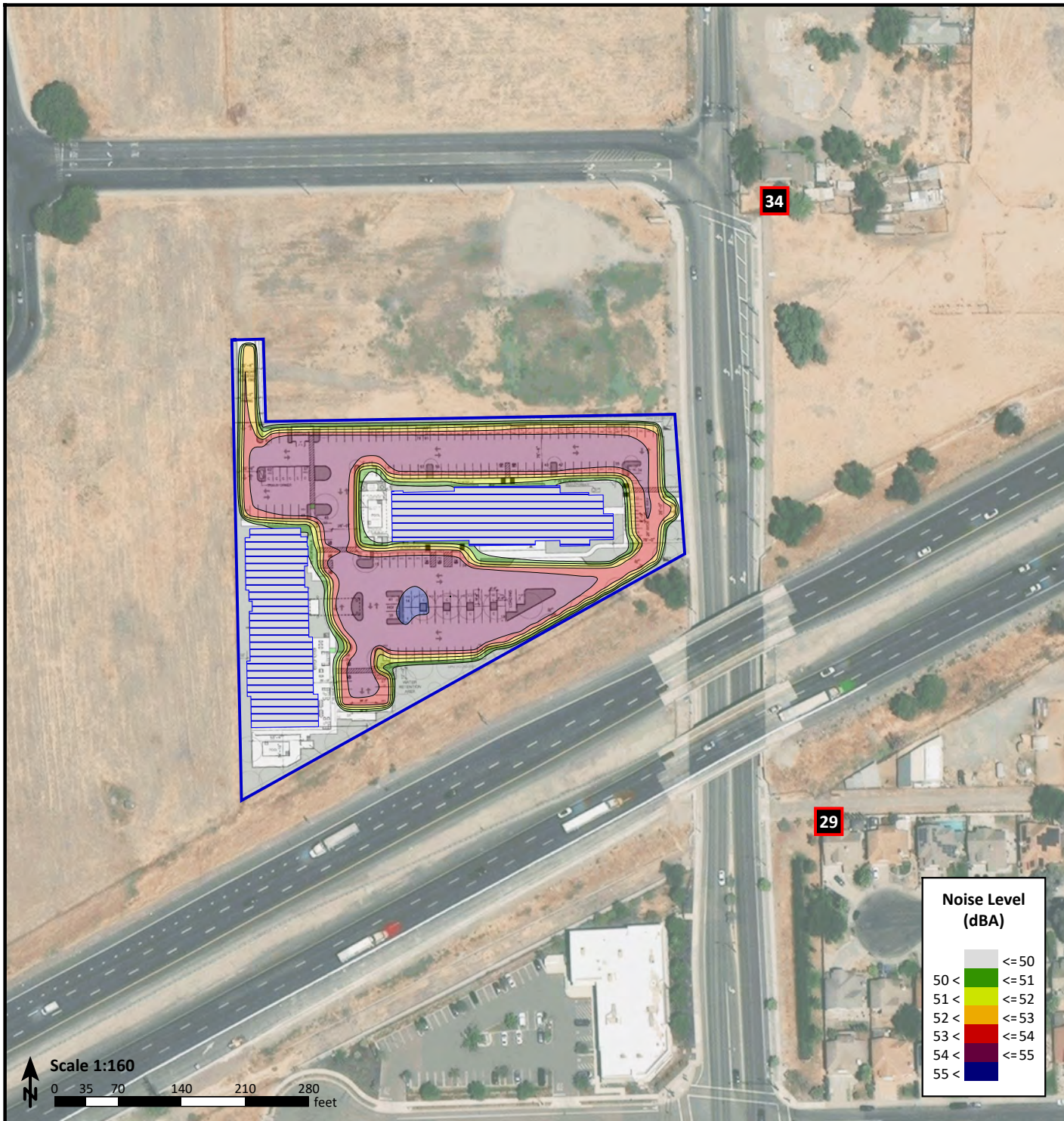
Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed amenities, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation. **Figure 3** shows the noise level contours resulting from operation of the project.

Tracy Dual Hotels Projects

City of Tracy, California

Figure 3

Project Generated Noise Levels
Leq dBA



CONSTRUCTION NOISE ENVIRONMENT

During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. As shown in **Table 5**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

TABLE 5: CONSTRUCTION EQUIPMENT NOISE

Type of Equipment	Maximum Level, dBA at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Roadway Construction Noise Model User's Guide. Federal Highway Administration. FHWA-HEP-05-054. January 2006.

CONSTRUCTION VIBRATION ENVIRONMENT

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. **Table 6** shows the typical vibration levels produced by construction equipment.

TABLE 6: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT

Type of Equipment	Peak Particle Velocity at 25 feet (inches/second)	Peak Particle Velocity at 50 feet (inches/second)	Peak Particle Velocity at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026

Source: Transit Noise and Vibration Impact Assessment Guidelines. Federal Transit Administration. May 2006.

REGULATORY CONTEXT

FEDERAL

There are no federal standards which apply to the proposed project.

STATE

California Environmental Quality Act

The California Environmental Quality Act (CEQA) Guidelines, Appendix G, indicate that a significant noise impact may occur if a project exposes persons to noise or vibration levels in excess of local general plans or noise ordinance standards, or cause a substantial permanent or temporary increase in ambient noise levels. CEQA standards are discussed in more detail under the Thresholds of Significance section.

LOCAL

City of Tracy General Plan

Policies

- P5. For new residential land uses, noise from external sources shall not cause building interiors to exceed 45 L_{dn}.
- P6. For new multi-family residential land uses, noise from external sources shall not cause the community outdoor recreation areas to exceed 65 L_{dn}. This policy shall not apply to balconies.
- P8. Measures to attenuate exterior and/or interior noise levels to acceptable levels shall be incorporated into all development projects. Acceptable, conditionally acceptable and unacceptable noise levels are presented in Figure 9-3.

TABLE 7: LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENT

Land Use Category	Exterior Noise Exposure (L_{dn})					
	55	60	65	70	75	80
Single-Family Residential						
Multi-Family Residential, Hotels, and Motels		(a)				
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches						
Office Buildings, Business Commercial, and Professional						
Auditoriums, Concert Halls, Amphitheaters						

(a) Residential development sites exposed to noise levels exceeding 60 L_{dn} shall be analyzed following protocols in Appendix Chapter 12, Section 1208A, Sound Transmission Control, California Building Code

	NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
	CONDITIONALLY ACCEPTABLE Specified land use may be permitted only after detailed analysis of the noise reduction requirements and the needed noise insulation features included in the design.
	UNACCEPTABLE New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

Source: City of Tracy General Plan Figure 9-3

Policies

- P2. Mitigation measures shall be required for new development projects that exceed the following criteria:
- Cause the L_{dn} at noise-sensitive uses to increase by 3 dB or more and exceed the “normally acceptable” level.
 - Cause the L_{dn} at noise-sensitive uses to increase 5 dB or more and remain “normally acceptable.”
 - Cause new noise levels to exceed the City of Tracy Noise Ordinance limits.
- P4. All construction in the vicinity of noise sensitive land uses, such as residences, hospitals, or convalescent homes, shall be limited to daylight hours or 7:00 a.m. to 7:00 p.m. In addition, the following construction noise control measures shall be included as requirements at construction sites to minimize construction noise impacts:
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
 - Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
 - Utilize “quiet” air compressors and other stationary noise sources where technology exists.

City of Tracy Municipal Code

4.12.750 - General sound level limits.

Except for exempted activities and sounds as provided in this chapter or exempted properties as referenced in Section 4.12.800, it shall be unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property in the applicable Base District Zone on which the sound is produced exceeds the applicable limits set forth below:

TABLE 8: GENERAL SOUND LEVEL LIMITS AT BASE DISTRICT ZONE

Base District Zone	Sound Level Limits (Decibels)
1. Residential Districts RE (Residential Estate) LDR (Low Density) MDR/MDC (Medium Density) HDR (High Density) RMH (Mobile Home)	55
2. Commercial Districts MO (Medical Office) POM (Professional Office and Medical) NS (Neighborhood Shopping) CBD (Central Business District) GHC (General Highway) H-s (Highway Service)	65
3. Industrial Districts M-1 (Light Industrial) M-2 (Heavy Industrial)	75
4. A (Agricultural)	75
5. AMO Aggregate Mineral Overlay Zone	75

Source : City of Tracy Municipal Code 4.12.750

Summary of Applicable Noise Level Criteria

City of Tracy General Plan requires mitigation measures when the following occurs:

- The L_{dn} at noise-sensitive uses to increase by 3 dB or more due to project noise and exceed the “normally acceptable” (See **Table 7**) level.
- The L_{dn} at noise-sensitive uses to increase 5 dB or more due to project noise and remain “normally acceptable.” (See **Table 7**).
- New noise levels to exceed the City of Tracy Noise Ordinance limits.

Table 8 shows the noise level standard of a one-hour average sound level permitted at any point on or beyond the boundaries of the property. The table indicates the proposed project shall not produce non-transportation noise levels of 55 dBA L_{eq} at adjacent noise sensitive receptors.

CRITERIA FOR ACCEPTABLE VIBRATION

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. **Table 9**, which was developed by Caltrans, shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

Table 9 indicates that the threshold for architectural damage to structures is 0.20 in/sec p.p.v. A threshold of 0.20 in/sec p.p.v. is considered to be a reasonable threshold for short-term construction projects.

TABLE 9: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/second	in/second		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of “architectural” damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of “architectural” damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize “architectural” damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage

Source: *Transportation Related Earthborne Vibrations*. Caltrans. TAV-02-01-R9601. February 20, 2002.

IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels conflict with adopted environmental standards or plans or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. Significance criteria for noise impacts are drawn from CEQA Guidelines Appendix G (Items XI [a-c]).

Would the project:

- a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b. Generate excessive groundborne vibration or groundborne noise levels?
- c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Noise Level Increase Criteria for Long-Term Project-Related Noise Level Increases

The City of Tracy provides the following criteria to determine significance of project-related noise level increases:

- P2. Mitigation measures shall be required for new development projects that exceed the following criteria:
- Cause the L_{dn} at noise-sensitive uses to increase by 3 dB or more and exceed the “normally acceptable” level.
 - Cause the L_{dn} at noise-sensitive uses to increase 5 dB or more and remain “normally acceptable.”
 - Cause new noise levels to exceed the City of Tracy Noise Ordinance limits.

Temporary Construction Noise Impacts

With temporary noise impacts (construction), identification of “substantial increases” depends upon the duration of the impact, the temporal daily nature of the impact, and the absolute change in decibel levels. Per the City of Tracy Municipal Code construction hours are limited to daylight hours or 7:00 a.m. to 7:00 p.m.

The City has not adopted any formal standard for evaluating temporary construction noise which occurs within allowable hours. For short-term noise associated with Project construction, Saxelby Acoustics recommends use of the Caltrans increase criteria of 12 dBA (Caltrans Traffic Noise Protocol, 2020), applied to existing residential receptors in the project vicinity. This level of increase is approximately equivalent to a doubling of sound energy and has been the standard of significance for Caltrans projects at the state level for many years. Application of this standard to construction activities is considered reasonable considering the temporary nature of construction activities.

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

Impact 1: *Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Traffic Noise Increases at Off-Site Receptors

The FICON guidelines specify criteria to determine the significance of traffic noise impacts. Where existing traffic noise levels are greater than 65 dB L_{dn} , a +1.5 dB L_{dn} increase in roadway noise levels will be considered significant. According to **Tables 3-4**, the maximum increase is traffic noise at the nearest sensitive receptor is predicted to be 0.1 dBA. Therefore, impacts resulting from increased traffic noise would be considered ***less-than-significant***, and no mitigation is required.

Operational Noise at Existing Sensitive Receptors

Compliance with City of Tracy Standards

As shown on **Figure 3**, the project is predicted to expose nearby residences to noise levels up to 34 dBA L_{eq} . These noise levels are predicted to comply with the City of Tracy noise level standard of 55 dBA L_{eq} . Therefore, this is a ***less-than-significant*** impact, and no mitigation is required.

Construction Noise

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in **Table 5**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA L_{max} at a distance of 50 feet. Construction activities would also be temporary in nature and are anticipated to occur during normal daytime working hours.

The City of Tracy Municipal Code restricts construction noise from the noise ordinance between the hours of 7:00 a.m. and 7:00 p.m. or daylight hours. In addition, the municipal code requires the following noise control measures:

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- Utilize “quiet” air compressors and other stationary noise sources where technology exists.

Caltrans defines a significant increase as an increase of 12 dBA over existing ambient noise levels; Saxelby Acoustics used this criterion to evaluate increases due to construction noise associated with the project. As shown in **Table 5**, construction equipment is predicted to generate noise levels of up to 90 dBA L_{max} at 50 feet. Construction noise is evaluated as occurring at the center of the site to represent average noise levels generated over the duration of construction across the project site. The nearest residential uses are located approximately 500 feet as measured from the center of the project site. At this distance, maximum construction noise levels would be up to 70 dBA. The average daytime maximum noise level in the vicinity of

the sensitive receptors was measured to be approximately 75 dBA L_{max} , resulting in a 0 dB increase. Therefore, project construction would not cause an increase of greater than 12 dBA over existing ambient noise levels.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would occur during daytime hours.

Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the construction if construction activities were to occur outside the normal daytime hours. Therefore, impacts resulting from noise levels temporarily exceeding the threshold of significance due to construction would be considered **potentially significant** short-term impact.

Mitigation Measures

- 1(a) *The City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:*
- *Construction shall be limited to 7:00 a.m. to 7:00 p.m.*
 - *All construction equipment powered by internal combustion engines shall be properly muffled and maintained.*
 - *Quiet construction equipment, particularly air compressors, are to be selected whenever possible.*
 - *All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.*
 - *Unnecessary idling of internal combustion engines is prohibited.*
 - *The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.*

Timing/Implementation: Implemented prior to approval of grading and/or building permits

Enforcement/Monitoring: City of Tracy Community Development Services Department

Implementation of mitigation measures 1(a) would help to reduce construction-generated noise levels. With mitigation, this impact would be considered **less-than-significant**.

Impact 2: *Would the project generate excessive groundborne vibration or groundborne noise levels?*

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

The **Table 7** data indicate that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related

vibrations, especially vibratory compactors/rollers, are located further than 26 feet from typical construction activities. At distances greater than 26 feet construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

This is a **less-than-significant** impact and no mitigation is required.

Impact 3: *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

There are no airports within two miles of the project vicinity. Therefore, this impact is not applicable to the proposed project.

REFERENCES

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Appendix A: Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
ASTC	Apparent Sound Transmission Class. Similar to STC but includes sound from flanking paths and correct for room reverberation. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by +5 dBA and nighttime hours weighted by +10 dBA.
DNL	See definition of Ldn.
IIC	Impact Insulation Class. An integer-number rating of how well a building floor attenuates impact sounds, such as footsteps. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one-hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
NIC	Noise Isolation Class. A rating of the noise reduction between two spaces. Similar to STC but includes sound from flanking paths and no correction for room reverberation.
NNIC	Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.
Noise	Unwanted sound.
NRC	Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.
RT60	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 Sabin.
SEL	Sound Exposure Level. SEL is a rating, in decibels, of a discrete event, such as an aircraft flyover or train pass by, that compresses the total sound energy into a one-second event.
SPC	Speech Privacy Class. SPC is a method of rating speech privacy in buildings. It is designed to measure the degree of speech privacy provided by a closed room, indicating the degree to which conversations occurring within are kept private from listeners outside the room.
STC	Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations. The STC rating is typically used to rate the sound transmission of a specific building element when tested in laboratory conditions where flanking paths around the assembly don't exist. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.

Appendix B: Continuous Long and Short-Term Ambient Noise Measurement Results



Appendix B1a: Continuous Noise Monitoring Results

Site: LT-1

Project: Tracy Dual Hotels Project

Location: Western Project Boundary

Coordinates: (37.7586559, -121.4551861)

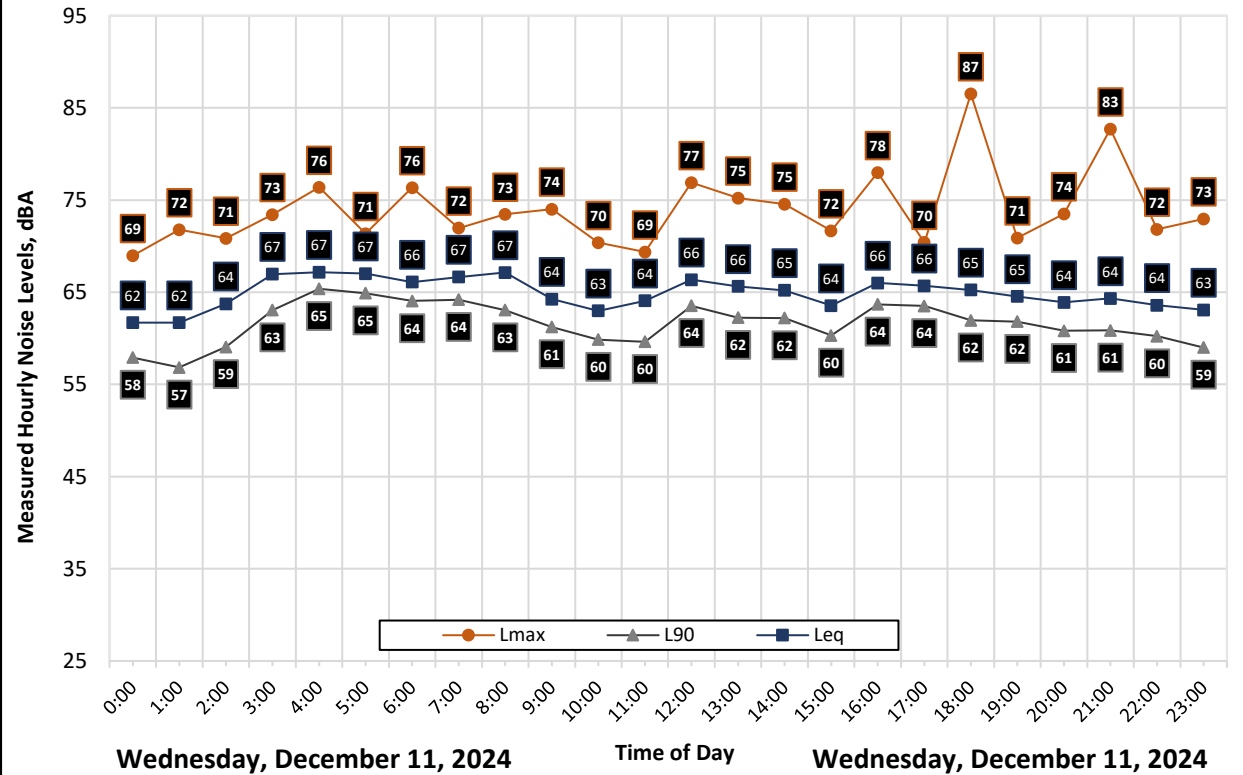
Meter: LDL 820-1

Calibrator: CAL200

Date	Time	Measured Level, dBA			
		L _{eq}	L _{max}	L ₅₀	L ₉₀
Wednesday, December 11, 2024	0:00	62	69	61	58
Wednesday, December 11, 2024	1:00	62	72	61	57
Wednesday, December 11, 2024	2:00	64	71	63	59
Wednesday, December 11, 2024	3:00	67	73	67	63
Wednesday, December 11, 2024	4:00	67	76	67	65
Wednesday, December 11, 2024	5:00	67	71	67	65
Wednesday, December 11, 2024	6:00	66	76	66	64
Wednesday, December 11, 2024	7:00	67	72	66	64
Wednesday, December 11, 2024	8:00	67	73	67	63
Wednesday, December 11, 2024	9:00	64	74	64	61
Wednesday, December 11, 2024	10:00	63	70	63	60
Wednesday, December 11, 2024	11:00	64	69	63	60
Wednesday, December 11, 2024	12:00	66	77	66	64
Wednesday, December 11, 2024	13:00	66	75	65	62
Wednesday, December 11, 2024	14:00	65	75	65	62
Wednesday, December 11, 2024	15:00	64	72	63	60
Wednesday, December 11, 2024	16:00	66	78	66	64
Wednesday, December 11, 2024	17:00	66	70	66	64
Wednesday, December 11, 2024	18:00	65	87	64	62
Wednesday, December 11, 2024	19:00	65	71	64	62
Wednesday, December 11, 2024	20:00	64	74	63	61
Wednesday, December 11, 2024	21:00	64	83	64	61
Wednesday, December 11, 2024	22:00	64	72	63	60
Wednesday, December 11, 2024	23:00	63	73	62	59

Statistics	L _{eq}	L _{max}	L ₅₀	L ₉₀
Day Average	65	75	65	62
Night Average	65	73	64	61
Day Low	63	69	63	60
Day High	67	87	67	64
Night Low	62	69	61	57
Night High	67	76	67	65
Ldn	71	Day %		63
CNEL	72	Night %		37

Measured Ambient Noise Levels vs. Time of Day



Appendix B1b: Continuous Noise Monitoring Results

Site: LT-1

Project: Tracy Dual Hotels Project

Meter: LDL 820-1

Location: Western Project Boundary

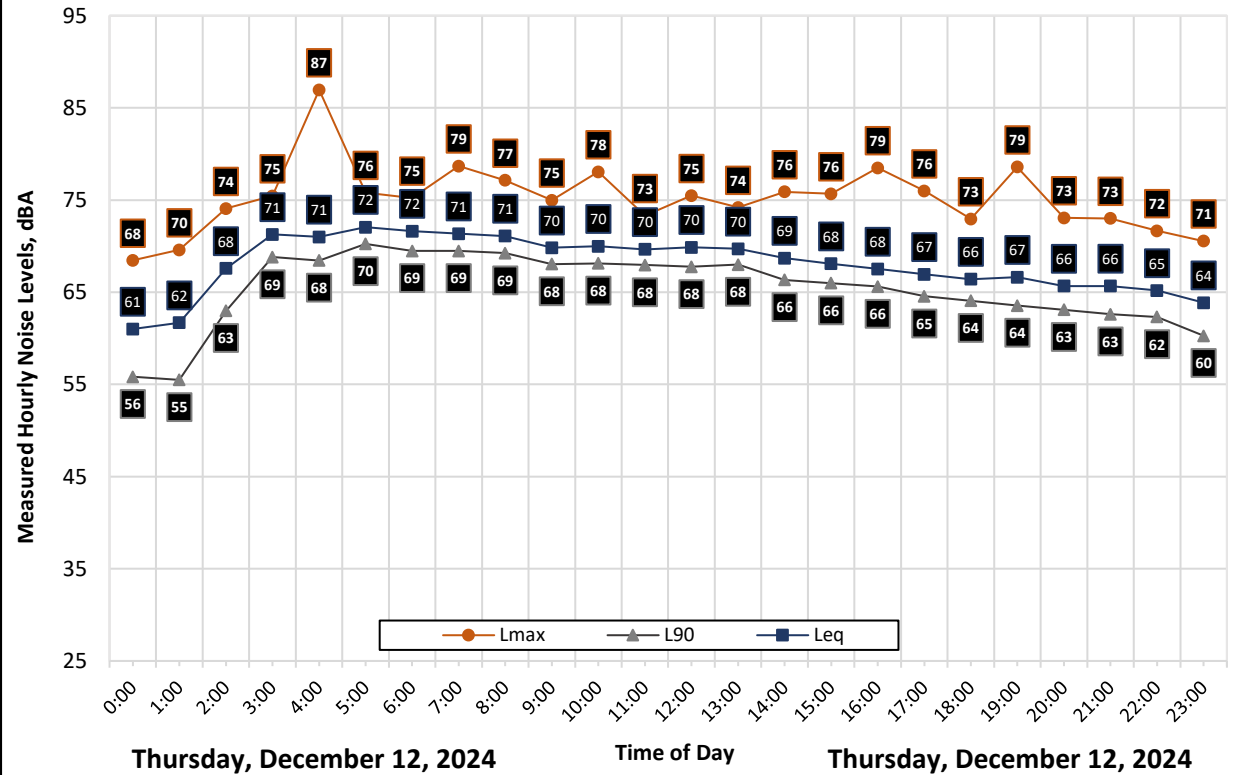
Calibrator: CAL200

Coordinates: (37.7586559, -121.4551861)

Date	Time	Measured Level, dBA			
		L _{eq}	L _{max}	L ₅₀	L ₉₀
Thursday, December 12, 2024	0:00	61	68	60	56
Thursday, December 12, 2024	1:00	62	70	61	55
Thursday, December 12, 2024	2:00	68	74	67	63
Thursday, December 12, 2024	3:00	71	75	71	69
Thursday, December 12, 2024	4:00	71	87	71	68
Thursday, December 12, 2024	5:00	72	76	72	70
Thursday, December 12, 2024	6:00	72	75	72	69
Thursday, December 12, 2024	7:00	71	79	71	69
Thursday, December 12, 2024	8:00	71	77	71	69
Thursday, December 12, 2024	9:00	70	75	70	68
Thursday, December 12, 2024	10:00	70	78	70	68
Thursday, December 12, 2024	11:00	70	73	70	68
Thursday, December 12, 2024	12:00	70	75	70	68
Thursday, December 12, 2024	13:00	70	74	70	68
Thursday, December 12, 2024	14:00	69	76	69	66
Thursday, December 12, 2024	15:00	68	76	68	66
Thursday, December 12, 2024	16:00	68	79	67	66
Thursday, December 12, 2024	17:00	67	76	67	65
Thursday, December 12, 2024	18:00	66	73	66	64
Thursday, December 12, 2024	19:00	67	79	66	64
Thursday, December 12, 2024	20:00	66	73	65	63
Thursday, December 12, 2024	21:00	66	73	65	63
Thursday, December 12, 2024	22:00	65	72	65	62
Thursday, December 12, 2024	23:00	64	71	63	60

Statistics	L _{eq}	L _{max}	L ₅₀	L ₉₀
Day Average	69	76	68	66
Night Average	69	74	67	64
Day Low	66	73	65	63
Day High	71	79	71	69
Night Low	61	68	60	55
Night High	72	87	72	70
Ldn	75	Day %		62
CNEL	75	Night %		38

Measured Ambient Noise Levels vs. Time of Day



Appendix B2 : Short Term Noise Monitoring Results

Site: ST-1

Project: Tracy Dual Hotels Project

Meter: LDL 831-3

Location: Southern Boundary of Project Site

Calibrator: CAL200

Coordinates: (37.7581271, -121.4547566)

Start: 2024-12-10 12:34:37

Stop: 2024-12-10 12:44:37

SLM: Model 831

Serial: 0001329

Measurement Results, dBA

Duration: 0:10

L_{eq} : 67

L_{max} : 76

L_{min} : 58

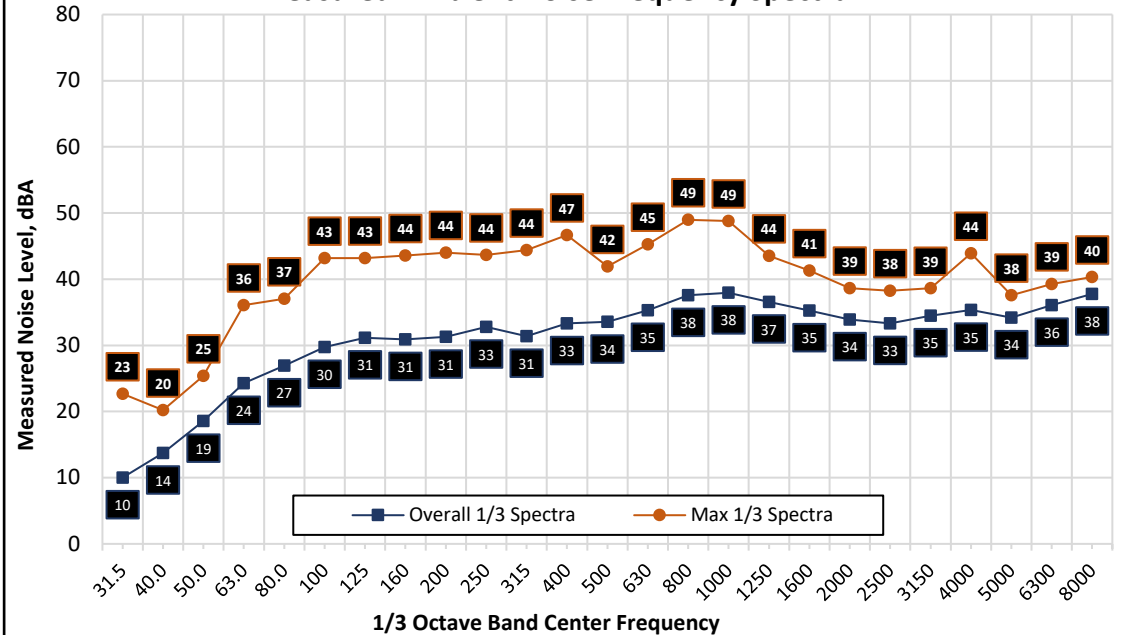
L_{50} : 46

L_{90} : 44

Notes

Primary noise source was traffic noise from I-205. Secondary noise sources include traffic on Corral Hollow Road and activity on nearby plaza.

Measured Ambient Noise Frequency Spectrum



Noise Measurement Site



Appendix C: Traffic Noise Calculation Inputs and Results



Appendix C-1

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 241106 Tracy Dual Hotels Project

Description: Existing Traffic

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset			Level, dBA
												60 dBA	65 dBA	70 dBA	
1	Pavilion Parkway	North of Naglee Road	5,070	85	0	15	1.0%	1.0%	25	65	0	41	19	9	57.1
2	Pavilion Parkway	South of Naglee Road	9,530	85	0	15	1.0%	1.0%	25	115	0	63	29	14	56.1
3	Naglee Road	East of Pavilion Parkway	9,500	85	0	15	1.0%	1.0%	35	210	-5	95	44	20	49.8
4	Naglee Road	West of Pavilion Parkway	15,940	85	0	15	1.0%	1.0%	35	100	0	134	62	29	61.9
5	I-205 EB On-Ramp	North of Grant Line Road	6,920	85	0	15	1.0%	1.0%	55	100	0	162	75	35	63.2
6	I-205 EB Off-Ramp	South of Grant Line Road	5,530	85	0	15	1.0%	1.0%	55	100	0	140	65	30	62.2
7	Grant Line Road	East of I-205	30,280	85	0	15	1.0%	1.0%	40	80	-5	254	118	55	62.5
8	Grant Line Road	West of I-205	31,910	85	0	15	1.0%	1.0%	40	180	-5	263	122	57	57.5

Appendix C-2

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 241106 Tracy Dual Hotels Project

Description: Existing Plus Project Traffic

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset			Level, dBA
												60 dBA	65 dBA	70 dBA	
1	Pavilion Parkway	North of Naglee Road	5,070	85	0	15	1.0%	1.0%	25	65	0	41	19	9	57.1
2	Pavilion Parkway	South of Naglee Road	9,610	85	0	15	1.0%	1.0%	25	115	0	63	29	14	56.1
3	Naglee Road	East of Pavilion Parkway	9,660	85	0	15	1.0%	1.0%	35	210	-5	96	44	21	49.9
4	Naglee Road	West of Pavilion Parkway	16,020	85	0	15	1.0%	1.0%	35	100	0	134	62	29	61.9
5	I-205 EB On-Ramp	North of Grant Line Road	6,940	85	0	15	1.0%	1.0%	55	100	0	163	76	35	63.2
6	I-205 EB Off-Ramp	South of Grant Line Road	5,610	85	0	15	1.0%	1.0%	55	100	0	141	66	30	62.3
7	Grant Line Road	East of I-205	30,380	85	0	15	1.0%	1.0%	40	80	-5	255	118	55	62.5
8	Grant Line Road	West of I-205	31,910	85	0	15	1.0%	1.0%	40	180	-5	263	122	57	57.5

Appendix C-3

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 241106 Tracy Dual Hotels Project

Description: EPAP Traffic

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset			Level, dBA
												60 dBA	65 dBA	70 dBA	
1	Pavilion Parkway	North of Naglee Road	5,580	85	0	15	1.0%	1.0%	25	65	0	44	20	9	57.5
2	Pavilion Parkway	South of Naglee Road	9,780	85	0	15	1.0%	1.0%	25	115	0	64	30	14	56.2
3	Naglee Road	East of Pavilion Parkway	9,580	85	0	15	1.0%	1.0%	35	210	-5	95	44	21	49.9
4	Naglee Road	West of Pavilion Parkway	16,440	85	0	15	1.0%	1.0%	35	100	0	137	63	29	62.0
5	I-205 EB On-Ramp	North of Grant Line Road	7,030	85	0	15	1.0%	1.0%	55	100	0	164	76	35	63.2
6	I-205 EB Off-Ramp	South of Grant Line Road	5,720	85	0	15	1.0%	1.0%	55	100	0	143	66	31	62.3
7	Grant Line Road	East of I-205	31,240	85	0	15	1.0%	1.0%	40	80	-5	259	120	56	62.7
8	Grant Line Road	West of I-205	32,690	85	0	15	1.0%	1.0%	40	180	-5	267	124	58	57.6

Appendix C-4

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 241106 Tracy Dual Hotels Project

Description: EPAP Plus Project Traffic

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset			Level, dBA
												60 dBA	65 dBA	70 dBA	
1	Pavilion Parkway	North of Naglee Road	5,580	85	0	15	1.0%	1.0%	25	65	0	44	20	9	57.5
2	Pavilion Parkway	South of Naglee Road	9,860	85	0	15	1.0%	1.0%	25	115	0	64	30	14	56.2
3	Naglee Road	East of Pavilion Parkway	9,740	85	0	15	1.0%	1.0%	35	210	-5	96	45	21	49.9
4	Naglee Road	West of Pavilion Parkway	16,520	85	0	15	1.0%	1.0%	35	100	0	137	64	30	62.1
5	I-205 EB On-Ramp	North of Grant Line Road	7,050	85	0	15	1.0%	1.0%	55	100	0	164	76	35	63.2
6	I-205 EB Off-Ramp	South of Grant Line Road	5,800	85	0	15	1.0%	1.0%	55	100	0	144	67	31	62.4
7	Grant Line Road	East of I-205	31,340	85	0	15	1.0%	1.0%	40	80	-5	260	121	56	62.7
8	Grant Line Road	West of I-205	32,690	85	0	15	1.0%	1.0%	40	180	-5	267	124	58	57.6

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Appendix C: Transportation Review

MEMORANDUM

From: Frederik Venter, PE, Colin Ogilvie and Chris Gregerson, PE, TE, AICP | Kimley-Horn and Associates

To: Ben Ritchie, De Novo Planning Group

Date: February 17, 2025

Re: Dual Hotels (Candlewood + Avid Suites and Hilton Garden Inn) Transportation Review

1. Introduction

This memorandum documents the California Environmental Quality Act (CEQA) transportation analysis completed for the proposed Dual Hotels Project ("proposed Project" or "Project") located in Tracy, California. Specifically, this memorandum evaluates how the Project might affect I-205/Grant Line Road Interchange ramp queuing, vehicle miles traveled (VMT), active transportation and transit (multimodal), hazards, and emergency access. The analyses were completed based on the following checklist items as identified in the 2024 CEQA Statute Guidelines Appendix G Section XVII:

- a) Multimodal: Does the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
- b) Vehicle Miles Traveled (VMT): Does the project conflict or be inconsistent with CEQA Guidelines 15064.3, subdivision (b)?
- c) Hazards: Does the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- d) Emergency Access: Does the project result in inadequate emergency access?

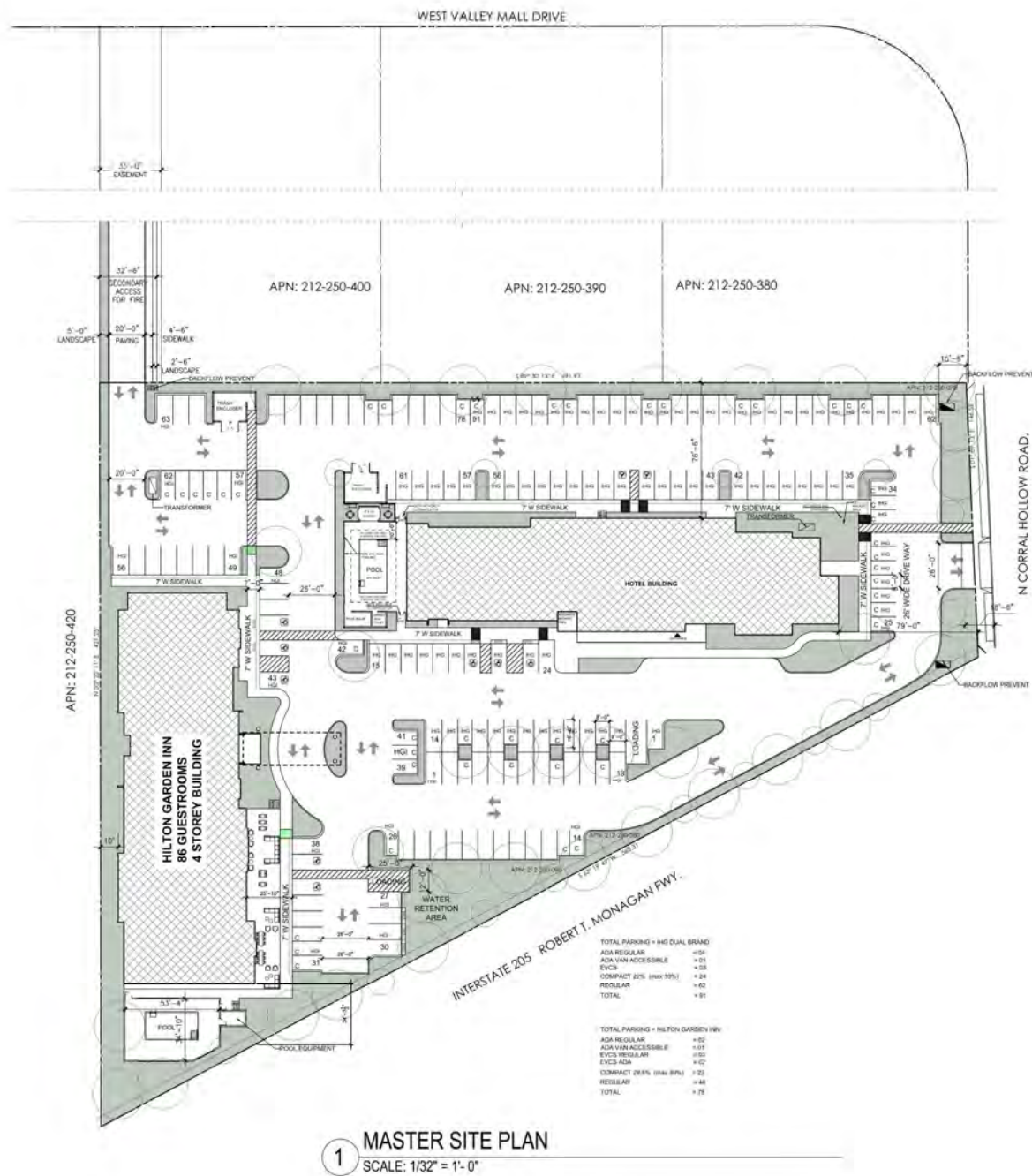
2. Project Description

The Project (Dual Hotels) proposes two separate hotels, Avid + Candlewood Suites by IHG (107 Guestrooms) and Hilton Garden Inn (86 Guestrooms), on the same site with shared parking. The Project is located south of the West Valley Mall access road, west of Corral Hollow Road and north of I-205. Remainder parcels will remain undeveloped immediately adjacent to the Corral Hollow Road and West Valley Mall intersection. Two driveways are proposed to provide access to the site, one full access driveway on the West Valley access road and one right-in, right-out access on Corral Hollow Road.

The Project proposes 178 parking spaces, including accessible spaces and an electric vehicle charging station. The overall project site is 3.17 acres and consists of three separate existing parcels (APNs 212-260-070, 080, and 090). All three parcels currently have a General Plan designation of Commercial. Parcels 070 and 080 have zoning designations of Planned Unit Development and are located within the boundaries of the I-205 Corridor Specific Plan, while parcel 090 is currently zoned General Highway Commercial and is outside of the I-205 Corridor Specific Plan. The Project proposes to change the parcel 090 zoning to Planned Unit Development and be added to the I-205 Corridor Specific Plan.

Figure 1 depicts the proposed Project's site plan.

Figure 1 – Project Site Plan



Project Trip Generation

Table 1 summarizes the estimated weekday and peak hour trip generation for the Dual Hotels project. The Project is anticipated to generate an estimated 1,542 daily trips, 89 AM peak hour trips, and 114 PM peak hour trips during a typical weekday.

Table 1: Dual Hotels – Vehicle Trip Generation

Land Use Type	ITE Land Use Code	Size	Daily	Weekday AM			Weekday PM		
				Rate	IN	OUT	Rate	IN	OUT
Hotel	310	- Rooms	7.99	0.46	56%	44%	0.59	51%	49%
Project									
Avid + Candlewood Suites by IHG		107 Rooms	855	49	27	22	63	32	31
Hilton Garden Inn		86 Rooms	687	40	22	18	51	26	25
Total		193 Rooms	1,542	89	49	40	114	58	56

Notes:

1. Weekday trip generation average rates used Institute of Transportation Engineers (ITE), "Trip Generation", 11th Edition, 2021.

3. Multimodal

Plan, Policies, and Performance Metrics

The following plans, policies, performance metrics, and goals are considered important to considering whether the proposed project would result in a circulation system, including transit, roadway, bicycle, and pedestrian facilities, conflict as described in (a) of the 2024 CEQA Statute Guidelines Appendix G Section XVII.

City of Tracy General Plan (2011)

- Goal CIR-1 A roadway system that provides access and mobility for all of Tracy's residents and businesses while maintaining the quality of life in the community.
 - Objective CIR-1.1 Implement a hierarchical street system in which each street serves a specific, primary function and is sensitive to the context of the land uses served.

Policies

- P1. The City should develop context-based street designs that allow for variations based on the expected function and location of the facility, and the surrounding land use context. These context-sensitive designs should have the following aims:
 - Create aesthetically attractive streetscapes.
 - Enhance multi-modal transportation by increasing mobility and improving safety for autos, trucks, transit, pedestrians and bicyclists.

- P2. The City shall preserve rights-of-way needed for future roadway and freeway interchange improvements through dedication or acquisition as adjacent properties develop or redevelop.
- Objective CIR-1.2 Provide a high level of street connectivity.

Policies

- P3. New development shall be designed to provide vehicular, bicycle and pedestrian connections with adjacent developments.
- Goal CIR-3 Safe and convenient bicycle and pedestrian travel as alternative modes of transportation in and around the city.
 - Objective CIR-3.1 Achieve a comprehensive system of city wide bikeways and pedestrian facilities.

Policies

- P1. The City shall incorporate appropriate bicycle and pedestrian facilities on all roadways constructed by the City, Class I to the extent feasible.
- P2. To the extent possible, the City shall separate vehicular from bicycle and pedestrian traffic on higher-speed and higher-volume roadways through the use of off-street bicycle and pedestrian facilities.
- P7. New development sites for commercial, employment, educational, recreational and park-and-ride land uses shall provide bicycle parking and/or storage facilities.
- 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

- 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.
- Objective CIR-4.2 Work to achieve connectivity between all modes of transportation.

Policies

- P2. The City shall preserve the necessary rights-of-way by continuing the implementation of current arterial street standards and ensuring the preservation of

existing rail corridors to facilitate the development of an expanded transit program in the future.

- P6. The City shall pursue economical, long-term solutions to transportation problems by encouraging community design which encourage transit use, and walking, bicycling and other non-motorized forms of transportation.

City of Tracy Citywide Roadway & Transportation Master Plan (2012)

- Goals are same as General Plan

I-205 Specific Plan

- Design Goals
 - Design Goal #12: All areas shall have ease of access from the freeway, as well as existing Tracy.
 - Design Goal #13: All areas shall have easily accessible, well-designed, lighted, and landscaped parking lots.
 - Design Goal #14: The plan shall contain an arterial loop street system to provide a hierarchy of roadway easily and controlled to facilitate acceptable levels of service.
 - Design Goal #15: The most important streets in the plan, in terms of size, location and access shall have the most landscaping, trees, lighting, street furnishings, entry monuments, and controlled sign design features.
 - Design Goal #16: Retail commercial areas shall contain public areas for shoppers for meeting, sitting, and passive recreation. Retail areas shall also contain strong pedestrian linkages from stores to stores, and from stores to parking lots.
 - Design Goal #17: Service and freeway commercial uses and industrial uses shall contain open spaces serving predominantly as setbacks for structures from streets of setbacks from other structures. No significant on-site pedestrian open spaces need to be provided for these uses.
- General Commercial and Industrial Standards Threshold Design Guidelines
 - On-Site Pedestrian Circulation
 - Within Commercial Center (CC), General Commercial (CG) and Freeway Commercial (FC) designated areas provision shall be made for building-to-street and site-to-site pedestrian circulation. Pedestrian routes shall be linked to City-wide open space and bikeway circulation system.
 - Pedestrian areas should be provided at entries to building in the Commercial Center (CC), General Commercial (CG), and Service Commercial (SC) land use areas.

- Pedestrian plazas, walkways and activity area should be designed with paving materials and site furnishings, such as benches, trash receptacles and light fixtures that are of a pedestrian scale, compatible with design of building and reinforce the concept of total site design.

To identify potential significant impacts, the proposed Project would have on existing and proposed roadway, bicycle, pedestrian, and transit facilities within the vicinity of the Project site, a qualitative review of the existing and planned facilities was conducted.

Roadway Facilities

The following section provides an overview of the existing and planned roadway facilities in the vicinity of the Project site, as well as the proposed project roadway facilities.

Existing Roadway Facilities

The following section provides an overview of the current roadway facilities in the vicinity of the Project site, highlighting the key access points and existing conditions.

- Corral Hollow Road:
 - Four-lane divided arterial with a raised median along the Project's frontage
 - Two-lane undivided roadway from West Valley Mall access road north
- West Valley Mall Access Road
 - Four-lane private road with a two-way left turn lane

Planned Roadway Facilities

The City of Tracy's *Citywide Roadway & Transportation Master Plan (TMP)* proposes the following improvements within the Project vicinity.

- Corral Hollow Road:
 - Widen to four lanes with a raised median for the entire corridor between Grant Line Road and Larch Road
- Corral Hollow Road along the Project frontage:
 - The frontage does not match the TMP standards as is discussed in the bicycle and pedestrian facilities sections.

Caltrans and the San Joaquin Council of Governments are currently in the planning phases of the I-205 Managed Lanes project. The project involves the addition of managed lanes, high occupancy vehicle lanes with potential tolling, to improve traffic flow and reduce congestion along the I-205 corridor.

Proposed Project Roadway Facility Improvements

The proposed project includes improvements solely for on-site roadways. The project proposes 178 parking spaces, including accessible spaces and an electric vehicle charging station. Two driveways will

provide access to the site: one full access driveway on West Valley Drive and one right-in, right-out access on Corral Hollow Road.

Bicycle Facilities

The California Manual on Uniform Traffic Control Devices (CA MUTCD) identifies the following four types of bikeway facilities as outlined in the City of Tracy General Plan (2011) Plans:

- Class I Bikeway (Bike Path) – A Class I Bikeway is a physically separated bike path that does not share the roadway with automobiles, buses, and motorcycles. They are separated by either open space or a physical barrier and are generally two-way facilities for bicyclists and pedestrians.
- Class II Bikeway (Bike Lane) – A Class II Bikeway is a bike lane that shares a portion of the roadway with motorized vehicles. They are delineated by striping and are signed and marked for exclusive use by bicycle traffic. Class II Bikeways provide service for one-way bicycle traffic and are located outside of the through lane for motorized vehicles.
- Class III Bikeway (Bike Route) – A Class III Bikeway is a route that shares the roadway with motorized vehicles. They are identified by signs and are not separated by striping. Class III Bikeways are utilized in locations that do not have Class I or Class II facilities or to connect Class II Bikeways to provide a continuous bikeway system.
- Class IV Bikeway (Separated Bikeway) – A Class IV Bikeway is a bikeway for the exclusive use of bicycles and includes a separation between the bikeway and vehicular thoroughfare. The separation may be, but not limited to, grade separation, flexible posts, inflexible physical barriers, planters, and/or on-street parking. The key distinction from a Class II facility is that it must have some physical element and not just open space.

Existing Bicycle Facilities

The Project site is situated on the edge of the City of Tracy bicycle network, which is comprised of a network of on- and off-street bicycle facilities. The following bike facilities currently exist within approximately ½-mile of the Project site:

- Corral Hollow Road:
 - Class II bike lanes from West Valley Mall access road south to Grant Line Road
- Kavanagh Avenue:
 - Class II bike lanes from 400 feet west of Corral Hollow Road to Corral Hollow Road
 - Class III bike route from Corral Hollow Road to Corbett Lane
 - Class II bike lanes from Corbett Lane to Reyes Lane
 - Class III bike route from Reyes Lane to the east
- Grant Line Road:
 - Class II bike lanes from Joe Pombo Parkway to eastern City Limits

- Orchard Parkway:
 - Class I multi-use path and Class II bike lanes from Lowell Avenue to Grant Line Road
- Naglee Road:
 - Class I multi-use path from Grant Line Road to Auto Plaza Drive
 - Although this bike facility is within the study area, there are currently no bike facility through the West Valley Mall private roads and cyclists needs to share the road with vehicles to provide a connection between the Project and Class I mullite path facility.

Planned Bicycle Facilities

The City of Tracy's TMP (2012) proposes the following additional bicycle improvements within the approximately ½-mile study area around the Project site. See the TMP's Existing & Future Bike Routes map in Appendix C.

- Corral Hollow Road – Construct a Class I multi-use path along the west side of the road from Grant Line Road north to the future Auto Plaza Road extension
- Auto Plaza Road – Construct a Class I multi-use path from Naglee Road to Corral Hollow Road

Proposed Project Bicycle Facilities Improvements

The Project does not propose any specific bicycle facilities on-site or off-site within the public right of way. The Project will have bike connections to/from the south via the Class II bike lanes along Corral Hollow Road. Bicyclists travelling south will be able to directly access the southbound Class II bike lanes, while northbound bicyclists will need to cross at the West Valley Mall signal and backtrack to the Project. From Corral Hollow Road existing bike facilities will provide connections to the east via Kavanagh Avenue and Grant Line Road, to the south via Corral Hollow Road and west via Grant Line Road.

The Project does not facilitate the TMP's proposed Class I multi-use path along the west side of Corral Hollow Road. The current site plan does show constructing or dedicating sufficient right of way to accommodate the path.

Even if the Project facilitates the TMP's proposed Class I multi-use path along the Project frontage, bicyclists would continue to utilize the existing Class II bike lanes along Corral Hollow Road due to gaps in the path between the Project and the Home2 Suites hotel.

Pedestrian Facility

Existing Pedestrian Facilities

It is City's goal to provide comprehensive pedestrian facilities along all its roadways. Within the Project vicinity several areas are undeveloped with no pedestrian facilities or access. However, it is anticipated that the greatest pedestrian demand would occur between the Project site and the mall and south towards to Grant Line Road. A pedestrian can walk south from site along Corral Hollow Road towards Grant Line Road along existing continuous sidewalk. From the project site, a pedestrian can walk towards

the West Valley Mall ring road and the mall entrance. However, there are no pedestrian facilities provided around the mall ring road to connect to Naglee Road.

Planned Pedestrian Facilities

The City of Tracy's TMP proposes the following, currently unconstructed, pedestrian facilities within the approximately ½-mile study area around the Project site.

- Corral Hollow Road – Construct a Class I multi-use path along the west side of the road from Grant Line Road north to the future Auto Plaza Road extension
- Auto Plaza Road – Construct a Class I multi-use path from Naglee Road to Corral Hollow Road

See the TMP's Existing and Future Sidewalks map in Appendix E. It should be noted that roadways outside of the current city limits but within the planning Sphere of Influence were not shown to have improvements; however, if development occurs and properties are annexed into the City, it would be the intention for them to construct frontage (e.g. sidewalk, landscaping, etc.) improvements consistent with City standards.

Proposed Project Pedestrian Facilities Improvements

On-site

As shown in Figure 1, the Project proposes to construct 7-foot sidewalks around the hotel buildings and provides an ADA path of travel connection to Corral Hollow Road. The site plan also proposes a 4.5-foot sidewalk along the easement to the West Valley Mall access road but the site plan indicates the sidewalk ending abruptly in a landscape area. Therefore, there is no direct connection from the hotels' sidewalks and ADA paths of travel to this sidewalk. It is recommended to extend and connect the striped path of travel and the sidewalk adjacent to the easement driveway.

Off-site

Both roadways that connect to the Project, Corral Hollow Road and West Valley Mall access road, have sidewalks along the frontage. However, the Project does not facilitate the TMP's proposed Class I multi-use path along the west side of Corral Hollow Road. The current site plan does show constructing or dedicating sufficient right of way to accommodate the path.

Transit Service and Facilities

Existing Transit Services and Facilities

Transit serving the Project site includes local bus service connecting the Project site to destinations throughout the City of Tracy (e.g., Downtown Tracy, the Tracy Multimodal Transit Center, etc.). Existing transit service within the City of Tracy is run by several providers with varied destinations:

- TRACER – local bus service
- San Joaquin Regional Transit District (RTD) – regional bus service connection Tracy to Stockton, Manteca and Dublin BART Station
- Greyhound – long-distance bus service connecting to San Francisco, San Jose and Los Angeles
- Altamont-Commuter Express (ACE) – regional rail service running between Stockton and San Jose

TRACER, run by the City of Tracy, provides local bus services on eleven distinct routes, four of them providing all-day service Monday-Saturday (Routes A, B, C, and D), three of them providing limited, commute-hour service Monday-Friday (Routes E, F, and G) and three of them providing limited service shuttle (Arbor, ACE, South Tracy and Tracy Hills Temporary Shuttles). Fixed Route Brochure (TRACER) in Appendix D displays the existing transit service by TRACER within the City of Tracy. Routes A, B, and E are operating in the vicinity of the Project.

- Route A provides service between the Tracy Transit Station, West Valley Mall, and Tracy Corners. The route runs along East Street, Grant Line Road, Tracy Boulevard, and Corral Hollow Road. It operates from 6:45 AM to 7:50 PM on weekdays and from 9:15 AM to 7:05 PM on Saturdays. Headways range between 30 to 45 minutes. The nearest bus stop is located 700 feet from the Project on Corral Hollow Road just north of Kavanagh Avenue.
- Route B provides service between Tracy Transit Station, Valley West Mall, and Kaiser Permanente medical offices. The route runs along West Lowell Avenue, Corral Hollow Road, and Grant Line Road. It operates from 7:00 AM to 7:35 PM on weekdays and from 9:10 AM to 7:00 PM on Saturdays. Headways range between 30 to 50 minutes. The nearest bus stop is located 0.4 mile from the Project on the west side of West Valley Mall but the only pedestrian path is through the mall. Therefore, the nearest bus stop with a continuous walking path is located 0.6 mile from the Project on Grant Line Road just of Orchard Parkway.
- Route E provides service between the Tracy Transit Station to West High School. The route runs along East Street, Grant Line Road, N Mac Arthur Drive, Kavanagh Avenue, and Orchard Parkway. It operates from 7:35 AM to 4:40 PM on weekdays. Headways range between 45 to 60 minutes. Nearest bus stop is located 0.3 mile from the Project on Kavanagh Avenue.

County Hopper (one of RTD's inter-regional bus services) is a deviated fixed-route service serving San Joaquin County and providing intercity connections between Stockton, Tracy, Lodi, Manteca, Ripon, Lathrop, and Escalon. There are 2 weekday routes that operate from 5:30 AM to 9:00 PM connects Stockton Transit Station to Tracy Transit Station (route 90) and Manteca Transit Center to Tracy Transit Station (route 97). Route details are shown in Appendix D. To access the site, routes A, B, and E (TRACER) provide service between the Tracy Transit Station and Project vicinity.

Greyhound is a long-distance bus service connecting Tracy to Sacramento in north, San Francisco and San Jose in central, and Los Angeles in southern California. The Nearest bus station located 3 miles away from the Project on the corner of 6th Street and Central Avenue. To access the site, routes A, B, and E (TRACER) provide service between the Tracy Transit Station and Project vicinity.

ACE Regional Commuter Rail operates on weekdays, excluding holidays. The ACE station in Tracy is located 5.3 miles from project along Tracy Boulevard near Linne Road. ACE operates three westbound trains during the morning commute arriving in Tracy and three eastbound trains during the evening commute arriving in Tracy. Route details are shown in Appendix D. ACE connects to the parallel feeder and distribution services, including RTD and TRACER in the City. To access the site routes F and G (TRACER) provide service between the Ace Station and Tracy Transit Station, and routes A, B, and E (TRACER) provide service between the Tracy Transit Station and Project vicinity.

Planned Transit Services and Facilities

Tracy has seen many plans for future transit service over the years. The TMP identifies an eBART Extension from Antioch, bus rapid transit to Stockton and high-speed rail alternative routes. At the time of this analysis, those proposals are no longer active. The following transit services are currently in planning phases:

- Valley Link
- ACE
- TRACER
- RTD
- I-205 Managed Lanes

The Valley Link Subsequent Environmental Impact Report was certified by the Authority Board on October 23, 2024. A 22-mile initial operating phase from the Dublin/Pleasanton BART station to Mountain House is planned with all-day, bi-directional service at 15-minute peak period and 45-minute off-peak period frequencies.

ACE, along with the San Joaquin Regional Rail Commission, is studying several extensions to its current rail network. Planning efforts are on-going for extensions from Lathrop to Ceres, Ceres to Merced and Stockton to Sacramento (Natomas).

TRACER does not currently have a future planning document. The San Joaquin Council of Governments (SJCOG) has identified the TRACER Short-Range Transit Plan in its latest, 2022, project list. The SJCOG project list also identifies funding for various bus stop improvements on a five-year cycle.

RTD's Short Range Transit Plan (FY2018/19-2027/28) outlines planned improvements for the system. The plan outlines various improvements, fleet upgrades, new services and increase of frequencies.

The current phase of I – 205 Managed Lanes project will develop and evaluate project design alternatives and complete the required environmental review as part of the Project Approval and Environmental Document (PA&ED) phase.

Details of planned transit service enhancements are described in Appendix E.

Proposed Project Relation to Transit

The Project would be served by the existing TRACER Bus Routes A, B and E as described previously. The Project is not proposing to construct any new transit facilities.

Impact Assessment

The Project is not expected to result in the removal of, or result in other adverse effects on, any existing transit, biking, or pedestrian facilities. The project is anticipated to conform with programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities except the following:

- The Project does not accommodate and/or construct the planned Class I multi-use path along the Project's Corral Hollow Road frontage.

Therefore, since the Project conflicts with plans for the circulation system, including transit, roadway, bicycle, and pedestrian facilities, it was determined that it would result in a significant multimodal impact. To mitigate this impact, the Project shall construct the planned Class I multi-use path along the Project's Corral Hollow Road frontage. If the Project implements the multi-use path along its frontage, the impact will be less than significant.

4. Vehicle Miles Traveled (VMT) Analysis

Purpose of Analysis

SB 743 is part of a long-standing policy effort by the California legislature to improve California's sustainability and reduce greenhouse gas emissions through denser infill development, a reduction in single occupancy vehicles, improved mass transit, and other actions. Recognizing that the current environmental analysis techniques are, at times, encouraging development that is inconsistent with this vision, the legislature has taken the extraordinary step to change the basis of environmental analysis for transportation impacts from Level of Service (LOS) to Vehicle Miles Travelled (VMT). VMT is understood to be a good proxy for evaluating Greenhouse Gases (GHG) and other transportation related impacts that the State is actively trying to address.

In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines, including the incorporation of SB 743 modifications. The Guidelines' changes were approved by the Office of Administrative Law and are now in effect. Specific to SB 743, Section 15064.3(c) states, "A lead agency may elect to be governed by the provisions of this section immediately. The provisions apply statewide as of July 1, 2020."

To help aid lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) that provides guidance about the variety of implementation questions they face with respect to shifting to a VMT metric. Key guidance from this document includes:

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a "per rate" basis.
- OPR states that by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Generally, retail development including stores smaller than 50,000 square feet may be considered local serving.
- Lead agencies have the discretion to set or apply their own significance thresholds.

At the time of preparation of a potential VMT proposed project the City of Trcy has not adopted the draft SB - 743 Policy as described in draft 2022 Transportation Master Plan. Per SB - 743 guidance the draft policy is deemed the most appropriate data to analyze the project's potential VMT impact. In this draft policy the City of Tracy considers the VMT performance of residential and non-residential components of a project separately, using the efficiency metrics of VMT per capita and VMT per employee as described in the City of Tracy Transportation Master Plan Update (2022). For retail components of a project, or other

customer-focused uses, the change in citywide VMT is analyzed. The City of Tracy's VMT thresholds of significance are summarized below for each of these components:

- Residential – 15% below baseline (existing) average VMT per Capita
- Employment-based land uses (e.g., office) – 15% below baseline (existing) average VMT per Employee
- Customer-based non-residential land uses (e.g., retail) – No net increase in VMT

Methodology and Assumptions

Based on the land use information provided, for the purposes of SB 743 analysis and the determination of transportation related significant impacts, the following land use was analyzed for the proposed Project:

- Hotel

In terms of a VMT analysis, hotels are grouped into two categories, typical and destination. Typical hotels are generally those hotels with limited amenities that may include a dining area with a breakfast buffet, small gym, and sometimes a pool; generally, guests stay at these hotels because their ultimate destination is in the vicinity of the hotel. Alternatively, guests visiting destination hotels will spend the majority of their time on the hotel property or engaging in activities run by the hotel because the hotel is their ultimate destination. The Chaminade Resort & Spa in Santa Cruz or the Great Wolf Lodge and Resort in Manteca are examples of destination hotels while the two hotels comprising the proposed Project (Candlewood + Avid Suites and Hilton Garden Inn) are examples of a typical hotel as they serve customers who are traveling to Tracy for other purposes (business, leisure, etc.).

While both types of hotels are customer-based, and impacts are measured in terms of whether the hotel increases regional VMT, destination hotels generally require quantitative analyses while typical hotels can be assumed to result in a less than significant impact. Typical hotels serve pre-existing needs for travelers already intending to travel to an area and choose the hotel because of its proximity rather than another hotel in the area that may be further away. Simply put, customers of typical hotels will travel to an area regardless of the construction of a new hotel and choose the new hotel due to its proximity to their pre-existing need. Conversely, destination hotels do not serve pre-existing needs as they offer special amenities that aren't offered elsewhere, and the construction of the destination hotel will generate trips to the area that previously were unmet without the construction of the destination hotel.

Analysis

The following sections detail the analysis completed:

- Hotel

Similar to retail stores, typical hotels such as the proposed Project most often serve pre-existing needs (i.e., the hotel does not generate new trips because it meets existing demand) because their guests are

staying at the hotel not because of the amenities offered by the hotel, but because of the area the hotel is located in. Because of this, typical hotels can be presumed to reduce trip lengths when a new hotel is proposed. Essentially, the assumption is that someone will travel to a newly constructed typical hotel because of its proximity to the area attraction, rather than that the proposed hotel is fulfilling an unmet need (i.e., the person had an existing need to travel to the area that was previously met by an existing hotel located in the same general area, but now is traveling to the new hotel because it is either closer to the person's origin location or located a similar distance away). Typical hotels, most often, can be presumed to reduce trip lengths when a new hotel is introduced within a cluster of existing hotels located near a local destination or attraction. Essentially, a trip to a hotel is expected to occur due to someone planning to travel to Tracy, or the immediate area, but the proximity of the hotel to the surrounding attractions would drive the length of that trip and the resultant impact to the overall transportation system. Thus, the impact to the transportation system would be negligible or reduced by the introduction of a new hotel to an area where people are already traveling and planning on staying unless the hotel significantly effects the local supply of rooms or introduces a significant new attraction, which the proposed Project does not.

While a specific market study for the proposed hotel is not being provided as part of this memorandum, a map showing the proximity of other similar hotels is provided as Figure 2. A half-mile buffer was placed around the 19 existing hotels in the area, as well as the proposed Project, to visually represent the overlapping service area between the proposed project and the existing hotels. As shown in Figure 2, the proposed Project, identified with a red icon, labeled "Candlewood Suites" and "Hilton Garden Inn", and a yellow buffer surrounding it, will reduce trip lengths by "adding hotel opportunities into the local area, further improving hotel destination proximity"¹. Accordingly, it is appropriate that the proposed Project development be presumed, in accordance with the Technical Advisory and the City of Tracy's guidelines, that it will result in a reduction in citywide VMT and support the goals of SB 743.

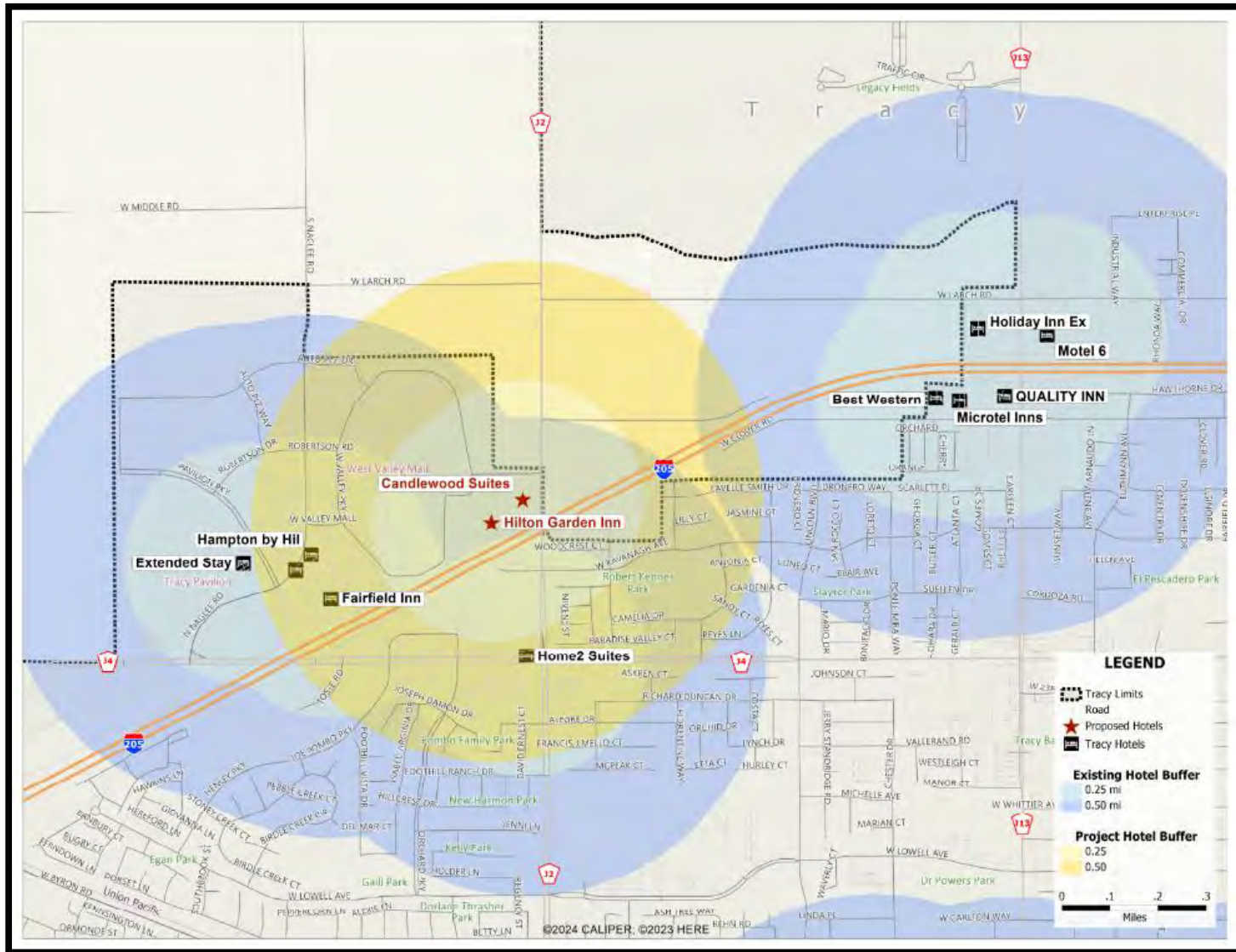
Impact Assessment

Based on the results of this analysis, the following findings are made:

- The addition of proposed Project can shorten existing trip lengths, which would result in a net decrease in citywide VMT. Therefore, it is presumed that the VMT-related impact of the proposed Project would be less than significant.

¹ *Technical Advisory on Evaluating Transportation Impacts in CEQA*. Governor's Office of Planning and Research. December 2018. Page 16.

Figure 2 – Proximity of Project to Existing Hotels



5. Hazards

To determine whether the Project will substantially increase hazards or create a safety impact, this section is split into two types of review. The first review analyzes the Project's potential introduction of "a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)" that may create a safety or hazards impact. The second review analyzes freeway off-ramp queuing at the nearest interchange to the Project site, I-205 and Naglee Road/Grant Line Road. This analysis was completed per Caltrans' *Local Development Review (LDR) Safety Review Practitioner's Guidance*. The LDR Guidance's main purpose is to provide a safety review framework for local development directly adjacent to a Caltrans roadway, but it is also intended to be used by local agencies to assess safety impacts on the Caltrans system driven by local development nearby, but not directly adjacent, to Caltrans facilities.

Geometric Design Feature Review

While the Project will result in the modification of existing transportation facilities including the introduction of new site driveways and access points. All new roadway, bicycle, and pedestrian infrastructure improvements constructed as part of the project would be subject to, and designed in accordance with, applicable City of Tracy and industry design and safety standards to avoid creating a geometric design hazard or incompatible use.

I-205 Freeway Ramp Queuing Analysis

The queuing analysis is based on the current I-205, Naglee Road, and Grant Line Road Interchange geometry, traffic counts collected in November 2024, and signal timings provided by Caltrans.

The following scenarios were analyzed:

- Existing Conditions
- Existing Plus Background Conditions
- Existing Plus Background Plus Project Conditions

For each scenario, SimTraffic simulations were run to study the sufficiency of each ramp's storage capacity and to verify queues do not extend to the freeway mainline. Ramp queuing analysis was performed for weekday AM and PM peak hours. Existing signal timings were obtained from Caltrans and no modifications were made between Existing Conditions, Existing Plus Background Conditions, and Existing Plus Background Plus Project Conditions. The analysis utilized SimTraffic 12 with a 10-minute seeding period, four 15-minute periods and 10 runs. The average and 95th-percentile queues for each of the ten runs was averaged.

Existing Conditions

The analysis utilized SimTraffic 12 represent the average and 95th-percentile queues for each of ten runs was averaged and shown in Table 2. Existing Conditions volumes and lane geometry are illustrated in Figure 3. Analysis volumes represent the peak hour volumes per intersection and were balanced as necessary between intersections. Analysis output sheets are provided in the Appendix A.

Table 2 - Existing Conditions

Intersection		Movement	Storage Length (ft)	Existing Conditions			
				Average Queue (ft)		95 th Percentile Queue (ft)	
				AM Peak	PM Peak	AM Peak	PM Peak
1	I-205 WB Off-Ramp & Naglee Rd	EBL 1	250	5	25	20	60
		EBL 2	250	20	45	55	85
		EBT 1	555	5	60	20	235
		EBT 2	555	10	75	35	250
		EBR	555	5	10	25	135
		WBL	340	10	35	25	70
		WBT 1	605	15	60	40	110
		WBT 2	605	5	30	20	80
		WBT/R	605	10	50	25	100
		NBL 1	670	270	110	560	195
		NBL 2	670	315	155	605	235
		NBT 1	1500	70	25	485	55
		NBT 2	2950	35	30	195	65
		NBR	340	50	40	80	70
		SBL	150	5	30	25	65
		SBT	575	5	20	15	50
		SBR	575	45	55	85	95
2	I-205 EB Off-Ramp & Grant Line Rd	EBL	965	200	525	350	960
		EBT 1	1255	50	325	100	885
		EBT 2	1255	60	325	115	825
		WBT 1	655	110	240	195	365
		WBT 2	655	110	250	190	375
		WBT 3	655	115	270	195	390
		WBR	300	25	75	160	310
		NBL	370	75	170	140	275
		NBR	1710	45	105	90	195

Notes:

1. Movements highlighted in blue represent I-205 off ramp movements.
2. Queues that exceed the storage capacity are bolded.
3. Through movement queue length affected by turn movement queues exceeding capacity and spilling into through lanes.

1 I-205 WB On/Off-ramp & Naglee Rd	
Naglee Rd	
<div> <div>86 (180)</div> <div>3 (29)</div> <div>7 (48)</div> </div>	<div> <div>5 (16)</div> <div>58 (331)</div> <div>9 (57)</div> </div>
<div> <div>45 (134)</div> <div>62 (340)</div> <div>44 (71)</div> </div>	<div> <div>1000 (538)</div> <div>100 (100)</div> <div>262 (158)</div> </div>
Overall: 1681 (2002)	

2 I-205 EB Off-ramp & Grant Line Rd	
Grant Line Rd	
<div> <div>369 (465)</div> <div>610 (1297)</div> </div>	<div> <div>212 (227)</div> <div>848 (1190)</div> <div>118 (239)</div> <div>118 (314)</div> </div>
Overall: 2275 (3732)	



R T L	R + T L
L T R	+ L T R

Turning Movement Legend



Signal



Intersection ID

XX (XX) AM (PM) Volumes

Existing Plus Background Conditions

Background projects include approved developments within the Project's vicinity that would add trips to the I-205 Naglee Road/Grant Line Road Interchange and set a new baseline for analysis for potential safety impacts. The following approved buildings were selected for analysis:

- Commercial Building Shell (Application #: D19-0021, CUP21-0003)
- Extended Stay America Premier Suites - 4-Story Hotel (Application #: D22-0020)
- Tracy Assisted Living & Memory Care (Application #: D19-0019)
- Tracy Toyota Service Center Expansion (Application #: D23-0018)
- Tru By Hilton - 4-Story Hotel (Application #: D22-0018, GPA22-0004)
- Triad One Story Medical Office Building (Application #: D20-0016)

The approved developments were from the City of Tracy Planning Department's Pipeline Reports shown in Appendix F. Table 3 shows the trip generation for the previously approved projects.

Table 3 – Approved Projects Trip Generation

Land Use Type	ITE Land Use Code	Size	Weekday AM			Weekday PM		
			Total Peak Hour	IN / OUT	Total Peak Hour	IN / OUT		
Approved Project								
Tru By Hilton	310	78 Rooms	36	20 / 16	46	23 / 23		
Extended Stay America	310	124 Rooms	57	32 / 25	73	37 / 36		
Commercial Building Shell	942	14 Ksf	22	14 / 8	29	14 / 15		
Toyota Service Center Expansion	942	9 Ksf	15	10 / 5	21	10 / 11		
Assisted Living & Memory Care	254	104 Beds	8	5 / 3	27	10 / 17		
Triad One Story (MOB)	720	10 Ksf	11	9 / 2	36	10 / 26		
Approved Total			149	90 / 59	232	104 / 128		

Notes

1. Weekday trip generation average rates used Institute of Transportation Engineers (ITE), "Trip Generation", 11th Edition, 2021

Approved projects trips were distributed along the roadway network based on existing count data. The average and 95th-percentile queues for Existing Plus Background Conditions are shown in Table 4. The volumes, intersection control type and lane geometry for this scenario are illustrated in Figure 4.

Analysis output sheets are provided in the Appendix A.

Table 4 - Existing Plus Background Conditions

Intersection		Movement	Storage Length (ft)	Existing Conditions				Background Condition				Comparison			
				Average Queue (ft)		95 th Percentile Queue (ft)		Average Queue (ft)		95 th Percentile Queue (ft)		Average Queue (ft)		95 th Percentile Queue (ft)	
				AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1	I-205 WB Off-Ramp & Naglee Rd	EBL 1	250	5	25	20	60	5	30	25	70	0	5	5	10
		EBL 2	250	20	45	55	85	25	45	60	85	5	0	5	0
		EBT 1	555	5	60	20	235	5	45	25	105	0	-15	5	-130
		EBT 2	555	10	75	35	250	10	70	30	120	0	-5	-5	-130
		EBR	555	5	10	25	135	5	5	20	25	0	-5	-5	-110
		WBL	340	10	35	25	70	5	30	25	70	-5	-5	0	0
		WBT 1	605	15	60	40	110	15	60	50	110	0	0	10	0
		WBT 2	605	5	30	20	80	5	35	20	80	0	5	0	0
		WBT/R	605	10	50	25	100	10	50	30	105	0	0	5	5
		NBL 1	670	270	110	560	195	340	105	690	180	70	-5	130	-15
		NBL 2	670	315	155	605	235	390	145	750	215	75	-10	145	-20
		NBT 1	1500	70	25	485	55	170	30	925	55	100	5	440	0
		NBT 2	2950	35	30	195	65	65	35	500	70	30	5	305	5
		NBR	340	50	40	80	70	50	45	85	80	0	5	5	10
		SBL	150	5	30	25	65	5	30	25	65	0	0	0	0
2	I-205 EB Off-Ramp & Grant Line Rd	SBT	575	5	20	15	50	5	25	15	60	0	5	0	10
		SBR	575	45	55	85	95	45	55	85	95	0	0	0	0
		EBL	965	200	525	350	960	205	615	355	1115	5	90	5	155
		EBT 1	1255	50	325	100	885	45	475	100	1170	-5	150	0	285
		EBT 2	1255	60	325	115	825	60	455	110	1100	0	130	-5	275
		WBT 1	655	110	240	195	365	115	270	205	455	5	30	10	90
		WBT 2	655	110	250	190	375	120	280	200	450	10	30	10	75
		WBT 3	655	115	270	195	390	125	305	220	490	10	35	25	100
		WBR	300	25	75	160	310	40	105	220	380	15	30	60	70
		NBL	370	75	170	140	275	85	170	160	280	10	0	20	5
	NBR	1710	45	105	90	195	50	120	95	235	5	15	5	40	

Notes:

1. Movements highlighted in blue represent I-205 off ramp movements.

2. Queues that exceed the storage capacity are bolded.

3. Through movement queue length affected by turn movement queues exceeding capacity and spilling into through lanes.

1 I-205 WB On/Off-ramp & Naglee Rd	
Naglee Rd	
99 (201) ↓ 3 (32) 7 (50)	Pavilion Pkwy 5 (16) 60 (334) 9 (57)
Naglee Rd 54 (148) 63 (342) 44 (74)	I-205 WB On/Off-ramp 1012 (545) 118 (111) 264 (159)
Overall: 1738 (2069)	

2 I-205 EB Off-ramp & Grant Line Rd	
Grant Line Rd	
I-205 EB On-ramp 217 (234) 872 (1233)	Grant Line Rd 372 (469) 637 (1326)
I-205 EB Off-ramp 118 (241) 134 (331)	
Overall: 2350 (3834)	



R T L ↓	R + T L
L T R +	+ L T R

Turning Movement Legend



Signal



Intersection ID

XX (XX) AM (PM) Volumes

Existing Plus Background Plus Project Conditions

Existing Plus Background Plus Project Conditions are based on the Existing Conditions traffic volumes plus the traffic generated by the approved projects and the proposed Project.

The following Project trip distribution was utilized for the analysis:

- Corral Hollow Road north of Grant Line Road – 15% IN/OUT
- Corral Hollow Road south of Grant Line Road – 25% IN/OUT
- Grant Line Road east of Corral Hollow Road – 20% IN/OUT
- I-205 north of Grant Line Road – 5% IN/OUT
- I-205 south of Grant Line Road – 25% IN/OUT
- Shopping center south of Grant Line Road, west of I-205 – 5% IN/OUT
- Shopping center north of Grant Line Road, west of I-205 – 5% IN/OUT

Figure 5 provides a visualization of the Project trip distribution. The average and 95th percentile queues for Existing Plus Background Plus Project Conditions are shown in Table 5. Existing Plus Background Plus Project Conditions volumes and lane geometry are illustrated in Figure 6.

Analysis output sheets are provided in the Appendix A.

Table 5 - Existing Plus Background Plus Project Conditions

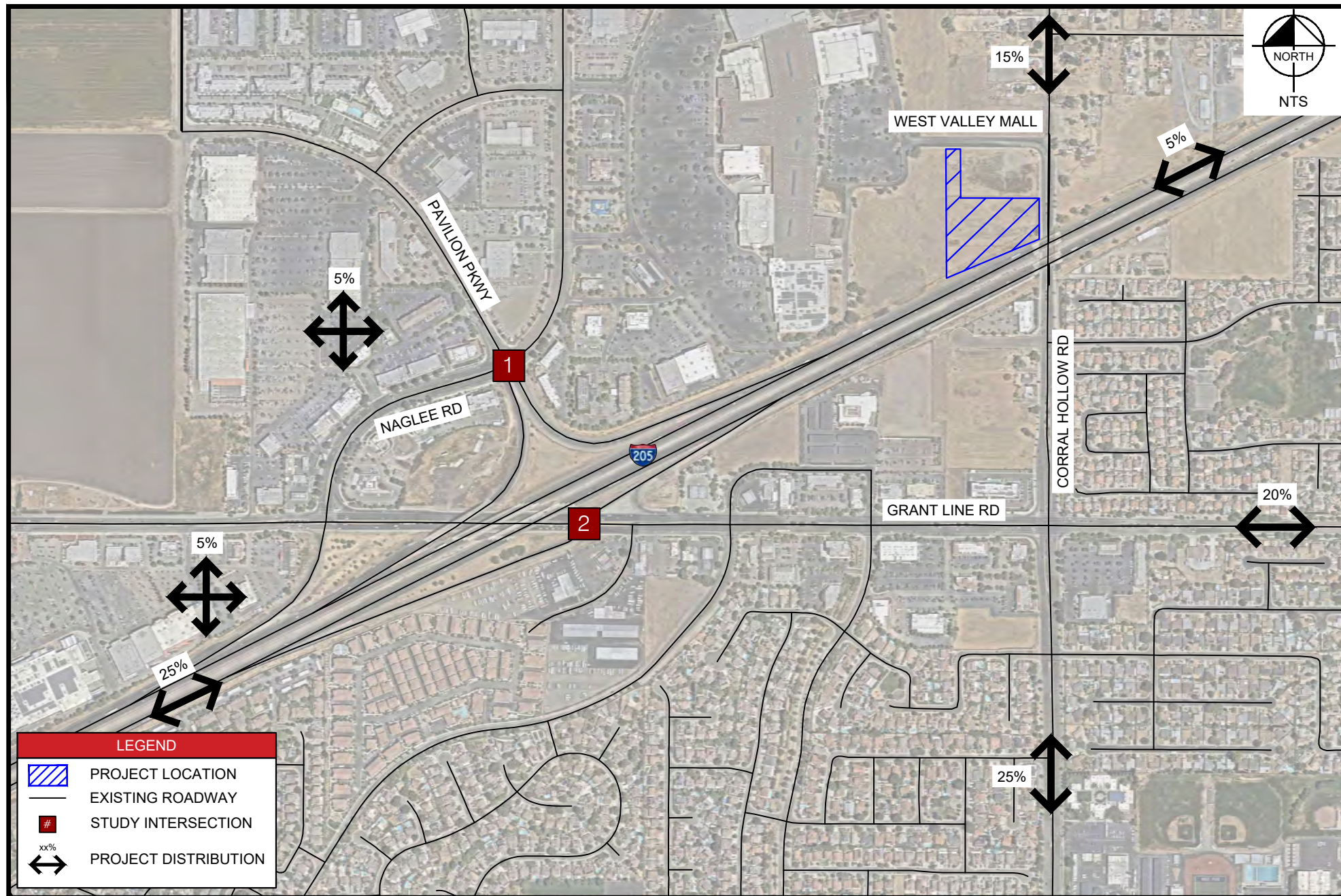
Intersection	Movement	Storage Length (ft)	Background Condition				Background Plus Project Condition				Comparison			
			Average Queue (ft)		95 th Percentile Queue (ft)		Average Queue (ft)		95 th Percentile Queue (ft)		Average Queue (ft)		95 th Percentile Queue (ft)	
			AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
1	I-205 WB Off-Ramp & Naglee Rd	EBL 1	5	30	25	70	5	25	25	65	0	-5	0	-5
		EBL 2	25	45	60	85	20	50	55	90	-5	5	-5	5
		EBT 1	5	45	25	105	5	55	25	110	0	10	0	5
		EBT 2	10	70	30	120	10	75	35	130	0	5	5	10
		EBR	5	5	20	25	5	10	25	30	0	5	5	5
		WBL	5	30	25	70	15	40	45	85	10	10	20	15
		WBT 1	15	60	50	110	20	65	50	110	5	5	0	0
		WBT 2	5	35	20	80	5	35	20	85	0	0	0	5
		WBT/R	10	50	30	105	10	55	35	110	0	5	5	5
		NBL 1	340	105	690	180	385	105	775	185	45	0	85	5
		NBL 2	390	145	750	215	435	145	850	220	45	0	100	5
		NBT 1	170	30	925 ³	55	280	30	1300 ³	55	110	0	375	0
		NBT 2	65	35	500 ³	70	135	35	820 ³	70	70	0	320	0
		NBR	50	45	85	80	55	40	85	70	5	-5	0	-10
		SBL	5	30	25	65	5	30	25	65	0	0	0	0
		SBT	5	25	15	60	5	25	15	60	0	0	0	0
		SBR	45	55	85	95	45	55	85	95	0	0	0	0
2	I-205 EB Off-Ramp & Grant Line Rd	EBL	205	615	355	1115	205	615	360	1110	0	0	5	-5
		EBT 1	45	475	100	1170	50	475	105	1190	5	0	5	20
		EBT 2	60	455	110	1100	60	455	120	1105	0	0	10	5
		WBT 1	115	270	205	455	115	285	200	460	0	15	-5	5
		WBT 2	120	280	200	450	120	295	195	475	0	15	-5	25
		WBT 3	125	305	220	490	130	320	240	510	5	15	20	20
		WBR	40	105	220	380	25	130	175	425	-15	25	-45	45
		NBL	85	170	160	280	80	175	155	275	-5	5	-5	-5
		NBR	50	120	95	235	50	130	90	255	0	10	-5	20

Notes:

1. Movements highlighted in blue represent I-205 off ramp movements.

2. Queues that exceed the storage capacity are bolded.

3. Through movement queue length affected by turn movement queues exceeding capacity and spilling into through lanes.



1 I-205 WB On/Off-ramp & Naglee Rd	
Naglee Rd	
99 (201) ↓ 3 (32) 7 (50)	Pavillion Pkwy 5 (16) 64 (340) 19 (71)
Naglee Rd 54 (148) 69 (348) 44 (74)	I-205 WB On/Off-ramp 1012 (545) 118 (111) 266 (162)
Overall: 1760 (2098)	

2 I-205 EB Off-ramp & Grant Line Rd	
Grant Line Rd	
I-205 EB On-ramp 219 (237) 872 (1233)	Grant Line Rd 372 (469) 637 (1326)
I-205 EB Off-ramp 118 (241) 146 (345)	
Overall: 2364 (3851)	



R T L ↓	R + T L
L T R +	+ L T R

Turning Movement Legend



Signal



Intersection ID

XX (XX) AM (PM) Volumes

Impact Assessment

The project will introduce new site driveways and access points, all of which will be designed in accordance with applicable City of Tracy design and safety standards to avoid creating geometric design hazards or incompatible use.

All ramp queuing under Existing Conditions, Existing Plus Background Conditions, and Existing Plus Background Plus Project Conditions is within each ramp's storage capacity and does not extend to the freeway mainline. Therefore, no safety mitigations are required.

Therefore, the Project is anticipated to result in a less than significant hazard impact.

6. Emergency Access

The proposed Project would include one vehicular access point on Corral Hollow Road and a second vehicular access point on the West Valley Mall access road via an access easement. The driveway on Corral Hollow Road is 26 feet wide and the driveway on West Valley Mall Access Road is 20 feet wide. The applicant shall provide a fire truck turn template layout to determine adequate fire truck maneuvers. The two driveways would be used as emergency evacuation plan routes.

Fire access from Fire Station 96 (located quarter mile southeast of the Project site) would be available via Corral Hollow Road. Fire access from Fire Station 91 (located approximately one and three quarters of mile southeast of the Project site) would be available via 11th Street and Corral Hollow Road. Medical emergency service access to/from Sutter Tracy Community Hospital (located nearly two miles southeast of the Project site) would be available via eastbound Corral Hollow Road and southbound Tracy Boulevard.

The design of the on-site roadways and intersections will be subject to City of Tracy code and Public Works Department staff review and approval.

At this time without emergency vehicle turn templates provided by the applicant, the emergency access would result in a significant impact. To mitigate this impact, the Project shall provide emergency vehicle turn templates that meet City standards. If the Project provides compliant emergency vehicle turn templates, the emergency access impact is anticipated be less than significant.

7. Appendix

A. SimTraffic Reports

B. HCM Report

C. Traffic Counts

D. Existing Transit Services

E. Planned Multimodal Improvements/Services

F. Industrial & Commercial Development Pipeline Report

A. SimTraffic Reports

Queuing and Blocking Report

Existing Conditions

02/13/2025

Intersection: 1: I-205 WB Off Ramp/Pavilion Pkwy & Naglee Rd

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	TR	L	L	T
Maximum Queue (ft)	33	76	35	42	38	37	59	24	38	566	574	239
Average Queue (ft)	3	19	3	10	5	6	12	3	7	269	313	69
95th Queue (ft)	17	52	19	32	23	24	39	17	25	556	601	485
Link Distance (ft)			1276	1276	1276		923	923	923			3123
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250				340				670	670	
Storage Blk Time (%)										2	3	1
Queuing Penalty (veh)										1	2	7

Intersection: 1: I-205 WB Off Ramp/Pavilion Pkwy & Naglee Rd

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	176	95	35	27	107
Average Queue (ft)	34	48	4	2	41
95th Queue (ft)	195	78	21	13	83
Link Distance (ft)	3123			757	757
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		340	150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: I-205 EB Off Ramp/I-205 EB On Ramp & Grant Line Rd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	T	R	L	R
Maximum Queue (ft)	418	120	128	250	257	254	320	167	104
Average Queue (ft)	200	46	56	107	109	111	21	75	44
95th Queue (ft)	349	98	113	191	188	195	157	139	86
Link Distance (ft)		1263	1263	609	609	609			1807
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	965						300	370	
Storage Blk Time (%)							0		
Queuing Penalty (veh)							0		

Zone Summary

Zone wide Queuing Penalty: 10

Queuing and Blocking Report

Existing Conditions

02/13/2025

Intersection: 1: I-205 WB Off Ramp/Pavilion Pkwy & Naglee Rd

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	TR	L	L	T
Maximum Queue (ft)	79	103	360	361	162	94	123	109	116	255	272	62
Average Queue (ft)	21	44	56	75	10	31	58	30	48	108	151	24
95th Queue (ft)	58	85	235	248	134	69	109	76	98	195	235	53
Link Distance (ft)			1276	1276	1276		923	923	923			3123
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250				340				670	670	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: I-205 WB Off Ramp/Pavilion Pkwy & Naglee Rd

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	76	80	77	70	122
Average Queue (ft)	30	38	28	19	51
95th Queue (ft)	63	67	65	50	94
Link Distance (ft)	3123			757	757
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		340	150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: I-205 EB Off Ramp/I-205 EB On Ramp & Grant Line Rd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	T	R	L	R
Maximum Queue (ft)	929	878	820	395	400	432	387	301	231
Average Queue (ft)	525	325	324	238	248	266	71	169	103
95th Queue (ft)	957	882	823	364	371	390	309	275	192
Link Distance (ft)		1263	1263	609	609	609			1807
Upstream Blk Time (%)		1	0						
Queuing Penalty (veh)		6	1						
Storage Bay Dist (ft)	965						300	370	
Storage Blk Time (%)	4	2				6	0	0	
Queuing Penalty (veh)	26	9				14	0	0	

Zone Summary

Zone wide Queuing Penalty: 56

Queuing and Blocking Report

Background Conditions

02/13/2025

Intersection: 1: I-205 WB Off Ramp/Pavilion Pkwy & Naglee Rd

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	TR	L	L	T
Maximum Queue (ft)	43	77	37	33	31	34	63	37	43	615	685	629
Average Queue (ft)	5	22	4	7	4	5	15	4	10	337	388	167
95th Queue (ft)	24	58	23	26	20	22	46	19	29	686	746	922
Link Distance (ft)			1276	1276	1276		923	923	923			3123
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250				340				670	670	
Storage Blk Time (%)										3	8	1
Queuing Penalty (veh)										2	5	14

Intersection: 1: I-205 WB Off Ramp/Pavilion Pkwy & Naglee Rd

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	375	100	41	24	103
Average Queue (ft)	65	50	5	2	44
95th Queue (ft)	499	83	24	13	82
Link Distance (ft)	3123			757	757
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		340	150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: I-205 EB Off Ramp/I-205 EB On Ramp & Grant Line Rd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	T	R	L	R
Maximum Queue (ft)	428	118	127	219	219	276	345	205	113
Average Queue (ft)	203	45	58	115	118	123	36	85	48
95th Queue (ft)	352	97	109	201	199	220	216	159	91
Link Distance (ft)		1263	1263	609	609	609			1807
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	965						300	370	
Storage Blk Time (%)						0	0		
Queuing Penalty (veh)						0	0		

Zone Summary

Zone wide Queuing Penalty: 21

Queuing and Blocking Report

Background Conditions

02/13/2025

Intersection: 1: I-205 WB Off Ramp/Pavilion Pkwy & Naglee Rd

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	TR	L	L	T
Maximum Queue (ft)	92	107	123	144	38	92	120	109	123	204	243	70
Average Queue (ft)	26	44	45	66	5	30	59	32	50	102	145	26
95th Queue (ft)	68	84	101	120	24	69	109	78	101	178	213	55
Link Distance (ft)			1276	1276	1276		923	923	923			3123
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250				340				670	670	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: I-205 WB Off Ramp/Pavilion Pkwy & Naglee Rd

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	84	103	81	83	110
Average Queue (ft)	31	41	29	21	53
95th Queue (ft)	67	77	64	59	91
Link Distance (ft)	3123			757	757
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		340	150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: I-205 EB Off Ramp/I-205 EB On Ramp & Grant Line Rd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	T	R	L	R
Maximum Queue (ft)	965	1012	985	477	478	527	389	313	302
Average Queue (ft)	613	471	455	268	276	304	103	170	119
95th Queue (ft)	1113	1170	1098	451	448	489	378	276	233
Link Distance (ft)		1263	1263	609	609	609			1807
Upstream Blk Time (%)		3	1	0	0	1			
Queuing Penalty (veh)		27	8	0	0	3			
Storage Bay Dist (ft)	965						300	370	
Storage Blk Time (%)	11	7				12	0	0	
Queuing Penalty (veh)	75	34				30	0	0	

Zone Summary

Zone wide Queuing Penalty: 177

Queuing and Blocking Report

Background Plus Project Conditions

02/13/2025

Intersection: 1: I-205 WB Off Ramp/Pavilion Pkwy & Naglee Rd

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	TR	L	L	T
Maximum Queue (ft)	40	79	46	46	38	61	71	31	55	693	754	1035
Average Queue (ft)	4	20	4	9	4	14	16	3	10	384	431	277
95th Queue (ft)	21	54	23	31	22	42	50	16	33	775	846	1299
Link Distance (ft)			1276	1276	1276		923	923	923			3123
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250				340				670	670	
Storage Blk Time (%)										5	14	3
Queuing Penalty (veh)										3	8	34

Intersection: 1: I-205 WB Off Ramp/Pavilion Pkwy & Naglee Rd

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	864	94	34	26	100
Average Queue (ft)	132	51	5	2	44
95th Queue (ft)	816	81	23	13	81
Link Distance (ft)	3123			757	757
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		340	150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: I-205 EB Off Ramp/I-205 EB On Ramp & Grant Line Rd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	T	R	L	R
Maximum Queue (ft)	424	139	138	222	240	322	267	194	111
Average Queue (ft)	202	47	59	113	116	126	24	79	46
95th Queue (ft)	358	103	116	196	191	240	174	154	86
Link Distance (ft)		1263	1263	609	609	609			1807
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	965						300	370	
Storage Blk Time (%)							0		
Queuing Penalty (veh)							0		

Zone Summary

Zone wide Queuing Penalty: 46

Queuing and Blocking Report

Background Plus Project Conditions

02/13/2025

Intersection: 1: I-205 WB Off Ramp/Pavilion Pkwy & Naglee Rd

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	L	T	T	R	L	T	T	TR	L	L	T
Maximum Queue (ft)	86	105	136	272	51	102	138	109	133	213	245	62
Average Queue (ft)	25	48	53	74	6	40	61	35	52	103	145	26
95th Queue (ft)	65	87	110	130	29	81	110	82	107	181	218	54
Link Distance (ft)			1276	1276	1276		923	923	923			3123
Upstream Blk Time (%)				0								
Queuing Penalty (veh)				0								
Storage Bay Dist (ft)	250	250				340				670	670	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: I-205 WB Off Ramp/Pavilion Pkwy & Naglee Rd

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	78	87	81	74	121
Average Queue (ft)	31	39	28	22	54
95th Queue (ft)	66	69	63	57	94
Link Distance (ft)	3123			757	757
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		340	150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: I-205 EB Off Ramp/I-205 EB On Ramp & Grant Line Rd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	T	T	R	L	R
Maximum Queue (ft)	959	1062	1011	468	478	502	389	313	310
Average Queue (ft)	614	474	451	281	292	317	130	171	128
95th Queue (ft)	1110	1190	1103	460	474	508	424	273	251
Link Distance (ft)		1263	1263	609	609	609			1807
Upstream Blk Time (%)		4	1	0	0	1			
Queuing Penalty (veh)		36	5	1	1	6			
Storage Bay Dist (ft)	965						300	370	
Storage Blk Time (%)	12	8				13	0	0	0
Queuing Penalty (veh)	81	40				32	1	0	0























Zone Summary

Zone wide Queuing Penalty: 204

HCM 7th Signalized Intersection Summary

1: I-205 WB Off Ramp/Pavilion Pkwy & Naglee Rd

02/14/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	62	44	9	58	5	1000	100	262	7	3	86
Future Volume (veh/h)	45	62	44	9	58	5	1000	100	262	7	3	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1826	1767	1737	1752	1900	1796	1885	1856	1693	1900	1767
Adj Flow Rate, veh/h	47	65	46	9	60	5	1042	104	273	7	3	90
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	9	5	9	11	10	0	7	1	3	14	0	9
Cap, veh/h	147	401	173	19	370	30	1090	1294	568	15	173	136
Arrive On Green	0.05	0.12	0.12	0.01	0.08	0.13	0.33	0.36	0.36	0.01	0.09	0.09
Sat Flow, veh/h	3264	3469	1497	1654	4508	366	3319	3582	1572	1612	1900	1497
Grp Volume(v), veh/h	47	65	46	9	42	23	1042	104	273	7	3	90
Grp Sat Flow(s),veh/h/ln	1632	1735	1497	1654	1594	1686	1659	1791	1572	1612	1900	1497
Q Serve(g_s), s	0.8	1.0	1.7	0.3	0.7	0.8	18.7	1.2	8.2	0.3	0.1	3.5
Cycle Q Clear(g_c), s	0.8	1.0	1.7	0.3	0.7	0.8	18.7	1.2	8.2	0.3	0.1	3.5
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	401	173	19	262	138	1090	1294	568	15	173	136
V/C Ratio(X)	0.32	0.16	0.27	0.47	0.16	0.17	0.96	0.08	0.48	0.47	0.02	0.66
Avail Cap(c_a), veh/h	1072	2108	910	543	1937	1024	1090	1588	697	529	936	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	24.3	24.6	29.9	26.0	25.7	20.0	12.8	15.0	30.0	25.2	26.8
Incr Delay (d2), s/veh	2.0	0.4	1.5	25.7	0.5	1.0	17.8	0.1	1.3	33.0	0.1	9.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.4	0.6	0.3	0.3	0.3	8.6	0.4	2.6	0.2	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.1	24.6	26.1	55.6	26.5	26.7	37.8	12.9	16.3	63.0	25.3	36.5
LnGrp LOS	C	C	C	E	C	C	D	B	B	E	C	D
Approach Vol, veh/h	158			74			1419			100		
Approach Delay, s/veh	26.7			30.1			31.8			38.0		
Approach LOS	C			C			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	17.4	24.7	13.3	7.4	15.4	5.3	32.8				
Change Period (Y+Rc), s	4.7	7.4	4.7	* 7.8	4.7	7.4	4.7	7.8				
Max Green Setting (Gmax), s	20.0	40.0	20.0	* 30	20.0	40.0	20.0	30.0				
Max Q Clear Time (g_c+l1), s	2.3	4.7	20.7	5.5	2.8	3.7	2.3	11.2				
Green Ext Time (p_c), s	0.0	1.0	0.0	0.5	0.1	0.6	0.0	2.9				

Intersection Summary

HCM 7th Control Delay, s/veh	31.6
HCM 7th LOS	C

Notes


















User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

2: I-205 EB Off Ramp/I-205 EB On Ramp & Grant Line Rd






















02/14/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	369	610	0	0	848	212	118	0	118	0	0	0
Future Volume (veh/h)	369	610	0	0	848	212	118	0	118	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1707	1856	0	0	1885	1826	1767	0	1752			
Adj Flow Rate, veh/h	405	670	0	0	932	0	130	0	130			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	13	3	0	0	1	5	9	0	10			
Cap, veh/h	488	2277	0	0	1466		178	0	157			
Arrive On Green	0.30	0.65	0.00	0.00	0.28	0.00	0.11	0.00	0.11			
Sat Flow, veh/h	1626	3618	0	0	5316	1547	1682	0	1485			
Grp Volume(v), veh/h	405	670	0	0	932	0	130	0	130			
Grp Sat Flow(s),veh/h/ln	1626	1763	0	0	1716	1547	1682	0	1485			
Q Serve(g_s), s	19.5	7.0	0.0	0.0	13.2	0.0	6.3	0.0	7.2			
Cycle Q Clear(g_c), s	19.5	7.0	0.0	0.0	13.2	0.0	6.3	0.0	7.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	488	2277	0	0	1466		178	0	157			
V/C Ratio(X)	0.83	0.29	0.00	0.00	0.64		0.73	0.00	0.83			
Avail Cap(c_a), veh/h	971	2277	0	0	2273		743	0	656			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	27.3	6.5	0.0	0.0	26.1	0.0	36.3	0.0	36.7			
Incr Delay (d2), s/veh	6.2	0.1	0.0	0.0	0.9	0.0	10.1	0.0	17.9			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.8	2.1	0.0	0.0	5.2	0.0	2.9	0.0	3.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.5	6.6	0.0	0.0	27.0	0.0	46.4	0.0	54.6			
LnGrp LOS	C	A			C		D		D			
Approach Vol, veh/h	1075			932			260					
Approach Delay, s/veh	16.8			27.0			50.5					
Approach LOS	B			C			D					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	64.5			30.2			34.3			19.3		
Change Period (Y+Rc), s	7.4			5.1			7.4			7.4		
Max Green Setting (Gmax), s	40.0			50.0			40.0			40.0		
Max Q Clear Time (g_c+I1), s	10.0			22.5			16.2			10.2		
Green Ext Time (p_c), s	8.2			2.7			10.6			1.7		
Intersection Summary												
HCM 7th Control Delay, s/veh	24.8											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

1: I-205 WB Off Ramp/Pavilion Pkwy & Naglee Rd

02/14/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	340	71	57	331	16	538	100	158	48	29	180
Future Volume (veh/h)	134	340	71	57	331	16	538	100	158	48	29	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1885	1870	1870	1900	1856	1856	1885	1900	1796	1885
Adj Flow Rate, veh/h	140	354	74	59	345	17	560	104	165	50	30	188
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	1	2	2	0	3	3	1	0	7	1
Cap, veh/h	250	578	260	89	699	34	736	1003	454	82	287	255
Arrive On Green	0.07	0.16	0.16	0.05	0.14	0.19	0.21	0.28	0.28	0.05	0.16	0.16
Sat Flow, veh/h	3456	3554	1598	1781	4987	244	3428	3526	1598	1810	1796	1598
Grp Volume(v), veh/h	140	354	74	59	234	128	560	104	165	50	30	188
Grp Sat Flow(s),veh/h/ln	1728	1777	1598	1781	1702	1827	1714	1763	1598	1810	1796	1598
Q Serve(g_s), s	2.6	6.2	2.7	2.2	4.3	4.3	10.2	1.5	5.5	1.8	1.0	7.5
Cycle Q Clear(g_c), s	2.6	6.2	2.7	2.2	4.3	4.3	10.2	1.5	5.5	1.8	1.0	7.5
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	250	578	260	89	477	256	736	1003	454	82	287	255
V/C Ratio(X)	0.56	0.61	0.28	0.67	0.49	0.50	0.76	0.10	0.36	0.61	0.10	0.74
Avail Cap(c_a), veh/h	1034	1968	885	533	1885	1011	1026	1424	645	542	806	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	26.0	24.6	31.2	26.5	26.4	24.6	17.6	19.1	31.3	24.0	26.7
Incr Delay (d2), s/veh	3.1	2.0	1.1	12.7	1.5	2.8	3.0	0.1	1.0	11.1	0.3	7.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	2.6	1.0	1.2	1.7	1.9	4.0	0.5	1.9	1.0	0.4	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.1	28.0	25.7	43.9	28.0	29.1	27.7	17.7	20.1	42.4	24.3	34.2
LnGrp LOS	C	C	C	D	C	C	C	B	C	D	C	C
Approach Vol, veh/h	568			421			829			268		
Approach Delay, s/veh	28.9			30.6			24.9			34.6		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	21.3	19.1	18.5	9.5	19.8	7.7	29.8				
Change Period (Y+Rc), s	4.7	7.4	4.7	* 7.8	4.7	7.4	4.7	7.8				
Max Green Setting (Gmax), s	20.0	40.0	20.0	* 30	20.0	40.0	20.0	30.0				
Max Q Clear Time (g_c+l1), s	4.2	9.2	12.2	9.5	4.6	7.3	3.8	8.5				
Green Ext Time (p_c), s	0.2	4.7	2.1	1.4	0.6	4.1	0.1	2.1				

Intersection Summary

HCM 7th Control Delay, s/veh	28.4
HCM 7th LOS	C

Notes



















User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

2: I-205 EB Off Ramp/I-205 EB On Ramp & Grant Line Rd

02/14/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	465	1297	0	0	1190	227	239	0	314	0	0	0
Future Volume (veh/h)	465	1297	0	0	1190	227	239	0	314	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1841	1885	0	0	1885	1870	1870	0	1870			
Adj Flow Rate, veh/h	511	1425	0	0	1308	0	263	0	345			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	4	1	0	0	1	2	2	0	2			
Cap, veh/h	556	2216	0	0	1362		412	0	366			
Arrive On Green	0.32	0.62	0.00	0.00	0.26	0.00	0.23	0.00	0.23			
Sat Flow, veh/h	1753	3676	0	0	5316	1585	1781	0	1585			
Grp Volume(v), veh/h	511	1425	0	0	1308	0	263	0	345			
Grp Sat Flow(s),veh/h/ln	1753	1791	0	0	1716	1585	1781	0	1585			
Q Serve(g_s), s	38.9	34.9	0.0	0.0	34.7	0.0	18.5	0.0	29.6			
Cycle Q Clear(g_c), s	38.9	34.9	0.0	0.0	34.7	0.0	18.5	0.0	29.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	556	2216	0	0	1362		412	0	366			
V/C Ratio(X)	0.92	0.64	0.00	0.00	0.96		0.64	0.00	0.94			
Avail Cap(c_a), veh/h	633	2216	0	0	1375		476	0	423			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	45.6	16.7	0.0	0.0	50.2	0.0	48.0	0.0	52.3			
Incr Delay (d2), s/veh	18.4	0.8	0.0	0.0	15.9	0.0	3.5	0.0	29.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	19.4	13.7	0.0	0.0	16.6	0.0	8.4	0.0	14.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	64.0	17.5	0.0	0.0	66.1	0.0	51.6	0.0	81.7			
LnGrp LOS	E	B			E		D		F			
Approach Vol, veh/h	1936			1308			608					
Approach Delay, s/veh	29.8			66.1			68.6					
Approach LOS	C			E			E					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	96.1			49.1			47.1			42.4		
Change Period (Y+Rc), s	7.4			5.1			7.4			7.4		
Max Green Setting (Gmax), s	40.0			50.0			40.0			40.0		
Max Q Clear Time (g_c+I1), s	37.9			41.9			37.7			32.6		
Green Ext Time (p_c), s	1.9			2.0			2.0			2.4		

Intersection Summary

HCM 7th Control Delay, s/veh	48.3
HCM 7th LOS	D

Notes























User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary

1: I-205 WB Off Ramp/Pavilion Pkwy & Naglee Rd

02/14/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	63	44	9	60	5	1012	118	264	7	3	99
Future Volume (veh/h)	54	63	44	9	60	5	1012	118	264	7	3	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1826	1767	1737	1752	1900	1796	1885	1856	1693	1900	1767
Adj Flow Rate, veh/h	56	66	46	9	62	5	1054	123	275	7	3	103
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	9	5	9	11	10	0	7	1	3	14	0	9
Cap, veh/h	163	415	179	19	367	29	1079	1298	570	15	181	142
Arrive On Green	0.05	0.12	0.12	0.01	0.08	0.13	0.33	0.36	0.36	0.01	0.10	0.10
Sat Flow, veh/h	3264	3469	1497	1654	4520	356	3319	3582	1572	1612	1900	1497
Grp Volume(v), veh/h	56	66	46	9	43	24	1054	123	275	7	3	103
Grp Sat Flow(s),veh/h/ln	1632	1735	1497	1654	1594	1688	1659	1791	1572	1612	1900	1497
Q Serve(g_s), s	1.0	1.1	1.7	0.3	0.8	0.8	19.3	1.4	8.3	0.3	0.1	4.1
Cycle Q Clear(g_c), s	1.0	1.1	1.7	0.3	0.8	0.8	19.3	1.4	8.3	0.3	0.1	4.1
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	415	179	19	259	137	1079	1298	570	15	181	142
V/C Ratio(X)	0.34	0.16	0.26	0.47	0.17	0.17	0.98	0.09	0.48	0.47	0.02	0.72
Avail Cap(c_a), veh/h	1061	2086	900	538	1917	1015	1079	1572	690	524	926	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	24.3	24.6	30.2	26.3	26.0	20.5	13.0	15.2	30.3	25.2	27.1
Incr Delay (d2), s/veh	2.0	0.3	1.4	25.7	0.6	1.1	22.0	0.1	1.3	33.0	0.1	12.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.4	0.6	0.3	0.3	0.3	9.5	0.5	2.6	0.2	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.2	24.6	26.0	56.0	26.9	27.1	42.6	13.0	16.5	63.4	25.3	39.2
LnGrp LOS	C	C	C	E	C	C	D	B	B	E	C	D
Approach Vol, veh/h	168			76			1452			113		
Approach Delay, s/veh	26.9			30.4			35.1			40.3		
Approach LOS	C			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	17.8	24.7	13.7	7.8	15.4	5.3	33.1				
Change Period (Y+Rc), s	4.7	7.4	4.7	* 7.8	4.7	7.4	4.7	7.8				
Max Green Setting (Gmax), s	20.0	40.0	20.0	* 30	20.0	40.0	20.0	30.0				
Max Q Clear Time (g_c+I1), s	2.3	4.7	21.3	6.1	3.0	3.8	2.3	11.3				
Green Ext Time (p_c), s	0.0	1.0	0.0	0.6	0.2	0.6	0.0	3.1				

Intersection Summary

HCM 7th Control Delay, s/veh	34.5
HCM 7th LOS	C

Notes



















User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

2: I-205 EB Off Ramp/I-205 EB On Ramp & Grant Line Rd

02/14/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	637	0	0	872	217	118	0	134	0	0	0
Future Volume (veh/h)	372	637	0	0	872	217	118	0	134	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1707	1856	0	0	1885	1826	1767	0	1752			
Adj Flow Rate, veh/h	409	700	0	0	958	0	130	0	147			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	13	3	0	0	1	5	9	0	10			
Cap, veh/h	488	2271	0	0	1470		198	0	175			
Arrive On Green	0.30	0.64	0.00	0.00	0.29	0.00	0.12	0.00	0.12			
Sat Flow, veh/h	1626	3618	0	0	5316	1547	1682	0	1485			
Grp Volume(v), veh/h	409	700	0	0	958	0	130	0	147			
Grp Sat Flow(s),veh/h/ln	1626	1763	0	0	1716	1547	1682	0	1485			
Q Serve(g_s), s	20.5	7.7	0.0	0.0	14.3	0.0	6.5	0.0	8.5			
Cycle Q Clear(g_c), s	20.5	7.7	0.0	0.0	14.3	0.0	6.5	0.0	8.5			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	488	2271	0	0	1470		198	0	175			
V/C Ratio(X)	0.84	0.31	0.00	0.00	0.65		0.66	0.00	0.84			
Avail Cap(c_a), veh/h	931	2271	0	0	2180		713	0	629			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	28.6	6.9	0.0	0.0	27.4	0.0	36.8	0.0	37.7			
Incr Delay (d2), s/veh	6.5	0.1	0.0	0.0	0.9	0.0	6.7	0.0	17.6			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.3	2.3	0.0	0.0	5.6	0.0	2.9	0.0	3.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.1	7.0	0.0	0.0	28.3	0.0	43.6	0.0	55.4			
LnGrp LOS	D	A			C		D		E			
Approach Vol, veh/h	1109			958			277					
Approach Delay, s/veh	17.4			28.3			49.8					
Approach LOS	B			C			D					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	66.7			31.3			35.3			20.7		
Change Period (Y+Rc), s	7.4			5.1			7.4			7.4		
Max Green Setting (Gmax), s	40.0			50.0			40.0			40.0		
Max Q Clear Time (g_c+I1), s	10.7			23.5			17.3			11.5		
Green Ext Time (p_c), s	8.6			2.7			10.7			1.8		

Intersection Summary

HCM 7th Control Delay, s/veh	25.7
HCM 7th LOS	C

Notes






















User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary

1: I-205 WB Off Ramp/Pavilion Pkwy & Naglee Rd

02/14/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	342	74	57	334	16	545	111	159	50	32	201
Future Volume (veh/h)	148	342	74	57	334	16	545	111	159	50	32	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1885	1870	1870	1900	1856	1856	1885	1900	1796	1885
Adj Flow Rate, veh/h	154	356	77	59	348	17	568	116	166	52	33	209
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	1	2	2	0	3	3	1	0	7	1
Cap, veh/h	268	575	259	87	666	32	736	1055	478	83	312	278
Arrive On Green	0.08	0.16	0.16	0.05	0.13	0.18	0.21	0.30	0.30	0.05	0.17	0.17
Sat Flow, veh/h	3456	3554	1598	1781	4989	242	3428	3526	1598	1810	1796	1598
Grp Volume(v), veh/h	154	356	77	59	236	129	568	116	166	52	33	209
Grp Sat Flow(s),veh/h/ln	1728	1777	1598	1781	1702	1827	1714	1763	1598	1810	1796	1598
Q Serve(g_s), s	3.0	6.4	2.9	2.2	4.5	4.5	10.7	1.6	5.6	1.9	1.1	8.6
Cycle Q Clear(g_c), s	3.0	6.4	2.9	2.2	4.5	4.5	10.7	1.6	5.6	1.9	1.1	8.6
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	268	575	259	87	454	244	736	1055	478	83	312	278
V/C Ratio(X)	0.58	0.62	0.30	0.67	0.52	0.53	0.77	0.11	0.35	0.63	0.11	0.75
Avail Cap(c_a), veh/h	1003	1908	858	517	1828	981	995	1382	626	525	782	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	26.9	25.4	32.2	27.8	27.6	25.5	17.5	18.9	32.3	24.0	27.1
Incr Delay (d2), s/veh	3.1	2.0	1.2	13.4	1.7	3.3	3.5	0.1	0.9	11.8	0.3	7.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.7	1.1	1.2	1.8	2.1	4.3	0.6	1.9	1.1	0.4	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.8	28.9	26.6	45.6	29.5	30.9	28.9	17.6	19.8	44.1	24.2	34.5
LnGrp LOS	C	C	C	D	C	C	C	B	B	D	C	C
Approach Vol, veh/h	587			424			850			294		
Approach Delay, s/veh	29.9			32.2			25.6			35.0		
Approach LOS	C			C			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	21.5	19.5	19.8	10.0	19.6	7.9	31.4				
Change Period (Y+Rc), s	4.7	7.4	4.7	* 7.8	4.7	7.4	4.7	7.8				
Max Green Setting (Gmax), s	20.0	40.0	20.0	* 30	20.0	40.0	20.0	30.0				
Max Q Clear Time (g_c+I1), s	4.2	9.4	12.7	10.6	5.0	7.5	3.9	8.6				
Green Ext Time (p_c), s	0.2	4.7	2.0	1.5	0.7	4.1	0.1	2.2				

Intersection Summary

HCM 7th Control Delay, s/veh	29.4
HCM 7th LOS	C

Notes



















User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

2: I-205 EB Off Ramp/I-205 EB On Ramp & Grant Line Rd

02/14/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	469	1326	0	0	1233	234	241	0	331	0	0	0
Future Volume (veh/h)	469	1326	0	0	1233	234	241	0	331	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1841	1885	0	0	1885	1870	1870	0	1870			
Adj Flow Rate, veh/h	515	1457	0	0	1355	0	265	0	364			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	4	1	0	0	1	2	2	0	2			
Cap, veh/h	557	2200	0	0	1341		426	0	379			
Arrive On Green	0.32	0.61	0.00	0.00	0.26	0.00	0.24	0.00	0.24			
Sat Flow, veh/h	1753	3676	0	0	5316	1585	1781	0	1585			
Grp Volume(v), veh/h	515	1457	0	0	1355	0	265	0	364			
Grp Sat Flow(s),veh/h/ln	1753	1791	0	0	1716	1585	1781	0	1585			
Q Serve(g_s), s	40.3	37.6	0.0	0.0	37.0	0.0	18.9	0.0	32.2			
Cycle Q Clear(g_c), s	40.3	37.6	0.0	0.0	37.0	0.0	18.9	0.0	32.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	557	2200	0	0	1341		426	0	379			
V/C Ratio(X)	0.92	0.66	0.00	0.00	1.01		0.62	0.00	0.96			
Avail Cap(c_a), veh/h	617	2200	0	0	1341		464	0	413			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	46.8	17.8	0.0	0.0	52.5	0.0	48.3	0.0	53.3			
Incr Delay (d2), s/veh	19.8	1.0	0.0	0.0	27.2	0.0	3.3	0.0	33.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	20.3	14.9	0.0	0.0	19.0	0.0	8.6	0.0	16.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	66.6	18.8	0.0	0.0	79.6	0.0	51.6	0.0	87.1			
LnGrp LOS	E	B			F		D		F			
Approach Vol, veh/h	1972			1355			629					
Approach Delay, s/veh	31.3			79.6			72.2					
Approach LOS	C			E			E					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	97.6			50.2			47.4			44.4		
Change Period (Y+Rc), s	7.4			5.1			7.4			7.4		
Max Green Setting (Gmax), s	40.0			50.0			40.0			40.0		
Max Q Clear Time (g_c+I1), s	40.6			43.3			40.0			35.2		
Green Ext Time (p_c), s	0.0			1.8			0.0			1.8		

Intersection Summary

HCM 7th Control Delay, s/veh	54.3
HCM 7th LOS	D

Notes






















User approved pedestrian interval to be less than phase max green.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th Signalized Intersection Summary

1: I-205 WB Off Ramp/Pavilion Pkwy & Naglee Rd

02/14/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	69	44	19	64	5	1012	118	266	7	3	99
Future Volume (veh/h)	54	69	44	19	64	5	1012	118	266	7	3	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1767	1826	1767	1737	1752	1900	1796	1885	1856	1693	1900	1767
Adj Flow Rate, veh/h	56	72	46	20	67	5	1054	123	277	7	3	103
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	9	5	9	11	10	0	7	1	3	14	0	9
Cap, veh/h	163	374	161	39	370	27	1079	1298	570	15	181	142
Arrive On Green	0.05	0.11	0.11	0.02	0.08	0.13	0.33	0.36	0.36	0.01	0.10	0.10
Sat Flow, veh/h	3264	3469	1497	1654	4548	332	3319	3582	1572	1612	1900	1497
Grp Volume(v), veh/h	56	72	46	20	47	25	1054	123	277	7	3	103
Grp Sat Flow(s),veh/h/ln	1632	1735	1497	1654	1594	1692	1659	1791	1572	1612	1900	1497
Q Serve(g_s), s	1.0	1.2	1.7	0.7	0.8	0.9	19.3	1.4	8.4	0.3	0.1	4.1
Cycle Q Clear(g_c), s	1.0	1.2	1.7	0.7	0.8	0.9	19.3	1.4	8.4	0.3	0.1	4.1
Prop In Lane	1.00		1.00	1.00		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	374	161	39	259	137	1079	1298	570	15	181	142
V/C Ratio(X)	0.34	0.19	0.29	0.51	0.18	0.19	0.98	0.09	0.49	0.47	0.02	0.72
Avail Cap(c_a), veh/h	1061	2086	900	538	1917	1017	1079	1572	690	524	926	730
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.2	25.0	25.3	29.7	26.4	26.1	20.5	13.0	15.2	30.3	25.2	27.1
Incr Delay (d2), s/veh	2.0	0.5	1.8	15.6	0.6	1.2	22.0	0.1	1.3	33.0	0.1	12.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.5	0.6	0.4	0.3	0.4	9.5	0.5	2.7	0.2	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.2	25.5	27.1	45.3	27.0	27.3	42.6	13.0	16.5	63.4	25.3	39.2
LnGrp LOS	C	C	C	D	C	C	D	B	B	E	C	D
Approach Vol, veh/h	174			92			1454			113		
Approach Delay, s/veh	27.4			31.1			35.1			40.3		
Approach LOS	C			C			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	17.0	24.7	13.7	7.8	15.4	5.3	33.1				
Change Period (Y+Rc), s	4.7	7.4	4.7	* 7.8	4.7	7.4	4.7	7.8				
Max Green Setting (Gmax), s	20.0	40.0	20.0	* 30	20.0	40.0	20.0	30.0				
Max Q Clear Time (g_c+I1), s	2.7	4.7	21.3	6.1	3.0	3.8	2.3	11.4				
Green Ext Time (p_c), s	0.0	1.0	0.0	0.6	0.2	0.7	0.0	3.1				

Intersection Summary

HCM 7th Control Delay, s/veh	34.5
HCM 7th LOS	C

Notes


















User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th Signalized Intersection Summary

2: I-205 EB Off Ramp/I-205 EB On Ramp & Grant Line Rd
























02/14/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	637	0	0	872	219	118	0	146	0	0	0
Future Volume (veh/h)	372	637	0	0	872	219	118	0	146	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1707	1856	0	0	1885	1826	1767	0	1752			
Adj Flow Rate, veh/h	409	700	0	0	958	0	130	0	160			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	13	3	0	0	1	5	9	0	10			
Cap, veh/h	487	2254	0	0	1456		213	0	188			
Arrive On Green	0.30	0.64	0.00	0.00	0.28	0.00	0.13	0.00	0.13			
Sat Flow, veh/h	1626	3618	0	0	5316	1547	1682	0	1485			
Grp Volume(v), veh/h	409	700	0	0	958	0	130	0	160			
Grp Sat Flow(s),veh/h/ln	1626	1763	0	0	1716	1547	1682	0	1485			
Q Serve(g_s), s	21.0	8.0	0.0	0.0	14.6	0.0	6.5	0.0	9.4			
Cycle Q Clear(g_c), s	21.0	8.0	0.0	0.0	14.6	0.0	6.5	0.0	9.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	487	2254	0	0	1456		213	0	188			
V/C Ratio(X)	0.84	0.31	0.00	0.00	0.66		0.61	0.00	0.85			
Avail Cap(c_a), veh/h	913	2254	0	0	2139		699	0	617			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	29.2	7.2	0.0	0.0	28.1	0.0	36.8	0.0	38.0			
Incr Delay (d2), s/veh	6.6	0.1	0.0	0.0	1.0	0.0	5.1	0.0	17.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.5	2.5	0.0	0.0	5.8	0.0	2.8	0.0	4.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.8	7.4	0.0	0.0	29.1	0.0	41.9	0.0	55.4			
LnGrp LOS	D	A			C		D		E			
Approach Vol, veh/h	1109			958			290					
Approach Delay, s/veh	17.9			29.1			49.3					
Approach LOS	B			C			D					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	67.3			31.7			35.6			21.7		
Change Period (Y+Rc), s	7.4			5.1			7.4			7.4		
Max Green Setting (Gmax), s	40.0			50.0			40.0			40.0		
Max Q Clear Time (g_c+I1), s	11.0			24.0			17.6			12.4		
Green Ext Time (p_c), s	8.6			2.7			10.6			1.9		
Intersection Summary												
HCM 7th Control Delay, s/veh	26.3											
HCM 7th LOS	C											
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary

1: I-205 WB Off Ramp/Pavilion Pkwy & Naglee Rd

02/14/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	348	74	71	340	16	545	111	162	50	32	201
Future Volume (veh/h)	148	348	74	71	340	16	545	111	162	50	32	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1885	1870	1870	1900	1856	1856	1885	1900	1796	1885
Adj Flow Rate, veh/h	154	362	77	74	354	17	568	116	169	52	33	209
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	1	2	2	0	3	3	1	0	7	1
Cap, veh/h	267	581	261	99	708	34	732	1052	477	82	311	277
Arrive On Green	0.08	0.16	0.16	0.06	0.14	0.18	0.21	0.30	0.30	0.05	0.17	0.17
Sat Flow, veh/h	3456	3554	1598	1781	4994	238	3428	3526	1598	1810	1796	1598
Grp Volume(v), veh/h	154	362	77	74	240	131	568	116	169	52	33	209
Grp Sat Flow(s),veh/h/ln	1728	1777	1598	1781	1702	1828	1714	1763	1598	1810	1796	1598
Q Serve(g_s), s	3.0	6.6	3.0	2.9	4.6	4.6	10.9	1.7	5.8	2.0	1.1	8.7
Cycle Q Clear(g_c), s	3.0	6.6	3.0	2.9	4.6	4.6	10.9	1.7	5.8	2.0	1.1	8.7
Prop In Lane	1.00		1.00	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	581	261	99	482	259	732	1052	477	82	311	277
V/C Ratio(X)	0.58	0.62	0.30	0.75	0.50	0.50	0.78	0.11	0.35	0.63	0.11	0.76
Avail Cap(c_a), veh/h	988	1879	845	509	1800	966	980	1361	617	517	770	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	27.3	25.7	32.6	27.7	27.6	25.9	17.8	19.3	32.8	24.4	27.5
Incr Delay (d2), s/veh	3.1	2.0	1.2	16.3	1.5	2.8	3.7	0.1	0.9	12.0	0.3	7.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	2.8	1.1	1.6	1.9	2.1	4.4	0.6	2.0	1.1	0.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.3	29.3	26.9	48.9	29.2	30.4	29.6	17.9	20.2	44.8	24.6	35.1
LnGrp LOS	C	C	C	D	C	C	C	B	C	D	C	D
Approach Vol, veh/h	593			445			853			294		
Approach Delay, s/veh	30.3			32.8			26.1			35.6		
Approach LOS	C			C			C			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	21.8	19.6	19.9	10.1	20.3	7.9	31.7				
Change Period (Y+Rc), s	4.7	7.4	4.7	* 7.8	4.7	7.4	4.7	7.8				
Max Green Setting (Gmax), s	20.0	40.0	20.0	* 30	20.0	40.0	20.0	30.0				
Max Q Clear Time (g_c+I1), s	4.9	9.6	12.9	10.7	5.0	7.6	4.0	8.8				
Green Ext Time (p_c), s	0.2	4.8	2.0	1.5	0.7	4.2	0.1	2.3				

Intersection Summary



















HCM 7th Control Delay, s/veh	29.9
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

02/14/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	469	1326	0	0	1233	237	241	0	345	0	0	0
Future Volume (veh/h)	469	1326	0	0	1233	237	241	0	345	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach	No			No			No					
Adj Sat Flow, veh/h/ln	1841	1885	0	0	1885	1870	1870	0	1870			
Adj Flow Rate, veh/h	515	1457	0	0	1355	0	265	0	379			
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91			
Percent Heavy Veh, %	4	1	0	0	1	2	2	0	2			
Cap, veh/h	556	2184	0	0	1325		437	0	389			
Arrive On Green	0.32	0.61	0.00	0.00	0.26	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	1753	3676	0	0	5316	1585	1781	0	1585			
Grp Volume(v), veh/h	515	1457	0	0	1355	0	265	0	379			
Grp Sat Flow(s),veh/h/ln	1753	1791	0	0	1716	1585	1781	0	1585			
Q Serve(g_s), s	40.8	38.5	0.0	0.0	37.0	0.0	19.0	0.0	34.1			
Cycle Q Clear(g_c), s	40.8	38.5	0.0	0.0	37.0	0.0	19.0	0.0	34.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	556	2184	0	0	1325		437	0	389			
V/C Ratio(X)	0.93	0.67	0.00	0.00	1.02		0.61	0.00	0.97			
Avail Cap(c_a), veh/h	610	2184	0	0	1325		459	0	408			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	47.5	18.4	0.0	0.0	53.4	0.0	48.1	0.0	53.8			
Incr Delay (d2), s/veh	20.4	1.0	0.0	0.0	30.6	0.0	3.1	0.0	37.6			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	20.6	15.3	0.0	0.0	19.4	0.0	8.6	0.0	17.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.9	19.4	0.0	0.0	84.0	0.0	51.2	0.0	91.4			
LnGrp LOS	E	B			F		D		F			
Approach Vol, veh/h	1972			1355			644					
Approach Delay, s/veh	32.1			84.0			74.8					
Approach LOS	C			F			E					
Timer - Assigned Phs	2			5			6			8		
Phs Duration (G+Y+Rc), s	98.0			50.6			47.4			45.7		
Change Period (Y+Rc), s	7.4			5.1			7.4			7.4		
Max Green Setting (Gmax), s	40.0			50.0			40.0			40.0		
Max Q Clear Time (g_c+I1), s	41.5			43.8			40.0			37.1		
Green Ext Time (p_c), s	0.0			1.7			0.0			1.2		
Intersection Summary												
HCM 7th Control Delay, s/veh	56.7											
HCM 7th LOS	E											
Notes												
User approved pedestrian interval to be less than phase max green.												
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.												

C. Traffic Counts

Pavilion Pkwy Naglee Rd

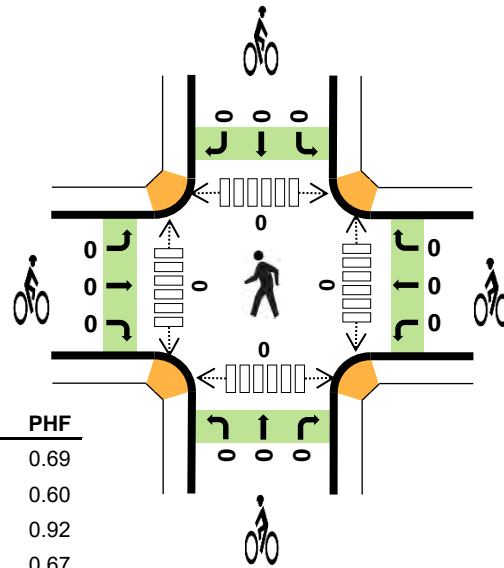
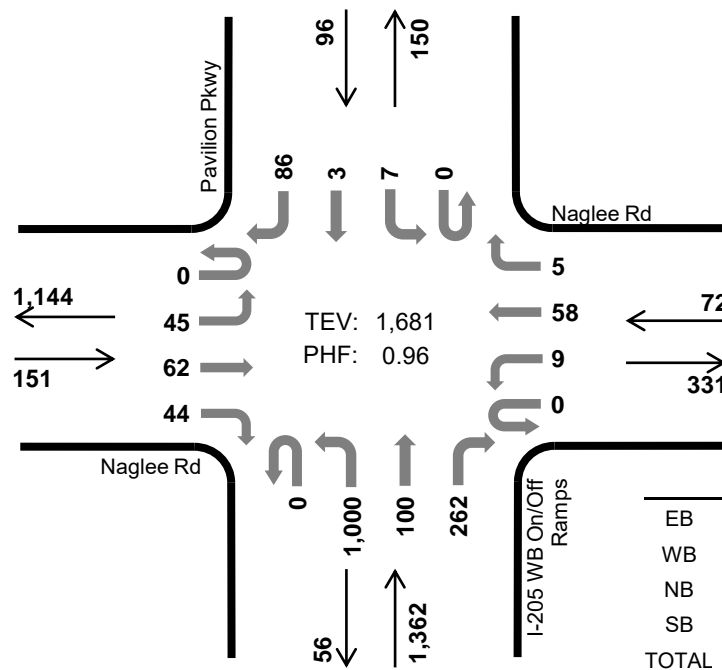


Peak Hour

Date: 11/19/2024

Count Period: 4:30 AM to 9:00 AM

Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	7.3%	0.69
WB	9.7%	0.60
NB	5.4%	0.92
SB	9.4%	0.67
TOTAL	6.0%	0.96

Four-and-a-Half-Hour Count Summaries

Interval Start		Naglee Rd				Naglee Rd				I-205 WB On/Off Ramps				Pavilion Pkwy				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:15 AM		0	8	8	10	0	2	17	1	0	240	23	75	0	0	2	10	396	0
7:30 AM		0	6	15	11	0	1	11	0	0	282	23	65	0	0	0	21	435	0
7:45 AM		0	9	19	10	0	0	9	1	0	257	31	64	0	5	0	31	436	0
8:00 AM		0	22	20	13	0	6	21	3	0	221	23	58	0	2	1	24	414	1,681
Peak Hour	All	0	45	62	44	0	9	58	5	0	1,000	100	262	0	7	3	86	1,681	0
	HV	0	4	3	4	0	1	6	0	0	65	1	8	0	1	0	8	101	0
	HV%	-	9%	5%	9%	-	11%	10%	0%	-	7%	1%	3%	-	14%	0%	9%	6%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:15 AM	3	2	13	0	18	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	1	20	3	26	0	0	0	0	0	0	0	0	0	0
7:45 AM	5	2	18	3	28	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	2	23	3	29	0	0	0	0	0	0	0	0	0	0
Peak Hour	11	7	74	9	101	0	0	0	0	0	0	0	0	0	0

Four-and-a-Half-Hour Count Summaries

Interval Start		Naglee Rd				Naglee Rd				I-205 WB On/Off Ramps				Pavilion Pkwy				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:30 AM		0	2	0	16	0	0	2	0	0	73	2	3	0	0	4	5	107	0
4:45 AM		0	8	3	10	1	1	3	0	0	86	3	9	0	0	2	3	129	0
5:00 AM		0	2	2	14	0	4	4	0	0	113	3	13	0	0	2	9	166	0
5:15 AM		0	2	1	20	0	2	3	1	0	158	6	25	0	0	0	6	224	626
5:30 AM		0	5	0	7	0	1	3	1	0	197	5	34	0	0	2	9	264	783
5:45 AM		0	7	3	12	0	1	6	0	0	201	10	68	0	0	0	5	313	967
6:00 AM		0	0	5	12	0	1	3	0	0	162	14	63	0	0	2	6	268	1,069
6:15 AM		0	4	4	23	0	0	8	0	0	145	9	71	0	3	1	7	275	1,120
6:30 AM		1	5	9	8	0	3	9	0	0	229	8	83	0	1	2	14	372	1,228
6:45 AM		0	9	9	6	0	3	5	1	0	260	23	95	0	1	1	11	424	1,339
7:00 AM		0	8	12	11	0	0	11	0	0	214	13	99	0	1	2	11	382	1,453
7:15 AM		0	8	8	10	0	2	17	1	0	240	23	75	0	0	2	10	396	1,574
7:30 AM		0	6	15	11	0	1	11	0	0	282	23	65	0	0	0	21	435	1,637
7:45 AM		0	9	19	10	0	0	9	1	0	257	31	64	0	5	0	31	436	1,649
8:00 AM		0	22	20	13	0	6	21	3	0	221	23	58	0	2	1	24	414	1,681
8:15 AM		0	30	22	19	0	1	36	2	0	205	25	32	1	0	4	16	393	1,678
8:30 AM		0	28	33	15	0	3	24	0	0	185	41	23	0	0	2	14	368	1,611
8:45 AM		0	17	48	10	0	2	24	1	0	203	35	29	0	5	2	36	412	1,587
Count Total		1	172	213	227	1	31	199	11	0	3,431	297	909	1	18	29	238	5,778	0
Peak Hour	All	0	45	62	44	0	9	58	5	0	1,000	100	262	0	7	3	86	1,681	0
	HV	0	4	3	4	0	1	6	0	0	65	1	8	0	1	0	8	101	0
	HV%	-	9%	5%	9%	-	11%	10%	0%	-	7%	1%	3%	-	14%	0%	9%	6%	0

Note: Four-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:30 AM	1	2	9	0	12	0	0	0	0	0	0	0	0	0	0
4:45 AM	1	0	6	0	7	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	10	0	11	0	0	0	0	0	0	0	0	1	1
5:15 AM	1	0	14	0	15	0	0	0	0	0	0	0	0	1	1
5:30 AM	0	1	15	1	17	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	18	0	18	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	16	1	18	0	0	0	0	0	0	0	0	0	0
6:15 AM	3	0	19	3	25	0	0	0	0	0	0	0	0	0	0
6:30 AM	4	0	25	2	31	0	0	0	0	0	0	0	0	0	0
6:45 AM	3	2	18	0	23	0	0	0	0	0	0	0	0	0	0
7:00 AM	1	0	18	1	20	0	0	0	0	0	0	0	0	0	0
7:15 AM	3	2	13	0	18	0	0	0	0	0	0	0	0	0	0
7:30 AM	2	1	20	3	26	0	0	0	0	0	0	0	0	0	0
7:45 AM	5	2	18	3	28	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	2	23	3	29	0	0	0	0	0	0	0	0	0	0
8:15 AM	4	2	10	2	18	0	0	0	0	0	0	0	0	0	0
8:30 AM	2	2	13	0	17	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	2	12	2	16	0	0	0	0	0	1	0	1	0	2
Count Total	32	19	277	21	349	0	0	0	0	0	1	0	1	2	4
Peak Hour	11	7	74	9	101	0	0	0	0	0	0	0	0	0	0

Four-and-a-Half-Hour Count Summaries - Heavy Vehicles

Interval Start	Naglee Rd				Naglee Rd				I-205 WB On/Off Ramps				Pavilion Pkwy				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:30 AM	0	1	0	0	0	0	2	0	0	9	0	0	0	0	0	0	0	12	0
4:45 AM	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0	0	0	7	0
5:00 AM	0	0	0	1	0	0	0	0	0	10	0	0	0	0	0	0	0	11	0
5:15 AM	0	0	0	1	0	0	0	0	0	13	0	1	0	0	0	0	0	15	45
5:30 AM	0	0	0	0	0	0	1	0	0	14	0	1	0	0	0	1	0	17	50
5:45 AM	0	0	0	0	0	0	0	0	0	15	1	2	0	0	0	0	0	18	61
6:00 AM	0	0	0	0	0	0	1	0	0	13	1	2	0	0	0	1	0	18	68
6:15 AM	0	1	0	2	0	0	0	0	0	16	1	2	0	1	0	2	0	25	78
6:30 AM	0	2	1	1	0	0	0	0	0	23	0	2	0	0	0	2	0	31	92
6:45 AM	0	2	1	0	0	0	1	1	0	17	0	1	0	0	0	0	0	23	97
7:00 AM	0	1	0	0	0	0	0	0	0	14	1	3	0	0	0	1	0	20	99
7:15 AM	0	1	1	1	0	0	2	0	0	12	0	1	0	0	0	0	0	18	92
7:30 AM	0	1	0	1	0	0	1	0	0	19	1	0	0	0	0	3	0	26	87
7:45 AM	0	2	1	2	0	0	2	0	0	16	0	2	0	1	0	2	0	28	92
8:00 AM	0	0	1	0	0	1	1	0	0	18	0	5	0	0	0	3	0	29	101
8:15 AM	0	1	1	2	0	0	2	0	0	10	0	0	0	0	0	2	0	18	101
8:30 AM	0	0	2	0	0	0	2	0	0	10	3	0	0	0	0	0	0	17	92
8:45 AM	0	0	0	0	0	0	2	0	0	11	1	0	0	0	0	2	0	16	80
Count Total	0	12	8	12	0	1	17	1	0	246	9	22	0	2	0	19	0	349	0
Peak Hour	0	4	3	4	0	1	6	0	0	65	1	8	0	1	0	8	0	101	0

Four-and-a-Half-Hour Count Summaries - Bikes

Interval Start	Naglee Rd			Naglee Rd			I-205 WB On/Off Ramps			Pavilion Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

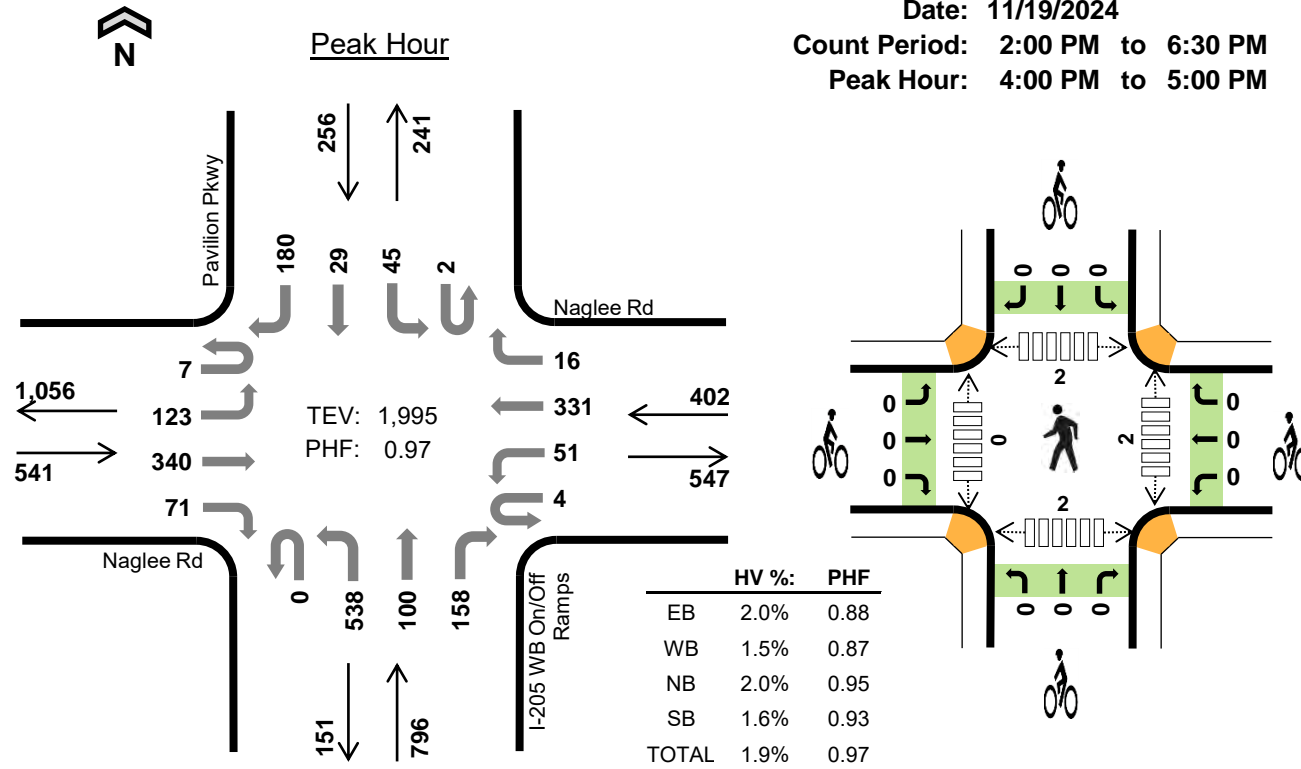
Pavilion Pkwy Naglee Rd



Date: 11/19/2024

Count Period: 2:00 PM to 6:30 PM

Peak Hour: 4:00 PM to 5:00 PM



Four-and-a-Half-Hour Count Summaries

Interval Start		Naglee Rd				Naglee Rd				I-205 WB On/Off Ramps				Pavilion Pkwy				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		3	33	100	17	2	12	69	4	0	142	23	45	0	14	9	40	513	0
4:15 PM		2	42	73	18	0	10	98	7	0	115	28	36	2	8	7	39	485	0
4:30 PM		0	27	74	22	0	13	78	4	0	133	20	46	0	11	8	50	486	0
4:45 PM		2	21	93	14	2	16	86	1	0	148	29	31	0	12	5	51	511	1,995
Peak Hour	All	7	123	340	71	4	51	331	16	0	538	100	158	2	45	29	180	1,995	0
	HV	0	2	8	1	0	1	5	0	0	14	1	1	0	0	2	2	37	0
	HV%	0%	2%	2%	1%	0%	2%	2%	0%	-	3%	1%	1%	0%	0%	7%	1%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	1	3	1	8	0	0	0	0	0	0	0	1	0	1
4:15 PM	2	3	6	1	12	0	0	0	0	0	2	0	1	0	3
4:30 PM	4	2	4	1	11	0	0	0	0	0	0	0	0	1	1
4:45 PM	2	0	3	1	6	0	0	0	0	0	0	0	0	1	1
Peak Hour	11	6	16	4	37	0	0	0	0	0	2	0	2	2	6

Four-and-a-Half-Hour Count Summaries

Interval Start		Naglee Rd				Naglee Rd				I-205 WB On/Off Ramps				Pavilion Pkwy				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		3	40	65	19	0	6	78	4	0	89	18	22	0	13	6	44	407	0
2:15 PM		0	27	81	24	0	10	75	5	0	94	19	35	1	16	3	43	433	0
2:30 PM		3	28	92	14	1	15	92	10	0	143	33	39	0	5	4	52	531	0
2:45 PM		0	34	55	15	0	7	66	6	0	145	22	30	1	10	8	44	443	1,814
3:00 PM		2	35	66	14	1	16	83	7	0	147	22	37	0	7	6	44	487	1,894
3:15 PM		1	41	90	18	0	4	78	8	0	109	43	29	0	7	8	48	484	1,945
3:30 PM		2	26	95	14	1	4	69	5	0	123	23	41	0	7	8	53	471	1,885
3:45 PM		2	31	70	21	1	9	77	7	0	140	30	55	0	8	4	36	491	1,933
4:00 PM		3	33	100	17	2	12	69	4	0	142	23	45	0	14	9	40	513	1,959
4:15 PM		2	42	73	18	0	10	98	7	0	115	28	36	2	8	7	39	485	1,960
4:30 PM		0	27	74	22	0	13	78	4	0	133	20	46	0	11	8	50	486	1,975
4:45 PM		2	21	93	14	2	16	86	1	0	148	29	31	0	12	5	51	511	1,995
5:00 PM		0	35	77	14	1	9	77	9	0	117	15	47	0	12	12	54	479	1,961
5:15 PM		0	35	78	24	1	6	83	8	0	131	21	53	1	10	8	47	506	1,982
5:30 PM		2	19	88	21	2	9	70	6	0	145	25	35	1	12	8	52	495	1,991
5:45 PM		2	35	74	20	3	10	75	13	0	125	22	43	0	13	9	46	490	1,970
6:00 PM		3	34	78	15	1	8	95	7	0	119	18	27	0	8	8	48	469	1,960
6:15 PM		0	37	83	16	1	7	61	6	0	105	21	29	0	11	2	39	418	1,872
Count Total		27	580	1,432	320	17	171	1,410	117	0	2,270	432	680	6	184	123	830	8,599	0
Peak Hour	All	7	123	340	71	4	51	331	16	0	538	100	158	2	45	29	180	1,995	0
	HV	0	2	8	1	0	1	5	0	0	14	1	1	0	0	2	2	37	0
	HV%	0%	2%	2%	1%	0%	2%	2%	0%	-	3%	1%	1%	0%	0%	7%	1%	2%	0

Note: Four-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	2	0	7	2	11	0	0	0	0	0	0	0	0	1	1
2:15 PM	1	2	9	3	15	0	0	0	0	0	1	0	1	0	2
2:30 PM	5	2	8	1	16	0	0	0	0	0	1	0	1	0	2
2:45 PM	2	2	2	3	9	0	0	0	0	0	0	0	0	1	1
3:00 PM	2	2	5	1	10	0	0	0	0	0	0	0	1	1	2
3:15 PM	4	2	5	0	11	0	0	0	0	0	0	0	0	1	1
3:30 PM	0	1	8	1	10	0	0	0	0	0	1	0	2	0	3
3:45 PM	2	2	12	4	20	0	0	0	0	0	1	0	1	1	3
4:00 PM	3	1	3	1	8	0	0	0	0	0	0	0	1	0	1
4:15 PM	2	3	6	1	12	0	0	0	0	0	2	0	1	0	3
4:30 PM	4	2	4	1	11	0	0	0	0	0	0	0	0	1	1
4:45 PM	2	0	3	1	6	0	0	0	0	0	0	0	0	1	1
5:00 PM	1	3	3	1	8	0	0	0	0	0	2	0	2	2	6
5:15 PM	1	1	3	1	6	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	2	6	1	10	0	0	0	0	0	0	0	0	0	0
5:45 PM	2	1	2	1	6	0	0	0	0	0	0	0	0	1	1
6:00 PM	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0
6:15 PM	2	1	6	1	10	0	0	0	0	0	0	0	0	0	0
Count Total	37	27	96	24	184	0	0	0	0	0	8	0	10	10	28
Peak Hour	11	6	16	4	37	0	0	0	0	0	2	0	2	2	6

Four-and-a-Half-Hour Count Summaries - Heavy Vehicles

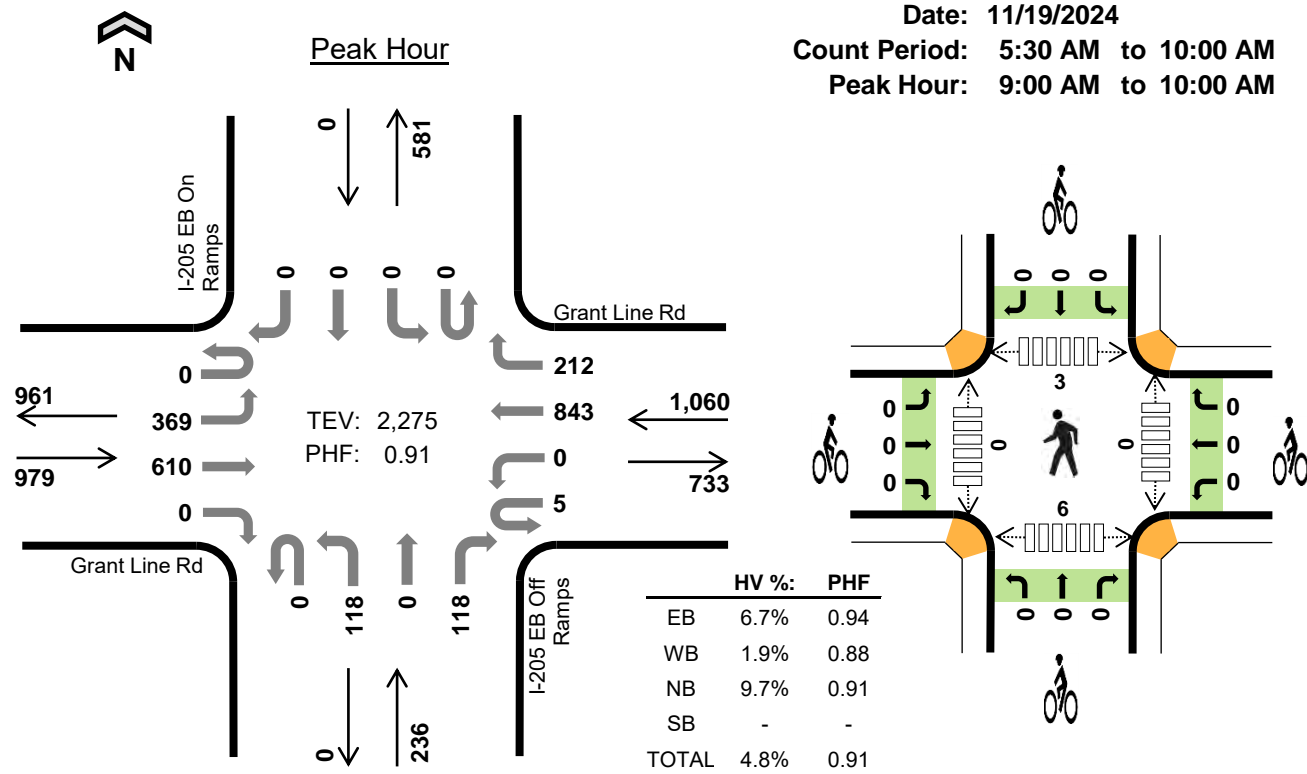
Interval Start	Naglee Rd				Naglee Rd				I-205 WB On/Off Ramps				Pavilion Pkwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	1	1	0	0	0	0	0	0	4	1	2	0	0	1	1	11	0
2:15 PM	0	0	0	1	0	1	1	0	0	6	2	1	0	1	0	2	15	0
2:30 PM	0	0	2	3	0	1	1	0	0	8	0	0	0	0	0	1	16	0
2:45 PM	0	0	1	1	0	0	2	0	0	2	0	0	0	0	2	1	9	51
3:00 PM	0	1	0	1	0	1	1	0	0	4	0	1	0	0	0	1	10	50
3:15 PM	0	1	3	0	0	1	0	1	0	5	0	0	0	0	0	0	11	46
3:30 PM	0	0	0	0	0	0	1	0	0	7	1	0	0	0	0	1	10	40
3:45 PM	0	1	1	0	0	0	2	0	0	10	0	2	0	1	0	3	20	51
4:00 PM	0	0	2	1	0	0	1	0	0	3	0	0	0	0	1	0	8	49
4:15 PM	0	1	1	0	0	0	3	0	0	5	0	1	0	0	0	1	12	50
4:30 PM	0	1	3	0	0	1	1	0	0	3	1	0	0	0	1	0	11	51
4:45 PM	0	0	2	0	0	0	0	0	0	3	0	0	0	0	0	1	6	37
5:00 PM	0	0	1	0	0	2	1	0	0	3	0	0	0	0	0	1	8	37
5:15 PM	0	0	1	0	0	1	0	0	0	3	0	0	0	0	0	1	6	31
5:30 PM	0	0	0	1	0	2	0	0	0	5	1	0	0	0	0	1	10	30
5:45 PM	0	0	1	1	0	0	1	0	0	2	0	0	0	0	0	1	6	30
6:00 PM	0	0	1	0	0	0	0	0	0	4	0	0	0	0	0	0	5	27
6:15 PM	0	0	1	1	0	0	1	0	0	4	1	1	0	0	0	1	10	31
Count Total	0	6	21	10	0	10	16	1	0	81	7	8	0	2	5	17	184	0
Peak Hour	0	2	8	1	0	1	5	0	0	14	1	1	0	0	2	2	37	0

Four-and-a-Half-Hour Count Summaries - Bikes

Interval Start	Naglee Rd			Naglee Rd			I-205 WB On/Off Ramps			Pavilion Pkwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

I-205 EB On Ramps Grant Line Rd



Four-and-a-Half-Hour Count Summaries

Interval Start		Grant Line Rd				Grant Line Rd				I-205 EB Off Ramps				I-205 EB On Ramps				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
9:00 AM		0	98	149	0	1	0	208	51	0	20	0	28	0	0	0	0	555	0
9:15 AM		0	91	133	0	1	0	204	64	0	28	0	31	0	0	0	0	552	0
9:30 AM		0	99	150	0	3	0	187	40	0	35	0	30	0	0	0	0	544	0
9:45 AM		0	81	178	0	0	0	244	57	0	35	0	29	0	0	0	0	624	2,275
Peak Hour	All	0	369	610	0	5	0	843	212	0	118	0	118	0	0	0	0	2,275	0
	HV	0	49	17	0	0	0	9	11	0	11	0	12	0	0	0	0	109	0
	HV%	-	13%	3%	-	0%	-	1%	5%	-	9%	-	10%	-	-	-	-	5%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9:00 AM	18	3	4	0	25	0	0	0	0	0	0	0	1	1	2
9:15 AM	15	5	5	0	25	0	0	0	0	0	0	0	0	1	1
9:30 AM	15	4	7	0	26	0	0	0	0	0	0	0	1	3	4
9:45 AM	18	8	7	0	33	0	0	0	0	0	0	0	1	1	2
Peak Hour	66	20	23	0	109	0	0	0	0	0	0	0	3	6	9

Four-and-a-Half-Hour Count Summaries																			
Interval Start		Grant Line Rd				Grant Line Rd				I-205 EB Off Ramps				I-205 EB On Ramps				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:30 AM		0	48	31	0	0	0	77	40	0	5	0	15	0	0	0	0	216	0
5:45 AM		0	42	22	0	0	0	81	28	0	6	2	11	0	0	0	0	192	0
6:00 AM		0	57	24	0	0	0	74	38	0	8	0	15	0	0	0	0	216	0
6:15 AM		0	68	48	0	1	0	74	40	0	19	1	16	0	0	0	0	267	891
6:30 AM		0	82	51	0	0	0	95	53	0	13	0	17	0	0	0	0	311	986
6:45 AM		1	84	65	0	0	0	87	50	0	14	0	19	0	0	0	0	320	1,114
7:00 AM		1	91	78	0	0	0	79	64	0	16	0	16	0	0	0	0	345	1,243
7:15 AM		0	122	85	0	2	0	71	106	0	10	0	24	0	0	0	0	420	1,396
7:30 AM		0	95	102	0	0	0	85	81	0	14	0	26	0	0	0	0	403	1,488
7:45 AM		0	104	154	0	1	0	143	67	0	13	0	25	0	0	0	0	507	1,675
8:00 AM		1	78	139	0	3	0	206	67	0	25	2	41	0	0	0	0	562	1,892
8:15 AM		1	103	140	0	5	0	241	69	0	14	0	25	0	0	0	0	598	2,070
8:30 AM		0	88	135	0	1	0	223	64	0	11	0	22	0	0	0	0	544	2,211
8:45 AM		0	91	153	0	1	0	206	54	0	21	1	30	0	0	0	0	557	2,261
9:00 AM		0	98	149	0	1	0	208	51	0	20	0	28	0	0	0	0	555	2,254
9:15 AM		0	91	133	0	1	0	204	64	0	28	0	31	0	0	0	0	552	2,208
9:30 AM		0	99	150	0	3	0	187	40	0	35	0	30	0	0	0	0	544	2,208
9:45 AM		0	81	178	0	0	0	244	57	0	35	0	29	0	0	0	0	624	2,275
Count Total		4	1,522	1,837	0	19	0	2,585	1,033	0	307	6	420	0	0	0	0	7,733	0
Peak Hour	All	0	369	610	0	5	0	843	212	0	118	0	118	0	0	0	0	2,275	0
	HV	0	49	17	0	0	0	9	11	0	11	0	12	0	0	0	0	109	0
	HV%	-	13%	3%	-	0%	-	1%	5%	-	9%	-	10%	-	-	-	-	5%	0
Note: Four-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.																			
Interval Start		Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)							
		EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total			
5:30 AM		7	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM		8	3	1	0	12	0	0	0	0	0	0	0	0	0	1	1	1	
6:00 AM		8	2	2	0	12	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM		12	2	4	0	18	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM		14	7	2	0	23	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM		10	5	1	0	16	0	0	0	0	0	0	0	0	0	1	2	3	
7:00 AM		15	2	1	0	18	0	0	0	0	0	0	0	0	0	0	3	3	
7:15 AM		8	6	3	0	17	0	0	0	0	0	0	0	0	0	0	2	2	
7:30 AM		14	4	3	0	21	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM		15	5	3	0	23	0	0	0	0	0	0	0	0	0	0	2	2	
8:00 AM		13	1	3	0	17	1	0	0	0	0	1	0	0	0	0	1	1	
8:15 AM		14	5	4	0	23	0	0	0	0	0	0	0	0	0	1	1	2	
8:30 AM		16	8	3	0	27	0	0	0	0	0	0	0	0	0	1	1	2	
8:45 AM		16	4	3	0	23	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 AM		18	3	4	0	25	0	0	0	0	0	0	0	0	0	1	1	2	
9:15 AM		15	5	5	0	25	0	0	0	0	0	0	0	0	0	0	1	1	
9:30 AM		15	4	7	0	26	0	0	0	0	0	0	0	0	0	1	3	4	
9:45 AM		18	8	7	0	33	0	0	0	0	0	0	0	0	0	1	1	2	
Count Total		236	75	56	0	367	1	0	0	0	0	1	0	0	0	6	19	25	
Peak Hour		66	20	23	0	109	0	0	0	0	0	0	0	0	0	3	6	9	

Four-and-a-Half-Hour Count Summaries - Heavy Vehicles

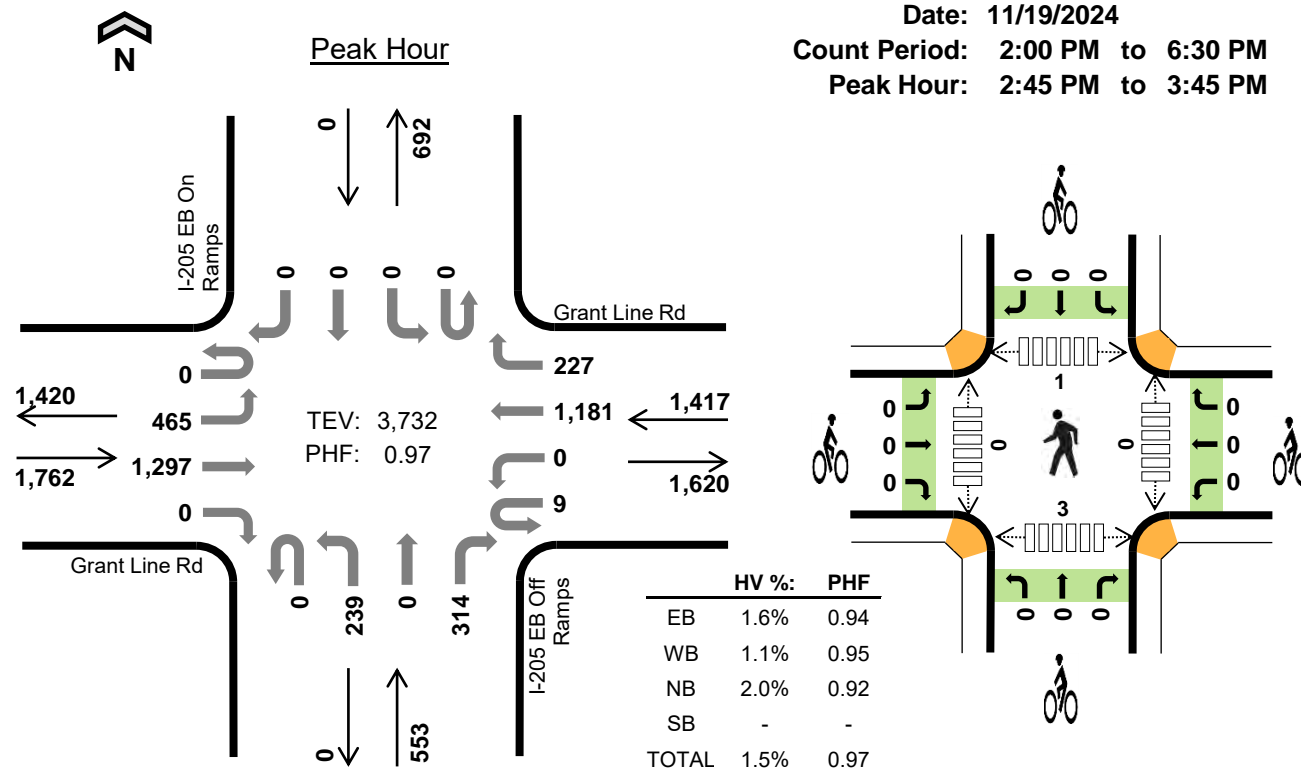
Interval Start	Grant Line Rd				Grant Line Rd				I-205 EB Off Ramps				I-205 EB On Ramps				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
5:30 AM	0	5	2	0	0	0	1	0	0	0	0	0	0	0	0	0	8	0
5:45 AM	0	8	0	0	0	0	3	0	0	0	0	1	0	0	0	0	12	0
6:00 AM	0	8	0	0	0	0	2	0	0	0	0	2	0	0	0	0	12	0
6:15 AM	0	7	5	0	0	0	1	1	0	2	0	2	0	0	0	0	18	50
6:30 AM	0	10	4	0	0	0	4	3	0	1	0	1	0	0	0	0	23	65
6:45 AM	0	9	1	0	0	0	4	1	0	0	0	1	0	0	0	0	16	69
7:00 AM	0	11	4	0	0	0	1	1	0	1	0	0	0	0	0	0	18	75
7:15 AM	0	5	3	0	0	0	3	3	0	1	0	2	0	0	0	0	17	74
7:30 AM	0	9	5	0	0	0	3	1	0	3	0	0	0	0	0	0	21	72
7:45 AM	0	10	5	0	0	0	5	0	0	1	0	2	0	0	0	0	23	79
8:00 AM	0	7	6	0	0	0	0	1	0	1	0	2	0	0	0	0	17	78
8:15 AM	0	12	2	0	0	0	4	1	0	2	0	2	0	0	0	0	23	84
8:30 AM	0	14	2	0	0	0	6	2	0	3	0	0	0	0	0	0	27	90
8:45 AM	0	11	5	0	0	0	3	1	0	0	0	3	0	0	0	0	23	90
9:00 AM	0	12	6	0	0	0	2	1	0	3	0	1	0	0	0	0	25	98
9:15 AM	0	11	4	0	0	0	3	2	0	2	0	3	0	0	0	0	25	100
9:30 AM	0	15	0	0	0	0	1	3	0	3	0	4	0	0	0	0	26	99
9:45 AM	0	11	7	0	0	0	3	5	0	3	0	4	0	0	0	0	33	109
Count Total	0	175	61	0	0	0	49	26	0	26	0	30	0	0	0	0	367	0
Peak Hour	0	49	17	0	0	0	9	11	0	11	0	12	0	0	0	0	109	0

Four-and-a-Half-Hour Count Summaries - Bikes

Interval Start	Grant Line Rd			Grant Line Rd			I-205 EB Off Ramps			I-205 EB On Ramps			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

I-205 EB On Ramps Grant Line Rd



Four-and-a-Half-Hour Count Summaries

Interval Start		Grant Line Rd				Grant Line Rd				I-205 EB Off Ramps				I-205 EB On Ramps				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:45 PM		0	99	327	0	3	0	310	59	0	65	0	86	0	0	0	0	949	0
3:00 PM		0	113	300	0	3	0	303	57	0	67	0	66	0	0	0	0	909	0
3:15 PM		0	133	322	0	2	0	301	70	0	53	0	82	0	0	0	0	963	0
3:30 PM		0	120	348	0	1	0	267	41	0	54	0	80	0	0	0	0	911	3,732
Peak Hour	All	0	465	1,297	0	9	0	1,181	227	0	239	0	314	0	0	0	0	3,732	0
	HV	0	19	9	0	0	0	11	5	0	5	0	6	0	0	0	0	55	0
	HV%	-	4%	1%	-	0%	-	1%	2%	-	2%	-	2%	-	-	-	-	1%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:45 PM	4	5	4	0	13	0	0	0	0	0	0	0	0	1	1
3:00 PM	4	3	2	0	9	0	0	0	0	0	0	0	0	0	0
3:15 PM	9	3	4	0	16	0	0	0	0	0	0	0	1	2	3
3:30 PM	11	5	1	0	17	0	0	0	0	0	0	0	0	0	0
Peak Hour	28	16	11	0	55	0	0	0	0	0	0	0	1	3	4

Four-and-a-Half-Hour Count Summaries

Interval Start		Grant Line Rd				Grant Line Rd				I-205 EB Off Ramps				I-205 EB On Ramps				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM		1	137	300	0	2	0	256	48	0	56	0	62	0	0	0	0	862	0
2:15 PM		0	119	321	0	4	0	229	52	0	64	1	60	0	0	0	0	850	0
2:30 PM		0	120	323	0	3	0	253	49	0	60	0	79	0	0	0	0	887	0
2:45 PM		0	99	327	0	3	0	310	59	0	65	0	86	0	0	0	0	949	3,548
3:00 PM		0	113	300	0	3	0	303	57	0	67	0	66	0	0	0	0	909	3,595
3:15 PM		0	133	322	0	2	0	301	70	0	53	0	82	0	0	0	0	963	3,708
3:30 PM		0	120	348	0	1	0	267	41	0	54	0	80	0	0	0	0	911	3,732
3:45 PM		0	102	277	0	0	0	280	46	0	62	0	77	0	0	0	0	844	3,627
4:00 PM		0	100	272	0	1	0	343	46	0	56	0	80	0	0	0	0	898	3,616
4:15 PM		1	96	265	0	2	0	287	42	0	79	0	75	0	0	0	0	847	3,500
4:30 PM		1	114	296	0	1	0	279	48	0	62	0	69	0	0	0	0	870	3,459
4:45 PM		2	109	325	0	1	0	284	35	0	64	0	81	0	0	0	0	901	3,516
5:00 PM		0	106	365	0	3	0	255	56	0	69	0	78	0	0	0	0	932	3,550
5:15 PM		1	113	334	0	2	0	294	53	0	66	0	70	0	0	0	0	933	3,636
5:30 PM		2	105	319	0	1	0	274	50	0	59	0	61	0	0	0	0	871	3,637
5:45 PM		0	100	312	0	1	0	260	39	0	43	1	95	0	0	0	0	851	3,587
6:00 PM		0	111	298	0	2	0	249	46	0	52	0	76	0	0	0	0	834	3,489
6:15 PM		0	126	308	0	2	0	227	27	0	67	0	81	0	0	0	0	838	3,394
Count Total		8	2,023	5,612	0	34	0	4,951	864	0	1,098	2	1,358	0	0	0	0	15,950	0
Peak Hour	All	0	465	1,297	0	9	0	1,181	227	0	239	0	314	0	0	0	0	3,732	0
	HV	0	19	9	0	0	0	11	5	0	5	0	6	0	0	0	0	55	0
	HV%	-	4%	1%	-	0%	-	1%	2%	-	2%	-	2%	-	-	-	-	1%	0

Note: Four-and-a-half-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
2:00 PM	10	2	4	0	16	0	0	0	0	0	0	0	1	0	1
2:15 PM	15	7	3	0	25	0	0	0	0	0	0	0	0	2	2
2:30 PM	8	6	2	0	16	0	0	0	0	0	0	0	0	0	0
2:45 PM	4	5	4	0	13	0	0	0	0	0	0	0	0	1	1
3:00 PM	4	3	2	0	9	0	0	0	0	0	0	0	0	0	0
3:15 PM	9	3	4	0	16	0	0	0	0	0	0	0	1	2	3
3:30 PM	11	5	1	0	17	0	0	0	0	0	0	0	0	0	0
3:45 PM	13	4	2	0	19	0	0	0	0	0	0	0	2	3	5
4:00 PM	14	2	2	0	18	0	0	0	0	0	0	0	0	3	3
4:15 PM	6	6	5	0	17	0	0	0	0	0	0	0	0	0	0
4:30 PM	6	1	5	0	12	0	0	0	0	0	0	0	1	6	7
4:45 PM	6	2	3	0	11	0	0	0	0	0	0	0	1	0	1
5:00 PM	8	2	2	0	12	0	0	0	0	0	0	0	0	0	0
5:15 PM	4	3	2	0	9	0	0	0	0	0	0	0	1	0	1
5:30 PM	3	5	1	0	9	0	0	0	0	0	0	0	0	3	3
5:45 PM	6	1	0	0	7	0	0	0	0	0	0	0	0	1	1
6:00 PM	5	1	3	0	9	0	0	0	0	0	0	0	0	3	3
6:15 PM	5	4	1	0	10	0	0	0	0	0	0	0	0	3	3
Count Total	137	62	46	0	245	0	0	0	0	0	0	0	7	27	34
Peak Hour	28	16	11	0	55	0	0	0	0	0	0	0	1	3	4

Four-and-a-Half-Hour Count Summaries - Heavy Vehicles

Interval Start	Grant Line Rd				Grant Line Rd				I-205 EB Off Ramps				I-205 EB On Ramps				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
2:00 PM	0	5	5	0	0	0	1	1	0	2	0	2	0	0	0	0	16	0
2:15 PM	0	7	8	0	0	0	4	3	0	1	0	2	0	0	0	0	25	0
2:30 PM	0	7	1	0	0	0	4	2	0	1	0	1	0	0	0	0	16	0
2:45 PM	0	0	4	0	0	0	2	3	0	2	0	2	0	0	0	0	13	70
3:00 PM	0	4	0	0	0	0	3	0	0	1	0	1	0	0	0	0	9	63
3:15 PM	0	7	2	0	0	0	2	1	0	2	0	2	0	0	0	0	16	54
3:30 PM	0	8	3	0	0	0	4	1	0	0	0	1	0	0	0	0	17	55
3:45 PM	0	12	1	0	0	0	4	0	0	0	0	2	0	0	0	0	19	61
4:00 PM	0	9	5	0	0	0	1	1	0	0	0	2	0	0	0	0	18	70
4:15 PM	0	4	2	0	0	0	6	0	0	3	0	2	0	0	0	0	17	71
4:30 PM	0	4	2	0	0	0	1	0	0	3	0	2	0	0	0	0	12	66
4:45 PM	0	6	0	0	0	0	2	0	0	1	0	2	0	0	0	0	11	58
5:00 PM	0	5	3	0	0	0	2	0	0	1	0	1	0	0	0	0	12	52
5:15 PM	0	1	3	0	0	0	3	0	0	1	0	1	0	0	0	0	9	44
5:30 PM	0	1	2	0	0	0	2	3	0	0	0	1	0	0	0	0	9	41
5:45 PM	0	6	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7	37
6:00 PM	0	1	4	0	0	0	1	0	0	2	0	1	0	0	0	0	9	34
6:15 PM	0	4	1	0	0	0	4	0	0	1	0	0	0	0	0	0	10	35
Count Total	0	91	46	0	0	0	47	15	0	21	0	25	0	0	0	0	245	0
Peak Hour	0	19	9	0	0	0	11	5	0	5	0	6	0	0	0	0	55	0

Four-and-a-Half-Hour Count Summaries - Bikes

Interval Start	Grant Line Rd			Grant Line Rd			I-205 EB Off Ramps			I-205 EB On Ramps			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

D. Existing Transit Services

The City of Tracy now offers eleven TRACER bus routes, including new shuttle and commuter routes with morning and afternoon service to most local schools. It's easy to travel throughout Tracy for school, work, shopping or recreation. This guide includes everything you need to plan your trip.

HOW TO USE THIS GUIDE

The map on the reverse side of this guide shows each of the routes in a distinct color. All the bus stops are shown as yellow triangles along the route.

TIMEPOINTS (those bus stops highlighted on the schedule) are shown with a number in a circle. Use these easy steps to plan your trip:

1. Use the map to identify the route(s) that connects where you are and where you wish to go.
2. Find the timepoint on that route which is nearest the bus stop where you wish to board.
3. Find the schedule for your route (it is shown in a matching color).
4. Find the same numbered timepoint on the schedule. Read down to see what time buses depart from that point.
5. If you're boarding at a non-timepoint, use the nearest timepoint before your stop to estimate the bus departure time.

**For personal trip planning assistance
CALL (209) 831-4BUS (831-4287).**

SERVICE HOURS AND DAYS

TRACER Routes A B C and D run Monday through Friday from approximately 7:00 am to 7:00 pm and Saturday from 9:00 am to 7:00 pm. The Commuter Routes E, F, G and H run only weekdays. TRACER Shuttle Routes South Tracy Shuttle and Arbor Shuttle run Monday through Saturday and ACE Shuttle runs only on weekdays. TRACER Fixed Route does not operate on Sundays or the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Sunday service available on-demand with TRACER Plus

Provide feedback on service to: Transit Coordinator,
City of Tracy Transit Station, 50 E. Sixth Street,
Tracy, CA 95376. Tel: (209) 831-6214,
E-mail: Jayne.pramod@cityoftracy.org

FARES

STUDENTS RIDE FREE JULY 2024 TO JUNE 2025

CASH FARE (ONE WAY)		
Adult	Student *	Senior(65+)/Veteran/ Disabled/ADA/Medicare
\$1.25	\$1.00	\$.50
ADA ATTENDANT	CHILD 6 and under	ACCESS PASS*
FREE	FREE	FREE
DAY PASS (UNLIMITED TRIPS. SINGLE DAY)		
Adult	Student *	Senior(65+)/Veteran/ Disabled/ADA/Medicare
\$3.00	\$2.50	\$1.25
10-RIDE TICKET		
Adult	Student *	Senior(65+)/Veteran/ Disabled/ADA/Medicare
\$12.50	\$10.00	\$5.00
31 DAY PASS		
Adult	Student *	Senior(65+)/Veteran/ Disabled/ADA/Medicare
\$35.00	\$28.00	\$17.50

* **K-12 Students**, valid student ID or class schedule required.

***ACCESS Pass** - Access ADA-certified passenger

PASS SALES

TRACER riders can now purchase tickets via the VAMOS Mobility app. **Download the Vamos Mobility app now!** From the Apple App Store or Google Play.

All TRACER passes can be purchased on the bus, using exact cash. Passes can also be purchased, by cash or check, at the following locations:

- **Tracy Transit Station**, 50 E. Sixth Street Ticket hours: Monday – Friday: 8:00 am – 7:00 pm; Saturday: 10:00 am – 6:00 pm
- **City Hall**, 333 Civic Center Plaza. Alternate Fridays closed. Ticket hours: Monday – Friday, 8:00 am – 5:00 pm

Passes must be handed to the driver for verification prior to being seated. Each rider **MUST** possess and present their own bus fare or pass every time he/she boards the bus. Using or attempting to use another rider's bus fare or pass is **NOT** allowed.



System Map and Bus Schedule



*Creating Community in Tracy
by Connecting People to Places*

**INFORMATION ON BUS &
SHUTTLES: (209) 831-4BUS (4287)
WWW.RIDETRACER.COM**

HOW TO CATCH THE BUS

TRACER bus stops are clearly marked with the sign shown here. To ensure you catch the bus, be at the bus stop a little before the scheduled departure time. (Do not stand in the road.) As the bus approaches, signal the driver that you wish to board by waving your hand. Once on board, pay your fare or show your pass to the driver, take a seat and enjoy the ride.

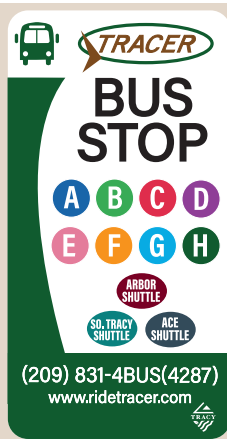
TRANSFERRING

You may need to transfer between routes when you make a trip on TRACER. Transferring is not difficult, and transfers between routes are FREE when traveling continuously to your destination without stopping except to transfer to a different route. The driver will accept your transfer ticket if the bus you are transferring to is the first possible bus on that route that you can board after exiting the bus from which you transferred. You may not re-board the same route using a transfer. You must pay another fare to ride if you do not board the first possible bus on the route to which you are transferring.

INFORMATION FOR THE BUS

Fixed Route Passengers are able to get information on the timing of the buses, including the South Tracy Shuttle/ACE Shuttle & Arbor Shuttle by calling **(209) 831-4BUS (4287)** During the following hours Mon-Fri: 5AM-7PM, Sat: 9AM-7PM.

WWW.RIDETRACER.COM



REGIONAL BUS SERVICE

San Joaquin Regional Transit District's (RTD) Route 90 connects Tracy to Stockton, Route 97 connects Tracy to Manteca and Route 150 connects Tracy to the Dublin BART Station.

For information, call 1-800-HOW-TO-RIDE or (209) 943-1111, or visit www.sanjoaquinrtd.com

For information on bus service to Bart and Bay Area, call RTD-BART Commuter at (888) 802-WORK (9675) or Dibs Smart Travel (209) 235-1094, DibsMyWay.com

GREYHOUND

TRACY TRANSIT STATION

50 E. Sixth Street, Tracy, CA 95376, (209) 831-4BUS (4287)

FOR CURRENT FARE & SCHEDULE INFORMATION

1-800-231-2222 (English) • 1-800-531-5332 (Español)

www.greyhound.com

PARATRANSIT

MONDAY – SATURDAY No service on Sundays and holidays.

TRACER Paratransit provides door-to-door, shared-ride service for eligible individuals with certified disability, within the City limits. The goal of TRACER Paratransit is to provide timely, safe, personalized, and convenient transportation that meets the requirements of the Americans with Disabilities Act (ADA) of 1990. To apply for Paratransit Service, please call ACCESS San Joaquin (ASJ) at (209) 242-9965.

TRACER PLUS ON-DEMAND SERVICE

MONDAY – SUNDAY, No service on holidays.

TRACER Plus provides curb-to-curb, shared ride service for the general public, within the City limits, during the non-operating hours for the TRACER Fixed Route and Paratransit service. TRACER Plus vehicles are safe and accessible (can transport wheelchairs).

For information and service hours, please contact TRACER at (209) 831-4BUS (4287).

TRACER RIDING GUIDELINES AND POLICIES

BUS CODE OF CONDUCT : TRACER buses and facilities are for everyone. However, some activities that disrupt the safety, order, or rights of other passengers will not be tolerated.

For your security the Transit Station and buses are equipped with surveillance cameras which record audio and video.

Failure to follow these policies may result in ejection from a bus or transit facility by City of Tracy Police Department or TRACER employee.

KEEP YOUR COOL : Don't threaten or intimidate riders or bus drivers. It's unlawful to threaten the safety of a rider or driver, or interfere with the movement of a bus.

PAY YOUR FARE SHARE : One-Way fare is valid until you reach your destination, but not to exceed one full loop of any specific route. It is against law to evade payment of bus fare or misuse transfers, passes, or tickets to avoid fare payment. Doing so is punishable by a fine of up to \$250 (California Penal Code Section 640).

DO NOT DISTURB : For safety reasons, avoid talking to the driver while the bus is in motion. Excessive noise is not allowed. Use headphones with all audio devices.

BUCKLE UP OR PAY FINE : On buses equipped with seat-belt, all passengers (on vehicle seats or in a wheelchair) are required to wear seatbelt/shoulder harness under California Law. Passengers who do not wear are punishable by a fine (CVC 27318). Riders due to their disability cannot wear a seatbelt, must carry a letter from licensed physician stating the nature of the condition and why the restraint is inappropriate (CVC 27315(g)).

MAKE WAY : Don't block the aisles or doors. If you have a bag or basket, make sure it's not blocking the aisle or doorway. Strollers, shopping carts, electric scooters and non-mobility devices must be folded before boarding and stowed safely away from the aisles. If you're standing, move back so others can board.

TRAVELLING WITH YOUR CHILDREN : Children must be always seated next to you. Strollers and non-mobility devices must be folded before boarding and stowed away from the aisles.

SORRY, NO PETS : Transporting animals is prohibited except for certified service, guide, or signal dogs and other service dogs trained to assist passengers with disabilities.

NO SMOKING OR VAPING/CONSUMING ALCOHOL OR DRUGS; EATING OR DRINKING; AND LOUD DISTURBANCES ABOARD : Smoking or vaping, consuming alcohol or drugs is prohibited on buses, at bus stops, and at the Transit Station. California Penal Code Section 640 prohibits smoking, eating or drinking, and loud disturbances aboard a bus. Additionally, spilled food and drinks pose serious safety hazards. Eating and drinking is not allowed on the bus, but you can bring food and drinks on board in closed containers.

UNACCEPTABLE CARGO : It is against the law to carry any explosives, acid, flammable liquid, toxic or hazardous materials, such as fireworks, car batteries or gasoline.

RIDER HEALTH SAFETY : Maintain acceptable standards of hygiene; open wounds or bodily fluids are considered a significant risk to the health or safety of others – (DOT ADA CFR 37.3).

END OF THE LINE : During your trip, as the bus approaches your stop, pull the cord to alert the driver that you wish to disembark. Please be sure the driver has enough time to make a safe stop. Misuse of stop request and unsafe traveling practice will not be tolerated. Prior to disembarking, gather your personal belongings and dispose of trash properly.

REDUCED FARES : TRACER offers reduced fares to seniors age 65 and over, individuals with qualifying disabilities, ADA, Medicare and Veteran card holders. For additional information contact TRACER Customer Service at (209) 831-4BUS(4287).

TITLE VI COMPLIANCE : City of Tracy TRACER is committed to ensuring that no person is excluded from participation in, or denied the benefits of its transit services on the basis of race, color, or national origin, as protected by Title VI in Federal Transit Administration (FTA) Circular 4702.1.B. Any person who believes that they have been subjected to discrimination may file a written complaint with the City of Tracy, Title VI Coordinator.

Report complaints to: Jayne Pramod, Title VI Coordinator, City of Tracy Transit Station, 50 E. Sixth Street, Tracy, CA 95376. Tel: (209) 831-6214, E-mail: Jayne.pramod@cityoftracy.org

ROUTE A						
OUTBOUND: TRANSIT STATION TO WEST VALLEY MALL			INBOUND: WEST VALLEY MALL TO TRANSIT STATION			
Tracy Transit Station	Clover Tracy Blvd.	West Valley Mall Food Court	West Valley Mall Food Court	Walmart	Clover Tracy Blvd.	Tracy Transit Station
1	17	6	6	5	17	1
6:45	7:00	7:15	7:15	7:25	7:40	7:55
7:15	7:30	7:45	7:45	7:55	8:10	8:25
8:00	8:15	8:30	8:30	8:40	8:55	9:10
8:30	8:45	9:00	9:00	9:10	9:25	9:40
9:15	9:30	9:45	9:45	9:55	10:10	10:25
9:45	10:00	10:15	10:15	10:25	10:40	10:55
10:30	10:45	11:00	11:00	11:10	11:25	11:40
11:00	11:15	11:30	11:30	11:40	11:55	12:10
11:45	12:00	12:20	12:20	12:35	12:50	1:10
12:15	12:30	12:45	12:45	1:00	1:20	1:40
1:15	1:30	1:45	1:45	2:00	2:15	2:30
1:45	2:00	2:20	2:20	2:35	2:50	3:10
2:35	2:50	3:05	3:05	3:20	3:35	3:50
3:15	3:30	3:45	3:45	3:55	4:10	4:25
3:55	4:10	4:25	4:25	4:40	4:55	5:10
4:30	4:45	5:00	5:00	5:15	5:30	5:45
5:15	5:30	5:45	5:45	6:00	6:15	6:30
5:50	6:05	6:20	6:20	6:35	6:50	7:05
PEAK SERVICE MONDAY - FRIDAY ONLY						
NO SATURDAY SERVICE DURING TIMES SHOWN IN LIGHT YELLOW TINT BLOCKS						

ROUTE B						
OUTBOUND: TRANSIT STATION TO WEST VALLEY MALL				INBOUND: WEST VALLEY MALL TO TRANSIT STATION		
Tracy Transit Station	Tracy Blvd. Sutter Hospital	Walmart	West Valley Mall Food Court	West Valley Mall Food Court	Winco	Dr Powers Park Lowell
1	3	5	6	6	7	28
7:00	7:08	7:20	7:30	7:30	7:35	7:45
7:30	7:38	7:50	8:00	8:00	8:05	8:15
8:05	8:13	8:25	8:35	8:35	8:40	8:50
8:35	8:43	8:55	9:05	9:05	9:10	9:20
9:10	9:20	9:35	9:45	9:45	9:50	10:05
9:40	9:50	10:05	10:15	10:15	10:20	10:35
10:25	10:35	10:50	11:00	11:00	11:05	11:20
10:55	11:05	11:20	11:30	11:30	11:35	11:50
11:40	11:50	12:05	12:15	12:15	12:20	12:35
12:10	12:20	12:35	12:45	12:45	12:50	1:05
12:55	1:05	1:20	1:30	1:30	1:35	1:50
1:20	1:30	1:45	1:55	1:55	2:00	2:15
2:10	2:20	2:35	2:45	2:45	2:50	3:10
2:35	2:48	3:10	3:20	3:20	3:30	3:45
3:30	3:40	3:55	4:05	4:05	4:10	4:25
4:05	4:15	4:30	4:40	4:40	4:45	5:00
4:45	4:55	5:10	5:20	5:20	5:25	5:40
5:20	5:28	5:40	5:50	5:50	5:55	6:10
6:00	6:08	6:20	6:30	6:30	6:35	6:45
PEAK SERVICE MONDAY - FRIDAY ONLY						
NO SATURDAY SERVICE DURING TIMES SHOWN IN LIGHT YELLOW TINT BLOCKS						

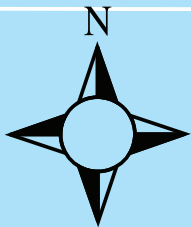
ROUTE C								
OUTBOUND: TRANSIT STATION TO HIDDEN LAKE					INBOUND: HIDDEN LAKE TO TRANSIT STATION			
Tracy Transit Station	Senior Center 9th Street	11th Street Safeway	Tracy Blvd. Schulte Rd.	Hidden Lake Dominique	East Lake Cir Dominique	Tracy Blvd. Raleys	Schulte Rd. Lauriana	Tracy Transit Station
1	20	8	9	36	36	11	12	1
7:10	7:15	7:24	7:33	7:40	7:40	7:46	7:54	8:10
8:15	8:20	8:29	8:38	8:45	8:45	8:51	8:59	9:15
9:18	9:23	9:32	9:40	9:47	9:47	9:53	10:01	10:16
10:20	10:25	10:34	10:42	10:49	10:49	10:55	11:03	11:18
11:20	11:25	11:35	11:43	11:51	11:51	11:58	12:07	12:22
12:25	12:30	12:40	12:48	12:55	12:55	1:02	1:10	1:25
1:30	1:35	1:45	1:53	2:00	2:00	2:06	2:14	2:30
2:35	2:40	2:50	3:00	3:08	3:08	3:15	3:25	3:40
3:50	3:55	4:05	4:13	4:20	4:20	4:26	4:34	4:50
4:55	5:00	5:10	5:19	5:26	5:26	5:32	5:40	6:00
NO SATURDAY SERVICE DURING TIMES SHOWN IN LIGHT YELLOW TINT BLOCKS								

ROUTE D							
OUTBOUND: TRANSIT STATION TO 11TH STREET/ LAMMERS/ KIMBALL HIGH				INBOUND: 11TH STREET/LAMMERS KIMBALL HIGH TO TRANSIT STATION			
Tracy Transit Station	Whispering Wind	ACE Station	Schulte Rd. Lauriana	11th St. & Lammers Kimball High	11th St. & Lammers Kimball High	Dr Powers Park Lowell	Tracy Transit Station
1	31	30	12	26	26	28	1
6:30	6:39	6:46	6:55	7:14	7:14	7:22	7:35
7:10	7:19	NS	7:32	7:50	7:50	8:00	8:15
7:40	7:49	7:56	8:08	8:28	8:28	8:38	8:55
9:00	9:09	NS	9:21	9:36	9:36	9:46	10:00
11:55	12:05	NS	12:18	12:33	12:33	12:43	1:00
1:05	1:15	NS	1:27	1:46	1:46	1:58	2:13
2:20	2:30	NS	2:42	3:01	3:01	3:13	3:28
3:35	3:45	NS	3:57	4:16	4:16	4:28	4:43
4:50	5:00	NS	5:11	5:26	5:26	5:36	5:50
5:55	6:05	NS	6:16	6:31	6:31	6:41	6:55
NO SATURDAY SERVICE DURING TIMES SHOWN IN LIGHT YELLOW TINT BLOCKS							

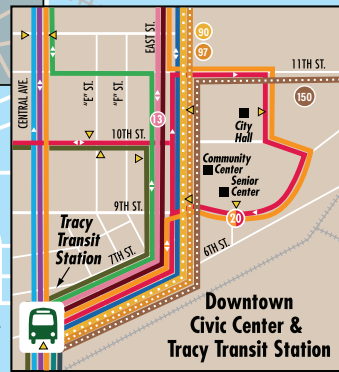
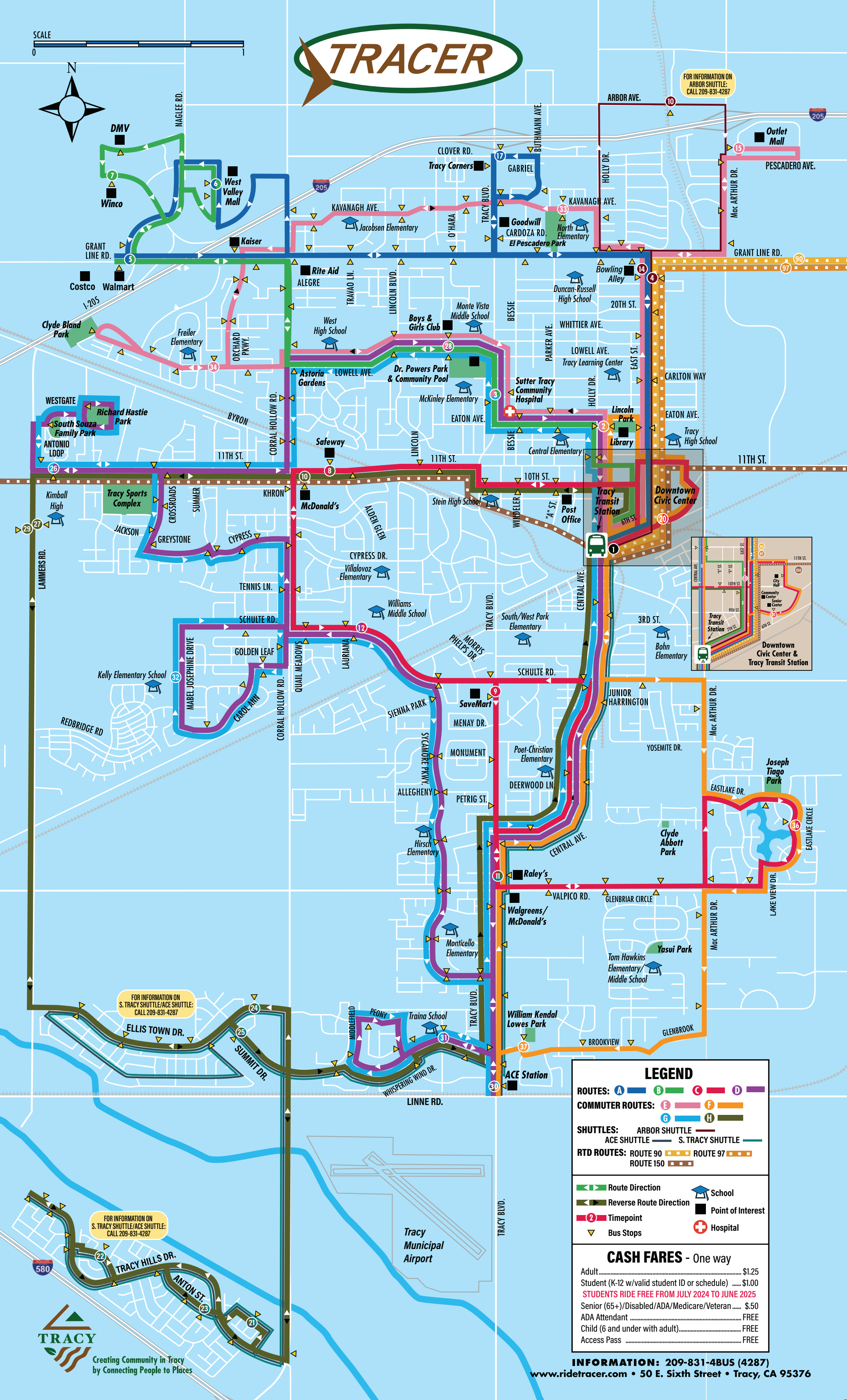
MONDAY THROUGH FRIDAY - COMMUTER ROUTES						
COMMUTER ROUTE E - MORNINGS						
OUTBOUND: TRANSIT STATION TO WEST HIGH SCHOOL			INBOUND: WEST HIGH SCHOOL TO TRANSIT STATION			
Tracy Transit Station	City Hall East St./10th St.	Northgate Outlet Mall MacArthur	Kavanagh North School	Dr. Powers Park Lowell	Tracy Transit Station	
1	13	15	33	28	1	
7:35	7:38	7:50	8:00	8:17	8:30	
COMMUTER ROUTE E: AFTERNOONS Reverse Direction						
OUTBOUND: TRANSIT STATION TO WEST HIGH SCHOOL			INBOUND: WEST HIGH SCHOOL TO TRANSIT STATION			
Tracy Transit Station	Holly Eaton Library	Tracy Blvd. Sutter Hospital	Lowell Art Frieller	Kavanagh North School	Northgate Outlet Mall MacArthur	Tracy Transit Station
1	2	3	34	33	15	1
1:25	1:30	1:35	1:42	1:55	2:05	2:15
2:30	2:35	2:40	2:47	3:00	3:10	3:20
3:50	3:55	4:00	4:07	4:20	4:30	4:40
MONDAY SERVICE ONLY						
COMMUTER ROUTE F: MORNINGS						
OUTBOUND: TRANSIT STATION TO ACE STATION			INBOUND: ACE STATION TO TRANSIT STATION			
Tracy Transit Station	East Lake Cir. Dominique	Brookview Lowes Park	ACE Station	Tracy Transit Station	Holly Eaton Library	Senior Center 9th Street
1	36	37	30	1	2	20
7:20	7:27	7:35	7:43	7:56	8:01	8:11
8:15						
COMMUTER ROUTE F: AFTERNOONS Reverse Direction						
OUTBOUND: TRANSIT STATION TO ACE STATION			INBOUND: ACE STATION TO TRANSIT STATION			
Tracy Transit Station	Holly Eaton Library	Senior Center 9th Street	Tracy Transit Station	East Lake Cir. Dominique	Brookview Lowes Park	ACE Station
1	2	20	1	36	37	30
2:30	2:35	2:40	2:45	2:52	3:00	3:05
4:00	4:05	4:10	4:15	4:22	4:30	4:35
4:50						
MONDAY SERVICE ONLY						
COMMUTER ROUTE G: AFTERNOONS						
OUTBOUND: TRANSIT STATION TO 11TH ST./LAMMERS			INBOUND: 11TH ST./LAMMERS TO TRANSIT STATION			
Tracy Transit Station	Tracy Blvd Sutter Hospital	11th St. Lammers Kimball High	Mable Josephine	Whispering Wind	ACE Station	Tracy Transit Station
1	3	26	32	31	30	1
2:30	2:40	3:00	3:10	3:27	NS	3:40
3:45	3:55	4:15	4:25	4:42	4:55	5:05
MONDAY SERVICE ONLY						
COMMUTER ROUTE H: MORNINGS						
OUTBOUND: CORIANDER ST. TO KIMBALL HIGH/LAMMERS			INBOUND: KIMBALL HIGH/LAMMERS TO TRANSIT STATION			
Coriander St. Tracker Pl	Ironstone Dr. Starcross Park	Anton St. Artesian Ave.	Ellis Town Dr. Village Green Park	Lammers Rd. Kimball High	11th St. McDonalds	Tracy Transit Station
21	22	23	24	27	10	1
7:50	7:55	8:08	8:19	8:30	8:35	8:50
COMMUTER ROUTE H: AFTERNOONS Reverse Direction						
OUTBOUND: TRANSIT STATION TO KIMBALL HIGH/ LAMMERS			INBOUND: KIMBALL HIGH/LAMMERS TO TRANSIT STATION			
Tracy Transit Station	11th St. Safeway	Lammers Rd Kimball High	Summit Dr Ellis Town Dr.	Coriander St. Tracker Pl.	Anton St. Artesian Ave.	Tracy Blvd. Raley's
1	8	29	25	21	23	11
2:30	2:40	2:50	3:02	3:08	3:22	3:35
3:50	4:00	4:10	4:22	4:28	4:42	4:55
5:05						
MONDAY SERVICE ONLY						

SCHEDULE NOTES

<p>For Information on SOUTH TRACY SHUTTLE/ACE SHUTTLE/ARBOR SHUTTLE: Call 209-831-4287.</p> <p>Transferring points are Tracy Transit Station, City Hall, Walmart and West Valley Mall and TRACER stops where two or more TRACER routes provide service.</p> <p>PM times are shown in BOLD FACE type. Times are approximate and may vary due to traffic or weather conditions.</p>



FOR INFORMATION ON
ARBOR SHUTTLE:
CALL 209-831-4287



FOR INFORMATION ON
S. TRACY SHUTTLE/ACE SHUTTLE:
CALL 209-831-4287

FOR INFORMATION ON
S. TRACY SHUTTLE/ACE SHUTTLE:
CALL 209-831-4287

LEGEND

ROUTES: A B C D

COMMUTER ROUTES: E F G H

SHUTTLES: ARBOR SHUTTLE ACE SHUTTLE S. TRACY SHUTTLE

RTD ROUTES: ROUTE 90 ROUTE 97 ROUTE 150

Route Direction
Reverse Route Direction
Timepoint
Bus Stops

School
Point of Interest
Hospital

CASH FARES - One way

Adult	\$1.25
Student (K-12 w/valid student ID or schedule)	\$1.00
STUDENTS RIDE FREE FROM JULY 2024 TO JUNE 2025	
Senior (65+)/Disabled/ADA/Medicare/Veteran	\$0.50
ADA Attendant	FREE
Child (6 and under with adult)	FREE
Access Pass	FREE

Planning a trip?

Use the following services:



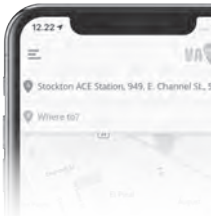
- 1 Find your stop code on the top-right corner of the bus stop sign.
- 2 Text it to (209) 222-3595.
- 3 Get next scheduled departure times (within next 2 hours).



Trip Planner

Already on the RTD website? Access the Trip Planner on the homepage or on the sidebar for quick and easy trip planning. Most popular destinations are already preloaded as a convenience—just enter your departure time and hit submit.

RTD Bus Passes On Your Phone



Download the **Vamos Mobility App** with EZHub from the Apple App Store or Google Play



Google Maps

- 1 Open the Google maps app.*
- 2 On the bottom of the screen, tap Transit.
- 3 Drag the tab up from the bottom. You'll see information about nearby public transportation.
- 4 Scroll up and down to see transit options and times. Scroll left to right to see different transit stations.
- 5 Tap on a station to see a list of departures.

*Normal carrier charges may apply

Bus Fare Local • Hopper • Express • Commuter

Fare	FULL	DISCOUNT ¹	STUDENT ²
1-Ride Pass / CASH AT FAREBOX	\$1.50	\$0.75	-----
1-Ride Express Pass³	\$1.50	\$0.75	-----
1-Day Pass	\$4.00	\$2.00	-----
31-Day Pass	\$65.00	\$30.00	\$40.00
Commuter One-Way Pass	\$7.00	-----	-----

FARE STRUCTURE NOTES

Children: Up to three children ages 4 and under ride free of charge when accompanied by a fare-paying adult. Fare for each additional child costs \$1.50.

County Hopper Deviations: Within a rural area, each County Hopper can deviate from its normal route a distance of up to one mile. Reservations are required two days in advanced for all Hopper deviations. Hoppers will deviate up to two times per trip. Please call (209) 943-1111 and follow the prompt for Hopper deviation reservations.

1. **Discount Fare:** Valid only for seniors (ages 60 and over), persons with disabilities, veterans, Medicare cardholders, and all other eligible passengers with a valid Discount Fare Card (DFC).
2. **Student Fare:** Valid only for children ages 5-17 and college students with valid ID.
3. **1-Ride Express Pass:** Sold only at Fare Vending Machines (FVM) and valid only on Express routes.

Title VI

RTD is committed to ensuring that no persons are excluded from participation in, or denied the benefits of services on the basis of race, color, or national origin as protected by Title VI of the Civil Rights Act of 1964, as amended. If you believe you have been discriminated against under Title VI, you may file a complaint via telephone, email, or written complaint to RTD.

Email: comments@sjRTD.com
Phone: (209) 943-1111

Mail: San Joaquin Regional Transit District (RTD)
Attn: Title VI Administrator
421 East Weber Avenue
Stockton, CA 95202

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Hopper

90

Effective:
July 30, 2023
Pilot Service

*Rural Area
Deviations
Available*

To Tracy



Stockton
Lathrop
Tracy

To Stockton



Tracy
Lathrop
Stockton



SAN JOAQUIN
RTD

(209) 943-1111 | sjRTD.com



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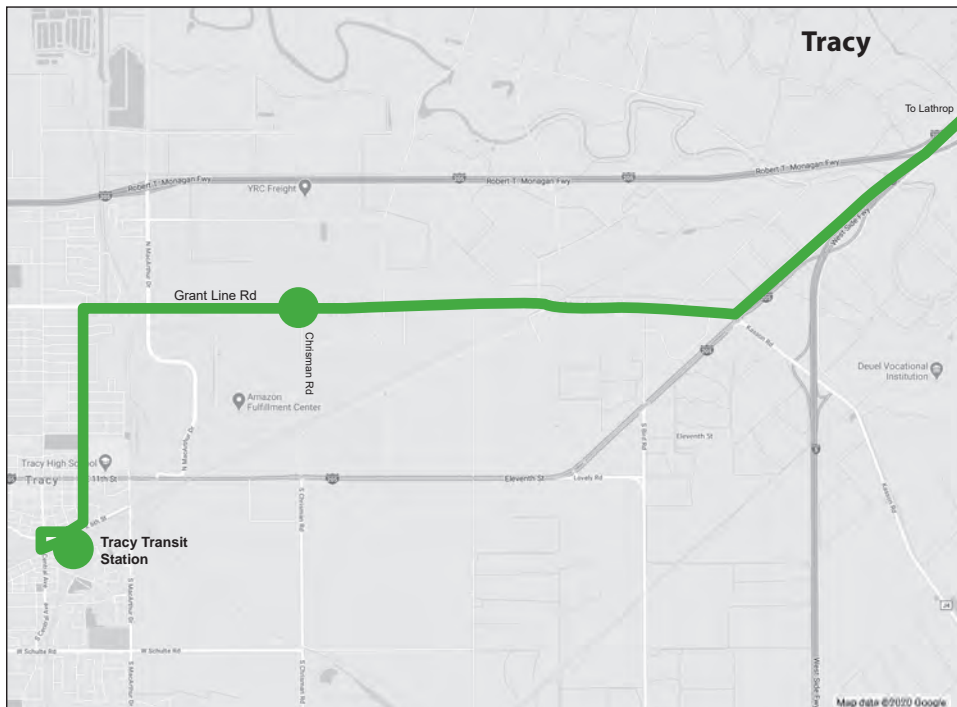
Hopper 90 To Lathrop/Stockton

Northbound EFFECTIVE: 07.30.23

Tracy Transit Station	Grant Line – Chrisman	Lathrop – Harlan	San Joaquin County Hospital Main Entrance	Manthey – 8th	Downtown Transit Center (DTC) Arrive	Downtown Transit Center (DTC) Depart	Pacific & Yokuts Arrive (Northbound)
5:37A	5:47A	6:02A	6:17A	6:29A	6:35A	---	---
6:40A	6:50A	7:05A	7:11A	7:23A	7:29A	7:31A	7:46A
7:47A	7:57A	8:12A	8:18A	8:30A	8:36A	8:38A	8:53A *
9:12A	9:22A	9:37A	9:43A	9:55A	10:01A	---	---
10:47A	10:57A	11:12A	11:18A	11:30A	11:36A	---	---
12:52P	1:02P	1:17P	1:23P	1:33P	1:39P	1:45P	2:00P
3:37P	3:47P	4:02P	4:08P	4:18P	4:24P	4:30P	4:45P
6:22P	6:32P	6:47P	6:53P	7:05P	7:11P	---	---
8:22P	8:32P	8:47P	8:53P	9:05P	9:11P	---	---

*Bus goes out of service

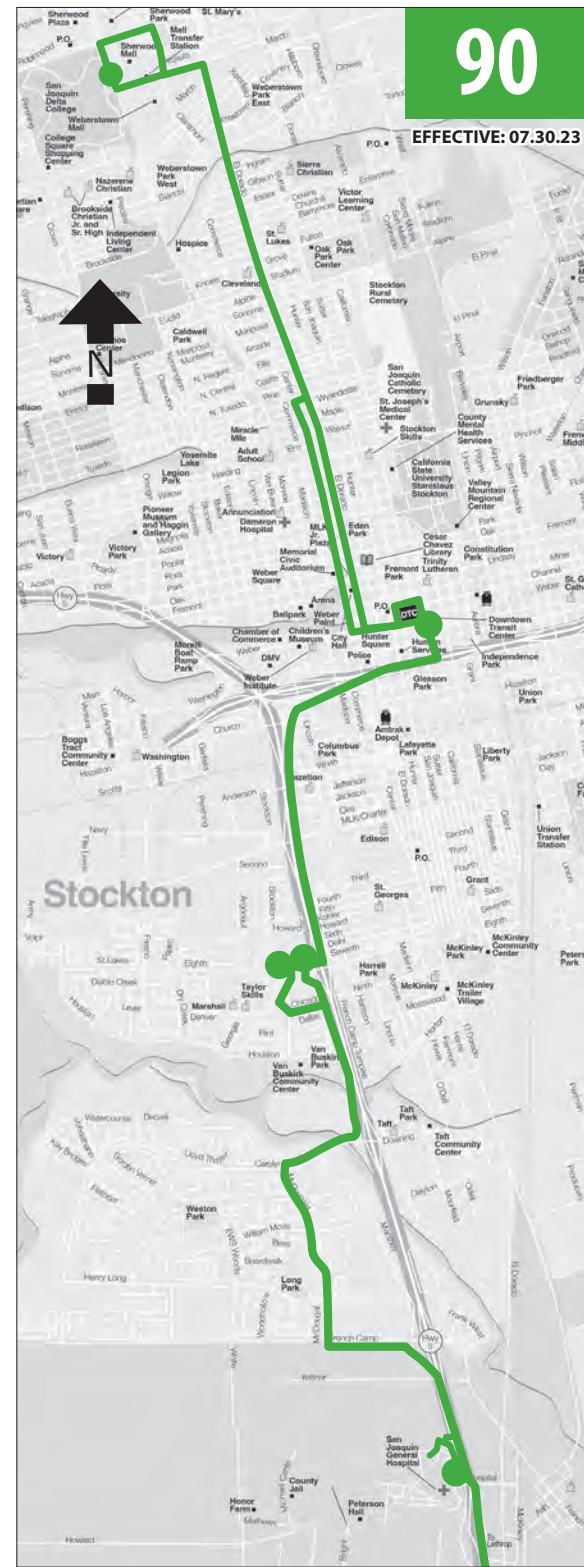
● Transfer Point ○ Stop



Hopper 90 To Lathrop/Tracy

Southbound EFFECTIVE: 07.30.23

Pacific & Yokuts Depart (Northbound)	Downtown Transit Center (DTC) Arrive	Downtown Transit Center (DTC) Depart	Lever – 8th	San Joaquin County Hospital Main Entrance	Lathrop – Harlan	Grant Line – Chrisman	Tracy Transit Station
---	---	6:45A	6:52A	7:02A	7:17A	7:32A	7:42A
7:48A	8:03A	8:10A	8:17A	8:27A	8:42A	8:57A	9:07A
---	---	9:45A	9:52A	10:02A	10:17A	10:32A	10:42A
---	---	11:45A	11:52A	12:02P	12:17P	12:32P	12:42P
2:05P	2:20P	2:30P	2:37P	2:47P	3:02P	3:17P	3:27P
4:50P	5:05P	5:15P	5:22P	5:32P	5:47P	6:02P	6:12P
---	---	7:20P	7:27P	7:37P	7:52P	8:07P	8:17P



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Google Maps

- 1 Open the Google maps app.*
- 2 On the bottom of the screen, tap Transit.
- 3 Drag the tab up from the bottom. You'll see information about nearby public transportation.
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- 5 Tap on a station to see a list of departures.

*Normal carrier charges may apply

Bus Fare Local • Hopper • Express • Commuter

Fare	FULL	DISCOUNT ¹	STUDENT ²
1-Ride Pass / CASH AT FAREBOX	\$1.50	\$0.75	-----
1-Ride Express Pass³	\$1.50	\$0.75	-----
1-Day Pass	\$4.00	\$2.00	-----
31-Day Pass	\$65.00	\$30.00	\$40.00
Commuter One-Way Pass	\$7.00	-----	-----

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Hopper

97

Effective:
July 30, 2023

Rural Area
Deviations
Available

To Manteca



To Tracy



SAN JOAQUIN
RTD

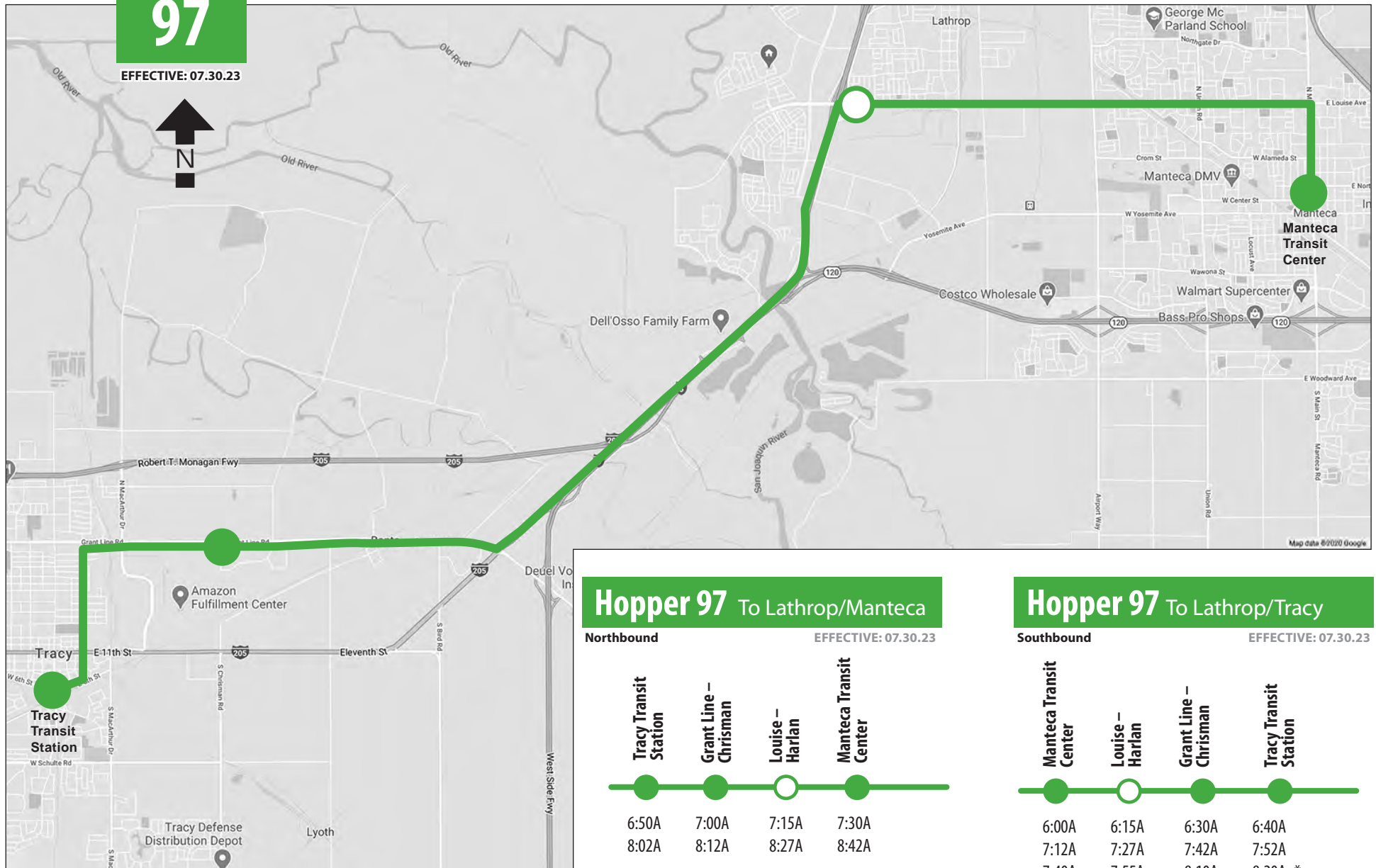
(209) 943-1111 | sjRTD.com



Information herein is subject to change without notice.

97

EFFECTIVE: 07.30.23



● Transfer Point ○ Stop

Hopper 97 To Lathrop/Manteca

Northbound

EFFECTIVE: 07.30.23

Tracy Transit Station	Grant Line – Chrisman	Louise – Harlan	Manteca Transit Center
6:50A	7:00A	7:15A	7:30A
8:02A	8:12A	8:27A	8:42A
10:30A	10:40A	10:55A	11:10A *
11:50A	12:00P	12:15P	12:30P
1:20P	1:30P	1:45P	2:00P
4:30P	4:40P	4:55P	5:10P *
5:25P	5:35P	5:50P	6:05P
8:20P	8:30P	8:45P	9:00P *

Hopper 97 To Lathrop/Tracy

Southbound

EFFECTIVE: 07.30.23

Manteca Transit Center	Louise – Harlan	Grant Line – Chrisman	Tracy Transit Station
6:00A	6:15A	6:30A	6:40A
7:12A	7:27A	7:42A	7:52A
7:40A	7:55A	8:10A	8:20A *
9:40A	9:55A	10:10A	10:20A
12:35P	12:50P	1:05P	1:15P
2:05P	2:20P	2:35P	2:45P *
3:40P	3:55P	4:10P	4:20P
4:35P	4:50P	5:05P	5:15P
6:15P	6:30P	6:45P	6:55P *
7:35P	7:50P	8:05P	8:15P

*Bus goes out of service



INFORMATION

INFORMACIÓN

SCHEDULE / HORARIO

Westbound / AM Trains
Trenes en Dirección Oeste

Station / Estaciones	ACE 01	ACE 03	ACE 05	ACE 07
Mon-Fri / Lunes a Viernes				
STOCKTON	4:10 AM	5:35 AM	6:40 AM	7:32 AM
LATHROP	4:29 AM	5:54 AM	6:59 AM	7:51 AM
TRACY	4:41 AM	6:06 AM	7:11 AM	8:03 AM
VASCO	5:10 AM	6:35 AM	7:40 AM	8:32 AM
LIVERMORE	5:15 AM	6:40 AM	7:45 AM	8:37 AM
PLEASANTON	5:23 AM	6:48 AM	7:53 AM	8:45 AM
FREMONT	5:45 AM	7:10 AM	8:15 AM	9:07 AM
GREAT AMERICA	6:03 AM ^L	7:28 AM ^L	8:33 AM ^L	9:25 AM
SANTA CLARA	6:10 AM ^L	7:35 AM ^L	8:40 AM ^L	9:32 AM
SAN JOSE	6:22 AM	7:47 AM	8:52 AM	9:44 AM

Eastbound / PM Trains
Trenes en Dirección Este

Station / Estaciones	ACE 02	ACE 04	ACE 06	ACE 08
Mon-Fri / Lunes a Viernes				
SAN JOSE	2:10 PM	3:35 PM	4:35 PM	5:35 PM
SANTA CLARA	2:15 PM	3:40 PM	4:40 PM	5:40 PM
GREAT AMERICA	2:24 PM	3:49 PM	4:49 PM	5:49 PM
FREMONT	2:45 PM	4:05 PM	5:05 PM	6:05 PM
PLEASANTON	3:08 PM	4:28 PM	5:28 PM	6:28 PM
LIVERMORE	3:22 PM	4:37 PM	5:37 PM	6:37 PM
VASCO	3:27 PM	4:42 PM	5:42 PM	6:42 PM
TRACY	3:56 PM ^L	5:11 PM ^L	6:11 PM ^L	7:11 PM ^L
LATHROP	4:08 PM ^L	5:23 PM ^L	6:23 PM ^L	7:23 PM ^L
STOCKTON	4:32 PM	5:47 PM	6:47 PM	7:47 PM

L - Trains may leave early after all riders have deboarded /
Los trenes pueden salir temprano después de que todos los pasajeros hayan bajado.

For the most updated schedule visit acerail.com/schedules



Stay Connected with
ACE Mobile Text Alerts!
¡Manténgase conectado con las
alertas de texto de ACE Mobile!
acerail.com/text-alerts

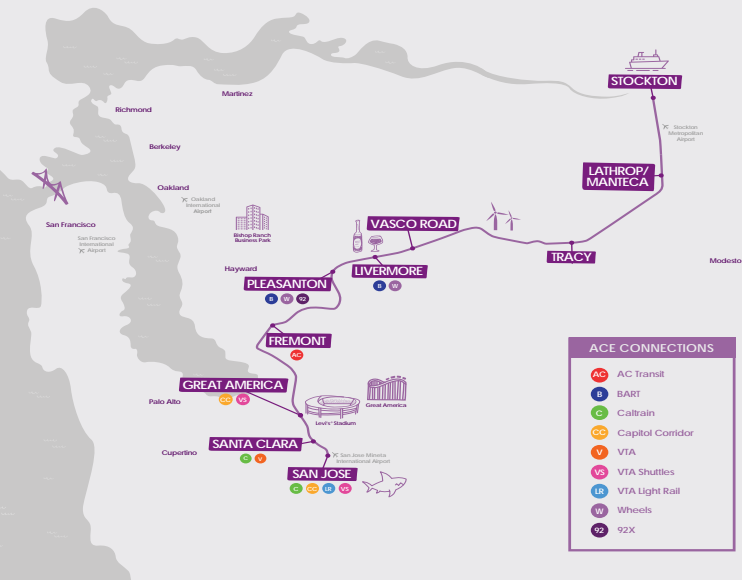


Scan Me!

ACE is funded in part
by the following:



ACERAIL.COM | 1-800-411-RAIL (7245)



ACE STATIONS / ESTACIONES

Paper tickets are available for purchase (Monday-Friday) at the following ACE stations: Stockton, Lathrop/Manteca, Tracy, Livermore (LAVTA/Wheels Transit Center), Pleasanton, Fremont, Great America, and San Jose.

Boletos impresos están disponibles para su compra (de lunes a viernes) en las siguientes estaciones ACE: Stockton, Lathrop / Manteca, Tracy, Livermore (LAVTA / Wheels Transit Center), Pleasanton, Fremont, Great America y San José.

Work, Play, Relax Onboard with MyACEWiFi!
¡Trabaja, juega y relájate a bordo con MyACEWiFi!



Altamont Corridor Express (ACE) is a service of the San Joaquin Regional Rail Commission located at 949 E. Channel St., Stockton, CA 95202.

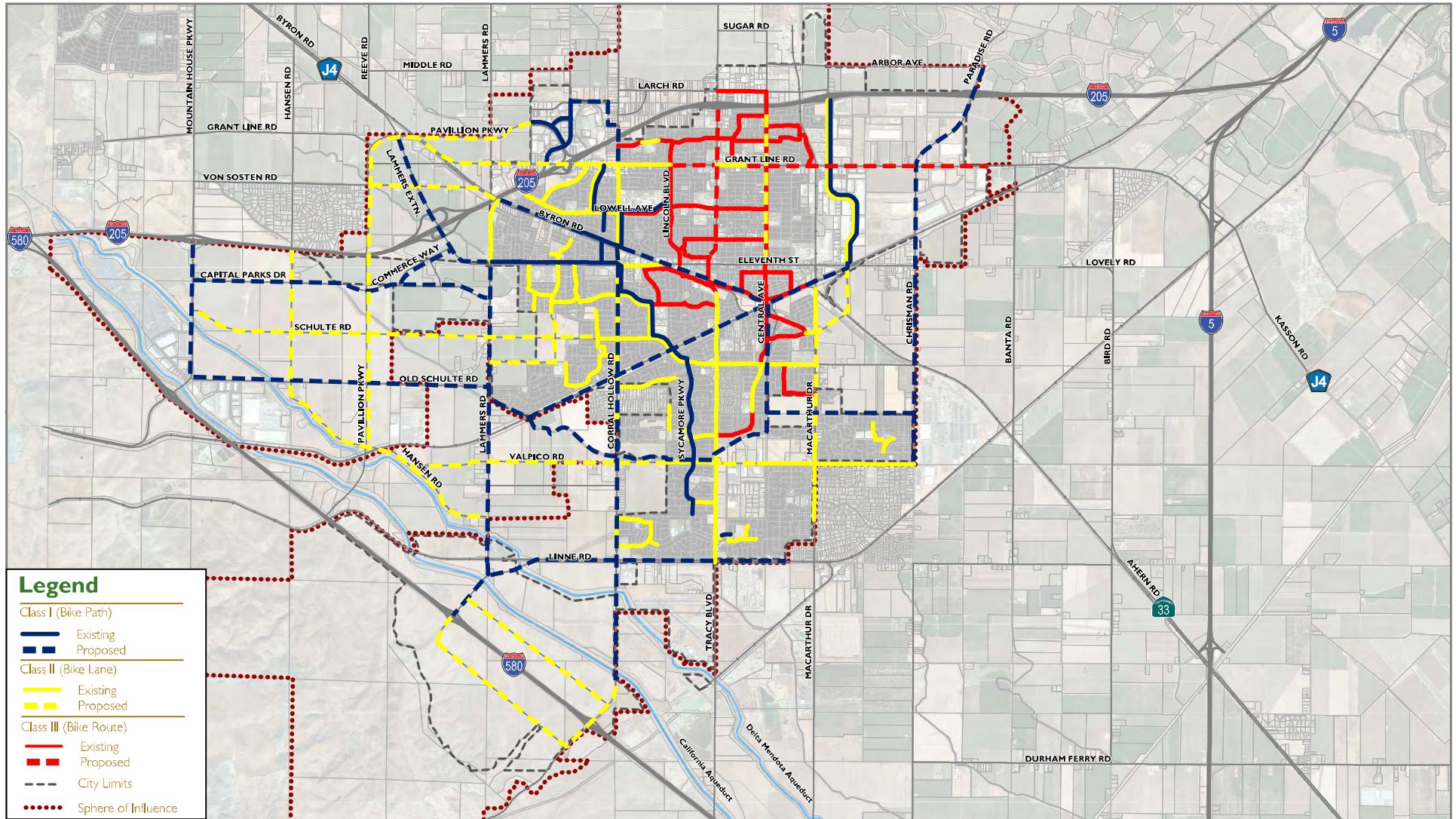
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San Joaquin Regional Rail Commission puede tomar videos y fotografías en las instalaciones del ferrocarril y en los vagones para asuntos públicos y propósitos de noticias. La Sección 3344(d) del Código Civil de California permite dicho uso. Todos los derechos de autor de dichas imágenes son propiedad de la Comisión Regional de Ferrocarriles de San Joaquín.

If you believe you have been subjected to discrimination under Title VI, you may file a written complaint with the San Joaquin Regional Rail Commission, Title VI Officer, 949 E. Channel St., Stockton, CA 95202, or call ACE at 1-800-411-RAIL (7245), or email titlevi@acerail.com.

Si cree que ha sido objeto de discriminación en virtud del Título VI, puede presentar una queja por escrito ante la Comisión Regional de Ferrocarriles de San Joaquín, Oficial de Título VI, 949 E. Channel St., Stockton, CA 95202, o llame a ACE al 1-800-411-RAIL (7245), o envíe un correo electrónico a titlevi@acerail.com.

E. Planned Multimodal Improvements/Services



Source: RBF Consulting 2010



Figure 4.6: Existing & Future Bike Routes

City of Tracy Transportation Master Plan

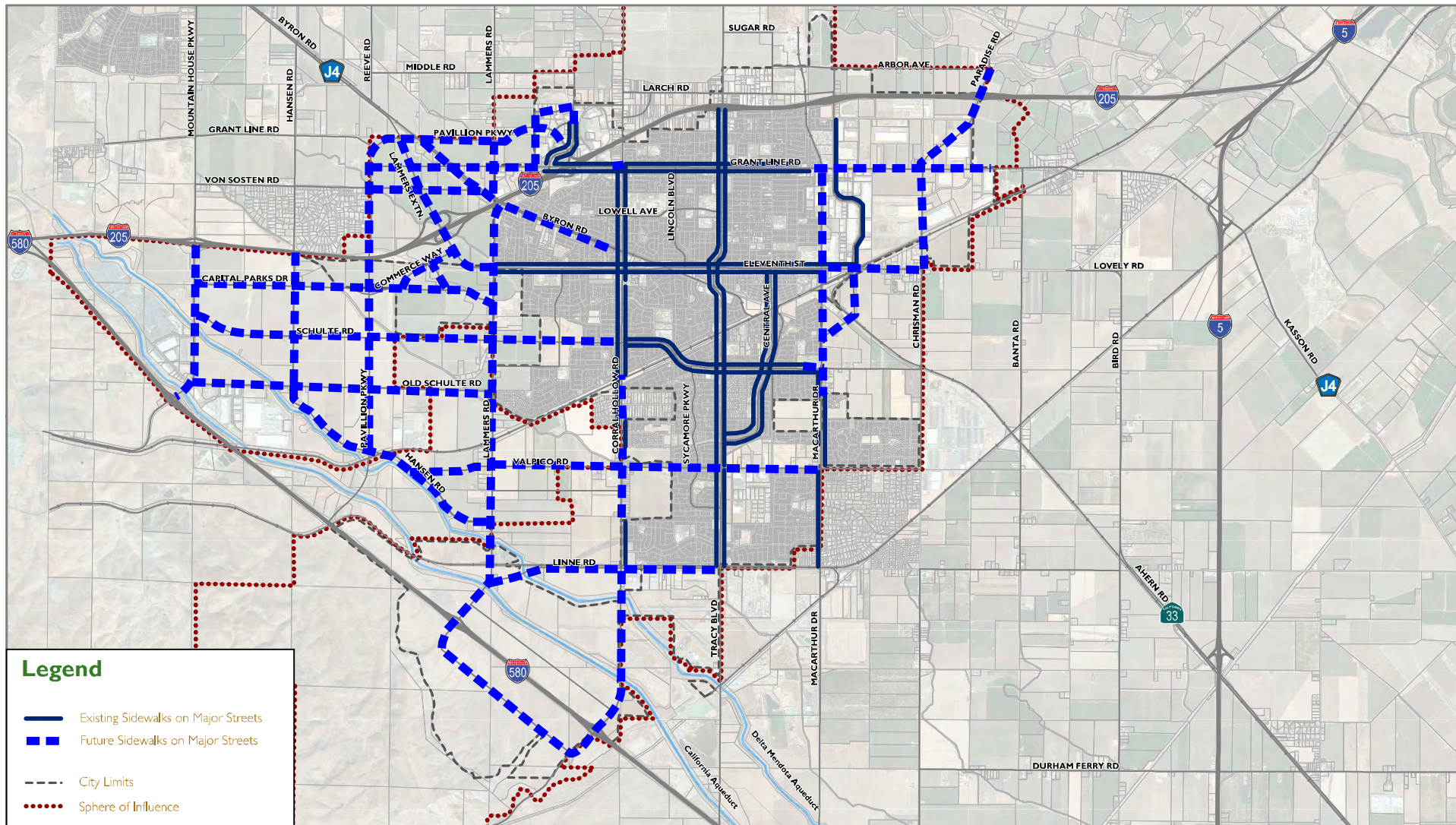
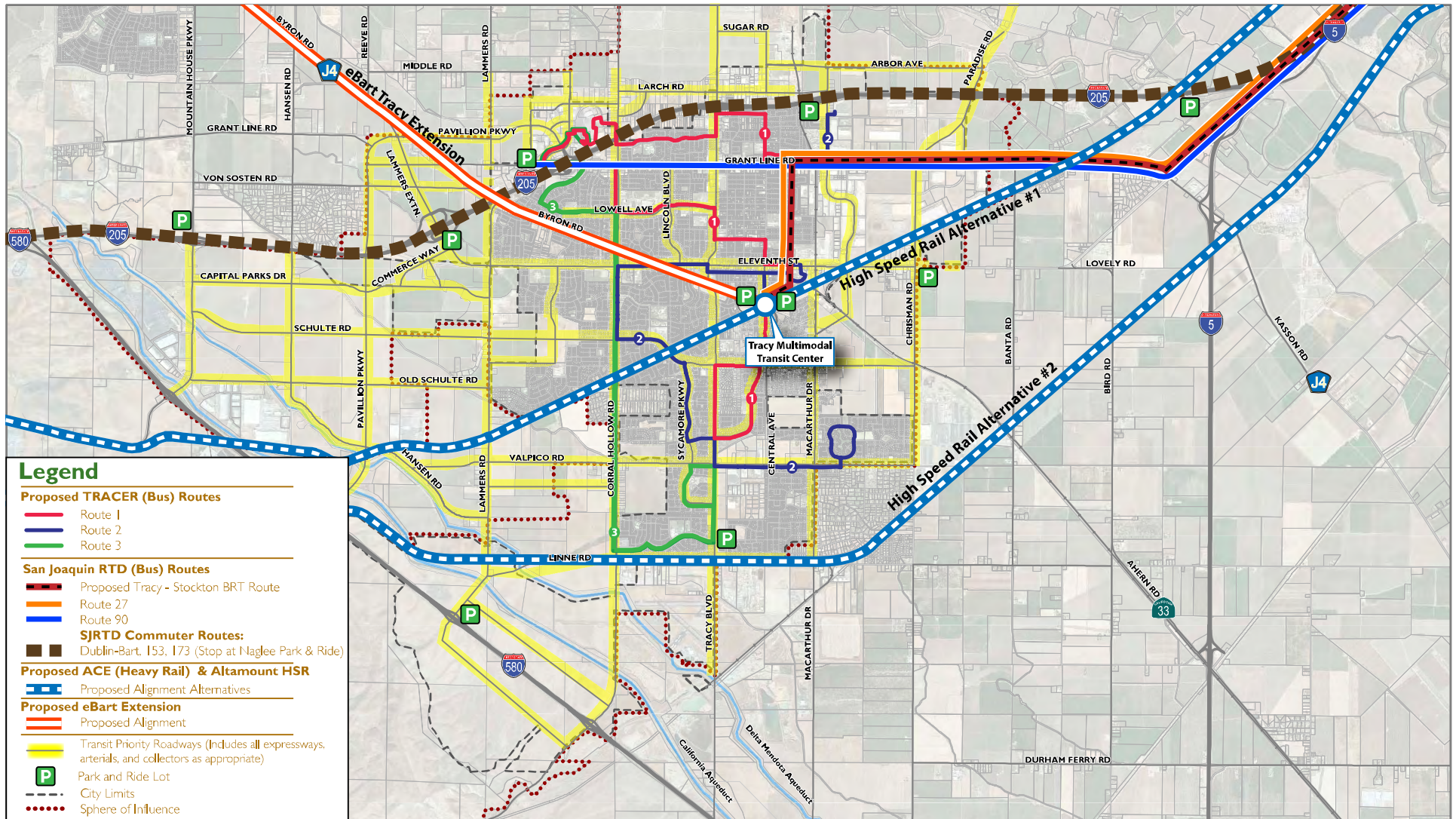


Figure 4.7: Existing and Future Sidewalks
 City of Tracy Transportation Master Plan



Source: City of Tracy Transit Plan, 2009



Figure 4.23: Long Term Transit Service Plan

City of Tracy Transportation Master Plan



PROJECT OVERVIEW

Valley Link is a new 42-mile, passenger rail service connecting the over 105,000 Bay Area workers traveling daily over the Altamont Pass from their homes in the Northern San Joaquin Valley with fast, frequent, zero-emission service – providing a transit alternative to the highly congested Interstate 580 corridor and bringing new riders to the broader Bay Area transit system. The 22-mile initial operating phase between Dublin/Pleasanton and a new Mountain House Community station with additional stations at Isabel Avenue and Southfront Road will provide all-day, bi-directional service at 15-minute frequencies during peak commute periods with 45-minute frequencies at other times and is projected to carry 30,000 riders each day by 2040. Construction of the initial operating phase could start as early as 2025. Details regarding environmental review and design on this phase can be found at www.getvalleylinked.com.



Fig.1: Valley Link Alignment - LOCALLY PREFERRED ALTERNATIVE

SUMMARY OF PROJECT BENEFITS

Valley Link has been developed in partnership with its 15-member agencies to be responsive to the goals and objectives of the communities it will serve and meets an urgent need to:

Connect Housing, People and Jobs

Connects the Megaregion's workforce to affordable housing. More than 105,000 Bay Area workers living in San Joaquin County commute daily through the Altamont in their cars.

Reduce Greenhouse Gas Emissions

Reduces greenhouse gas emissions by 32,220 to 42,650 metric tons by 2040.

Serve Disadvantaged and Low-Income Communities and Households

Promotes equity by serving four stations within areas designated as disadvantaged or within or near low-income communities in Northern San Joaquin County.

Create New Jobs and Promote Economic Recovery

Provides an estimated 22,000 jobs during construction. When operational will support 400 jobs per year with labor income of over \$19 million per year and \$69 million in business sales annually.

PROJECT GOALS

- Improve connectivity within the Northern California Megaregion: connecting housing, people, and jobs.
- Rail connectivity between the San Francisco Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service.
- Project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Be a model of sustainability in the design, construction and operation of the system.
- Support the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

SUSTAINABILITY

The Valley Link Rail Project is being implemented as a model of economic and environmental sustainability – one that could operate on its own created renewable energy, support transit-oriented land use development around station areas and promote innovation in station access while maximizing air quality, equity, health, and workforce benefits. The Board-adopted [Sustainability Policy](#) outlines key implementing strategies for achieving these goals.

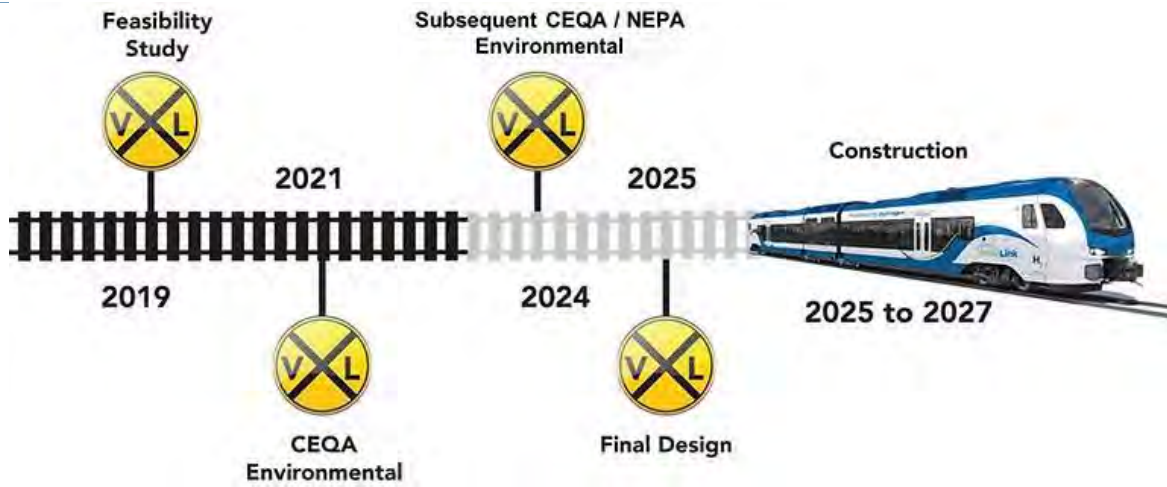
TRANSIT ORIENTED DEVELOPMENT

The Board-adopted [Transit Oriented Development Policy](#) provides direction and guidance regarding the station area plans to be developed by local jurisdictions prior to completion of final design. These plans, in combination with a requirement to meet corridor level housing thresholds, are intended to facilitate pedestrian friendly station areas, seamless intermodal connections and the promotion of active transportation (bicycling and walking), and use of zero emission vehicles, and shared rides.

EQUITABLE ACCESS

The Board has adopted policies and programs to ensure that all planning and decision-making for the project encourages public engagement and ensures a meaningful level of participation from disadvantaged communities and low-income communities and households. A [Title VI Program](#) and [Public Participation](#) and [Language Assistance](#) Plans (adopted March 10, 2021[CK3]) guide these efforts. To further expand these efforts, the development of an Equity and Inclusion Plan is currently underway.

PROJECT TIMELINE



agencies. The Authority is also working with private sector leadership including the Bay Area Council, San Joaquin Partnership, Innovation Tri-Valley and Chambers of Commerce throughout the project service area.

MEMBER AGENCIES

The 15-member Board of Directors is comprised of representatives from the cities of Dublin, Lathrop, Livermore, Manteca, Pleasanton, Stockton, Tracy, Danville, San Ramon, and the Mountain House Community Services District; the counties of Alameda and San Joaquin; and the Livermore Amador Valley Transit Authority (LAVTA), San Francisco Bay Area Rapid Transit District (BART) and the San Joaquin Regional Rail Commission (SJRRRC).



Fact Sheet

Project Overview

Connecting San Joaquin Valley to the Bay Area.

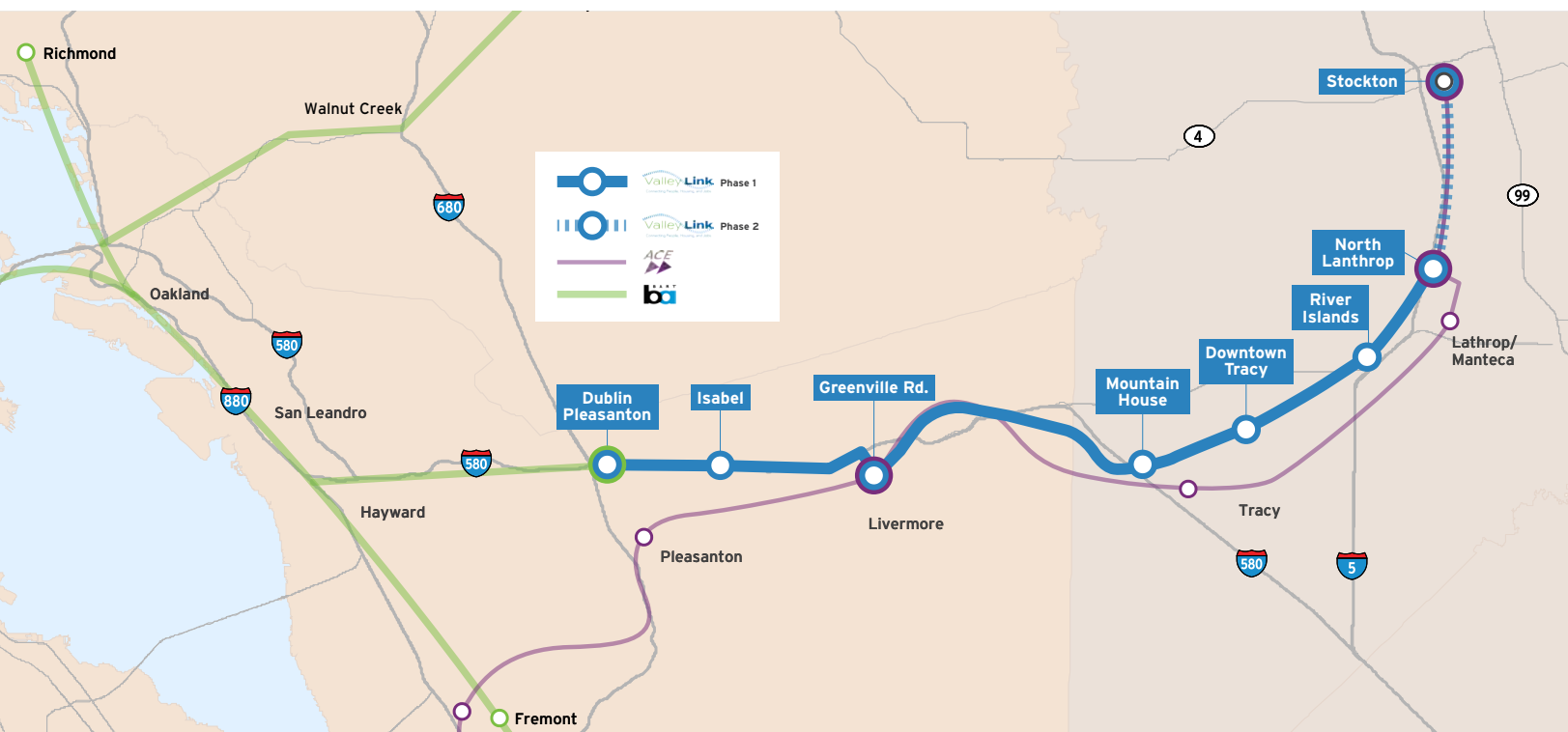
Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

A Seamless Connection to BART. The first phase of service will provide a seamless and timed connection to BART, with service from North Lathrop to the Dublin/Pleasanton BART station.

Frequent and Reliable Service. Trains will run throughout the day in both directions with the goal of matching BART frequency and hours of operation.

Service Characteristics

	PEAK	OFF-PEAK
Between Dublin/ Pleasanton and Greenville	12 min (meeting every BART train)	30 min (meeting every other BART train)
Beyond Greenville	24 min (meeting every other BART train)	12 min (meeting every 4th BART train)





Corridor Snapshot

41 miles

7 stations

25,000 daily riders by 2040

7,700 cars off the road by 2040

Project Goals

Valley Link aims to be a model of sustainability in the design, construction and operation of the system. It strives to achieve the following goals:



Reduce greenhouse gas emissions by 260 metric tons of carbon dioxide equivalent/year by 2040



Operate on renewable energy



Improve connectivity by integrating transit, bus and active transportation networks



Promote equity by maximizing benefits to disadvantaged communities

Purpose and Need

Bay Area growth is expanding east into the San Joaquin Valley as Bay Area housing production lags despite strong job growth.

San Joaquin Valley commuters have recently increased by 30%, representing the highest daily commute flow to the Bay Area and one of the heaviest in the state.

Continued growth is expected to result in a 60% increase in traffic by 2040. Currently, no direct rail connection exists between the San Joaquin Valley and BART, forcing commuters onto freeways.

Take the survey!

Your input is valuable! Please take the online survey to share your thoughts and ideas about Valley Link commuter rail.

bit.ly/valleylink



Valley Rail



San Joaquin
Joint Powers Authority

Providing Central Valley communities with sustainable and reliable transportation choices to expand opportunity

Project Highlights



16 New Stations



7 New Daily Round-Trips



Serves over 30% of the Disadvantaged Communities in California



GHG Reduction of 5.2 Million Metric Tons of CO₂



Improve Public Health and Reduce Fatalities/Injuries



New Trainsets for San Joaquins and ACE

TIRCP award to improve Central Valley mobility

The San Joaquin Regional Rail Commission's (SJRRRC) and San Joaquin Joint Powers Authority's (SJJPA) joint application to the California State Transportation Agency (CalSTA) for SB 1 and Cap & Trade funding from the 2018 Transit and Intercity Rail Capital Program (TIRCP) was awarded **\$500.5 million** for the "Valley Rail" project.

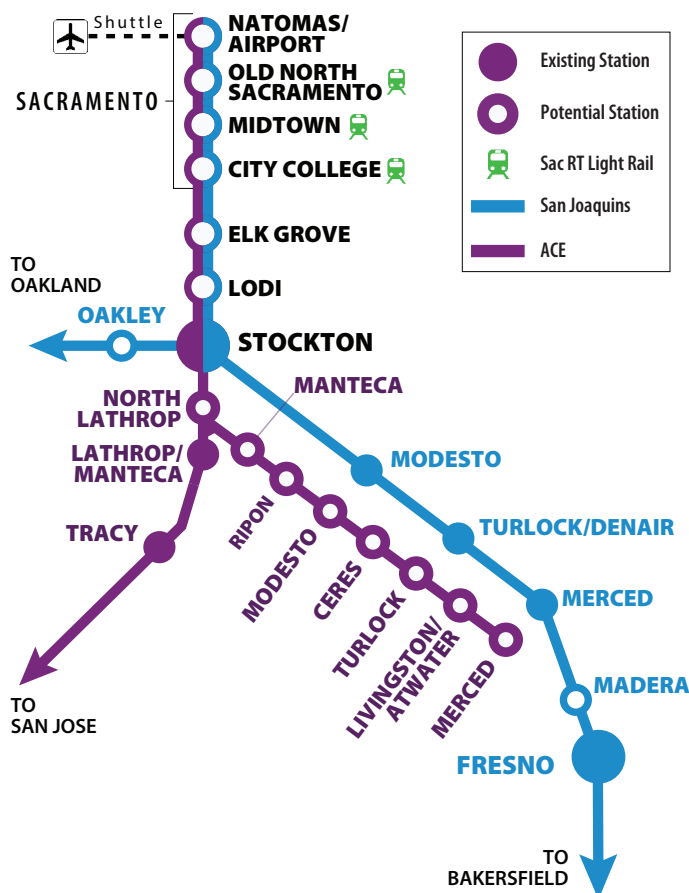


Why is Valley Rail important to California?

Valley Rail improves geographic equity by connecting key locations in the Central Valley including Sacramento, San Joaquin, Stanislaus, Merced, Madera, and Fresno Counties to each other and beyond to the Bay Area and the greater California rail network via three future high-speed rail (HSR) connections in Madera, Merced, and San Jose. This transformative, megaregional project helps further the State's vision for an integrated rail network and provides direct mobility and air quality benefits to citizens in nine counties, including over 30% of the disadvantaged communities in California.

What is Valley Rail?

Valley Rail implements two new daily round-trips for the Amtrak San Joaquins service to better connect San Joaquin Valley travelers with the Sacramento Area, and an extension of Altamont Corridor Express (ACE) between Sacramento and Merced which builds upon **\$400 million** ACE funding from Senate Bill (SB) 132. In addition, Valley Rail will convert the entire fleet including the thruway bus network to renewable diesel fuel, providing greenhouse gas (GHG) benefits across the entire existing (449 track miles) and proposed expanded (119 track miles) San Joaquins and ACE services.



What are the benefits of Valley Rail?



San Joaquin
Joint Powers Authority

Reduce GHG



- GHG Emission Reductions of 5.2 MMT of CO₂
- Program includes transition fleet to renewable fuels.

Increase Connectivity



- Planned San Joaquin and ACE services as part of a regional system, instead of as individual and separate transit offerings
- Introduces increased frequency, broader market reach, regular-interval service, and new connectivity, all of which set the stage for a more fully integrated network

Reduce VMT and Expand Ridership



- San Joaquin ridership expands to 1.8 million annual riders in 2025
- ACE ridership expands to 3.1 million annual riders in 2025
- Reduction of 88.4 million vehicle miles traveled annually

Improve Public Health



- Converting to Tier 4 locomotives will achieve particulate matter reductions of 90%, nitrogen oxide reductions of 80% as well as sizable reductions of VOCs (volatile organic compounds) and CO (carbon monoxide).

Benefits to Disadvantaged and/or Low Income Communities



- The project directly serves over 30% of California's Disadvantaged Communities and 15% of low-income Communities.

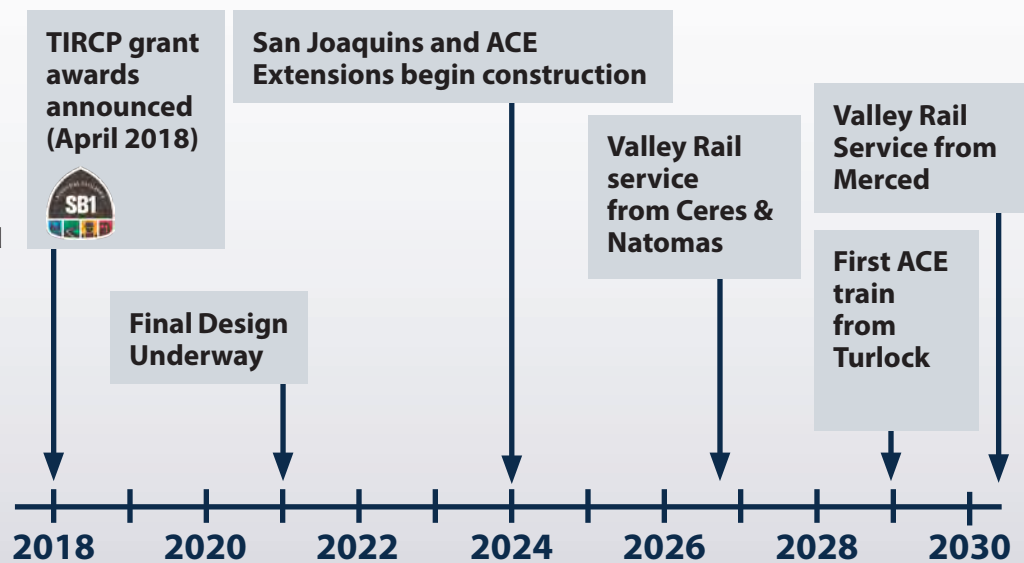
Improve Safety



- Approximately 4.8 billion auto VMT, 61 fatalities, and 817 injuries are estimated to be avoided over 30 years once the service is operational.

What is the timeline for Valley Rail?

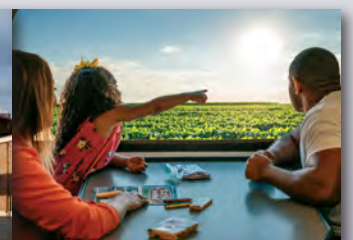
Valley Rail is ready to advance. The SJJPA/SJRRRC have secured over \$1 billion in funding for the Valley Rail Program and construction is anticipated to start in early 2021. The Final EIR for the Sacramento Extension was approved on October 2, 2020 by the SJRRRC. The EIR for extending ACE to Modesto/Ceres was certified on August 3, 2018 and the EIR to extend ACE from Ceres to Merced was certified on December 3, 2021.



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SAN JOAQUIN REGIONAL TRANSIT DISTRICT

Short Range Transit Plan

Fiscal Years 2018/19 – 2027/28



Final



The preparation of this Short Range Transit Plan (SRTP) has been funded in part by a grant from the United States Department of Transportation (USDOT), through Section 5304 of the Federal Transit Act. The contents of this SRTP reflect the views of the San Joaquin Regional Transit District (RTD) and are not necessarily those of the USDOT, the Federal Transit Administration (FTA), or the San Joaquin Council of Governments (SJCOG). RTD is solely responsible for the accuracy of the information presented in this SRTP.

Civil Rights Compliance. In compliance with Title VI regulations of the Civil Rights Act of 1964, no person in the United States of America shall, on grounds of race, color, or national origin, be excluded from participating in, or denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance. RTD must ensure that federally-supported transit service and related benefits are distributed in an equitable manner. RTD has certified that it is in compliance with Title VI regulations.



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Short Range Transit Plan

San Joaquin Regional Transit District

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Letter from CEO

Our region is growing. As more people move to San Joaquin County and more drivers share the roads, San Joaquin Regional Transit District (RTD) must do more to ensure mobility throughout the County remain environmentally and fiscally sustainable. This Short Range Transit Plan (SRTP) provides an overview of RTD's major initiatives, both capital and service level, in the next decade.

RTD's mandate is significant—providing service to over 700,000 people sprawled across 1,400 square miles. The region is also growing; population is projected to increase 14% over the duration of this plan. Transit should at least keep pace by serving those who need it, as well as attracting other riders when possible. Rapid population growth increases the need for quality public transit.

To prepare for future growth and to better serve existing customers, RTD has invested heavily in enhancements to facilities and services such as Bus Rapid Transit (BRT). RTD has also partnered with major technology players such as Uber and continues to innovate, seeking additional partnerships for its coordinated mobility efforts.

This plan outlines new projected BRT services, which create faster, easier connections and improve accessibility throughout the service area. We have also set forth a vision for sustainability, with a major project focusing on renewable energy. Finally, our efforts in delivering Mobility Management Services will create a resilient transportation ecosystem for current and future users.

We are proud of this vision and look forward to engaging with our current and future passengers to implement and advance this plan.

Introduction

The San Joaquin Regional Transit District (RTD) Short Range Transit Plan (SRTP) for Fiscal Years (FY) 2018–2019 to 2027–2028 serves as a guide for the development of the goals, objectives, and policies for future transit services in the Stockton Metropolitan Area (SMA) and unincorporated San Joaquin County over the next 10 years. The SRTP is developed within the context of the regional planning process, which will implement San Joaquin Council of Governments' (SJCOG) Regional Transportation Plan & Sustainable Communities Strategy (RTP/SCS) (2018) and the Regional Transit Systems Plan (2017).

RTD has the following mission and vision statements:

"Our primary mission is to provide a safe, reliable, and efficient transportation system for the region."

"Our vision is to become the transportation service of choice for the residents we serve."

Developing and updating the SRTP is a critical step in the ongoing efforts of the RTD Board of Directors and staff in fulfilling its mission and vision. The SRTP proposes strategies that will guide transit development while containing costs within available revenues. Stakeholder discussions helped shape the design and strategies contained in the SRTP, which aims to accomplish the following:

- Develop strategic services and capital programs to provide transit services in a manner that balances the diverse needs of the traveling public, meets the community's transit needs, and competes effectively with single-occupant vehicles.
- Maintain sound financial management by implementing system efficiency standards and diversifying RTD's revenue streams.
- Coordinate with local agencies at all levels to ensure transit competes as a viable mode and that all transportation system investments are strategic and socially and economically equitable.
- Help reduce traffic congestion and air pollution in the San Joaquin Valley in order to meet regional air quality goals.



The SRTP provides support for future federal grant applications and fulfills requirements of other funding agencies that specify projects be listed in an adopted plan.

RTD will continue to work cooperatively with local governments, businesses, and citizens to coordinate transit planning with land-use planning. RTD is committed to improving public transit services to accommodate all user needs, as well as supporting other environmentally-friendly transportation initiatives that promote walking, cycling, and high-capacity transit use.

RTD will continue to maintain its network of transit services and propose cost-effective and efficient improvements to meet increased demand brought about by continued growth in the County. Expansion will be necessary to meet future mobility needs, improve air quality and quality of life, and assist in the development of a strong, integrated, and diverse economy.

Future Service Vision

Public transit is part of the fabric of the San Joaquin County community and a critical element in our overall transportation system. As population levels within the region are forecast to increase each year (with a 14% increase projected during the life of this plan), RTD must provide mobility options for millions of commuters and visitors to reduce traffic congestion, air pollution, and energy consumption. Additionally, thousands of senior citizens, disabled individuals, and people living below the poverty level rely on public transit as a vital link which connects them to jobs, shopping, education, health care, and the surrounding community.



Figure 1 – Population Projections

Source: Annual Population Estimates, U.S. Census Bureau; Population Projection Project, Business Forecasting Center

RTD, similar to most transit agencies throughout the US, has seen a decline in ridership despite increases in population. This decrease in ridership has coincided with a steady increase in traffic congestion. The net results are less revenue dollars and higher costs due to the increase in operating hours.

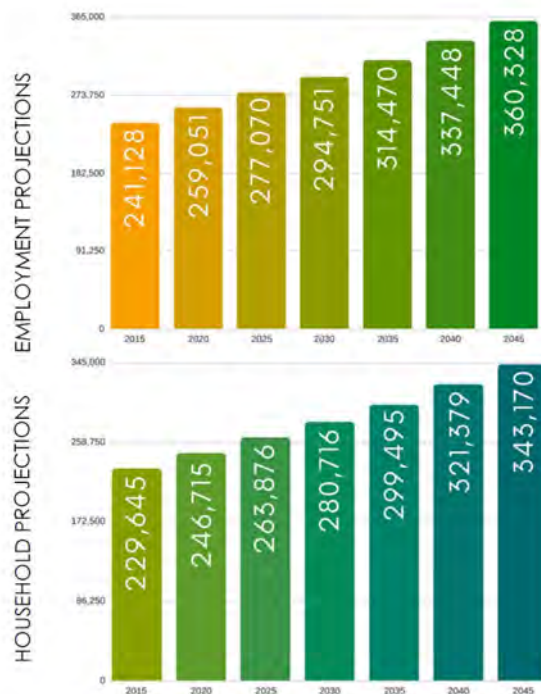


Figure 2 – Housing and Employment Projections

An additional 24% from the Local Transportation Fund (LTF) from San Joaquin County—along with State Transit Assistance (STA) and Low Carbon Transit Options Program (LCTOP) funding—has helped sustain RTD’s transit services in Stockton and the rest of San Joaquin County and meet the basic needs of the continuously growing community.

In an effort to balance the needs of a growing community with declining revenues, RTD has redirected its service design to focus on expanding and promoting those services that provide the most benefit to the local community.

This SRTP outlines RTD's plans based upon three main goals:

Accessibility: Through a robust network of new BRT and Mobility Management services, RTD can meet the needs of today's residents who do not have access to service and improve access with higher frequency service to current users. Improved accessibility also increases the attractiveness of RTD's services, encouraging new riders to experience public transit.

Sustainability: By being a public transit provider, RTD reduces millions of tons of carbon emissions every year. In addition, many millions more tons of carbon emissions will be reduced through RTD's plan for renewable energy through solar power and electric and hybrid transit vehicles.

Resilience: RTD continues to focus on improving existing transit services and the quality of life of its passengers. Through new technology and partnerships, RTD's passengers will be more informed and be better able to use RTD's services. Using new technology, RTD will improve on-time performance, be better equipped to manage disruptions and delays, and continue to provide outstanding customer service.

In all, this SRTP outlines over \$20 million in operating improvements and an additional \$200 million in capital improvements to benefit San Joaquin County and its citizens.

Accordingly, the SRTP identifies the following service objectives to provide the highest level of transit service to the greatest number of people within RTD's financial means:

- Enhancing Stockton Metropolitan Area (SMA) service by:
 - Improving BRT service and connectivity.
 - Restoring midday, off-peak, and night frequency.
 - Restoring weekend service frequency.
- Improving the quality of mobility services while reducing the cost of providing Americans with Disabilities Act (ADA) Dial-A-Ride (DAR) service.
- Improving the quality of Intercity and Commuter service.
- Improving Hopper deviated fixed-route service levels.
- Improving administrative management through technology and training.



- Coordinating with local jurisdictions, San Joaquin County, and local developers to incorporate transit services and amenities within land use planning to establish transit-oriented development.
- Coordinating a transit consolidation study of the transit systems in the region to improve efficiency, reduce overhead, and increase transit service countywide.

BRT Express Corridor Expansion

Through a robust network of new BRT services, RTD aims to meet the needs of those without access to service and improve access for others with higher frequency service to current passengers.

In 2006, RTD worked with DKS Associates to develop the BRT Master Plan. The BRT Master Plan outlined the various elements of a BRT system and provided guidance for the development of RTD's first three corridors.

The Master Plan defined how BRT will be implemented in San Joaquin County by providing a consistent image and standards for implementation and development. These elements include traffic signal prioritization; low-floor, diesel-electric buses; unique service branding; prepaid fares with fare vending machines; high frequency service; and increased stop distances. The BRT Master Plan alluded to the need for future, dedicated right-of-way and potential queue jump lanes in the City of Stockton.



In 2012, based on the development and success of RTD's BRT services with the Metro Express Pacific Corridor and Metro Express Airport Corridor, RTD staff developed an updated BRT Blueprint. The BRT Blueprint outlines the current and proposed BRT development, specifically highlighting the corridors that have the highest potential for success in Stockton and San Joaquin County based on current travel patterns and existing and future land uses. The BRT Blueprint has allowed for the launching of the following Corridors: Hammer, Midtown, and Martin Luther King (MLK).

BRT service is currently planned for a range of corridors throughout the City of Stockton, with potential service extension to Lodi via BRT Express. RTD will implement BRT Express service over time as funding becomes available and as demand grows due to new development. Therefore, BRT design may differ by corridor but should follow a set of requirements to ensure system characteristics remain consistent.

Proposed BRT SYSTEM MAP

- Transfer Station
- Transfer Point
- PARK RIDE Park-N-Ride Location
- Existing BRT Corridors
- Future BRT Corridor

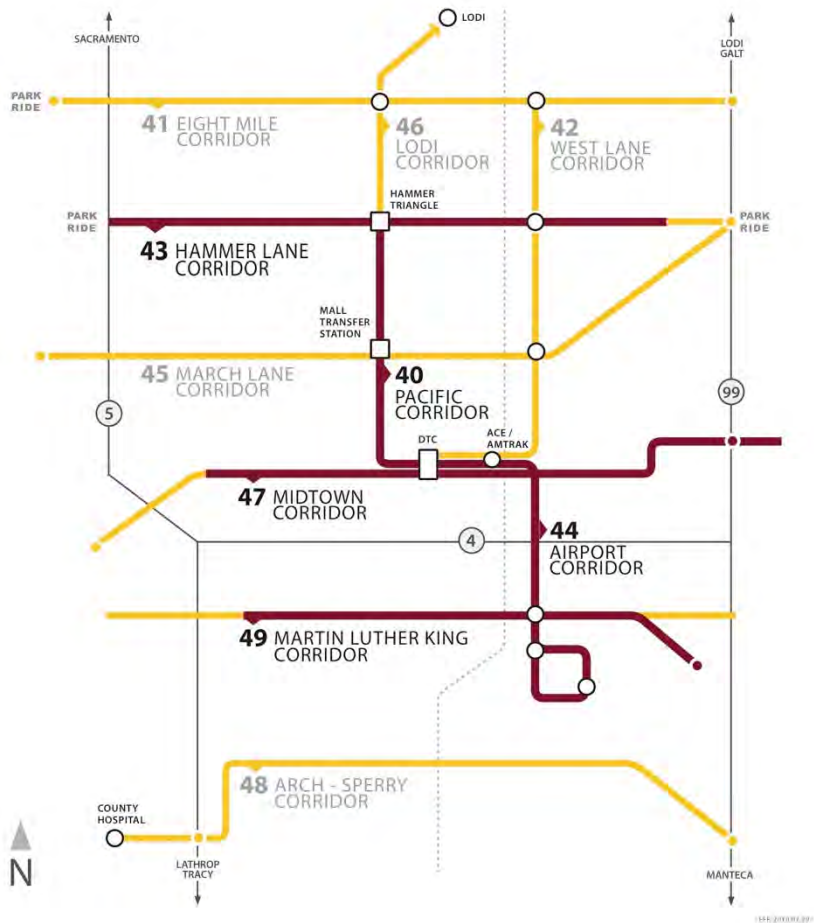


Figure 3—Proposed BRT System Map

The BRT Blueprint presents, via the Proposed BRT System Map (Figure 3), the existing and future design and service allocation for BRT service in the City of Stockton and connecting service to the City of Lodi. It ties closely with the City of Stockton General Plan 2035 (General Plan), which was adopted by the City of Stockton in 2007 and will tie into the Envision Stockton 2040 General Plan due to be updated in November 2018. The BRT Blueprint identifies those future corridors that will best serve public transportation demand based on projected residential growth identified within the current General Plan; in the future, it will be enhanced and updated in accordance with the Envision Stockton 2040 General Plan. The corridors are not prioritized and can be expanded in multiple phases depending upon anticipated demand. For example, RTD may prioritize expanding BRT service along Eight Mile Road when anticipated development projects are completed along the corridor.

BRT construction includes the purchase of electric vehicles, station construction, project management, and the purchase of ancillary station equipment to support BRT Express operations.

Additionally, RTD must continue to lobby for and obtain dedicated right-of-way lanes for existing and future BRT corridors to accelerate BRT Express routes.



RTD will explore opportunities to improve existing BRT stops to allow for real-time information and security camera access. This may be accomplished by installing fiber optic network utility connections, improving wireless communication connections, or installing other networking technologies.

Service Expansion

Consistent with the 2009 BRT Master Plan, RTD completed the first four phases of the BRT program over the past 12 years: Pacific Avenue, Airport Way, Hammer Lane, and Midtown Corridors. RTD anticipates expanding BRT Express service within the SMA during the 10-year time frame of the SRTP. As part of the BRT Express expansion, RTD anticipates continued restructuring of SMA Local and Limited routes in north and south Stockton, allowing for a pulse connection at major BRT endpoints and intersections with SMA Local and Limited routes acting as “feeder” routes to BRT Express routes.

RTD intends to fund BRT Express service expansion as follows:

- **BRT Express 49 (MLK Corridor) – FY 19**

BRT Express 49 travels along Martin Luther King Blvd, serving major trip destinations on 8th street and Farmington and connecting with the existing BRT Express 44. MLK Corridor operates the same span of service as the existing BRT routes along with a similar headway. It is projected to carry over 425,000 people each year.

Table 1 –BRT Express 49 Statistics and Projections

BRT Express 49	Statistics and Projections
Corridor Length (miles)	4
Number of Major Stops	6
Projected Annual Ridership	425,078
Buses Required	3
Vehicle Capital Costs	\$3,000,000
Stop Improvements and Charging Infrastructure	\$3,342,854
Annual Carbon Emissions Eliminated (tons)	299,175
Total Capital Costs	\$6,342,854
Annual Operating Costs	\$2,282,332

- *BRT Express 42 (West Lane Corridor) – FY 21*

Scheduled for launch in FY 21, BRT Express 42 will travel along West Lane (north/south) connecting with both BRT Express 43 (Hammer Lane) and BRT Express 40 (Pacific), and ending at the Downtown Transit Center. The West Lane Corridor is anticipated to carry over 350,000 riders.

Table 2 –BRT Express 42 Statistics and Projections

BRT Express 42	Statistics and Projections
Corridor Length (miles)	5
Number of Major Stops	8
Projected Annual Ridership	357,219
Buses Required	3
Vehicle Capital Costs	\$3,000,000
Stop Improvements and Charging Infrastructure	\$4,028,568
Annual Carbon Emissions Eliminated (tons)	251,415
Total Capital Costs	\$7,028,568
Annual Operating Costs	\$2,421,288

- *BRT Express 48 (Arch-Sperry Corridor) – FY 23*

BRT Express 48, scheduled to launch in FY 23, will be RTD's southern-most crosstown BRT, operating along the Arch-Sperry Corridor and meeting the Airport Corridor. BRT Express 48 will connect Manteca with the County Hospital. RTD expects the Arch-Sperry Corridor to serve almost 400,000 annual riders.

Table 3 – BRT Express 48 Statistics and Projections

BRT Express 48	Statistics and Projections
Corridor Length (miles)	5
Number of Major Stops	8
Projected Annual Ridership	373,226
Buses Required	3
Vehicle Capital Costs	\$3,000,000
Stop Improvements and Charging Infrastructure	\$4,028,568
Annual Carbon Emissions Eliminated (tons)	262,681
Total Capital Costs	\$7,028,568
Annual Operating Costs	\$2,568,729

- BRT Express 41 (Eight Mile Corridor) – FY 25**

BRT Express 41 is projected to begin operation in FY 25. The route will operate on the Eight Mile Corridor, connecting Lodi and traveling along RTD's most northern BRT crosstown route to a park-and-ride. Along the way, BRT Express 41 will connect with BRT Express 42, the West Lane Corridor. The Eight Mile Corridor is anticipated to generate almost 450,000 annual riders.

Table 4 – BRT Express 41 Statistics and Projections

BRT Express 41	Statistics and Projections
Corridor Length (miles)	6.5
Number of Major Stops	10
Projected Annual Ridership	443,978
Buses Required	4
Vehicle Capital Costs	\$4,000,000
Stop Improvements and Charging Infrastructure	\$5,057,138
Annual Carbon Emissions Eliminated (tons)	312,477
Total Capital Costs	\$9,057,138
Annual Operating Costs	\$3,633,585

General Considerations

To balance customer demand, RTD anticipates that BRT Express routes will operate at a minimum frequency of 20 minutes during peak times and 30 minutes off peak. Higher demand corridors will operate with 60-foot buses.

BRT Express route expansion is subject to continued Measure K funding and additional



grants; thus, expansion will be financially constrained should that funding fall through. RTD will assess the demand for service expansion through customer surveys and analysis of performance indicators. All service expansions will meet targeted goals for the BRT Express routes as outlined in Table 5.

Table 5 – BRT Express Service Projection FY 18–28

BRT Express	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Passenger Trips	1,769,817	2,218,902	2,341,793	2,957,939	3,074,404	3,288,604	3,360,802	3,693,635	3,878,317	3,917,101	4,073,785
Revenue Hours	46,932	70,029	70,737	95,874	95,874	110,396	110,396	125,043	125,043	125,043	125,043
Passenger Trips Per Hour	37.71	31.69	33.11	30.85	32.07	29.79	30.44	29.54	31.02	31.33	32.58

When fully deployed, RTD's BRT routes will create a high-frequency network covering the major arterials of the County, connecting them with central Stockton. RTD projects almost 3.7 million annual trips on the BRT network by FY 25. By attracting new riders, RTD's BRT network can eliminate over one million tons of carbon emissions.

Mobility Management Services

In 2017, RTD created a new team responsible for its Mobility Management service initiatives. The development of Mobility Management services is especially important as the reliance upon, and use of, traditional fixed routes continue to decline while ridership on BRT, Uber, and Lyft are forecasted to grow dramatically. Mobility Management plays a crucial role in connecting RTD's services as well as providing the necessary service to areas that cannot be served by traditional fixed routes. The vision for the Mobility Management team is:

"Developing creative solutions to serve more of the residents in our region—whether they are low-mobility seniors, passengers from the rural area, or those requiring first- and last-mile connections—with effectiveness and efficiency."

CTSA—Access San Joaquin

In 2018, RTD was designated as the Consolidated Transportation Services Agency (CTSA) for San Joaquin County. The CTSA has been named Access San Joaquin. Access San Joaquin and other RTD Mobility service programs will further enhance mobility in San Joaquin County for seniors and persons with disabilities, including ADA in-person assessments, travel training, Volunteer Incentive Program (VIP), FREEdom Pass, RTD Go, Van Go, and Care Connection. Anticipated ridership for the various Access San Joaquin services is show in Table 6.

Table 6 – Access San Joaquin Ridership Projection FY 18–28

Specialized Services	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Passenger Trips	44,531	45,867	47,243	48,660	49,633	50,626	51,639	52,671	53,725	54,800	55,896

Efficiently Expanding Service to Unincorporated Communities

In August 1998, RTD started operating General Public Dial-A-Ride service for all cities and unincorporated communities that served the entire 1,426 square miles of San Joaquin County. Because of system inefficiencies and budgetary constraints, that service has since been discontinued.

RTD Go!

On July 10, 2017, RTD Go—in partnership with Uber and Journey Via Gurney (JVG)—replaced the former General Public Dial-A-Ride service that operated countywide with a primary focus in rural areas. RTD Go provides public transit

connectivity to residents of rural areas of the county where traditional bus service is not practical. This program extends service hours beyond fixed-route hours and offers an innovative mobility option to the public. By partnering with transportation network company Uber, RTD Go provides on-demand transportation that is subsidized 50%, up to \$5 per trip. For customers with physical disabilities or other limitations, RTD Go partnered with accessible service provider, JVG, to provide transportation at a \$10 flat fare per trip.

RTD Go provides passengers with more convenient transportation options, allowing travel anywhere in the County outside of RTD's fixed-route service area and operating hours. Currently, hours of service are offered from 4:00 a.m. to 10:00 a.m. and 4:00 p.m. to 10:00 p.m., Monday through Friday.

RTD Van Go!

In an effort to provide service in areas that are not currently being served and to offer first-mile/last-mile connections to its passengers, RTD launched a new pilot program—RTD Van Go—in October 2018.

As a ride-share service, passengers can call or use a smartphone app to request a ride, allowing travel anywhere within San Joaquin County as long as the trip originates or ends outside of RTD fixed-route service area or originates or ends at one of the transfer centers. To encourage and incentivize public transit use, Van Go passengers are offered free transfers to fixed-route bus services. Van Go vehicles are ADA-accessible and can transport wheelchairs. While the original scope of the service deployed only 8 vans, it has already increased to 14. The pilot program will collect valuable data to determine the future viability of the program.

Sustainability Initiatives

Renewable energy, particularly solar power generation, has been in use in public transit since states like California started offering self-generation incentive programs in the early 2000s. The most practical and effective use of solar photovoltaic (PV) panels were in bus parking shade structures in hot climates. These PV panel-covered shade structures, in addition to generating electricity, reduced emissions by keeping the buses cooler between peak period operations and significantly reduced the time required to cool the buses before they left the depot.



Victor Valley Transit Authority, Hesperia, California

Solar power generation provides significant benefits to the transit agencies. The competitive price of the systems together with the regularly increasing cost of electricity from utility companies made solar panel systems economically viable for the transit agencies, even before taking tiered incentive programs and rebates into account.

Additionally, transit agencies were able to generate funding for capital projects through grants but were strapped for operations funding which were consistently increasing. Therefore, by installing PV Panel generation systems, transit agencies were able to offset their operating costs significantly.

Recent operations and maintenance facility projects developed by Antelope Valley Transit Authority in Lancaster, CA, and Victor Valley Transit Authority (VVTa) in Hesperia, CA, generate 100% of their electrical energy needs from solar panel systems. Because operations and maintenance facility



Antelope Valley Transit Authority, Lancaster, California

energy needs are more significant during night hours, the systems are connected to the power grid through a net-meter. This in turn supplies excess power generated to the grid during the day and drawing electricity from the grid at night. Typically, the rates during daylight hours are significantly higher than at night, which potentially allows the transit agency to supply power to the grid at a higher rate and draw power from the grid at a lower rate. The 1 MW system installed at VVTA saves over \$350,000 in operating cost, and over 700 tons of CO₂ each year.

In addition to the economic benefits to the transit agency, renewable solar power significantly reduces greenhouse gas emissions generated by power plants that burn fossil fuel, even after many of the utility companies have switched to natural gas and others have installed equipment to capture carbon dioxide. Furthermore, with transit agencies' increasing interest in electric vehicles, which will require charging, and the decreasing cost of energy storage (batteries), solar power generation promises to be much more financially beneficial than it has been.

Cities are key to a low-carbon future, and pioneers across the world are already demonstrating that the transition is possible. Data reveal 100 cities worldwide—from Auckland to Nairobi to Seattle—are sourcing most of their electricity (at least 70%) from renewables. In total, some 184 cities now have solar energy in their electricity mix, while 189 report that they source wind energy. This renewable energy focus is a critical element of RTD's future growth and sustainability.

Transit operators such as RTD are moving more people while reducing dependency on oil and generating less carbon emissions. Increased use of solar, other renewables, vehicle electrification, and low-carbon fuels are all part of the solution.

Solar Energy Project

Continuing with its long-standing efforts to reduce carbon emissions and its environmental impact, RTD will implement solar generation facilities throughout its service area to power bus charging and other transit-supporting infrastructure.

The Solar Energy Project will be multi-tiered:

- Install solar panels at the Regional Transportation Center (RTC) and Downtown Transit Center (DTC).

- Install solar energy storage capabilities at facilities to support electric charging infrastructure and solar power infrastructure.

Funding sources will likely include federal and state energy rebates and incentives, federal grant funds, private energy rebates, and Measure K funds.



The goal will be to significantly reduce operating expenses by taking advantage of clean energy resources that have a net positive impact on the local environment. This project has been programmed for FY 18–19, 21–22, and 24–25. The amount estimated for this is \$10,000,000 for each programmed year.

Transitioning to Electric Fleet and Associated Charging Infrastructure

In 2004, RTD was on the forefront of a transition from diesel-only buses to operating low-emission, diesel-electric hybrid buses. Hybrid technology uses less fuel and significantly minimizes air emissions, thus reducing the impact to the local environment. During the last 15 years, as diesel-electric hybrid bus use expanded across its entire fleet, RTD once again saw the opportunity to take the lead in pioneering a more sustainable option—this time the fully-electric bus.

RTD's Board of Directors committed to having its entire SMA fleet operating with fully electric vehicles by 2025. Many of the hybrid buses purchased are reaching their retirement age and must be replaced. RTD presently has 17 electric Proterra buses and will continue to purchase more until the last hybrid bus has been retired; it will also work to transition the gasoline-powered Glaval Titan II fleet to electric buses as well.

In June of 2018, RTD formed a partnership with PG&E to conduct an electric vehicle pilot to support RTD's long-term electric transportation needs with chargers and infrastructure improvements. This pilot will be a test case for PG&E's new FleetReady program, which supports electric charging for customers with medium-duty, heavy-duty, and off-road fleets. For this new pilot, PG&E will test how smart charging and battery storage can lower operating costs and maximize efficiencies. As RTD transitions to an electric fleet, it will need to purchase electric station infrastructure for the RTC.



The bus charging equipment is estimated to be \$100,000 per bus. The current fast chargers that accommodate up to 6 buses cost approximately \$600,000—with installation and overnight charging equipment for 29 buses is estimated at \$50,000 per bus. This project will be programmed within the 10-year timeframe of the SRTP.

Existing Transit Service Improvements

As the regional transit provider for San Joaquin County, RTD's role in providing local and regional transit service is continuously evolving to meet an ever-changing environment.

SJCOG works closely with University of the Pacific's Eberhardt School of Business (Business Forecasting Center) to examine the population and employment trends and projections for San Joaquin County. Recent trends have shown a steady population growth and in local employment. SJCOG anticipates that San Joaquin County will reach a population of 775,819 by 2020 and surpass 1,000,000 in 2040.

In addition to a growing population, SJCOG is expecting the median age of the local population to steadily increase over the next 30 years. With the Baby Boomer generation aging, the 60-and-over demographic will increase by 125% between now and 2040. Currently, roughly 15% of the population is over 60; that percentage will increase to exceed 21% by 2040. In conjunction with the formation of Access San Joaquin, RTD has begun implementing a series of mobility management strategies to address the growing and aging population, with services such as the Hopper deviated fixed-route service, VIP, Care Connection, RTD Go, and Van Go.

BRT Express services throughout the City of Stockton, with Local and Limited SMA routes connecting at major transit stations in the city, have proven effective in meeting the needs of the local population as the routes serve local educational institutions and services. RTD anticipates that the daily transit mode share will continue to increase with the largest growth rate coming from the daily transit commuter trip.

Within the next 10 years, RTD will maintain the existing level of fixed-route service based on available funding programs. Growth of fixed routes will occur at a pace corresponding to the demand from San Joaquin County's population growth and available funding. RTD will continue researching ways to improve funding options to increase service levels that will meet the growing demand. This could also include creating additional mobility-type programs that are not traditional fixed-route service models, which can benefit the City of Stockton and unincorporated San Joaquin County areas.

Over the 10-year timeframe of the SRTP, RTD staff will continue to review its service offerings to identify those that have become the least equitable or too costly to operate. The transit system aims to serve an expanding market of seniors and student

populations, with more interregional work trips.

With the adoption of the current Federal Fixing America's Surface Transportation (FAST) Act transportation bill, the reauthorization of Measure K in 2011, and the upward trend in Transportation Development Act (TDA) revenues, RTD will continue to expand overall transit services and evaluate appropriate modes of transit. These services will be subject to demand and must demonstrate an effective use of subsidized funding. Although the trends look positive, RTD must observe caution and take a conservative approach.

In the event of loss in anticipated revenues, RTD will research and identify under-performing services according to agency performance standards and develop a performance improvement plan for those services that have the highest operating costs and least return in ridership. RTD will continue to adhere to the requirements of the ADA and strive to meet the performance requirements of its funding partners.

BRT corridors are a critical component of the San Joaquin County RTP/SCS prepared by SJCOC and updated in 2018. The RTP/SCS identifies strategies and solutions to reduce greenhouse gas emissions in order to meet air quality goals and objectives as outlined in State Senate Bill 375. The valley wide target of a 5% reduction by 2020 and a 10% reduction by 2035 can only be met through an increased investment in public transportation. RTD is playing a critical, leading role in providing public transportation-focused development and transit-corridor improvements. Corresponding with RTD's existing and planned BRT Express routes, these transit corridors can be effective in increasing the transit mode share and decreasing local air pollution.

SMA Local Service

RTD's Local fixed-route services provide the City of Stockton's core public transportation needs. Transportation needs will continue to evolve over time due to population growth, demographic changes, economic climate changes, and land use changes. RTD will work to improve frequencies of existing routes on weekdays and weekends as needed, based upon available resources.

In order to meet the anticipated demand for service, RTD expects to increase BRT efforts. As a result, SMA Local services will need to change. Options being considered include:

- Emphasizing short trips, focus on providing dedicated, limited, peak-hour routes near educational centers and employment areas, and connection services to BRT Express transfer points.
- Expanding Metro Hopper routes geographically to reintroduce neighborhood services with increased frequencies during the peak hours and weekends.
- Expanding the weekday service window to operate later in the evening on key routes and fill in midday gaps on SMA Local routes.

RTD staff will evaluate which options will provide the most ridership potential and make recommendations to the Board of Directors whenever funding allows.

The City of Stockton is currently updating the Envision Stockton 2040 General Plan and reviewing regional development plans for new housing in both North and South Stockton. These plans will likely generate enough passenger demand to necessitate expansion services into those new developments. Incorporating SMA Local, Metro Hopper, and BRT Express routes into these new areas will be a priority if these development plans become a reality. RTD will work with the City of Stockton to identify mitigation fees to provide services to meet this demand and identify additional funding beyond mitigating fees that will be necessary to meet future demand. RTD will also encourage infill redevelopment in Downtown Stockton to decrease the need to expand services into new territories.

Table 7 – SMA Local Service Projection FY 18–28

SMA Local	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Passenger Trips	1,068,724	939,813	949,211	825,814	842,330	859,176	867,768	893,801	911,677	920,793	966,833
Revenue Hours	64,877	47,679	47,679	40,527	40,527	40,527	40,527	40,527	40,527	40,527	41,540
Passenger Trips Per Hour	16.47	19.71	19.91	20.38	20.78	21.20	21.41	22.05	22.50	22.72	23.27

Metro Hopper Service

Metro Hopper service provides deviated fixed-route service throughout the City of Stockton, supplementing the demand for ADA DAR operations. This service is designed to serve the needs of seniors and persons with disabilities by focusing service on retirement communities, care facilities, educational and shopping centers, local health institutions, and area hospitals. Metro Hopper has successfully reduced the demand for Dial-A-Ride service while providing a transportation alternative for RTD customers, resulting in an operating cost decrease. RTD will review the stop locations of the Metro Hopper to ensure services are effective, minimizing the need for deviations and

rerouting services to meet the changing demand.

RTD will continue to evaluate SMA Local and Metro Hopper routes to increase operational efficiencies. Within the 10-year time frame of the SRTP, there is a need to expand Metro Hopper to south Stockton, connecting Mariposa Road to San Joaquin General Hospital via Arch Road, to provide better east/west connectivity in south Stockton.

Table 8 – Metro Hopper Projection FY 18–28

Metro Hopper	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Passenger Trips	184,021	194,931	197,855	200,823	206,848	213,053	235,733	240,448	250,066	268,821	276,886
Revenue Hours	27,027	29,484	29,484	29,484	34,272	36,918	36,918	39,690	40,950	40,950	42,210
Passenger Trips Per Hour	6.81	6.61	6.71	7.56	6.84	7.05	7.20	7.34	7.63	8.01	8.25

Intercity and County Hopper Service

During the time frame of this SRTP, RTD intends to restructure its Intercity and County Hopper service to provide direct point-to-point service between Stockton and other cities in San Joaquin County, as well as to Modesto in neighboring Stanislaus County. New services may be added to the City of Escalon and the unincorporated community of Mountain House. Depending upon demand, RTD may also provide additional service in unincorporated areas.

RTD will review and modify schedules and route alignments for the current Intercity and County Hopper routes to reflect current customer demand for intercity travel within San Joaquin County. RTD anticipates that Intercity and County Hopper routes would focus on providing direct connectivity between the DTC, Hammer Transfer Station (HTS), Mall Transfer Station (MTS), the future Union Transfer Station (UTS), and local transportation hubs such as Lodi Station, Manteca Transit Center, Tracy Transit Station, Escalon Park and Ride Lot, Lathrop Crossings Park and Ride Lot, and the future Ripon Multi-Modal Station. This direct connectivity focus would decrease overall travel and allow for increased headways for service into Stockton.

As funding becomes available for additional intercity services, RTD will work to identify resources to implement improvements which include the following:

- Closing midday service frequency gaps and adding additional evening and weekend services.
- Improving route connectivity with local transit providers, reducing peak-hour headways to 60 minutes between Lodi, Tracy, and Manteca.

- Expanding deviated fixed-route service to West Lathrop, Escalon, Mountain House, and other unincorporated areas in San Joaquin County.
- Expanding service to Vintage Faire Mall in Modesto to connect with MAX, StaRT, and Blossom Express.
- Implementing interagency transfers with MAX, StaRT, Amtrak San Joaquins, ACE, TRACER, Manteca Transit, GrapeLine, eTrans, and Blossom Express.
- Improving coordination of schedules with SMA Local, BRT Express, Metro Hopper, County Hopper, TRACER, Manteca Transit, GrapeLine, eTrans, Blossom Express, and other transit services that become available within San Joaquin County.

Table 9 – Intercity/County Hopper Service Projection FY 18–28

County Hopper/Intercity	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Passenger Trips	204,632	224,084	233,075	178,134	179,524	182,216	184,950	189,804	196,619	225,366	240,866
Revenue Hours	21,180	24,842	27,228	20,001	20,001	20,001	20,001	20,001	20,001	21,531	22,505
Passenger Trips Per Hour	9.66	9.02	8.56	8.91	8.98	9.11	9.25	9.49	9.83	10.47	10.70

Commuter Service

When designing Commuter routes, RTD evaluates the origins and destinations using data from SJCOG's Dibs (formerly Commute Connection) program and current and potential employers. There are emerging needs for the creation of corridor service with multiple trips between Stockton, Lodi, and downtown Sacramento—initially with weekday service, expanding to a seven-days-a-week operation. Additionally, with weekend service to Dublin/Pleasanton BART Station, there is a need to expand the Commuter route to provide better connectivity to Manteca, Escalon, and Ripon.

To prevent duplication, RTD could coordinate with ACE to provide additional bus trips in between ACE trains and shuttle services to ACE stations in San Joaquin County, especially with the implementation of Saturday service in FY 19.

Table 10 – Commuter Service Projection FY 18–28

Commuter	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Passenger Trips	156,301	167,988	176,888	182,195	184,928	187,491	208,911	219,357	230,514	280,023	285,623
Revenue Hours	14,041	15,041	16,301	16,301	16,931	16,931	18,033	18,033	18,033	22,338	24,858
Passenger Trips Per Hour	11.1	11.2	10.9	11.2	11.3	11.1	11.6	12.2	12.8	12.5	12.7

Vanpool Program

As additional vanpools are developed, RTD will use the data to determine the need to create Commuter routes based on customer demand.

Table 11 – Vanpool Service Projection FY 18–28

Vanpool	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Passenger Trips	85,344	165,000	183,820	202,264	222,764	241,584	266,584	283,342	302,494	319,252	338,404
Total Vans	55	70	75	85	100	110	123	130	138	145	153

SMA ADA DAR

With the anticipated increase in the median age of San Joaquin County residents, the demand for DAR services will continue to rise.

By coordinating travel demand, RTD can continue to meet the demand for low-income seniors and persons with disabilities throughout San Joaquin County without increasing its service budget. To optimize system capacity and better serve the growing demand from seniors and persons with disabilities, RTD will continue to train and assist passengers to transition from DAR services to fixed-route or Hopper deviated fixed-route buses through its Travel Training program. As demand grows in particular areas of the SMA based on trip origins and destinations of SMA Dial-A-Ride, RTD anticipates creating additional Metro Hopper routes to reduce the need for such trips.

Table 12 – SMA ADA Dial-A-Ride Projection FY 18–28

SMA ADA DAR	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28
Passenger Trips	84,742	86,013	87,303	92,158	93,540	94,943	96,368	98,296	100,262	103,270	106,368
Revenue Hours	30,963	31,427	31,898	33,673	34,178	34,691	35,211	35,563	35,919	36,637	37,370
Passenger Trips Per Hour	2.74	2.74	2.74	2.74	2.74	2.74	2.74	2.76	2.79	2.82	2.85

Rider Quality of Life Innovations

RTD has been successful in implementing an accessible and effective website for the public. RTD will continue to maintain and enhance this website with additional developments.

RTD will continue to implement new technologies to maintain a state-of-the-art and highly efficient and effective electronic communication for the public. RTD's Marketing and Customer Engagement Departments will continue to use web-based applications and social media to communicate with the public. These efforts include, but are not limited to, continued use of online social media (e.g. Facebook, Twitter, Instagram, YouTube, LinkedIn) and free smart phone applications (e.g., RTD has a series of mobile

applications that are available for customer convenience).

- Google Transit

RTD will continue to enhance its online trip planning tool for its customers—Google Transit Trip Planner (GTTP). The GTTP uses Google’s online map features to allow riders to plan transit-oriented trips using the origin, destination, and arrival time of their trip. There are a number of benefits to maintaining the GTTP. Any Google site visitor or smart phone user accessing the Google Maps application is offered public transit alternatives. With this application, customers do not have to rely on having a printed timetable in hand. This allows for greater access to RTD’s services and simplifying the public transportation experience.

RTD staff will look for ways to improve RTD’s Google Transit feeds with enhanced coordination between Google, Trapeze, and any software developer looking to use the Google Feed for new applications and public information interfaces.

- Fare Media and Payment Convenience

RTD will look for opportunities and funding to simplify and enhance the customer experience through improved fare programs and technology. In 2010, RTD’s Comprehensive Operational Analysis (COA) identified a need to improve fare collection using tuition-based fares from local universities and educational institutions. RTD will pursue this opportunity during the 10-year time frame of the SRTP.

RTD has launched mobile ticketing through smartphone applications available to all riders of all service types. Through collaboration with the SJCOG, local universities, and neighboring transit agencies, RTD can plan and adopt a regional fare system that simplifies fare management for both RTD and the public by implementing a smart-fare media program using the latest fare media technology.

Capital Funding and Projects in Support of SRTP Goals

Over the 10-year time frame of the SRTP, RTD has projects planned for FTA funding as noted in the 10-Year Capital Plan table below. The table below shows a summary of the capital project, the fiscal year span of the project, the project's total cost, and the anticipated funding source.

Table 13 – Capital Program Summary

Project	Fiscal Year	Total Cost	Funding Source
Fare Revenue and Dispatch Equipment/Software	2019–2020 2024–2025	\$3,000,000 \$3,000,000	Discretionary
Solar Energy Project	2018–2019 2021–2022 2024–2025	\$10,000,000 \$10,000,000 \$10,000,000	CMAQ (Programmed) Discretionary Discretionary
IT Modernization, Automation, Software	Entire 10-year period	\$11,820,914	Discretionary
Facility and Maintenance Equipment	Entire 10-year period	\$2,275,956	Discretionary
Safety and Security	Entire 10-year period	\$2,561,559	1% of 5307 Estimate/ Discretionary
Passenger Stations and Amenities	Entire 10-year period	\$3,261,976	Measure K/ Discretionary
BRT Expansion (Desired Service Expansion)	2019–2020 2021–2022 2023–2024 2025–2026	\$6,342,854 \$7,028,568 \$7,028,568 \$9,057,138	Discretionary Discretionary Discretionary Discretionary
Parts Over \$500	Entire 10-year period	\$4,125,000	5307/STA
Tire Lease	Entire 10-year period	\$4,125,000	5307/STA
RTC Improvement: Land and Pavement	2019–2020	\$5,500,000	Discretionary
RTC Expansion: Administration Building	2025–2026	\$15,000,000	5307/5339
Bus Replacements (conversion to electric)	Entire 10-year period	\$117,216,000	5307/5339/Measure K/Unidentified funding

Fare Revenue and Dispatch Equipment/Software

RTD plans to expand the existing Intelligent Transportation System (ITS) to its Intercity, Hopper, and Dial-A-Ride fleet. ITS system elements include automated passenger counters, annunciators, integrated vehicle logic units, and other associated equipment on buses. ITS provides RTD with the ability to provide real-time schedule updates to the public at passenger facility locations (i.e., BRT Express stations, DTC, MTS, UTS, HTS, and transit centers in outlying cities), on RTD's website, on RTD's various mobile apps, and through TextBus. ITS will also increase safety as Dispatch will be able to review system operations in real time (via bus and facility surveillance cameras), and Voice over Internet Protocol (VoIP) capabilities will provide a secondary means of direct communication with drivers in case of an emergency. This may be achieved through the newly-available, long-term evolution (4G/5G) wireless public communications access throughout the service area. RTD staff will monitor ITS technology development and pursue new and improved services and systems where applicable. This project has been programmed in FY 19–20 and FY 24–25 of the SRTP. The amount estimated for this project is \$3,000,000 for each programmed year.

Information Technology (IT) Modernization, Automation, Software

Tablets and smartphones have significantly improved communications in the transit industry. RTD will take advantage of these devices to improve the management and operation of services for Maintenance, Facilities, and administrative departments. Tablets can provide staff access to field manuals, asset management systems, real-time vehicle tracking, and scheduling software. As part of this project, RTD will evaluate the replacement of Trapeze FX and Blockbuster software used for run-cutting and scheduling; RTD will also procure any necessary technology that supports and reduces the cost of operations. RTD will also replace its maintenance and spare parts management system, Spear, to better meet Transit Asset Management (TAM) requirements for both vehicles and facilities. In addition, the new system will enable on-the-shop-floor access to work orders, manuals, and parts status via tablets or smartphones and onsite access to work orders for Facilities personnel when working at remote sites or bus stops.

RTD will upgrade its timekeeping system, Kronos, to improve time tracking and leave-approval processes. It will also evaluate the replacement of its Enterprise Resource Planning (ERP) system, OneSolution, to take advantage of improvements offered by Internet cloud-based solutions.

In addition, RTD staff will focus on passenger amenities to improve customer experience on all routes, which may include adding Wi-Fi, cell phone charging stations, and creating additional customer-facing tools and applications.

RTD will also research and pursue opportunities to adopt an electronic yard management system, providing supervisors real-time fleet movement information. This will significantly assist Dispatch and fleet management by supervisory staff. This project has been programmed for the 10-year time frame of the SRTP. The amount estimated for this project is \$1,000,000 per year beginning in FY 19 and increasing 3% each year.

Safety and Security

FTA requires RTD to expend up to 1% of the overall apportionment funds to the Stockton Urbanized Area on safety and security activities. The Lodi, Manteca, and Tracy Urbanized Area funding is dictated by a SJCOG process that RTD participates in. This project may include, but is not limited to:

- Staff salaries for personnel exclusively involved with security.
- Contracts for security services.
- Any other operating projects intended to increase the security and safety of RTD.
- Safety and security equipment.
- Safety and security facilities improvements.

This project has been programmed over the 10-year time frame of the SRTP. Costs are estimated to be \$200,000 per year with 3% escalation.

Training Programs

In order to maintain effective and efficient personnel, RTD will continue to provide educational and training opportunities to staff. Training opportunities include the following:

- Automotive Service Excellence certification training for maintenance staff.
- Transportation Safety Institute training for supervisors and operators.
- Management systems training for administrative staff.
- Safety and security training for all staff.

This project has been programmed over the 10-year time frame of the SRTP and is incorporated in the annual operating budget.

Passenger Amenities and Stations

Over the course of the 10-year time frame of the SRTP, RTD will continue to purchase and install passenger amenities such as bus shelters, benches, trash receptacles, and Pole Mounted Passenger Information Displays (PMPIDs). BRT Express routes will continue to feature stops that provide the feel of BRT. These stops include a large overhang with benches, leaning poles, stanchions, signage, bicycle racks, and fare vending machines.

To improve customer experience and provide related infrastructure to support electric buses, RTD will also continue to enhance its existing transit stations—DTC, HTS, MTS, and UTS. Infrastructure support for additional bus routes may include land acquisition or expansion of these facilities.

RTD will continue to support the use of multiple transportation modes by providing bicycle racks on all new and operating buses within the RTD fleet, selected bus stops, and facilities. This will satisfy the 1% associated transit enhancements as required by the FTA for the use of Section 5307 funds; RTD anticipates programming funds for this project over the entire 10-year period of the SRTP.

As highways and freeways such as SR-99, I-5, SR-4, SR-120, I-205, I-580, and SR-88 are improved or expanded, RTD will also continue to partner with SJCOG and Caltrans to include park-and-ride lots along the expansion and seek park-and-ride lots for vanpools and Commuter routes.

Regional Transportation Center Improvement

During the time frame of the last SRTP, RTD constructed the RTC, which is a consolidated maintenance and operations center. The RTC was completed in 2015; however, due to funding constraints, the administration building was not constructed at that time. Additionally, RTD is negotiating the purchase of land between RTC and the County Transportation Center (CTC) in order to expand and unite the two properties. RTD anticipates allocating funds for land acquisition and improvements in FY 19–20.

Fleet Replacement and Expansion

RTD will continue to maintain a modern and efficient fleet over the cycle of this Plan. As funding becomes available, buses will be replaced according to the FTA duty cycle criteria, which allows 12 years for full-sized (e.g., 40', 45', and 60') buses and 5 or 7

years for Hopper and Dial-A-Ride buses. A copy of RTD's Fleet Replacement Plan has been submitted to the FTA within the limits of known funding resources. RTD maintains a fleet of non-revenue, passenger support vehicles (e.g., trucks and light duty cars) that enable RTD staff to carry out daily functions. RTD uses support vehicles for route planning, travel to meetings and regulatory functions, public outreach, information distribution, driver relief, and driver supervision. It is important to maintain a modern, efficient, and reliable fleet to ensure quality customer service and effective use of taxpayer dollars.

RTD will continue to adopt a fleet replacement and expansion program to ensure that the fleet composition reflects future service requirements. For future expansion, RTD will analytically review service demand and define the needs for the new buses before future procurement. This analysis will provide a recommendation for purchase based upon planned use. Future purchases will meet fleet requirements and maintain a consistent spare ratio of approximately 20% systemwide, as well as for each service type.

Additionally, RTD will maintain a contingency (inactive) fleet to facilitate future expansions of transit services and reserves for unforeseen needs.

RTD may rebuild or rehabilitate buses in its fleet as deemed appropriate to maintain this contingency. RTD Maintenance Department staff will identify vehicles for rebuild based on staff experience and available time. RTD will maintain a controlled inventory of spare parts and service equipment for the active fleet at RTC and CTC. This enables staff to maintain an active fleet by having spare parts on hand in case of failure. RTD will purchase other maintenance-related items and equipment (e.g., tools) as needed. RTD will identify opportunities to minimize parts inventory while expediting maintenance practices in order to maintain an effective inventory balance. These opportunities may include outsourcing parts management or parts delivery.

Commuter Fleet Replacement and Amenities

RTD has started to replace 12 of the 16 Commuter buses with new low-floor, single-deck, diesel-electric hybrid buses. These buses are the 40-foot low-floor model from Gillig and are anticipated to be delivered in FY 19. Two of the four remaining older Motor Coach Industries (MCI) Commuter buses have been replaced in FY 19. The disposition of the remaining two older MCI buses will depend upon Commuter ridership.

Facility and Maintenance Equipment

During the time frame of the SRTP, RTD will need to purchase various facility and maintenance equipment to support the Facilities, Maintenance, and contracted Maintenance Departments. This is programmed for the entire 10-year timeframe of this SRTP.



The FTA requires every transit agency that owns, operates or manages capital assets to develop a TAM Plan, which ensures that its federally-funded assets are maintained in a state of good repair. While the FTA provides guidance as to the definition of “state of good repair,” RTD must develop its own plan which outlines how people, processes, and tools come together to address asset management policy and goals. Additionally, it supports planning, budgeting and communications both internally and externally.

RTD finalized its TAM Plan in September of 2018, which puts in place comprehensive and integrated policies and procedures for ongoing operations and maintenance practices. It aims to reposition RTD from a “find and fix” maintenance and management approach to a “predict and prevent” approach, reducing costs and improving safety and reliability. All of RTD’s vehicle, facilities, and other maintenance efforts were reviewed and assessed in this process and found to be compliant with FTA standards.

Preventative Maintenance

RTD capitalizes its preventative maintenance program for vehicle and facility maintenance. This includes costs of the activities, supplies, materials, labor, services, and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost-effective manner, up to and including the current standard for maintaining such an asset. Repairs to facilities, bus stops, and other customer amenities are also eligible expenses under the Preventative Maintenance Program. Some of the tasks associated with preventative maintenance include the following:

- Inspecting revenue vehicle components on a scheduled preventive maintenance basis (e.g., engine and transmission, fuel system, ignition)

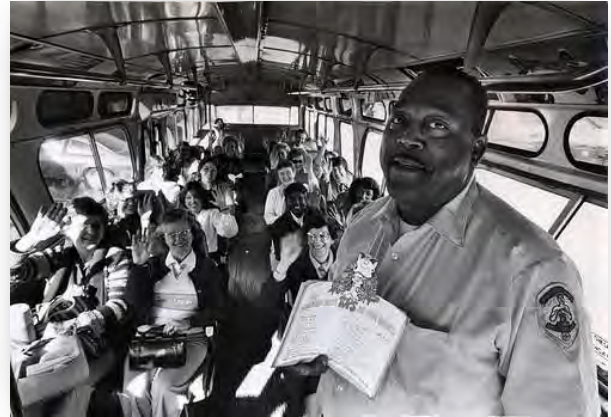
system, chassis, exterior and interior of body, electrical system, lubrication system, trucks, braking system, and air conditioning system).

- Changing lubrication fluids and replacing minor repairable components
- Rebuilding and overhauling repairable components
- Performing major repairs on vehicles on a scheduled or unscheduled basis.
- Replacing major repairable units of vehicles and repairing damage to vehicles resulting from collisions, floods, fires, or other events.
- Making road calls to service vehicle breakdowns; towing and shifting vehicles to maintenance facilities.

Appendix A: Agency History and Background

Historical Background

Established in 1963 as the Stockton Metropolitan Transit District (SMTD), SMTD was created as a result of the failing local private transportation company. The City of Stockton, in response to the demand for public transit, introduced a bill in the California State Legislature authorizing the formation of a tax assessment transit district as defined in the public utility code, subject to public vote. The legislation passed, forming SMTD. The Stockton City Council and the San Joaquin County Board of Supervisors appointed a five-member board to SMTD. SMTD began operations on the former Stockton City Lines on June 1, 1965.



From its start, SMTD delivered efficient and reliable public transportation to all persons in its service area. In 1979, SMTD moved from its operations yard in downtown Stockton to a new location on 1533 East Lindsay Street. A marketing contest in 1985 led to the adoption of "SMART" as SMTD's newly official brand.

On October 26, 1993, SJCOG acted in support of expanding SMTD boundaries countywide to provide intercity, interregional Commuter, and countywide General Public DAR services. In December 1993, the San Joaquin County Board of Supervisors approved annexation of the remaining unincorporated areas outside the SMA into SMTD. Following a public hearing, on January 4, 1994, SMTD's Board of Directors unanimously approved a resolution to expand the District's boundaries to include all of San Joaquin County (but excluding the cities of Lodi, Lathrop, Manteca, Tracy, Escalon, and Ripon), with the new District renamed San Joaquin Regional Transit District (SJRTD). SJRTD began operating intercity services and expanded interregional Commuter services on October 3, 1994.



1994 SJRTD logo

On January 1, 1995, the Public Utility Code 50000 was updated to reflect the name San Joaquin Regional Transit District. It also provided authorization to operate countywide and required that

any service outside the SMA must be contracted out every five years.

On June 25, 1996, San Joaquin County transferred its transit program into SJRTD. Their transit program consisted of the following: buses, a facility in French Camp, transit operations and a maintenance contractor, specialized transportation programs with other County departments, DAR service for the elderly and persons with disabilities, a rural fixed route connecting French Camp, Lathrop, and Manteca, and rural DAR services in Lodi, Escalon, and Tracy.

By August of 1998, SJRTD implemented General Public DAR service on a limited basis as a result of this transfer. In October 1998, SJRTD implemented a pilot DAR service to the Stockton ACE Station. SJRTD then expanded General Public DAR to Tracy and Lathrop/Manteca ACE Stations in October 2001.



In November of 2002, SJRTD implemented a deviated route program called Hopper. This service replaced the former County Area Transit (CAT) rural fixed-route service, the Countywide General Public DAR, and DAR service for elderly and persons with disabilities with routes connecting Stockton with Lodi, Lathrop, Tracy,

Banta, Manteca, French Camp, Escalon, Ripon, Linden, Morada, Thornton, Woodbridge, Victor, and Lockeford.

In 2004, SJRTD adopted a new logo and branding, which reflected its regional commitment. It became regularly known as San Joaquin RTD, or RTD for short. In 2005, RTD moved its rural County transit services from French Camp (where it leased space from San Joaquin County) to the CTC, a new location on Filbert Street in central Stockton near State Route 4. The RTD logo was updated once more as shown and is still used today.

In April 2005, RTD began operation of Route 19—the Downtown Events Trolley—with Monday through Friday daytime service and Thursday through Sunday nighttime schedules to provide service to entertainment venues and sporting events on its route.



Due to a lack of funding from cities outside its boundaries, as well as a reduction of



Measure K and STA funding for the provision of these regional services, RTD implemented a service equity policy and reduced the number of bus stops on Intercity and County Hopper routes operating outside the SMA in 2005.

In December 2006, RTD relocated its administrative functions from the Lindsay Street facility to its newly opened DTC, opening up additional space for operations.

In January 2007, RTD implemented a major route restructuring and transit service expansion to meet the growing transit needs in the County. The route restructuring and expansion project improved existing routes and introduced new routes with new route numbers, names, schedules, and system map. In addition, RTD introduced BRT to Stockton with its first route along the Pacific Avenue Corridor, branded as "Metro Express." Metro Express: Pacific Corridor (Route 40) provides service along a critical transportation artery in Stockton—from Hammer Lane to the DTC, with stops at the University of the Pacific, Delta College, Sherwood and Weberstown Malls, Lincoln Center, and the Stockton Arena.

In 2009, RTD experienced a significant transit service reduction due to lower than anticipated revenues because of the economic recession. As a result, many County Hopper and Intercity routes were discontinued and SMA "Metro" routes were reduced. SMA ADA DAR and Rural General Public DAR were also reduced or eliminated, and a new Metro Hopper deviated route service was created to replace the cancelled services. Additionally, with the now-defunct New Freedom grant, RTD implemented Rural Connection, a deviated fixed-route service using small vans to connect Escalon, Manteca, Tracy, and Mountain House.

In 2010, RTD discontinued crosstown Trolley routes in the Downtown Stockton area on weekdays while retaining the nighttime weekend service. RTD discontinued the nighttime weekend Trolley route in April 2012.

In January 2011, RTD opened its second BRT corridor along Airport Way, extending BRT service from the DTC into south Stockton to the Stockton Metropolitan Airport, and connecting to the ACE and Amtrak (Cabral) Station. In July 2012, RTD introduced the third BRT corridor along Hammer Lane, completing the BRT expansion plan identified in the FY 09–13 SRTP. While transit systems throughout the nation struggled to connect workplaces to the work force, RTD's successes helped San Joaquin County rank 29th among the nation's 100 largest metropolitan areas for its "labor access rate," according

to a Brookings Metropolitan Policy Program analysis in 2012.

In August 2017, RTD extended BRT Express 44—Airport Corridor to Arch Road and the Transworld Drive area near State Highway 99, which features a growing Education/Commercial Center. Frequent BRT service to over 4,000 students and employees in the area was now available seven days each week. In September 2017, BRT Express 44 became the first all-electric BRT route operating exclusively with Proterra quick-charge buses.

On March 11, 2018, RTD implemented BRT Express 47—Midtown Corridor, which operates east to west in the midtown area of Stockton and connects Lincoln Street at Washington Street with Franklin High School primarily via Weber Avenue, Miner Avenue, and Fremont Street. As of today, the four BRT corridors provide more than 57% of RTD’s weekday daily ridership.

Table 14 – System Overview

Key System Statistics	
San Joaquin County	1,426 sq. miles
Number of Active Vehicles	128
Number of Employees	203
Services and Routes	
SMA Local & Limited	29
BRT Express	4
Intercity	1
Commuter	8
Metro Hopper	9
Country Hopper	6

Along with the implementation of BRT Express 47, RTD comprehensively restructured the Local SMA service by renaming all routes with a 500-series route number to indicate they operate “five days a week,” Monday through Friday. The 500-series was designed to be short and straight routes that connect with BRT routes and transit hubs. They are similar to RTD’s 700-series routes, implemented in FY 11, that operated only on Saturdays and Sundays.

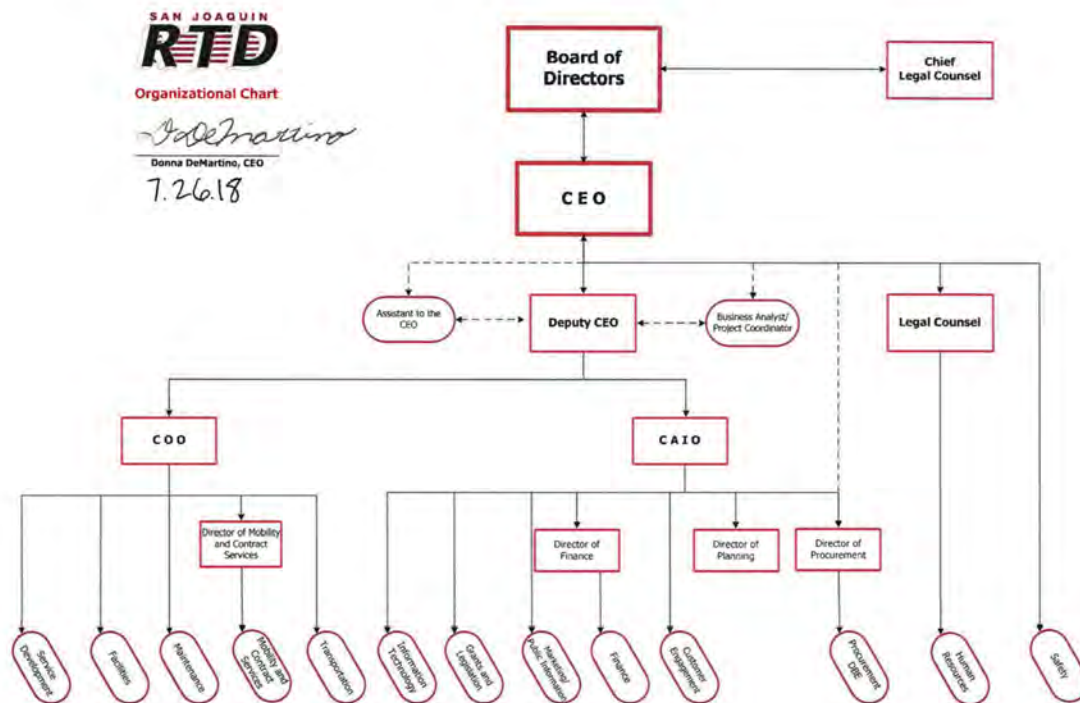
The Organization

RTD receives policy direction from a five-member Board of Directors. The Directors are appointed for a four-year term as follows: two by the Stockton City Council, two by the San Joaquin County Board of Supervisors, and one jointly by the Board of Supervisors and the Stockton City Council. The Board of Directors meets monthly on the third Friday at 10:00 a.m. The Board can call additional meetings as necessary to address pressing planning, operational, and/or budgeting matters.

RTD has a Chief Executive Officer (CEO) who reports to the Board members. The CEO

oversees all operations of RTD and advocates for transit funding and community support. The CEO is supported by RTD’s Legal Counsel and the Deputy CEO, who oversees staff in two distinct categories: administration and operations. The Chief Administrative and Innovation Officer (CAIO) oversees the administrative staff and the Chief Operations Officer (COO) oversees operations staff. Administrative departments include finance, marketing, customer engagement, information technology, planning and scheduling, grants, and procurement. Operations staff include bus operators, mechanics, dispatchers, facilities technicians, utility workers, and mobility and contract services management and their support staff.

Table 15 – Agency Organization Chart



The Amalgamated Transit Union (ATU) Local 276 represents all operations staff (except management and administrative support employees) including: bus operators, mechanics, call center staff, utility workers, and facilities technicians. The contract agreement for SMA operations is separate from the contract agreement for County operations (e.g., Intercity and Hopper). The current SMA labor agreement expired on June 30, 2017, and is currently awaiting a decision from an arbitrator. Until the arbitrator reaches a decision, the 2017 labor agreement is in effect. RTD’s contractor,



National Express Transit (NEXT) is currently negotiating contracts with ATU Local 276 to represent their operators and dispatchers. To represent mechanics and utilities workers, NEXT already has a collective bargaining agreement with Machinists Union.

RTD's enabling legislation requires that any intercity, interregional, and rural services provided by RTD outside the SMA be subject to open competitive bidding at least once every 5 years. Since 1996, RTD has contracted these services as follows:

1996 – 2002—DAVE Transportation Services and Laidlaw Transit Services, Inc.

2002 – 2010—RTD was the contractor.

2010 – 2018—RTD elected to operate the County services through two separate service contracts, with MV Transportation operating intercity, interregional, and rural transit services (including Metro Hopper and the former Rural Connection services), and American Logistics Company (ALC) operating DAR services throughout the County.

2018—RTD entered into a contract with NEXT to operate intercity, interregional, and rural transit services (including Metro Hopper services), while continuing the contract with ALC for SMA ADA DAR.

RTD has agreements with the following:

- Uber and Journey Via Gurney (JVG) for RTD Go
- JVG for Care Connection services in partnership with Stanislaus Regional Transit (StaRT).
- SJCOG for vanpool services provided by Enterprise Rent-A-Car of San Francisco.

RTD also provides contracted transit operations and maintenance through its contract with NEXT to the following:

- City of Escalon (eTrans).
- City of Ripon (Blossom Express).
- and United Cerebral Palsy of San Joaquin, Calaveras, and Amador Counties (UCP).

Appendix B: System Performance and Evaluation

Performance Trends

Different social trends—such as the local economy, fuel pricing, unemployment levels, population demographics, land use density, and growth—affect transit ridership and use. It is important for RTD to recognize and respond to these trends and to continuously analyze its performance statistics in order to determine the effectiveness of its services.

This section discusses the impact of RTD’s efforts in responding to social and economic changes over the past few years by examining performance trends in ridership and operations and their impact on service efficiency, reliability, and effectiveness. Indicators such as ridership, revenue miles, revenue hours, and farebox recovery illustrate changes in the system over time.

RTD uses TransTrack Systems to store and maintain operational and fiscal data. All information for this analysis was obtained from TransTrack unless otherwise noted. More information on TransTrack and RTD’s data management systems appear in Appendix F: Management Systems and Controlling Plans.

RTD’s fiscal year begins on July 1 and ends on June 30.

Table 16 summarizes RTD’s total annual passenger trips. Table 17 and Table 18 show RTD’s total revenue hours and revenue miles for each mode of service for the last four fiscal years. RTD’s overall ridership remains steady at 3.6 million passenger trips annually.

Table 16 – Total Annual Passenger Trips FY 14–17

Service Types	FY 14	FY 15	FY 16	FY 17
SMA Local	1,553,173	1,468,666	1,346,822	1,155,310
BRT Express	2,186,152	2,233,908	2,037,159	1,815,023
Intercity	72,987	67,593	60,375	52,968
County Hopper	210,814	199,888	180,730	157,834
Metro Hopper	167,186	168,147	176,635	162,223
Commuter	213,895	207,989	184,432	173,300
SMA ADA DAR*	41,663	45,647	53,831	43,903
GP DAR**	6,262	5,876	4,948	5,885
Rural Connection	5,815	5,250	2,627	-
Vanpool	-	-	-	-
UCP	30,814	28,129	30,004	25,930
Grand Total	4,488,761	4,431,093	4,077,563	3,592,376

Table 17 – Total Annual Revenue Hours FY 14–17

Service Type	FY 14	FY 15	FY 16	FY 17
SMA Local	70,517	71,338	71,889	71,381
BRT Express	44,586	44,475	44,935	44,774
Intercity	4,159	4,146	4,177	4,138
County Hopper	17,874	17,707	17,904	17,658
Metro Hopper	23,284	23,217	26,941	26,732
Commuter	17,215	16,249	15,835	14,529
SMA ADA DAR*	11,769	12,629	12,320	10,904
GP DAR**	2,352	2,388	1,807	1,825
Rural Connection	3,237	1,813	1,208	-
UCP	11,544	14,629	10,273	6,865
Grand Total	206,537	208,591	207,289	198,806

Table 18 – Total Annual Revenue Miles FY 14–17

Service Type	FY 14	FY 15	FY 16	FY 17
SMA Local	813,404	825,399	831,737	827,242
BRT Express	516,971	519,817	520,826	515,036
Intercity	67,574	67,499	67,917	67,518
County Hopper	399,846	391,683	396,354	401,129
Metro Hopper	235,612	234,656	265,791	263,722
Commuter	524,841	590,656	544,075	509,883
SMA ADA DAR*	227,883	242,883	255,951	244,285
GP DAR**	70,811	76,086	57,201	60,285
Rural Connection	55,552	30,448	19,450	-
UCP	60,458	52,760	47,335	37,877
Grand Total	2,972,953	3,031,886	3,006,638	2,926,976

* Includes SMA ADA DAR and Metro Hopper Overflow (ADA certified customers)

** Includes GP DAR, DR Overflow, and Limited DR

RTD analyzes its services by reviewing both the effectiveness of the service through Passenger Per Revenue Hour (PPRH) and the Passengers Per Revenue Mile (PPRM). Table 19 outlines RTD’s PPRH for the last four fiscal years.

Table 19 – Passenger Per Revenue Hour FY 14–17

Service Type	FY 14	FY 15	FY 16	FY 17
SMA Local	22.0	20.6	18.7	16.2
BRT Express	49.0	50.2	45.3	40.5
Intercity	17.6	16.3	14.5	12.8
County Hopper	11.8	11.3	10.1	8.9
Metro Hopper	7.2	7.2	6.6	6.1
Commuter	12.4	12.8	11.6	11.9
SMA ADA DAR*	3.5	3.6	4.4	4.0
GP DAR**	2.7	2.5	2.7	3.2
Rural Connection	1.8	2.9	2.2	-
Vanpool	-	-	-	-
UCP	2.7	1.9	2.9	3.8
Systemwide	21.7	21.2	19.7	18.1

PPRH is an indicator of service efficiency and demonstrates the effectiveness of service changes in relation to the actual increase or decrease in services. While fluctuating from year to year, all RTD traditional fixed-route services have declined over the past four years. This mirrors the nationwide trend which is partially attributed to the current economic climate and the rise in alternative transportation options such as Uber and Lyft.

Table 20 – Passengers per Revenue Mile FY 14–17

Service Type	FY 14	FY 15	FY 16	FY 17
SMA Local	1.9	1.8	1.6	1.4
BRT Express	4.2	4.3	3.9	3.5
Intercity	1.1	1.0	0.9	0.8
County Hopper	0.5	0.5	0.5	0.4
Metro Hopper	0.7	0.7	0.7	0.6
Commuter	0.4	0.4	0.3	0.3
SMA ADA DAR*	0.2	0.2	0.2	0.2
GP DAR**	0.1	0.1	0.1	0.1
Rural Connection	0.1	0.2	0.1	-
Vanpool	-	-	-	-
UCP	0.5	0.5	0.6	0.7
Systemwide	1.5	1.5	1.4	1.2

Performance Measures

In order to measure improvement and enhancement of services, RTD focuses on meeting and exceeding the performance measure goals listed in Table 21. The goal for this section is to guide executive staff in making results-oriented decisions to accomplish the following:

- Increased ridership
- Improved efficiency
- Improved reliability
- Increased fare revenue
- Reduced operating costs

Table 21 – Systemwide Performance Goals

Systemwide Performance Measure Goals	FY 18 Goals
Operating Cost per Revenue Hour	\$171.00
On Time Performance	82%
Passengers per Revenue Hour (PPRH)	17.8
Farebox Recovery Ratio (FRR)	11%

These goals support operating an effective and efficient system while focusing on the quality of service offered to passengers. The projects listed in this SRTP will deliver a more efficient system, operated effectively for the benefit of RTD’s current and future passengers.

It is important to establish performance goals that are ambitious but achievable to steer the decision-making process towards continuous improvement. RTD will annually review the performance measure goals by service and determine if they are reasonable. The last review of performance measures was in the Service Monitoring Report as part of the Title VI Program.

Table 22 – Performance for FY 14–17

Category	Performance Measures	FY 14	FY 15	FY 16	FY 17
Cost Efficiency	Operating Cost Per Revenue Hour	\$143.54	\$147.26	\$153.42	\$158.96
Service Reliability	On Time Performance	73.34%	72.58%	67.87%	75.32%
Service Efficiency	Passengers per Revenue Hour (PPRH)	21.5	21.0	19.4	17.9
Service Effectiveness	Farebox Recovery Ratio	15.87%	14.68%	12.59%	11.53%

Cost Efficiency

The key indicators of cost efficiency are operating cost per revenue hour, operating cost

per revenue mile, and operating cost per passenger trip. Operating cost per revenue hour measures the hourly cost of providing transit services, including the full allocation of overhead costs and administration.

Service Reliability

Service reliability is a function of interruptions to revenue service and on-time performance. If the number of mechanical road calls is low, typically the vehicles and operations show improved reliability. Conversely, if the number of road calls is high, this indicates decreased service reliability and potentially higher maintenance costs. The onboard Automatic Vehicle Locator (AVL) system measures the distance between failures and service interruptions and inputs that data into TransitMaster for review by maintenance staff. RTD's Maintenance Department provides data for road calls to executive staff for review. The AVL also provides data to determine on-time performance. Maintaining a consistent schedule increases service reliability and projects a positive image as a service provider.

Service Efficiency

The effectiveness of RTD's routes can be measured by customer volume, which is measured by calculating the total trips, or boardings, for the route. The efficiency of the route can be assessed by reviewing the PPRH. This measure indicates how many passengers use the provided services and if that service is more or less effective when compared against peer transit services.

Service Effectiveness

RTD is responsible for collecting its fares. The Transportation Development Act (TDA) determines the fare requirement, reflected as the amount of farebox revenues received divided by the cost to operate the service. Specifically, the farebox recovery ratio is the ratio of total farebox revenues and special service revenues to fully allocated operating costs. RTD's historic farebox recovery ratios appear in Table 22.

Service Monitoring Report

RTD adjusts services periodically to ensure that its services meet residents' needs and provide coverage throughout the service area as it continues to grow. Routine schedule adjustments, service additions and deletions are expected in response to ridership levels and customer requests. RTD uses a scorecard system to determine the effectiveness of services based on ridership, service efficiency, operating cost, and Title VI requirements among others.

As part of the scorecard, RTD evaluates its routes on the following targets—PPRH and Farebox Recovery Ratio (FRR) minimum:

Table 23 – Route Evaluation Targets

Service Type	PPRH Minimum	FRR Minimum
SMA Local Fixed Routes	20	20%
BRT Express Fixed Routes	40	20%
Metro Hopper Deviated Fixed Routes	7	10%
Intercity Fixed Routes	15	15%
County Hopper Deviated Fixed Routes	9	10%
Commuter Interregional Fixed Routes	13	50%
Dial-A-Ride	3	10%

Table 24 – Passenger Per Revenue Hour and Farebox Recovery Ratio Score Card FY 14–17

Service Type	PPRH Minimum	FY 14	FY 15	FY 16	FY 17
SMA Local Fixed Routes	20	22.0	20.6	18.7	16.2
BRT Express Fixed Routes	40	49.0	50.2	45.3	40.5
Metro Hopper Deviated Fixed Routes	7	7.2	7.2	6.6	6.1
Intercity Fixed Routes	15	17.6	16.3	14.5	12.8
County Hopper Deviated Fixed Routes	9	11.8	11.3	10.1	8.9
Commuter Interregional Fixed Routes	13	12.4	12.8	11.6	11.9
Dial-A-Ride	3	3.1	3.4	3.3	3.9

Service Type	FRR Minimum	FY 14	FY 15	FY 16	FY 17
SMA Local Fixed Routes	20%	11%	9%	9%	7%
BRT Express Fixed Routes	20%	25%	24%	21%	19%
Metro Hopper Deviated Fixed Routes	10%	5%	4%	4%	4%
Intercity Fixed Routes	15%	11%	9%	8%	8%
County Hopper Deviated Fixed Routes	10%	7%	6%	6%	6%
Commuter Interregional Fixed Routes	50%	42%	41%	36%	38%
Dial-A-Ride	10%	9%	10%	10%	9%

Vehicle Loading Standards

RTD considers a route to be overloaded if 25% or more of one-way vehicle trips are regularly overloaded. For example, for an hourly route with 32 one-way vehicle trips per day, the route is considered overloaded if 8 or more trips are overloaded. For the period sampled from April 30, 2017, to May 6, 2017, no trips met these criteria, thus no routes were considered overloaded.

Productivity/Headways Standards

- BRT Express generally runs between 15–30-minute headways.
- All fixed routes connecting with BRT Express usually run at multiples of 15-minute headways to facilitate transferring.
- Regular headways should not exceed 180 minutes on any trunk or branch routing.
- Headways on peak-only routes are based on passenger loads and are adjusted to match school bell times, shift changes, etc.
- In areas where headways are 60 minutes or greater, parallel routes should generally be spaced approximately one mile apart and additional resources should be used to improve headways before adding new routes or branches at closer distances.

Table 25 – Minimum Peak and Off-Peak Standards

Service Types	Minimum Peak* Frequency	Minimum Off-Peak* Frequency
SMA Local Fixed Routes	60 minutes	120 minutes
BRT Express Routes	20 minutes	30 minutes
Metro Hopper Deviated Fixed Routes	60 minutes	60 minutes
Intercity Fixed Routes	60 minutes	180 minutes
County Hopper Deviated Fixed Routes	120 minutes	180 minutes
Commuter Interregional Fixed Routes	1 trip	None

* Peak is defined as 6 a.m. to 8 a.m. and 4 p.m. to 6 p.m. on weekdays, excluding holidays. Off peak is all other times, including weekends and holidays.

On-Time Performance Standard

RTD's target is for the fixed route system to be 80% on time or better. Individual routes are expected to be 80% on time or better. Dial-A-Ride services are expected to be 90% on time or better. A fixed route or deviated fixed route is considered on time if the bus departs the time point no later than five minutes from the designated time shown in the timetable, and no earlier than the published departure time of 0 minutes (with a calibration of up to 0:59 seconds early) before the designated time shown in the timetable.

Since the preparation of the last Title VI Report update, RTD has improved the overall reliability of its fixed routes and has made schedule revisions, as needed, to ensure routes operate on time and within the goals established.

Table 26 – On-Time Performance Results FY 14–17

On-Time Performance Results	FY 14	FY 15	FY 16	FY 17
Schedule Adherence	73.34%	72.58%	67.87%	75.32%



Service Area Coverage

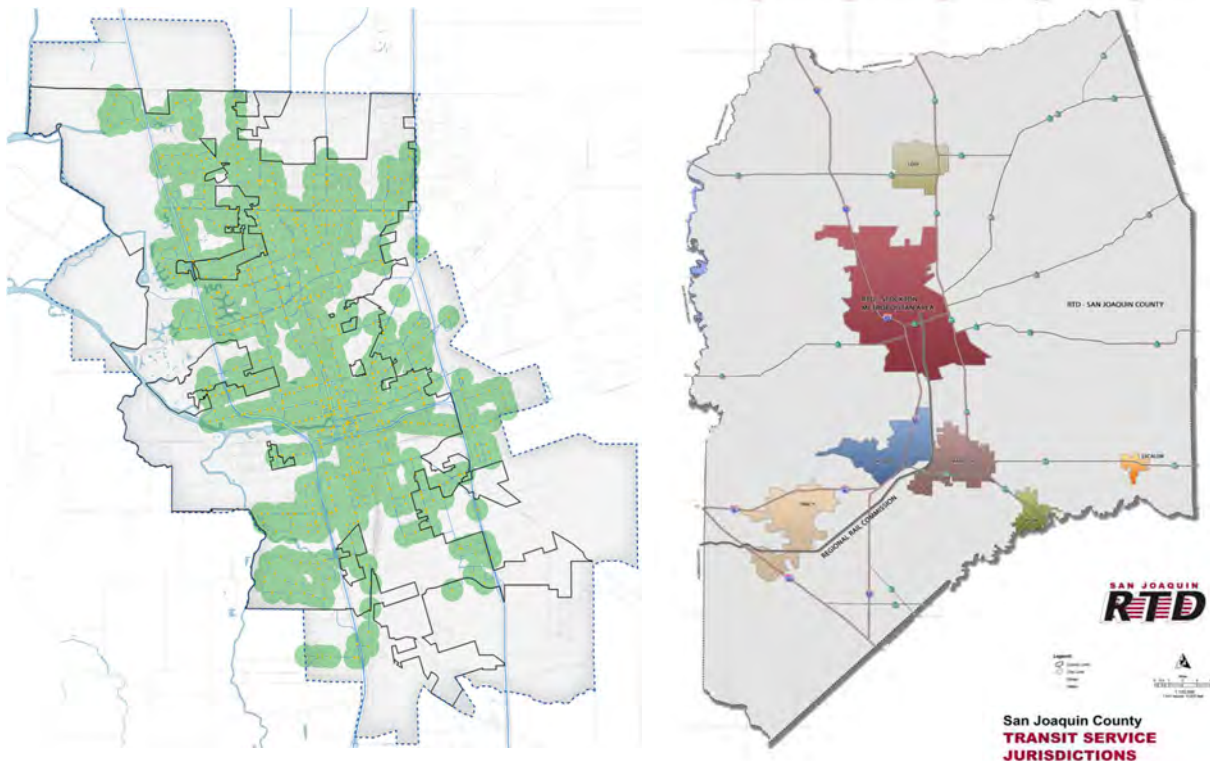
The SMA covers approximately 84 square miles; on average, 90% of the residents live in the SMA within a 1/2 mile of an RTD fixed route. When RTD expanded its boundaries in January 1994, RTD's service area grew to 1,426 square miles, which consists of Stockton and unincorporated San Joaquin County outside the incorporated cities of Manteca, Tracy, Lathrop, Ripon, Escalon, and Lodi. An estimated 75% of the County's total population now lives within a 1/2 mile of a fixed route or deviated fixed route since the introduction of Intercity and San Joaquin Commuter routes on October 3, 1994, and the addition of local fixed route, deviated fixed route, and demand response transit services provided directly by each jurisdiction (except Lathrop).

Vehicle Assignments

Vehicle assignments are tracked by the Operations and Maintenance Department using Spear 4i and Trapeze. All vehicles assigned support the SMA and BRT Express fixed routes. CTC-assigned vehicles support fixed and deviated routes operating outside of the SMA and Metro Hopper routes operating within the SMA. Since over 90% of the SMA has minority census tracts and a large number of RTD's fixed routes operate within or through this area, there are no impacts to the minority populations regarding the age and assignment of vehicles.

Appendix C: Existing Transit Operations

RTD provides service throughout San Joaquin County, an area of 1,426 square miles. RTD's official boundaries include the City of Stockton and unincorporated San Joaquin County. The cities of Lodi, Lathrop, Manteca, Escalon, Ripon, and Tracy are outside the official RTD boundaries; as such, they only receive regional level demand-response, intercity, or interregional service since they provide their own local transit service (with the exception of Lathrop, which discontinued funding local RTD service in 1998). RTD only has taxing authority within the SMA boundaries as of 1993.



RTD continues to provide a wide range of transit services in response to the ever-changing demographic, economic, and urban characteristics of San Joaquin County. RTD's transit services are based on demand and its financial ability to provide those services. RTD operated 33 routes in FY 17–18 in the SMA (which include 4 BRT Express routes, 14 Local routes, 10 Limited routes, and 5 weekend Local routes); 1 Intercity route; 4 County Hopper deviated fixed routes and 2 weekend County Hopper deviated fixed routes which connect Stockton with Lodi, Manteca, Lathrop, Ripon, and Tracy; 9 Metro Hopper deviated fixed routes; and 8 Commuter routes to Alameda, Sacramento, and Santa Clara Counties, as well as to DLA Distribution San Joaquin in Tracy. RTD also provides DAR service for persons residing in the SMA who, due to their disability, are

unable to use fixed-route service. ADA-certified individuals may take advantage of the following specialized programs:

- RTD Go countywide service in partnership with Uber and JVG.
- Lifeline Dial-A-Ride service (during seven holidays for all RTD fixed routes within San Joaquin County).
- Care Connection medical transportation service to Sacramento, Alameda, San Francisco, San Mateo, and Santa Clara Counties.
- VIP mileage reimbursement program.

To provide convenient connections between its routes and services, RTD has three stations—the DTC in Downtown Stockton, MTS in central Stockton, and Hammer HTS in north Stockton. UTS will be RTD’s fourth transfer station, which is scheduled to be completed in the winter of 2018/19.

Table 27 –Service Types Overview

Service Type	Number of Routes or Contractors	Directly Operated or Contracted
SMA Local Fixed Routes	19	Directly Operated
SMA Limited Fixed Routes	11	Directly Operated
BRT Express Fixed Routes	4	Directly Operated
Metro Hopper Deviated Fixed Routes	9	Contracted
Intercity Fixed Routes	1	Contracted
County Hopper Deviated Fixed Routes	6	Contracted
Commuter Fixed Routes	8	Contracted
SMA ADA Dial-A-Ride	1 Contractor	Contracted
RTD Go!	2 Contractors	Contracted
Van Go!	1 Contractor	Contracted
Lifeline Dial-A-Ride	1 Contractor	Contracted
Vanpool	2 Contractors	Contracted
Care Connection	2 Contractors	Contracted
Volunteer Incentive Program	N/A	Volunteer

RTD has 203 employees in administration and operations, 85 NEXT-contracted employees working in the CTC, DTC, and Regional Transportation Center (RTC), and an active fleet of 128 vehicles.

Total ridership for all RTD transit service in FY 17 was 3.7 million passenger trips. The ridership base ranges from highly populated areas of San Joaquin County to rural areas. Ridership has fluctuated as a result of decreased services; thus, service efficiency (passengers per revenue hour) has also suffered.

RTD operates services 358 days per year, with no fixed-route transit service on seven

holidays (New Year's Day, Easter Sunday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day).

Service Overview

The following sections describe the existing transit services provided by RTD that are all wheelchair and bicycle accessible (with the exception of specialized and demand-response services):

- *SMA Local and Fixed-Route Service*

RTD has fixed-route bus service that serves a large majority of the SMA. These areas include major employer sites, hospitals and medical offices, high schools, Downtown Stockton, San Joaquin County Courthouse, San Joaquin Delta College, Sherwood and Weberstown Malls, the University of the Pacific, San Joaquin County Fairgrounds, San Joaquin General Hospital, libraries, education centers, parks, recreational areas, and shopping centers. These routes are the 500 and 700 series. To accommodate additional demand for service throughout the SMA during peak periods, RTD regularly modifies routes to provide a limited level of service to specific areas in the SMA. The 300-route series was designed to serve peak hour transportation needs. In addition, RTD also regularly communicates with Stockton Unified School District and Delta College administrators to coordinate routes to help meet students' growing transportation needs while accommodating the public demand for peak-hour service. RTD SMA services also connect with ACE, Amtrak, and Greyhound services.

- *BRT Express (BRT Service)*

RTD's BRT Express serves the City of Stockton with BRT-like amenities. The BRT Express service was previously branded "Metro Express." Three BRT corridors were identified within the 2009–2013 SRTP. Through an aggressive development strategy and effective grants management, RTD was able to successfully implement the ambitious BRT plan and introduced the three corridors in 2007, 2011, and 2012.

- **BRT Express 40:** Pacific Corridor began operation in 2007 and was an immediate success that provided a backbone for RTD's transportation network.
- **BRT Express 44:** Airport Corridor began operation in January 2011 and extended the public transportation network to include air and rail modes by connecting to Cabral Station (ACE and Amtrak) and Stockton Metropolitan Airport.

- **BRT Express 43:** Hammer Lane Corridor began operation in July 2012 and connected major medical institutions to the network, with stops at both the Sutter Gould Medical Center and Kaiser Permanente Medical Offices. The route also provides direct service to Walmart and commercial centers on Hammer Lane.
- **BRT Express 47:** Midtown Corridor began operation in March 2018 and operates in the midtown area of Stockton, connecting Lincoln Street at Washington Street with Franklin High School primarily via Weber Avenue, Miner Avenue, and Fremont Street.
- **BRT Express 49:** MLK Corridor began operation in July 2018, connecting Mariposa Road and Edison High School via Martin Luther King Jr. Blvd.

This public transportation network successfully provides 15–30-minute service frequency within one mile of roughly half of the City of Stockton. Route 44 was also recognized as the nation’s first all-electric BRT service in the United States. All BRT Express buses are wheelchair-accessible and equipped with bike racks, rear entry, wider rear doors, low floor entry, traffic signal prioritization technology, enhanced communications equipment, and surveillance equipment. The BRT Express service uses fare vending machines for off-board fare purchase at almost all bus stops and has distinct branding from the SMA Local and Hopper services. Fare inspectors provide fare enforcement on this service. BRT Express routes connect with ACE, Amtrak, and Greyhound services.

- *Intercity Fixed-Route Service*

Since October 1994, RTD’s Intercity fixed-route service has received significant public support and ridership has increased steadily. Unfortunately, as a result of decreased sales tax revenues and the elimination of Measure K support, RTD currently operates just one Intercity fixed route on weekdays, between Lodi and Stockton. The route connects to SMA Local and BRT Express services at the HTS, the MTS, and the DTC. This route travels primarily on Lower Sacramento Road, Thornton Road, and West Lane. Destinations served include Lodi Station, Sunwest Village Shopping Center, Delta College, Weberstown and Sherwood Malls, and the Miracle Mile. It also connects with Lodi GrapeLine/VineLine/Dial-A-Ride, SCT/LINK, Amtrak, and Greyhound (in Lodi and Stockton). In the past, RTD did operate Intercity routes to Tracy, Lathrop, Manteca, Ripon, and Sharpe Depot; however, these routes were discontinued due to lack of funding support.

- *SMA ADA Dial-A-Ride Service*

SMA ADA Dial-A-Ride is a curb-to-curb service operating in the SMA to ADA-certified individuals. This service is available whenever fixed-route services are provided by RTD and can be used by advance reservation only. Hours of operation and origin/destination mirror fixed route service when Metro Hopper cannot be deployed to provide the service requested by the customer.

To qualify for mobility programs and services, applicants must undergo the ADA certification process through an in-person assessment to determine eligibility status. Applicants may need to obtain an approved health care professional's statement and signature verifying the disability.

Paratransit, Inc. is contracted with RTD to provide the ADA application process. It provides professionally-trained staff who review each application, perform an in-person eligibility assessment, and identify the validity of the ADA certification claims. Each applicant is notified in writing regarding the outcome of the review. Approved applicants are then placed into the RTD computerized Dial-A-Ride scheduling and record-keeping system. This system has built-in features that interface with a mapping system (Trapeze) and other systems to provide maintenance information and a statistical analysis of the data necessary to deliver a more efficient and reliable service.

Customers who are ADA-certified are eligible for RTD's FREEdom Pass program, which allows free access on all RTD Local, BRT Express, Intercity, and Hopper routes.

- *Hopper (Deviated Fixed-Routes)*

RTD operates two distinct deviated fixed-route services, Metro Hopper and County Hopper. A deviated fixed route provides a flexible, regularly-scheduled service that deviates off route to provide curbside services to ADA-certified customers within a one-mile distance off route on Metro Hopper and a ¾-mile distance on County Hopper.

Designed in 2002, RTD's County Hopper connects Ripon, Manteca, Tracy, Lodi, and Lathrop to Stockton. From these locations, riders can connect to local fixed-route services operated by other cities as well as SMA routes. Reservations are required one day in advance for all County Hopper deviations. County Hopper

routes deviate up to three times per trip, not to exceed two deviations per person. The deviation service does not apply in Tracy, Manteca, or Lodi since their local DAR provides that service for their residents.

Designed in 2009, RTD's Metro Hopper provides deviated fixed-route service throughout Stockton's most populated areas for individuals who previously rode SMA ADA Dial-A-Ride services. Metro Hopper routes will deviate up to one mile for ADA-certified customers. These routes connect to all local hospitals, social security offices, markets, government offices, long-term care homes, and assisted living facilities. Metro Hopper routes are designed to have overlapping deviation windows, ensuring ADA service coverage, and allowing for some areas of higher residential density to be served by more than one Hopper route. In order to maintain on-time performance, each Metro Hopper route is limited to two deviations per one-way trip, which ensures that the service is reliable and frequent enough for convenient use.

Metro Hopper routes connect with Greyhound. County Hopper routes connect with Greyhound, Amtrak, Lodi GrapeLine, TRACER, Ripon Blossom Express, and Manteca Transit.

- *Fixed-Route Commuter Service*

RTD currently operates eight Commuter routes. RTD Commuter is an interregional bus service, providing a fixed-route alternative to single occupant driving from San Joaquin County to large employment centers. These routes primarily operate during the morning and evening commute times. Commuter routes travel between Park-and-Ride lots (located throughout San Joaquin County) to destinations in Sacramento, Alameda, and Santa Clara Counties. In addition, two of the Commuter routes also serve DLA Distribution San Joaquin in Tracy. Commuter service provides frequent service to the Dublin/Pleasanton BART Station from Stockton, Lathrop, and Tracy.

The service benefits the local environment by reducing energy consumption, traffic congestion, and air pollution. Commuter routes also benefit customers by reducing personal driving costs (e.g., vehicle maintenance and fuel) and stress, and providing free time and a comfortable, reliable mode of travel.

Commuter routes are primarily a monthly pass subscription service operating

Monday through Friday. Most customers purchase passes in advance; daily and monthly passes are available.

Commuter routes also serve specific work sites and make connections with other RTD routes, Bay Area Rapid Transit (BART), Tri-Valley Wheels, County Connection, StaRT, Modesto Area Express (MAX), Amtrak San Joaquin's Thruway buses, Valley Transportation Authority (VTA), Sacramento Regional Transit (SacRT), Fairfield & Suisun Transit (FAST), Roseville Transit, Elk Grove Transit e-Tran, El Dorado Transit, YoloBus, Greyhound, Yuba-Sutter Transit, Amador Transit, SCT/LINK, The Flyer (North Natomas), Lawrence Livermore Labs Shuttle, TRACER, and Manteca Transit. Stops are chosen for accessibility and convenient transfers to local and regional transit agencies or local employer shuttles.

To optimize the cost of operating this service, RTD can recruit and train employer-based drivers. RTD obtains permission from the employers to park the buses at their work sites during the day, thereby reducing the costs associated with deadhead trips. Currently Route 152 operates in this manner.

- *Vanpool Program*

In addition to fixed-route Commuter services, RTD operates vanpool programs through a contract with an SJCOG program, SJCOG offering a lease fare subsidy to qualifying vanpools in San Joaquin County who agree to report vanpool trips to the National Transit Database (NTD). This agreement is between the vanpool Coordinator (Coordinator), the authorized vanpool leasing company (Provider), and SJCOG (Contractor). All subsidies will be paid directly to the Provider on the Coordinator's behalf for travel origins and/or destinations in San Joaquin County. SJCOG will provide a \$400 per month subsidy to those vans that comply with the terms of the agreement. SJCOG has agreements in place with CalVans and Enterprise Rideshare. RTD also has an agreement with CalVans for a \$200 per month subsidy to those vans that report to NTD in the Stockton Urbanized Area. SJCOG joined the CalVans Board of Directors in September 2016, which authorized the implementation of their vanpool program in San Joaquin County.

Bicycle Amenities

RTD customers have a convenient way to get around town by combining bicycling with riding the bus, thereby helping the environment at the same time. Bicycles can be loaded on easy-to-use bike racks on RTD fixed-route buses. There is no extra charge for using the bike racks, which can hold two bikes at once.

RTD purchased and mounted exterior bike racks on all fixed-route buses in 1996. The bike racks give cyclists a multi-modal option for traveling throughout the County. In the spring of 2013, RTD installed new bicycle racks at all of its BRT stop locations throughout the SMA. These decorative and functional bicycle racks were funded through a State transportation enhancement grant. By providing bicycle racks at BRT stops, RTD promotes intermodal options for customers. This program has increased the range of service to riders whose origins or destinations are beyond walking distance to fixed-route transit stops. In FY 19, RTD will conduct a study to determine the benefit and impacts of deploying a Bike Share program in its service area.

Train and Bus Connections

- *Amtrak Station*
SMA Local routes 315, 510, 560, and 710 provide service to the Amtrak station located on San Joaquin Street in Stockton. This station serves the Amtrak San Joaquins route to Bakersfield and Oakland with its associated Thruway bus service.
- *Altamont Corridor Express and Amtrak Station*
BRT Express Airport Corridor Route 44 provides direct service to the Robert J. Cabral ACE train station located at 949 East Channel Street in Stockton. In addition, Amtrak San Joaquins serves Lodi and Sacramento via this station with associated Thruway bus service. RTD connects to ACE on weekdays allowing customers to connect with ACE trains traveling to Lathrop/Manteca, Tracy, Livermore, Pleasanton, Fremont, Santa Clara, and San Jose. ACE provides services through this corridor four times daily in each direction.
- *Bay Area Transit Connections*
RTD's Commuter Route 150 provides weekday connections to BART at the Dublin/Pleasanton Station from Tri-Valley Wheels, County Connection, StaRT, MAX, and Amtrak San Joaquins Thruway buses. For Santa Clara County, RTD connects with VTA in Sunnyvale. These bus and rail connections allow RTD customers to travel almost anywhere in the Bay Area, including many central business districts, including downtown San Jose, Oakland, and San Francisco, as well as San Jose, Oakland, and San Francisco International Airports.

Greyhound

All SMA Local and BRT Express routes that serve DTC connect with the Stockton Greyhound located at the DTC. With the addition of Greyhound, the RTD Customer Service Center hours are now 8:00 a.m. to 7:00 p.m. from Monday through Friday, and 9:00 a.m. to 2:00 p.m. on Saturdays and Sundays. After 5:00 p.m. on weekdays and weekends, a window will be open to assist customers on the north side of the DTC. The lobby is closed at 5:00 p.m. on weekdays and all day on the weekends. RTD also connects with Greyhound at Lodi Station via Intercity Route 23 and Hopper Routes 93 and 723, as well as at Tracy Transit Station via Hopper Route 97 and Commuter Routes 150, 172, and 173. In FY 19, Greyhound provides 16 daily departures on four routes with an average of 120 passengers using the DTC each day.

Effective May 2018, RTD is the Greyhound Agent and sells Greyhound tickets as well as package express services at DTC. Greyhound buses also depart DTC for destinations along I-5, I-205, I-580, and State Route 99.

Customer Information and Communication

- Internet Website
RTD provides information via its website, <http://www.sjRTD.com>. RTD is constantly updating and upgrading its website to provide the latest, most pertinent information for customers. Internet-based information is a highly effective tool for recruiting new alternative transportation users. Currently, Internet access is available in all County libraries, in many businesses, and in many homes. The website provides information on services including: route schedules, company information, and links to other transit Internet home pages, including those serving other jurisdictions within San Joaquin County. The RTD website also allows interested individuals to read RTD's press releases, see current job postings, watch informational videos, and submit requests and comments.
- Mobile Applications
RTD has a series of mobile applications that are provided for customer convenience. These mobile apps include **Token Transit**, which allows for the purchase of RTD bus passes (1-ride, 1-day, or 31-day pass), the ability to send transit passes to others, and group purchases for family and friends traveling together using one smartphone.

RTD Mobile2Go! is available on Commuter routes and may be expanded to other routes in the future. Presently, single-ride, round-trip, and monthly tickets are available for Commuter routes; monthly tickets can be automatically renewed each month.

RTD uses **Swiftly's Transitime** software to publish real-time bus location and arrival information to the public and mobile applications. There are three key benefits for RTD customers and others who are trying to learn the best way to reach a destination:

- Real-time information: Real-time data is available as text or shown graphically on maps. Customers can see where their bus is at all times.
- Reports and alerts: Rider alerts from RTD, notifying customers of unusual changes or issues with their chosen route, will appear on the app. Reports can also be generated by customers and other travelers who spot something happening, providing help to others who may be going the same way.
- Accurate information: Transitime uses a powerful prediction engine that uses historical data to better determine when the bus will arrive at a particular stop.

RTD also has real-time information in "Swiftly," "Transit," and "Moovit" apps. Collectively, all of these apps provide riders with real-time transit information, pass sales, multi-modal trip planning, live maps with vehicle positions, and notification capabilities to help customers stay up-to-date on the latest service alerts.

- **TextBus**

TextBus is designed to provide scheduled bus departure times on a mobile phone. Customers can simply text any RTD stop number to 209-222-3595 to get a text with the upcoming times for that stop. RTD developed this program in house to provide mobile access to schedule information after determining from a customer survey of nearly 300 customers that: 82% of those surveyed have cell phones; of those with cell phones, 97% use their phones to send text messages; and 92% would like to receive information from RTD via text messaging. The

development of TextBus was made possible with Measure K Passenger Amenities funds.

- *Trip Planner & Google Maps*

The trip planner on the home page of www.sjrtd.com provides quick and easy trip planning. All RTD fixed routes are shown in the trip planner, and most popular destinations are preloaded for convenience. The Google Trip Planner uses the general transit feed specification (GTFS) to provide detail on how to get from point A to point B in San Joaquin County and beyond. This is integrated into Google Maps and can also be assessed through www.google.com/transit.

Special Programs

RTD operates a number of special programs and events supporting improved transit services described below:

- *Safe Place*

In January 2012, RTD and Woman Center-Youth & Family Services of San Joaquin County initiated the Safe Place program for RTD. Safe Place is a national youth outreach program that educates thousands of young people about the dangers of running away or trying to resolve difficult, threatening situations on their own. This program allows youth to easily access immediate help through services, like RTD, in their community.

RTD displays the distinctive, yellow-and-black Safe Place sticker on its buses to alert youth and young adults (ages 12 to 21 years old) that they can board any RTD bus and ask a coach operator for help. RTD will then coordinate with Woman Center-Youth & Family Services of San Joaquin County to transport the person to the facility.

Woman Center-Youth & Family Services of San Joaquin County offers the Safe Place program as part of its wide range of services designed to foster healthy families and to help San Joaquin County youth and families build better lives for themselves and their community.

- *Discount Fare Card*

The FTA stipulates that grantees under Section 5307 “must allow the seniors, persons with disabilities, and Medicare cardholders to ride the fixed-route services for a fare that is not more than one-half the base fare charged other persons.” RTD offers a Discount Fare Card (DFC) for seniors, persons with disabilities, and Medicare cardholders to ride all RTD Local, BRT Express, and Hopper fixed routes at 50% of the regular fare. In addition, all veterans regardless of disability status are eligible for a Discount Fare Card. An application process for a DFC is completed at the DTC through the Mobility and Contract Services Department.

- *Lifeline Dial-A-Ride*

On days that RTD fixed routes do not operate, RTD offers a Lifeline Dial-A-Ride service on New Year’s Day, Easter Sunday, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas. The Lifeline Dial-A-Ride services are available throughout the entire San Joaquin County by reservation only on a first-come, first-served basis to the first 16 customers at a fare of \$3.00 per one-way trip for ADA certified customers and \$5.00 per one-way trip for general public customers. Priority is given to seniors and persons with disabilities. Reservations will be limited to one round trip per customer. Service hours are from 8:00 a.m. to 6:00 p.m. This service was introduced in 2009 when RTD discontinued service on holidays due to low ridership and as a cost saving measure.

- *Care Connection*

Based on an unmet transit need, RTD implemented Care Connection, a non-emergency medical service in April 2018 that utilizes a combination of Commuter Routes 150, 163, and 165, as well as StaRT Medivan (through a meeting point in Tracy), to transport customers to medical facilities in Sacramento, Alameda, San Francisco, San Mateo, and Santa Clara Counties. This service operates Monday through Friday, excluding holidays (StaRT Medivan service is only available Monday through Thursday). In addition, Uber or JVG provides connection service to these routes from areas in San Joaquin County not on these routes. The fare is \$3.00 for the connection service, plus the regular Commuter or StaRT Medivan fare.

- *Employer Pass Program*

RTD offers employers a low-cost opportunity for their employees to commute to work on RTD buses. With this program, the employer pays approximately 50% of what the fare would be if 100% of its employees used RTD. All employees of participating employers may ride RTD routes that originate and end within San Joaquin County free of charge by presenting an RTD employer pass ticket and a valid employee identification. In order for the program to be implemented, RTD and employer enter into an agreement for a one-year period, and the employer agrees to pay an annual fee equal to the number of its employees multiplied by \$33 (1/2 adult 31-day fare, rounded up to nearest dollar) multiplied by 12 months. Employers may opt to pay monthly.

- *Talk to Me Maps*

This is a service that makes navigating RTD's system easier for blind and visually impaired customers. The braille/large print maps work with talking smart pens to assist customers with trip planning and where to board buses. Orientation and Mobility instructors from various visual impairment programs will work with clients and students to orient them to RTD's system using the maps. With the help of instructors, customers may check out Talk to Me Maps and the smart pen at DTC, Lodi Station, Manteca Transit Center, and Tracy Transit Station during their business hours. RTD Talk to Me Maps were developed in collaboration with the Community Center for the Blind and Visually Impaired and the Media and Accessible Design Lab at LightHouse for the Blind and Visually Impaired-San Francisco.

- *Annual "Stuff the Bus" Event*

"Stuff the Bus" began in 1999 and is a food drive campaign that encourages area residents to "stuff" an RTD bus with non-perishable food donations over a three-day promotion window. Escalon eTrans (since 2010) and Lodi GrapeLine and Manteca Transit (since 2012) have also participated in this event. This food drive benefits the Greater Stockton Emergency Food Bank, the Lodi Salvation Army, and other local food bank charities in Manteca and Escalon. In 2017, RTD and its campaign partners collected over 12,000 pounds of food to help those in need during the holiday season, bringing the total food donations to 329,021 since the event's inception.

- *Senior Awareness Day Event*

Each May, RTD provides free shuttle bus service to the "Senior Awareness Day" event at San Joaquin County Fairgrounds, located in Stockton. Senior Awareness Day is the annual senior information fair sponsored by the San Joaquin County Human Services Agency and the San Joaquin County Commission on Aging. As of May 2017, RTD has expanded the service to pick-ups at Lodi Station, Tracy Transit Station, Manteca Transit Center, Lathrop, Escalon Community Center, DTC, Jene Wah Senior Center, and Franco Senior Center, based on advance reservations. In May 2018, RTD provided round-trip service to 434 customers for this event.

- *Holiday Light Tours Event*

RTD offers ADA-eligible customers a one-hour tour of festively decorated neighborhoods in the SMA during the third weekend in December using cutaway vehicles.

- *Honoring Veterans Day Event*

Every year, to honor United States veterans and to thank them for all they have done to preserve our freedom, RTD offers free rides to U.S. veterans on Veterans Day on all RTD services in San Joaquin County.

- *Community Events and Outreach*

RTD participates in various community events to help educate the public on the ways RTD is improving the local community through service. In the past, these events have included (but are not limited to):

- Earth Day
- Family Day
- Green Team San Joaquin Events
- Bike to Work Day
- Dump the Pump Day—Free Ride Day
- Fall Festival
- Free Rides on Election Day
- International Bus Operator Appreciation Day

- *United Way Campaign*

Every year, during the holiday season (November through December), RTD staff support the Stockton chapter of the United Way through various fundraising

efforts. In 2017, RTD staff raised over \$10,327 in charitable funds for the United Way through efforts such as: internal food sales (fundraising breakfast and lunch events), parking pass raffle, and RTD employee payroll deductions. RTD staff will continue supporting the local community through various fundraisers and community events.

RTD Fare Structure

Table 28 – Fare Structure

FARE	FULL	DISCOUNT ¹
1-RIDE CASH at FAREBOX	\$1.50	\$0.75
1-RIDE PASS	\$1.50	\$0.75
1-RIDE EXPRESS PASS ³	\$1.50	\$0.75
1-DAY PASS	\$4.00	\$2.00
FARE	FULL	DISCOUNT ¹
31-DAY PASS	\$65.00	\$30.00
31-DAY STUDENT PASS ²	\$40.00	
FARE		
10-DEVIATION PASS	\$10.00	Hopper Deviations are \$1.00 each (cash) at farebox and pre-purchased as 10-Deviation Passes
DIAL-A-RIDE	\$3.00	Valid for SMA ADA, Care Connection service and Lifeline Dial-A-Ride.
LIFELINE DIAL-A-RIDE and RTD GO!	\$5.00 ⁴	General Public fare

FARE STRUCTURE NOTES

- Discount Fare** valid only for seniors (age 65 & over), Medicare card holders, and Discount Fare Card holders.
- Student Fare** valid only for children ages 5-17 and college students with valid student ID.
 - Up to three children age 4 & under ride free of charge when accompanied by a fare-paying adult. Fare for each additional child costs \$1.50.
- 1-Ride Express Pass** sold only at Fare Vending Machines (FVM), and valid only on BRT Express routes.
- Service on RTD GO! on JVG is \$10.00. On UBER, the fare is a maximum of a \$5.00 discount off the UBER fare.
 - Bus passes can also be ordered online with payments are processed securely through PayPal, using Visa, Mastercard, Discover, or American Express, and passes are mailed within 7-10 business days. RTD bus passes can also be purchased in person at bus pass outlets located at DTC, Lodi Station, Bloomburg & Griffin.



Commuter offers a different fare structure from RTD Local, BRT Express, Intercity, and Hopper services. A fare increase took effect in March 2017 and all monthly fares were increased by 10%. The daily one-way fare is \$7.00 and the daily round trip fare is \$14.00 for all Commuter routes.

Table 29 – Special Fare Programs

Routes 120 & 121 Origin/Destination Fare	DLA Distribution San Joaquin in Tracy Monthly Subscription
Stockton	\$ 165.00
Manteca	\$ 165.00
Lathrop	\$ 165.00
Route 150 Origin/Destination Fare	Dublin Pleasanton BART Monthly Subscription
Stockton – DTC	\$ 191.00
Stockton – Michigan Park-n-Ride	\$ 191.00
Manteca – Walmart Park-n-Ride	\$ 185.00
Lathrop – Save Mart Parking Lot	\$ 175.00
Tracy – Tracy Transit Station	\$ 158.00
Route 152 Origin/Destination Fare	Livermore Monthly Subscription
Stockton	\$ 174.00
Lathrop	\$ 165.00
Routes 163 & 165 Origin/Destination Fare	Sacramento Monthly Subscription
Stockton	\$ 176.00
Lodi	\$ 167.00
Routes 172 & 173 Origin/Destination Fare	Sunnyvale Monthly Subscription
Stockton	\$ 216.00
Lathrop	\$ 206.00
Manteca	\$ 206.00
Tracy	\$ 199.00
Pleasanton	\$ 158.00



RTD Fare Vending Machines

On January 1st, 2012, RTD updated its fare vending machines and simplified its fare structure. RTD eliminated transfers, 10-ride passes, and other passes; in their place, it now offers a new, simplified fare structure to make riding RTD even easier. RTD has also changed the way its fare vending machines operate. Fare vending machines now offer just two passes: a new 1-ride pass valid only on BRT Express routes, and a 1-day pass that is valid on any of RTD's SMA Local, BRT Express, Intercity, and Hopper routes. RTD's fare vending machines do not issue change, which help RTD reduce maintenance and security costs.

Appendix D: Funding Sources

Current Financial Status

The following section outlines the short-term financial forecast and expenditure plan for operating and capital investments for RTD through FY 28. This plan provides for the continuation of the present operation levels and reflects the anticipated future growth needs of the public transportation system. RTD currently receives funding from three main revenue resources: Federal, State, and local governments.

Federal Revenues

RTD will continue to seek Federal funding from the current transportation act, which is called the FAST Act. The FAST Act provides Federal funding opportunities through Federal Fiscal Year 2020 (FFY 20).

There are three main competitive/discretionary grants available for regionally-significant transportation projects prioritized by the local transportation planning agency: The Surface Transportation Improvement Program (STIP), Congestion Mitigation and Air Quality (CMAQ), Better Utilizing Investments to Leverage Development (BUILD), Bus & Bus Facilities Infrastructure Investment Program, and Low or No Emission Vehicle Program (NoLo) grant programs. These grants require coordinating efforts to retain funding for specific projects with FTA and/or SJCOG.

On December 4, 2015, President Obama signed the FAST Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, research, technology, and statistics programs. The FAST Act maintains focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight projects for the first time. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

Below is an outline of the funding programs used by RTD to fund projects and services:

- *FTA Section 5304: Statewide Transportation Planning Grant*
RTD uses these funds to support long-range planning, scheduling, and marketing efforts where applicable. This funding is used for SRTP and the Transit Consolidation Study. RTD applies to Caltrans for these funds.
- *FTA Section 5307: Urbanized Area Formula Grant*
RTD uses these funds to support planning, preventive maintenance, associated transit enhancements, security projects, and to supplement overall capital projects. RTD could also use these funds for training, operations assistance, and ADA paratransit service up to a specific cap. These funds, of which RTD uses 71% and SJRRC uses 29%, primarily come from the Stockton Urbanized Area. RTD is also eligible for claiming these funds in the Lodi, Manteca, and Tracy Urbanized Areas in cooperation with SJCOG and those cities.
- *FTA Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities (discretionary)*
RTD applies for these funds to support services that benefit seniors and persons with disabilities, including mobility management, vehicle purchases, software purchases, and enhanced/specialized transit services. RTD receives a direct allocation in the Stockton Urbanized Area and can apply to Caltrans for these funds in the small urbanized areas (Lodi, Tracy, Manteca) or rural areas (unincorporated San Joaquin County, Escalon).
- *FTA Section 5311: Formula Grants for Rural Areas*
RTD uses these funds to support transit operations in the unincorporated areas of San Joaquin County. SJCOG allocates the funding based on population. RTD receives 90% and City of Escalon receives 10%. RTD applies to Caltrans for these funds and can also pursue Rural Transit Assistance Funds (RTAP) through CalACT for training activities and FTA Section 5311(f) to implement intercity services connecting rural areas with urban areas, including Amtrak, Greyhound, and airports.

- FTA Section 5339(b): Bus and Bus Facilities Formula Grants
RTD uses these funds to support the capital projects outlined within this plan, including but not limited to: bus fleet replacements and expansions, bus facility improvements, and associated bus technology improvements. FTA also has a discretionary allocation of this funding. These funds primarily come from the Stockton Urbanized Area. RTD is also eligible for claiming these funds in the Lodi, Manteca, and Tracy Urbanized Areas in cooperation with SJCOG and those cities. In rural areas, RTD can apply to Caltrans for this funding.
- FTA Section 5339(c): Low or No Emission Vehicle Program (previously section 5312)
Previously section 5312 under MAP-21, RTD applies for these funds to purchase zero-emission buses and supporting infrastructure. RTD has received and deployed five all-electric zero-emission buses and a charger from this funding source, and will continue to pursue funding for additional buses, charging equipment, and other supporting infrastructure such as solar energy panels and battery storage.

State and Local Revenues

The State of California provides funding through the TDA, LCTOP, Transit and Intercity Rail Capital Program (TIRCP), and Proposition 1B. Local tax revenues collected through Measure K, the Air District, and property taxes are critical for providing transit service beyond the minimum regulatory requirement.

Each of these funding programs is either competitive or formula-based. Formula programs are generally a reliable source of funds distributed to all available jurisdictions based upon population or area served. Competitive funding is applied for through grant applications, which are reviewed by committee and awarded through scoring criteria against other transit agencies. Because funding is not guaranteed, these funds are typically used for capital projects and are not budgeted until awarded. RTD receives the following State and local revenues:

- Fare Revenues
RTD collects fares from passengers to ride the bus.

- TDA Revenues

TDA is a State law that dedicates funding to local agencies for transportation and public transit needs, and it is the primary source of RTD's operating revenues. The TDA provides two sources of funding for public transportation—the LTF and the STA. Both the LTF and STA generate revenues through gasoline and sales taxes within each county. The State of California manages this revenue and distributes the funds back to the counties based on a formula distribution.

The LTF funds are allocated to each county based on the amount of tax dollars collected in that jurisdiction. The State of California distributes the LTF to available jurisdictions (incorporated cities and the County) based on population. RTD currently receives the full apportionment of LTF from the City of Stockton for SMA services. As of July 1, 2017, RTD also receives 100% of County LTF for services that support the unincorporated areas under a two-year transitional period. Should the unincorporated area services needs be met, San Joaquin County will make the allocation of 100% LTF permanent to RTD.

The STA is funded from the statewide excise tax on motor vehicle fuels collected within the Public Transportation Account (PTA). The PTA is a trust fund that can only be used for transportation planning and mass transportation purposes. The State annually allocates roughly one-third of the PTA balance to transit operators as STA funds. The distribution to each eligible recipient is based on a formula considering population and public transportation operating revenues; the formula allocates 50% of the funds according to population (99313) and the remaining 50% according to transit operating revenues (99314). SJCOG distributes the 99313 funds based on an adopted policy, which distributes these funds based on ridership and hours provided between RTD and SJRRC. The Road Repair and Accountability Act of 2017 of Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, includes a program that will provide additional revenues for transit infrastructure repair and service improvements and is a part of the STA formula. This investment in public transit is referred to as the State of Good Repair (SGR) program. This program provides funding of approximately \$105 million annually to the STA account. These funds are to be made available for eligible transit maintenance, rehabilitation, and capital projects. STA funds are distributed via the STA formula (99313—regional through SJCOG and 99314—revenue, direct to RTD).

- LCTOP

LCTOP is one of several programs that are a part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved LCTOP projects 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; the goal of each project is reducing greenhouse gas emissions. For agencies whose service area includes disadvantaged communities, at least 50% of the total monies received shall be expended on projects that will benefit disadvantaged communities. Senate Bill 862 continuously appropriates 5% of the annual auction proceeds in the Greenhouse Gas Reduction Fund (Fund) for LCTOP, beginning in 2014–15. LCTOP funds are distributed via the STA formula (99313—regional through SJCOG, and 99314—revenue, direct to RTD).

- TIRCP

TIRCP is one of several programs funded as part of the 2014–15 State of California budget (by Senate Bill 852 and Senate Bill 862) that have a goal of reduced greenhouse gas emissions and achievement of other benefits. These programs are funded by auction proceeds from the California Air Resource Board's Cap-and-Trade Program, with proceeds deposited into the Greenhouse Gas Reduction Fund. TIRCP received \$200 million in 2015–16 and will receive 10% of the annual state Cap-and-Trade auction proceeds as a continuous appropriation. Additional funding from Senate Bill 1 (the Road Repair and Accountability Act of 2017) is estimated to generate \$323 million in 2017–18 and about \$3 billion in the next ten years for TIRCP (through FY 22–23). The program goals include the reduction of greenhouse gas emissions, expanded and improved rail and transit service to increase ridership, the integration of different rail and transit systems, and improved transit safety. These funds are competitive and administered through Caltrans.

- Local Property Tax

RTD receives property tax revenues for properties within the SMA in accordance with the Revenue and Taxation Code, Section 97. RTD sustained a significant

decline in property tax revenues in FY 08 because of the declining property values associated with the declining economy. Since that time, RTD has witnessed slight increases to property tax revenues as the economic conditions stabilize within San Joaquin County. RTD anticipates that the Federal oversight of the mortgage industry will result in a minimal regulated growth over the next decade.

- Measure K

Measure K is a local San Joaquin County transportation sales tax initiative, originally passed by voters in November 1990. In 2006, Measure K was approved by voters for a 30-year renewal through 2041. Through the renewal, Measure K is expected to generate \$3.1 billion (in 2006 dollars) for transportation improvement projects and public transportation services in San Joaquin County. 30% of the net sales tax revenue generated in the Measure K program will be allocated for passenger rail transit, bus transit, and pedestrian/bicycle projects.

The Bus Transit program of Measure K includes interregional/intracity commute, intercity, and elderly/persons with disabilities bus service. Intercity and elderly/persons with disabilities service promotes both bus service between the cities within San Joaquin County for all trip purposes and specializes in elderly/persons with disabilities bus service throughout San Joaquin County. Interregional/intracity commute service includes bus programs to promote peak hour commute service. RTD is to receive a minimum of 50% of the funds allocated from this program for implementing the projects identified above in conformance with the Regional Transit Systems Plan.

The Bus Rapid Transit Capital program provides express bus service with fewer stops and higher frequencies that are similar to light rail. Bus Rapid Transit can include interregional/intracity commute, intercity, and elderly/persons with disabilities bus service. Bus Rapid Transit Capital provides funding specifically for infrastructure to support Bus Rapid Transit service.

SJCOG administers Measure K funds and provides funding to agencies based on the regulatory requirements of the approved Measure. Measure K funds are used by RTD for a variety of regionally-significant projects including BRT operations, commuter service, Intercity and Hopper service, leasing Park-and-

Ride lots, and capital projects including new passenger amenities. Measure K revenues are projected to grow at an annual rate of 4.5% through FY 41.

RTD currently maintains cooperative agreements with SJCOG for Measure K funds for the previously identified services and projects. These cooperative agreements total \$19,730,000 for a three-year period starting in FY 18 through FY 20. RTD anticipates maintaining and expanding these agreements as funding becomes available through additional sales tax receipts.

- CMAQ

The State apportions Federal CMAQ funding for projects that will contribute to meeting the attainment of national ambient air quality standards for ozone and/or carbon monoxide in Clean Air Act non-attainment areas. SJCOG is responsible to select and prioritize projects for funding, in consultation with the State, for this program. RTD applies for and uses CMAQ funds to purchase vehicles that have fewer emissions than traditional buses. Examples include electric buses and associated bus technology. RTD anticipates using future CMAQ funds for bus replacement as they become available by the State through SJCOG programming.

- Surface Transportation Program (STP)

The STP is a Federal block grant used by states and local agencies for capital projects for roads, bridges, and transit. This program promotes alternative solutions to transportation problems and encourages project innovation. SJCOG is responsible to select and prioritize projects for funding, in consultation with the State, for this program. RTD successfully obtained funds for the construction of the DTC and anticipates pursuing this program for RTC improvements and associated Solar Energy capital projects.

- State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program of transportation projects on and off the state highway system, funded with revenues from the State Highway Account and other funding sources. STIP programming generally occurs every two years. RTD will recommend projects for funding through the STIP to SJCOG staff as funding capacity is identified throughout the next five

years for regionally-significant capital projects such as the RTC and BRT-dedicated right of way and expansion.

- *Proposition 1B*

In 2007, California voters passed Proposition 1 (A-E), which provided the State of California the authority to sell bonds for capital infrastructure improvements for transportation-related projects. RTD receives funding for capital projects under two of the subcategories of Proposition 1 (A-E): Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) and the Transit System Safety, Security, and Disaster Response Account (TSSSDRA). RTD has programmed funding for several projects through the two accounts provided by Proposition 1B for capital projects through FY 21 for the remainder of the program. RTD will use these funds for the RTC, BRT expansion, bus procurement, technology improvements, passenger amenities, and facilities improvements.

- *Other*

RTD is pursuing optional funding sources that would assist with operating or capital improvements and will continue to pursue Public/Private Partnerships (PPP) and sponsorships for specific operations assistance. Examples of this include maintaining agreements with school districts, secondary education districts, and local governments to develop agreements for service and purchase of monthly passes for retail sale to the public. RTD is also looking to promote coordination with private development for the expansion of existing facilities and the construction of Transit Oriented Development in applicable locations throughout Stockton. RTD anticipates expanding PPP opportunities to fully fund specific public transportation support services in downtown Stockton.

RTD receives rental funds from the commercial portion of the DTC that is currently occupied by a café. RTD's commercial space takes advantage of mixed-use development design by providing a retail location. Revenues associated with the rental space are used to support RTD's administrative operations. RTD will also explore the potential to expand the HTS to include new revenue-generating retail locations. RTD's recent partnership with Greyhound also yields additional revenue to support DTC and expanded customer service hours.

Capital and Operating Forecast

RTD uses historical data to review trends in order to provide future revenue forecasts, with the additional San Joaquin County LTF to support unincorporated transit operations, Federal funding to support operating and capital needs, and STA funding to support countywide transit operations and reasonable unmet transit needs. This revenue is leading towards stabilization of its funding sources and will present a small and steady growth in available revenues from the Federal and State governments. With the adoption of FAST Act, RTD expects a steadier flow of Federal revenues throughout through FY 20; however, without a long-term federal transportation bill, revenues are not guaranteed after FY 20.

RTD will continue to maintain the existing level of transit service (FY 19 levels) through FY 28 if current revenue resources remain constant. RTD anticipates increasing services as a result of the proposed expansion of BRT corridors with during the timeframe of the SRTP.

Future Funding Needs

Transit funding resources have become dynamic because of the fluctuating national and local economy. Because revenue sources are dependent upon sales taxes and fuel purchases that have diminished, RTD cannot depend on these resources. Operating and capital funding needs continue to rise as a result of increased public demand for service and increased fuel costs. RTD must develop a multi-faceted approach to funding that looks beyond existing resources in order to maintain a stable source of revenues.

RTD and other transit systems in San Joaquin County will have to collaborate to maintain effective education efforts in providing the public with the benefits of using public transportation. The public is not fully aware of the full costs associated with personal vehicle use—from an economic or environmental perspective. RTD will maintain the goal of garnering public and private support towards increased transit use and financial support as described within this SRTP. RTD will continue to generate support for increased revenues through the following actions:

- Establish PPPs
- Lobby for increased Measure K apportionments
- Lobby for improved Federal and State resources
- Increase marketing efforts



RTD will continue to improve service economic feasibility through the following actions:

- Establish incremental fare increases
- Maintain competitive bidding for projects
- Effectively manage costs
- Effectively plan growth
- Lobby for improved Federal and State resources
- Increase marketing efforts

Appendix E: RTD Facilities, Transit Fleet, and Amenities

RTD Facilities

RTD's administrative offices are located at the DTC, a two-story facility in the heart of Stockton's downtown. The DTC houses RTD's executive management, finance, human resources, planning and scheduling, marketing, customer service, and procurement staff. The DTC is located at 421 East Weber Avenue on a block bordered by Weber Avenue and California, Channel, and Sutter streets.



RTD's main maintenance and operations facility, known as the RTC, is located at 2849 East Myrtle Street, Stockton, CA 95205. RTD's use of the Bus Yard Feasibility Study, completed in January 2004, supported RTD's plans to build a bus maintenance facility in central Stockton near State Route 4 and Filbert Street. The RTC was part of an overall project which started in 2005 with the purchase of the CTC property next door. The overall project was completed in November 2015. RTC can hold up to 250 buses, has an operations and maintenance



building that includes administrative offices for Operations and Facilities, a conference room, training rooms, an exercise room, and a dispatch/control center with room for future expansion. The maintenance area of the facility includes a storeroom, running repair area, fueling and wash line, and maintenance bays complete with hoists and pits. The paved lot provides fleet storage and employee parking around the facility. There is also a separate wash and utility building where the buses are washed, fueled, and serviced each day. RTC has

gasoline and diesel fuel on site and the services provided from this facility are SMA Local and BRT Express routes.

Next door to RTC, the CTC houses RTD's contracted "County" service operations which include Hopper, Intercity, Commuter routes, and specialized services. The facility, located at 120 North Filbert Street, Stockton, CA 95205, is approximately two and one-half miles southeast of the DTC, near the interchange of State Route 4 and State Route 99. The 68,000-square-foot building is used for two primary functions: operations and maintenance. The operations section of the building includes a phone reservation center, county dispatch control center, a conference meeting room, and office space for its contractor's operations staff. The maintenance area of the facility includes portable lifts, a parts washing area, storeroom, and two additional offices. There are two staff break rooms, a quiet room, and a workout area with lockers.

Intermodal and Transfer Facilities

The Fixing America's Surface Transportation act (FAST Act) encourages states and metropolitan areas to increase regional mobility and promote an efficient use of the national transportation infrastructure through the development of innovative transportation plans and programs that better integrate public transit with multimodal transportation options. RTD incorporates intermodal connections throughout the County to provide convenient transportation options for transit users to continue travel via walking, biking, driving, and transferring to other bus and rail transit systems. These facilities are described below:

- DTC

The DTC is the transfer point for nearly all of RTD's routes and serves as the largest multimodal public transit hub for residents of Stockton. The DTC is a four-lane station with 20 centrally-located customer boarding bays and on-street boarding locations, making transfers more convenient for customers. The DTC serves



up to 28 buses at the same time to facilitate customer transfers. In FY 19, an average of 7,100 RTD passengers will use the DTC each weekday.

Greyhound also serves this facility, with RTD acting as the Greyhound agent. In FY 19, Greyhound provides 16 daily departures on four routes for an average of 120 passengers using the boarding facilities.

The DTC's ground floor building features: a customer concourse, a lobby with public restrooms, an information center, on-site customer service staff, fare vending machines, audio announcements, news displays, and electronic route arrival/departure displays. Additionally, the DTC provides a satellite police station for RTD's contracted City of Stockton police officers, and an operator's break room. The DTC also includes a board room, and RTD administrative offices on the second floor. Finally, the eastern portion of the ground floor houses a 2,100-square-foot retail space.

The DTC blends historical architecture with twenty-first century transit operations. The building incorporates three historic building façades, which are representative of downtown Stockton. The DTC is an integral part of a partnership between RTD and the City of Stockton and modeled after the FTA's Livable Communities Initiative. The center establishes a more pedestrian and transit-friendly environment in downtown Stockton by providing streetscape enhancements, increased use of public transit and improving traffic operations and air quality.

Public Wi-Fi access is available at the DTC, both in the customer waiting areas and on the customer boarding platforms. Customers are able to connect to the Internet using their laptops and mobile devices to obtain information about RTD's services.

- MTS

The MTS is a central hub for the pulse service system in suburban Stockton. Located approximately 3.5 miles north of the DTC, the MTS is centrally located next to the Sherwood Mall, Weberstown Mall, and San Joaquin Delta College. RTD completed construction of customer improvements at the Mall Transfer Station in April 2009. The completed facility connects multiple modes of transportation including heavy pedestrian traffic, bicyclists, customer cars, and transit operations. Improvements at the MTS include benches and shelters, lighted crosswalks, and

other customer amenities. Currently RTD has 17 routes that stop at this location at the peak hour pulse. BRT Express Pacific Corridor (Route 40), Intercity Route 23, and weekend routes stop adjacent to the MTS on Pacific Avenue.

- HTS

The HTS is a central hub for the pulse in north Stockton, serving connections to both the BRT Express Pacific Corridor and the BRT Express Hammer Corridor, Intercity, SMA, and Hopper service to Lodi. The HTS is located in the center of the Hammer Lane commercial zone and provides direct service to major shopping centers including: Food 4 Less, Smart and Final, Orchard Supply Hardware, Home Goods, and the Sketchers Outlet Store.

The HTS is the repurposed property of a former Hollywood Video building located in the heart of the five-point intersection of Pacific Avenue, Lower Sacramento Road, Thornton Road, and Hammer Lane. The triangle consists of three parcels, the HTS sharing space with a bank and a small commercial mall. The facility consists of four boarding locations in the former parking lot and a curb cut-out along Lower Sacramento Road, providing for five boarding locations throughout the station.

RTD anticipates continuing to improve access and amenities at the HTS. Currently the HTS provides an operator break room, a small office for RTD security and Stockton Police, outdoor public seating, and improved lighting. Future improvements include enhanced customer information displays, indoor seating, and a customer information center. In FY 19, an average of 2,665 RTD passengers will use the HTS each weekday.

- UTS

The UTS will be RTD's newest transit station when it opens in early 2019. Near Rancho San Miguel, it will serve customers riding BRT Express 49—MLK Corridor and BRT Express 44—Airport Corridor. The UTS will provide an operator break room, a small office for RTD security and Stockton Police, outdoor public seating, and improved lighting. Future improvements include enhanced customer information displays, indoor seating, and a customer information center.

RTD Transit Fleet

RTD has a total fleet of 132 buses. The active fleet consists of 128 vehicles that include 40-foot urban coaches, 35-foot urban coaches, 29-foot urban coaches, 25-foot high

floor and 26-foot low floor cutaway buses, and 45 foot over-the-road commuter coaches. The average age of the fixed-route coaches is approximately seven years. The current spare ratio is 33%.

Table 30 – FY 18 RTD Operating Fleet

	Active Fleet	Inactive Fleet	Total Fleet	Weekday Peak Programmed	Spare Fleet	Spare Ratio
SMA Local	38	0	38	31	7	19%
BRT Express	33	0	33	12	21	74%
Intercity	4	0	4	3	1	25%
Hopper	28	0	28	21	7	25%
Rural Connection	0	4	4	0	4	0%
Commuter	16	0	16	13	3	20%
Dial-A-Ride/UCP	9	0	9	6	3	33%
RTD Fleet Total	128	0	132	86	42	33%

- Active Fleet—Total number of buses put into revenue service
- Inactive Fleet—Total number of buses not currently in service (contingency)
- Peak Programmed—Maximum number of buses in service during peak service period
- Spare Fleet—Buses allowed by FTA to be held back from service for such things as vehicle maintenance, etc.
- Spare Ratio—The ratio between Spare Fleet and Peak Programmed buses

All vehicles purchased are low-floor with air conditioning and, except for Commuter and Hopper buses, automated announcements. Each facility will have buses equally balanced in regard to the age of the fleet to ensure an equitable replacement of vehicles. The current year span of RTD’s fleet ranges from 2001 to 2017. The oldest vehicle at CTC is 2001 (a Commuter bus) and the oldest vehicle at RTC is 2004 (a SMA Local bus). The newest vehicle at RTC and CTC is 2017 (SMA Local, BRT Express, Metro Hopper, and County Hopper buses).

RTD is working on addressing a reduction of older vehicles to achieve a 20% spare ratio systemwide and as explained in the Fleet Management Plan, RTD intends to achieve 20% spare ratio by the end of FY 19.

Table 31 – Current Active Fleet

Year	Life Expectancy	Manufacturer	Model	Fuel	Seating Capacity	Fleet	Size	Use	Suggested Retirement
2006	12 years	Gillig	Low Floor	Diesel Hybrid	37	3	40 Feet	BRT Express	2018
2010	12 years	Gillig	Low Floor	Diesel Hybrid	37	6	40 Feet	BRT Express	2023
2011	12 years	Gillig	Low Floor	Diesel Hybrid	38	2	40 Feet	BRT Express	2024
2012	12 years	Gillig	Low Floor	Diesel Hybrid	38	6	40 Feet	BRT Express	2025
2014	12 years	NovaBus	LFS	Diesel Hybrid	62	6	60 Feet	BRT Express	2027
2016	12 years	Proterra	Catalyst	Electric	40	7	40 Feet	BRT Express	2028
2001	12 years	MCI	D4500	Diesel	55	15	45 Feet	Commuter	2013
2008	12 years	MCI	D4500	Diesel	55	1	45 Feet	Commuter	2021
2006	12 years	Gillig	Low Floor	Diesel Hybrid	26	11	29 Feet	Hopper	2018
2017	7 years	Glaval	Titan II	Gasoline	19	22	26 Feet	Hopper	2024
2006	12 years	Gillig	Low Floor	Diesel Hybrid	40	4	40 Feet	Intercity	2018
2006	12 years	Gillig	Low Floor	Diesel Hybrid	31	10	35 Feet	SMA	2019
2009	12 years	Gillig	Low Floor	Diesel Hybrid	40	3	40 Feet	SMA	2022
2010	12 years	Gillig	Low Floor	Diesel Hybrid	40	2	40 Feet	SMA	2022
2013	12 years	Gillig	Low Floor	Diesel Hybrid	40	20	40 Feet	SMA	2025
2012	12 years	Proterra	BEB	Electric	33	2	35 Feet	SMA	2024
2016	12 years	Proterra	Catalyst	Electric	40	3	40 Feet	SMA	2028
2006	5 years	El Dorado	Aerotech	Diesel	5	9	25 Feet	UCP	2011
2001	5 years	El Dorado	Versashuttle	Diesel	5	2	22 Feet	Specialized	2006
2006	5 years	El Dorado	Versashuttle	Diesel	10	2	22 Feet	Specialized	2011

- Dial-A-Ride Fleet Composition

RTD no longer maintains a Dial-A-Ride fleet. All Dial-A-Ride operations are contracted through ALC. RTD owns nine 25-foot cutaway vehicles that are used by UCP of San Joaquin, Calaveras, and Amador Counties.

- Support Fleet

RTD uses support vehicles to assist in maintaining and supervising in-house and contracted operations. There are currently 37 vehicles available for administrative, maintenance, field supervision, driver relief, and passenger transportation purposes when needed.

- Hybrid Bus Fleet

RTD has been proactive in adopting technology that improves the air quality in the region. It is because of RTD's ongoing commitment to the region and its unique environment that RTD is replacing its current fleet with hybrid buses.

Table 32 – Support Vehicle Fleet

Department	Fleet
Administration	13
Transportation	10
Contract Operations	0
Maintenance	4
Facilities	10
TOTAL FLEET	37

On October 8, 2004, RTD rolled out the first two low-emission hybrid buses in the state of California. Through effective grant applications and RTD's fleet replacement program, RTD purchased diesel-electric hybrid buses for both SMA, Intercity, and BRT Express service. In 2013, RTD completed the conversion of 100% of its SMA, Intercity, and BRT Express fleet to diesel electric hybrid buses.

Environmentally speaking, hybrid buses provide two major benefits: low emissions and reduced fuel consumption. These hybrid-powered transit vehicles provide improved fuel economy compared to traditional diesel buses, produce up to 60% fewer nitrogen oxide emissions, and deliver 90% fewer particulate hydrocarbon and carbon monoxide emissions.

Other benefits of the diesel-electric hybrid buses include: reduced maintenance costs resulting from extended brake, engine oil, and transmission oil life, 50% faster acceleration compared with conventional diesel buses, and reduced operating sound levels.

- Electric Bus Fleet

In 2012, RTD, in partnership with Proterra Inc., received an award from the California Energy Commission (CEC) to purchase and monitor the performance of two electric buses. These fully electric buses offer revolutionary battery technology and construction elements that allow for a 2-hour service window with a 10-minute charge. Since the pilot, RTD has purchased 12 40-foot electric buses that are used primarily on SMA routes, including BRT Express Route 44, as the nation's first all-electric BRT route. The first generation of electric buses can travel up to 40 miles or two hours on a charge. The RTD charging stations take about 10 minutes to completely recharge a bus. RTD's Board of Directors made a commitment in August 2017 to convert the entire SMA fleet to zero emissions by 2025.

Customer Amenities

In order to fulfill its vision of being the transportation service of choice for San Joaquin County residents, RTD must provide extraordinary customer service and customer amenities for those residents. RTD customer amenities include enhanced boarding areas, convenient intermodal connections, efficient transfer locations, readily available public information, advanced communication systems, and efficient fare recovery systems.

- Boarding Areas

RTD has approximately 1,100 bus stops. These bus stops presently are located in Stockton, Lodi, Lathrop, Manteca, Tracy, Ripon, unincorporated San Joaquin County, Sacramento, Livermore, Dublin, Pleasanton, and Sunnyvale. In the interest of offering maximum convenience and security to customers, RTD staff works closely with local agencies to identify optimal bus stop locations. The factors examined include: compatibility with transit and traffic operations, pedestrian safety, ADA compliance, visibility conditions, abutting properties, spacing between consecutive stops, and the proximity to trip generators.

RTD Facilities staff installs all bus stop signs. At some sites, RTD shares an existing utility pole without installing a new pole for the bus stop sign. RTD is responsible for maintenance of the bus stops, signage, PMPIDs, and trash cans where installed. RTD has installed 871 PMPIDs at bus stops along all fixed routes countywide. PMPIDs are mounted frames that allow the installation of letter or legal-size notices. RTD uses PMPIDs to post rider notices and alerts, bus schedules, route maps, and promotional materials.

RTD will continue to explore grant opportunities to supplement existing regional, state, and federal funding resources to continue to improve customer amenities and customer information at bus stops throughout RTD's service area. When funds are readily available, RTD will advance phases of the improvement program.

Between 2008 and 2010, RTD installed 138 benches at bus stops, 46 BRT Express shelters, and 34 standard shelters throughout the SMA. BRT Express shelters experience the highest customer volume throughout the day and account for approximately 40% of RTD's ridership. The standard shelters and benches are placed at bus stop locations that demonstrate the highest ridership, including the six shelters located at the MTS. Another eight BRT Express shelters for Route 49—

MLK Corridor will be operational by July 2018.

In 2009, RTD began a campaign to remove benches that were under contract with an advertising company and replace them with a new RTD-owned bench. This allowed RTD to provide new uniform benches throughout the service area. RTD also installed additional bus shelters at high-density boarding locations within the SMA. This effort is an improvement over the past when there were only 12 shelters throughout the entire service area. RTD bus shelters include solar powered lighting, map displays, transit information display, and benches.

RTD Intercity and County Hopper routes also serve bus shelters and bus benches in Lodi, Tracy, Lathrop, and Manteca, which are placed and maintained by those jurisdictions. In limited cases, RTD may add bus shelters and bus benches in these jurisdictions, if requested by the jurisdiction and if there is a benefit to an RTD fixed route.

There are currently no bus shelters or bus benches in the unincorporated area of San Joaquin County, Escalon, and Ripon at this time due to limited demand for these amenities. With the limited bus stops in the unincorporated area, amenities will be added should the demand for them meet the above thresholds.

RTD will continue to install more bus shelters and benches as needed as funding becomes available.

Neighboring Jurisdiction Stations

The City of Lodi opened Lodi Station in 2000, designed around a renovated rail depot along the Union Pacific railroad tracks. This station is located in downtown Lodi at the intersection of East Pine Street and Sacramento Street. Lodi's GrapeLine buses provide local fixed-route services at the station. Lodi VineLine and Dial-A-Ride buses provide demand-response service within the City of Lodi and to Woodbridge, Acampo, and Villa Cerezos Mobile Home Park. RTD operates daily service to this multimodal station via Intercity Route 23 and Hopper Routes 93 and 723. At this station, customers can also transfer to Amtrak San Joaquin trains and buses, Greyhound buses, and SCT/LINK from Galt, Elk Grove, and south Sacramento. The station provides on-site parking and use of a public parking structure across the street.



The City of Tracy opened Tracy Transit Station in 2011. RTD operates service to the station via Hopper Route 97 and Commuter Routes 150, 172, and 173 and connects to services provided by Tracy TRACER and Greyhound buses. The Tracy Transit Station is located east of Central Avenue and south of Sixth Street in downtown Tracy. There are two parking areas with 220 parking spaces, including nine spaces dedicated to disabled parking.

The City of Manteca opened Manteca Transit Center in 2013. RTD serves the Manteca Transit Center via Hopper Routes 91 and 797 and Commuter Route 150, and connects to services provided by Manteca Transit. Manteca Transit Center is located east of Main Street and south of Moffat Boulevard in downtown Manteca. The Transit Center has 104 parking spaces, including four spaces dedicated to disabled parking, as well as two spaces dedicated to electric vehicle charging, and it has four bicycle lockers.

Park-and-Ride Lots

Park-and-Ride lots are “change of mode” facilities where individuals meet and travel as a group to their destinations via transit, vanpool, or carpool. Park-and-Ride facilities vary from vacant lots, church parking lots, or intermodal transportation facilities linking individuals to other modes of transportation including transit, airport access, and rail. RTD currently serves several formal and informal Park-and-Ride lots throughout the region.

RTD manages Park-and-Ride facilities by maintaining individual lease agreements funded by Measure K. This agreement provides funding to RTD to lease Park-and-Ride lots and/or to improve those lots by providing pavement markings, commuter orientation signs, and/or designated parking spaces.

Table 33 – Park and Ride Facilities

City	Location	Landmark	Spaces	Routes Serving
Lathrop	15557 5 th Street	Valverde Park/Lathrop Community Center	40	172
Lodi	277 Beckman Road	ARCO Gas Station/Caltrans Park and Ride Lot	40	163
Stockton	8407 Kelley Drive	Calvary First Assembly of God	55	165
Stockton	3200 W. Benjamin Holt	Marina Shopping Center	50	121, 172
Stockton	3034 Michigan Avenue	LifeSong Church*	45	121, 150, 152, 165
Tracy	50 East 6 th Street	Tracy Transit Station	116	150, 172, 173
Manteca	S. Main St. & Moffat Blvd.	Manteca Walmart/ Mission Ridge Plaza	50	120, 150, 166, 173
Lathrop	15240 South Harlan Road (east of Interstate 5)	Lathrop Crossroads Shopping Center	15	150, 152
Stockton	3728 E Hammer Lane, Stockton, (west of SR 99)	Hammer Crossings Shopping Center/ Dollar Tree	30	163
Stockton	4361 E. Morada Lane	Morada Ranch Shopping Center (Raley's Park & Ride Lot)	25	173

Appendix F: Management Systems and Controlling Plans

RTD is in the process of establishing and maintaining viable management systems in order to maintain effective services and ensure financial accountability. In that regard, RTD has developed several programs with specific management system goals. RTD's Spear 4i data system is designed to maintain and account for RTD's internal inventory. The following is a summary of RTD's management systems.

Financial Management Systems

RTD maintains its financial records and database using Superior's OneSolution ERP software. OneSolution centralizes and maintains the data for all finance-related efforts including budget development and forecasting, purchase orders, accounts payable, accounts receivable, fixed assets, human resources, and payroll.

In 2018, Superior upgraded the OneSolution financial suite to provide additional functionality. RTD anticipates upgrading the OneSolution system several times within the ten-year period of this SRTP in order to improve reporting efficiency and accuracy. RTD uses Kronos for its timekeeping system. Kronos provides an online software service that tracks and reports staff time and attendance. RTD has seven Kronos time clocks located throughout RTD's facilities, allowing staff to conveniently clock in and out as needed. The web-based Kronos database allows management staff to review and approve work hours for their employees in a quick and efficient manner. Kronos offers multiple upgrades for their services, and RTD management will adopt new technologies as available to improve staff tracking to control labor costs and minimize compliance risks. RTD anticipates upgrading the Kronos system several times within the next ten-year period of the SRTP.

Asset Management System

RTD is currently using Infor Public Sector's Spear 4i software to support its asset management system. Spear 4i is a software platform that provides real-time information for tracking maintenance records pertaining to transit vehicles, components, and facilities. Spear is also used for inventory control of parts, equipment, and components related to transit operations. Other features include warranty control, purchasing management for parts, and document management. RTD will need to update its asset management system in order to comply with the TAM program requirements and serves RTD in the development of the maintenance program. As part of the TAM program, all Facilities assets will also begin to be managed within the asset management system.

Fuel Management System

RTD is currently using Fleetwatch to monitor and manage fuel use for all RTD vehicles. This system allows RTD staff to monitor fuel consumption and identify opportunities to minimize consumption, ensure fuel use and security and accountability, provide reliable fleet data, record and report fuel use, and ensure compliance with federal and state regulations.

Data Management Systems

RTD uses Trapeze and Transit Master software to conduct many operations functions including:

- Operator timekeeping
- Operator staff planning (bidding and work assignments)
- Route planning (actual route planning, run cutting, trip planning)
- Bus stop management
- Route management
- Operations management
- Incident management
- Customer comment tracking
- Bus communications
- Bus location tracking
- Automated passenger count tracking
- Dial-A-Ride and Hopper customer reservation management

RTD will need to update and upgrade the scheduling software on a regular basis to ensure an effective scheduling system. It is also looking at replacing this system in FY 19 due to the costs associated with its use and to take advantage of new emerging technologies as it relates to overall operations management.

RTD's Dial-A-Ride contractor ALC has a 24-hour call center with their own proprietary dispatching system that allows for reservations management. In addition, it can track sub-contracted vehicles using an app, which also includes the ability to send trips to those vehicles for quick, responsive dispatching.

TransTrack is RTD's data reporting software package. TransTrack provides daily, monthly, quarterly, and annual reports for RTD staff which is used to guide decision-making that affects day-to-day operations. RTD needs to maintain and update the data management systems in order to accurately collect and report operating data so that

staff can review service efficiencies and develop new services in line with this SRTP and the Board of Directors' direction. RTD staff is also responsible for maintaining and calibrating data inputs to ensure data accuracy.

RTD participates in an effort to benchmark and standardize data management for public transportation projects. The American Bus Benchmarking Group (ABBG) is a group led by the efforts of the Imperial College of London, which has established benchmarking efforts on an international level. RTD is one of 22 agencies participating in this effort, and it must maintain its data management programs in order to maintain effective participation and input into this group's efforts. The ABBG will provide guidance to transit agencies regarding the collection and reporting of Key Performance Indicators and will serve future generations by providing a consistent platform for public transportation service review.

Document Management System

RTD's Document Management System uses the Microsoft SharePoint software platform. Maintained remotely, SharePoint provides a secure location to store and maintain documents for RTD's operations and management. This includes the development of an online library electronically warehousing RTD Board Policies, Plans and Reports, Protocols, Procedures, and Work Instructions. RTD staff can access information remotely through the Microsoft Online portal.

Safety Management System

RTD has adopted an enhanced Illness and Injury Prevention Plan (IIPP) and the Agency Safety Plan (ASP) based on FTA's Safety Management System framework to ensure that RTD is not only a safe place to work, but also a safe system to ride for our customers, and a safe operation for San Joaquin County. The objectives of the ASP include reducing traffic accidents, minimizing customer risk, and minimizing RTD's exposure to liabilities that are inherent in providing public transportation services. With a focus on organization-wide safety policy, proactive hazard management, strong safety communication, targeted safety training, and clear accountabilities and responsibilities for critical safety activities, the ASP will provide RTD with an enhanced structure for addressing stringent expectations. RTD's Safety Department will take a lead role in implementing this effort over the next five years.

Title VI Report Summary

Title VI, the Civil Rights Act of 1964, requires that a grantee of federal funds must ensure that no person in the United States shall, on the grounds of race, color, or

national origin, be excluded from participating in, denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance. The grantee must ensure that federally supported transit services and related benefits are distributed in an equitable manner.

The most recent Title VI analysis conducted for RTD was adopted on June 21, 2017, and was approved by FTA on October 27, 2017. That analysis reviewed a standard list of potential discrimination issues, as well as a demographic analysis of RTD's service area. The analysis concluded that no deficiencies were found with RTD's compliance with the FTA requirements for Title VI.

The overall Disadvantaged Business Enterprise (DBE) goal, as approved by the FTA, is 4.94% for the period between FFY 17 and FFY 19 for federally-funded projects.

FTA Triennial Review Summary

The FTA Triennial Review desk review of RTD was conducted on April 1, 2016, with a site visit on July 26 and 27, 2016. The review concentrated primarily on procedures and practices employed during the past three years (FY 14–16); however, coverage was extended to earlier periods as needed to assess the policies in place and the management of grants. During the visit, reviewers discussed administrative and statutory requirements, examined documents, and toured the facilities. The close-out letter was provided on January 9, 2017.

No deficiencies were found with RTD's compliance with the FTA requirements in 14 of the 17 areas examined. Deficiencies were found in three areas under the following: Technical Capacity, ADA, and Satisfying Continuing Control. A summary of these deficiencies, corrective actions, and responses are shown below.

Table 34 – FTA Triennial Review Deficiencies

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
1. Financial Management and Capacity	ND				
2. Technical Capacity	D-79	Inactive grants/ untimely closeouts	RTD must provide the FTA Regional Office with a plan for drawing down inactive grants and closing fully expended grants in a timely manner.	10/15/16	01/06/17
3. Maintenance	ND				
4. ADA	D-324	Insufficient ADA complaint process	RTD must update its on line customer feedback form to allow customers to indicate that a complaint is an ADA complaint.	10/15/16	11/21/16
5. Title VI	ND				
6. Procurement	ND				
7. DBE	ND				
8. Legal	ND				
9. Satisfactory Continuing Control	D-161	Excessive fixed-route bus spare ratio	RTD must provide the FTA Regional Office with a plan for reducing its fixed-route bus fleet spare ratio.	10/15/16	01/06/17
10. Planning/ POP	ND				
11. Public Comment on Fare Increases and Major Service Reductions	ND				
12. Half Fare	ND				
13. Charter Bus	ND				
14. School Bus	ND				
15. Security	ND				
16. Drug-Free Workplace/ Drug and Alcohol Program	ND				
17. EEO	ND				

Please visit the I-205 Managed Lanes Virtual Open House

SELF GUIDED VIRTUAL OPEN HOUSE |
VISITA VIRTUAL AUTOGUIADA

The California Department of Transportation (Caltrans), in cooperation with the San Joaquin Council of Governments (SJCOC), will prepare an Environmental Impact Report (EIR)/Environmental Assessment (EA) for the I-205 Managed Lanes Project. This project proposes to install managed lanes on I-205 between I-5 and I-580 and could include interchange improvements and transit hubs. Four alternatives and the no-build alternative are being considered.

Caltrans and SJCOC are seeking input on the scope and content of the environmental document in compliance with the California Environmental Quality Act. The meeting will include a presentation and information about the project, and there will be an opportunity to speak to the project team. If you have any questions about the project or meeting, please contact Scott Guidi, Caltrans Branch Chief, at (209) 479-1839 or by email to scott.guidi@dot.ca.gov.

You can send comments by email to scott.guidi@dot.ca.gov, or by mail to Scott Guidi, Caltrans, District 10, 1976 East Dr. Martin Luther King Jr. Blvd., Stockton, CA 95205.

PROJECT OVERVIEW

The San Joaquin Council of Governments (SJCOG) and the California Department of Transportation (Caltrans), District 4 and District 10 are developing the I-205 Managed Lanes project to address increased commute times and corridor congestion on I-205 from I-5, through the City of Tracy, to the Alameda/San Joaquin County border.

Managed lanes have been successfully used to reduce congestion and increase travel time reliability by controlling the way traffic moves on the highway. Dedicated lanes allocated for cars with two or more people (High-Occupancy Vehicle, or HOV), like carpools and buses, and qualifying clean air vehicles are one way lane management can help keep traffic flowing. Another example of lane management is to charge a fee or toll to solo drivers who choose to use the dedicated lane which helps pay for maintenance and construction of the lanes and other transportation investments, including transit.

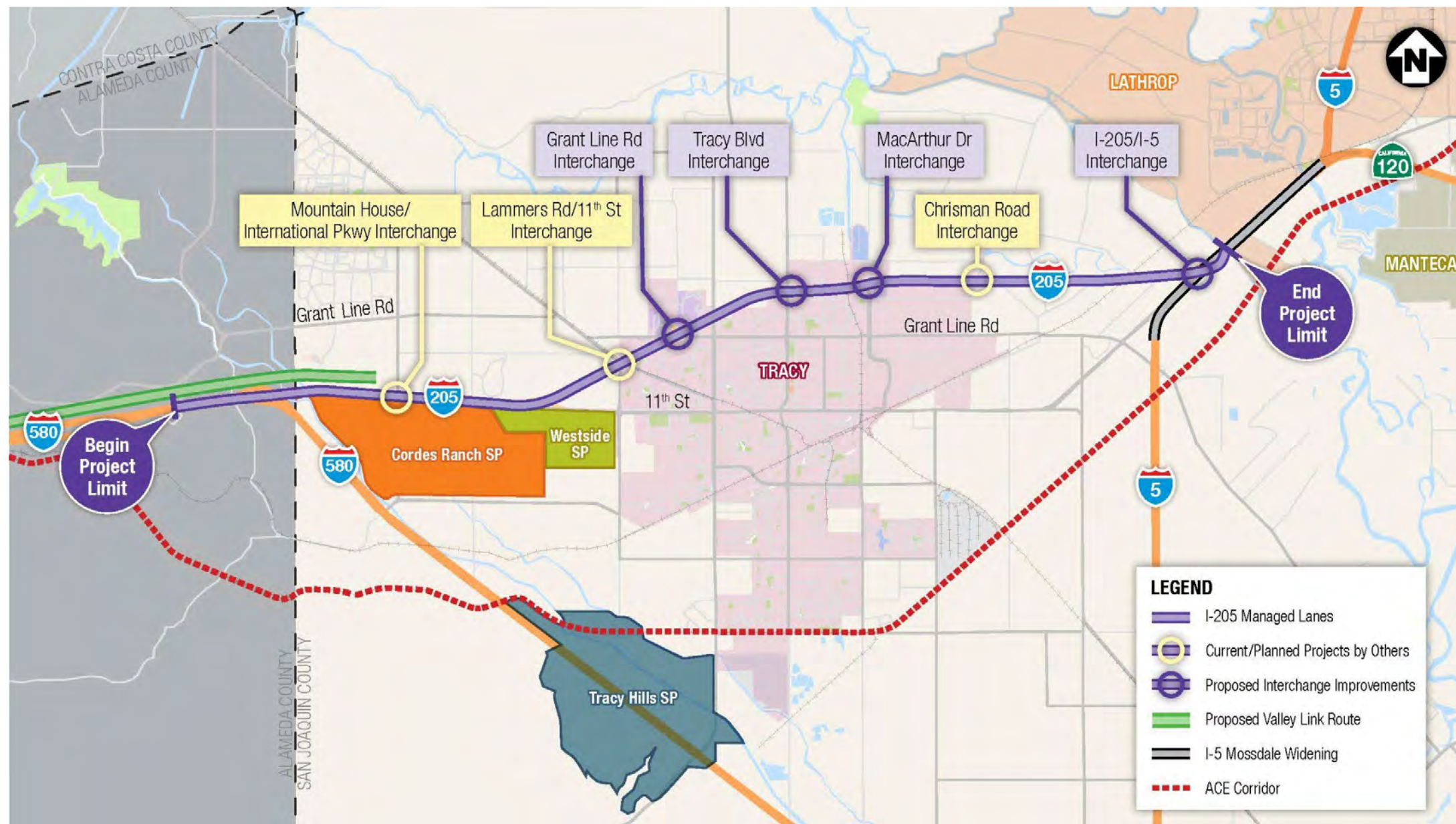
The project also aims to address increased use of the corridor as an intercity and interstate truck and freight route and the increased need for alternative modes of transportation (such as buses, vanpools, and rideshares) between San Joaquin County and the San Francisco Bay Area. Also under consideration are options that reserve the center median for various types of transit (bus and/or rail), as well as potential locations for stations and connections to bicycle and pedestrian facilities, park and ride lots, and other transit systems.

Projects of this scale have several phases and can take multiple years to complete.

- Caltrans and SJCOG completed a project initiation document (called Project Study Report-Project Development Support (PSR-PDS) Report) in 2017 that examined widening I-205 to include HOV lanes between the Alameda County Line and I-5. This report was the first step in the Caltrans project delivery approval process.
- In Fall 2021, Caltrans and SJCOG held a formal environmental scoping meeting and virtual open house (which can be viewed here) to begin the environmental phase of the project which will evaluate alternative designs to best integrate other on-going projects, incorporate new technologies, and explore station/transportation options and hub locations.
- In 2022, with Caltrans input and direction, SJCOG prepared a Supplemental PSR-PDS for the inclusion of additional alternatives that align with the project's goals.

The current phase of the project will develop and evaluate project design alternatives and complete the required environmental review as part of the Project Approval and Environmental Document (PA&ED) phase.

VICINITY MAP



KEY MILESTONES

CLICK FOR LARGER VIEW



PROJECT GOALS

The overarching goal for SJCOG is to improve local, regional, and interregional circulation for all modes of travel between the Central Valley and the San Francisco Bay Area. The proposed project has the following primary purposes:

- Improve travel times
- Improve regional mobility and freight movement
- Increase person throughput
- Increase use of carpooling, transit, ridesharing
- Accommodate and facilitate regional multi-modal transportation development
- Improve safety
- Improve air quality

The project is needed to address the following concerns:

- Increased commute times and delays on I-205
- Increased use of I-205 as an intercity and interstate truck or freight route
- Increasing need for alternative modes of transportation between San Joaquin County and the San Francisco Bay Area

CITY OF TRACY NEW CONSTRUCTION INDUSTRIAL & COMMERCIAL DEVELOPMENT PIPELINE REPORT

Status as of October 2024

APPROVED AND UNDER CONSTRUCTION

Name	Application #	Type	Zoning	Bldg. S.F.	Lot Acreage	Location / Parcel	Approved	Owner/Applicant	Planner
GH Logistics Truck Repair	D17-0004	Industrial	M-1	6,000	1.40	1428 Mariani Ct.	7/6/2017	Kulwant S & Sarbjit Mander/ Wayne Bogart	Staff (209)831-6400
Marriott Hotel (108 Rooms)	D16-0022	Comm.	I-205 SP	58,800	2.69	3550 N. MacArthur Dr.	2/21/2017	Reza Kabul/ Arvind Iyer	Staff (209)831-6400
Starbucks, Popeyes, Gasoline Station & Store, Car Wash	D19-0012 D23-0011	Comm.	GHC	5,584	0.94	630 E. 11th St.	1/13/2020	Mila S Padilla TR/Sunny Ghai	Kenny Lipich (209)831-6443
La Quinta Hotel (87 Rooms)	PUD18-0004 D18-0033	Comm.	PUD	48,845	1.91	565 Clover Rd.	7/7/2020	Skyline Hospitality, Inc./Ajaypal Sidhu	Genevieve Federighi (209)831-6435
Renewable Energy Power Plant	D21-0032	Industrial	M-1		1.71	9251 W Arbor Ave	4/12/2022	City of Tracy/ Frank Schubert	Scott Claar (209)381-6429
Triad One Story Medical Office Building	D20-0016	Comm.	GHC	10,000	1.00	Orchard Pkwy. And Grant Line Road	4/6/2021	Richard Needham/ Triad Tracy II LP	Staff (209)831-6400
Central Green (Cordes Ranch)	D20-0015	Private Park	CRSP	1,350,360	31.00	Cordes Ranch	1/20/2022	Prologis/ David Babcock	Scott Claar (209)381-6429
Tracy Lakes Amenity Center	D23-0001	Amenity Center	TVSP	14,185	5.00	1958 Valpico Rd	6/20/2023	DRP CA 6 LLC/ Alex Raymond	Victoria Lombardo (209)831-6428
Carbon Dioxide Removal Facility	D22-0039	Industrial	M-1	14,252	2.20	4750 Holly Dr	12/14/22	Heirloom Carbon Technologies & TRE, LLC.	Scott Claar (209)381-6429
Total				1,508,026	47.85				

APPROVED AND NOT YET UNDER CONSTRUCTION

Name	Application #	Type	Zoning	Bldg. S.F.	Lot Acreage	Location / Parcel	Approved	Owner/Applicant	Planner
Warehouse with Office	D19-0011	Industrial	NEI	90,000	5.00	1850 N. Chrisman Rd.	8/1/2019	Frank Silva/Schack & Company	Genevieve Federighi (209)831-6435
Tracy Assisted Living & Memory Care	D19-0019	Comm.	RSP	87,107	2.73	South of Grant Line, west of Corral Hollow	12/3/2019	Triad Tracy II LP/Summit Senior Living	Staff (209)831-6400

West Parkway Village Multi-Tenant Building	D19-0029	Comm.	CRSP	10,465	1.96	Cordes Ranch	10/29/20	R&B Delta II, LLC	Kenny Lipich (209)831-6443
Marriott Courtyard (Cordes Ranch - West Parkway Village) (101 Rooms)	D20-0024	Comm.	CRSP	60,074	3.37	International Pkwy./I-205	9/1/2021	Robert F. Tuttle Architects	Staff (209)831-6400
Single-Story Car Wash Building and Vacuum Stalls	D21-0009	Comm.	GHC	3,343	0.73	150 W. Grant Line Rd.	4/13/22	Jatinder Randhawa/API Architecture Plus	Staff (209)831-6400
RNG Fueling Station and Parking Lot	CUP21-0007 D21-0023	Industrial	NEI		5.00	2200 N. Chrisman Rd.	5/25/22	L&C Eagle Properties, LLC/Don Wood	Staff (209)831-6400
Promontory Station – Cordes Ranch	D21-0013	Comm.	CRSP	31,908	7.74	815 International Pkwy.	8/8/22	Prologis/Prologis	Kenny Lipich (209)831-6443
Retail Building	CUP21-0009 D21-0034	Comm.	GHC	3,180	0.32	316 Eleventh St.	10/12/22	Saad Pattah & Eric Boehm / Community Veterans of Tracy LLC	Staff (209)831-6400
Commercial Building Shell	D19-0021 CUP21-0003	Comm.	I-205 SP	27,336	1.87	Auto Plaza Dr. west of Naglee Rd.	10/26/22	Tracy Auto Plaza Investors PTP/Masood Feroz	Genevieve Federighi (209)831-6435
3-Story Retail and Office Building	D22-0024 D23-0012	Comm.	CBD	12,512	0.15	28 W 8th Street	11/14/22	Indus Capital Management Group LLC / Schack & Company, Inc.	Kenny Lipich (209)831-6443
3-Story Multi Use Building	D22-0048	Comm.	CBD	14,641	0.11	1000 N Central Ave	4/10/23	1000 N Central Ave LLC / Schack & Company, Inc.	Kenny Lipich (209)831-6443
4-Story Hotel (Extended Stay America Premier Suites) (124 Rooms)	D22-0020	Comm.	GHC	54,902	3.91	N Side of Joe Pombo Pkwy, N of Grant Line Rd	04/26/23	Tracy Orchard Plaza LP / Stacie Quoi	Staff (209)831-6400
Retail Building	D22-0030 CUP22-0013	Comm.	CBD	4,000	0.36	60 E 10th Street	05/24/23	Moe, Richard D Susan E TR / Manzanita of Tracy LLC	Staff (209)831-6400
Gas Station, Car Wash, Retail and QSRs (Triangle Plaza)	D21-0006	Comm.	HS	18,035	1.91	3788 N. Tracy Blvd.	06/28/23	3788 Tracy LLC/Tecta Associates	Staff (209)831-6400
Golden State Fire - Fire Apparatus	D22-0033	Industrial	M-1	55,226	4.73	3501, 3601, 3701 Mars Way	07/25/23	Wright Family Holdings, LLC. / Shack & Company, Inc.	Kenny Lipich (209)831-6443
4-Story Hotel (Tru by Hilton) (78 Rooms)	D22-0018 GPA22-0004	Comm.	PUD	40,190	1.96	2605 N. Corral Hollow Rd.	09/19/23	Hemkunt Group LLC / Anand Kotecha	Staff (209)831-6400

Seefried LI Building (NEI)	D22-0045	Industrial	NEI	335,157	19.30	1651 E Grant Line Rd	3/5/2024	Linda Massone, Trustee / Seefried Industrial Properties	Victoria Lombardo (209)831-6428
Cordes Ranch Building 28	D22-0002	Industrial	CRSP	524,081	26.50	5390 Promontory Pkwy	3/5/2024	Prologis, LP	Staff (209)831-6400
IPC 16 Guard Shack Addition	D23-0008	Industrial	BPI	48	66.70	5051 Promontory Pkwy	3/5/2024	Prologis LP/HPA Inc.	Staff (209)831-6400
Tracy Toyota Service Center Expansion	D23-0018	Comm.	I-205 SP	35,562	6.23	2895 Naglee Rd.	5/8/2024	Tracy Autoland LLC/Devcon Constructin Inc.	Martin E. Vargas (209)831-6438
Taco Bell	D23-0016	Comm.	CRSP	1,479	0.45	1102 N. International Pkwy	5/21/2024	Reynolds &Brown/Roxanne Berlien	Genevieve Federighi (209)831-6435
Tracy Honda Remodel	D24-0007	Comm.	I-205 SP	25,707.00	4.09	3450 Auto Plaza Way	7/25/2024	Ken Harvey / Carl Chrisman	Martin E. Vargas (209)831-6438
Chevron CNG	D24-0012	Comm.	PUD	3,952	3.95	3940 N. Tracy Blvd and W. Larch	9/24/2024	H&S Energy LLC / Robert Picard C/O Stantec Architecture Inc.	Martin E. Vargas (209)831-6438
Island Gourmet Market and Deli	D24-0016	Comm.	GHC	4,868	0.50	1450 W. 11th Street	9/24/2024	Virgilio Escobar, Jr. & Eleanor Escobar / Schack & Company	Craig Hoffman (209)831-6426
Eastgate Business Park Phase 2	D24-0001	Industrial	M-1	26,019	1.35	1398 Mariani Court	10/16/2024	Horizon Tracy, LLC	Genevieve Federighi (209)831-6435
St Paul Lutheran Church Two Modular Building Additions	D24-0006 CUP24-0002	Comm.	LDR	2,880.00	5.34	1635 Chester Drive	N/A	St. Paul's Evangelical Lutheran Church / Rod Thompson	Martin E. Vargas (209)831-6438
Total				1,472,672	176.26				
UNDER CITY REVIEW (NOT YET APPROVED)									
Name	Application #	Type	Zoning	Bldg. S.F.	Lot Acreage	Location / Parcel	Approved	Owner/Applicant	
Tracy Hills Commerce Center	SPA21-0004 D21-0012	Industrial	THSP	1,690,000	97.53	29592 S. Corral Hollow Rd.	N/A	Amanjit Sandu and Gurcharan Takar/ Ridgeline Property Group	Scott Claar (209)381-6429
2 Industrial Buildings (Costco Annexation)	A/P19-0001 CUP19-0002 D19-0014	Industrial	Not yet	1,812,279	103.00	16000 W. Schulte Rd.	N/A	Allen E Hom TR	Genevieve Federighi (209)831-6435
Westside Specific Plan	SPN19-0001	Comm.	Not yet	24,821	535.00	SWC Lammers Rd. and Eleventh St.	N/A	Nachhatar Singh Chandi & Susan Chandi/Chandi Enterprises LLC	Genevieve Federighi (209)831-6435

Schulte Warehouse/Annexation	A/P21-0001 D21-0020	Industrial	Not yet	217,466	20.92	16286 W. Schulte Rd.	N/A	D & D Pombo LLC/PDC Sacramento LPIV, LLC	Scott Claar (209)381-6429
Cordes Ranch Building 13	D21-0036	Comm.	CRSP	153,758	10.10	6050 Promontory Pkwy	N/A	Prologis, LP	Genevieve Federighi (209)831-6435
Cordes Ranch Building 18	D21-0037	Industrial	CRSP	1,319,092	63.90	5070 Promontory Pkwy	N/A	Prologis, LP	Genevieve Federighi (209)831-6435
Hollingsworth Trailer Lot and Guardhouse	D22-0014	Industrial	NEI	260	11.30	2259 E. Grant Line Rd	N/A	Matt Sims / Jun Lee	Martin E. Vargas (209)831-6438
Dual Hotels (Avid Hotel & Candlewood Suites Hilton Garden Inn) (107 Rooms Avid & Candlewood) (70 Rooms Hilton Garden Inn)	D22-0021 SPA23-0001	Comm.	PUD	110,512	3.17	3095 N Corral Hollow Rd	N/A	Manteca Hospitality Inc / Arvind S Iyer	Victoria Lombardo (209)831-6428
San Joaquin County Car Wash	D22-0022	Comm.	GHC	4,500	0.85	430 W 11th Street	N/A	Big Bear Acquisitions Inc / Alan Mok	Martin E. Vargas (209)831-6438
Paradise Pointe Business Park	D22-0038	Industrial	NEI	718,165	52.01	3601 Pescadero	N/A	Ridge Tracy Land Partners No. 2, LLC. /	Victoria Lombardo (209)831-6428
Corral Hollow Car Wash	D22-0044 CUP24-0006	Comm.	NS	4,455	1.29	4600 S Corral Hollow Rd	N/A	Harpreet Singh & Varinder Pal Singh / API Architecture Plus	Genevieve Federighi (209)831-6435
Martin's Paving Inc. New Building	D23-0002	Comm.	M-1	6,438	1.34	3880 Holly Dr	N/A	Martin's Paving Inc- Maritin Soto / Artifex West Studio - Nader Rahmanian	Victoria Lombardo (209)831-6428
Monopine-250 W Mt Diablo Ave	D23-0006 CUP23-0002	Comm.	MDR	1,600	1.95	250 W Mt Diablo	N/A	Rudi Law/ Verticle Bridge	Martin E. Vargas (209)831-6438
Cambria Hotel and Event Center (90 Rooms)	D23-0010	Comm.	HS	18,062	1.77	747 W Larch Rd.	N/A	Navdeep Grewal	Martin E. Vargas (209)831-6438
Montessori Elementary Portable Classroom Addition	D23-0019 CUP23-0004	Comm.	M-1	1,440	4.24	120 Murrieta Way	N/A	TR 120 LLC - Pamela Rigg	Victoria Lombardo (209)831-6428
Larch Road 5 Parcel TSM	TSM23-0004	Comm.	CRS	0.00	8.41	10722 & 10792 W. Larch Rd.	N/A	Byron Alvarez & Christine Vezies & Brian Alvarez/Schack & Company Inc	Kenny Lipich (209)831-6443
Birla Mixed-Use Center	D24-0002	Comm.	CBD	46,554.00	1.07	160 & 306 W Sixth Street	N/A	Sai Properties Tracy 306, LLC / Schack & Company, Inc.	Genevieve Federighi (209)831-6435
T-Mobile Cell Site - Tracy Sports Complex	D24-0004 CUP24-0001	Comm.	PUD	255.00	27.020	955 Crossroads Drive	N/A	City of Tracy / T-Mobile	Martin E. Vargas (209)831-6438

Costco Cold Distribution Center	AP24-0001 D24-0005	Industrial	AG-40	557,488.00	12.79	26301 S. Hansen Road	N/A	Costco Wholesale Corporation	(209)831-6435">Genevieve Federighi (209)831-6435
ZEV (Truck) Hub	D24-0008 CUP24-0003	Industrial	CRSP	1,440	4.36	9752 Hopkins Road	N/A	Prologis LP/HPA Inc.	(209)831-6435">Genevieve Federighi (209)831-6435
Montessori Building Addition	D24-0011 CUP24-0005	Comm.	ISP	4,753	0.70	120 Murrieta Way	N/A	TR 120 LLC / Grow Builders Inc. C/O Jeff Antrim	(209)831-6438">Martin E. Vargas (209)831-6438
Tracy Northeast Business Park	D24-0013 AP24-0002 SPA24-0001	Industrial	Not yet	1,811,259	93.10	6103, 3281, 6301 & 6599 Grant Line Rd.	N/A	Tracy Land Partners Holdco LLC & Suvik Farms LLC / Dermody Properties	(209)831-6428">Victoria Lombardo (209)831-6428
NEI Building 21	D24-0009	Industrial	NEI	246,470	12.60	Paradise Rd. & Grant Line Rd.	N/A	Prologis, LP / HPA, Inc.	(209)831-6438">Martin E. Vargas (209)831-6438
Parkway Plaza Starbucks	D24-0014	Comm.	CRSP	2,250	0.64	1102 North International Pkwy	N/A	R&B Delta II, LLC / Ryan Abraham	(209)831-6435">Genevieve Federighi (209)831-6435
IPC 20 (Cordes Ranch Building 20) - 1,300,256 sqft bldg.	D24-0018	Industrial	CRSP	1,300,256	66.06	Hopkins Road & Bud Lyons Way	N/A	Prologis, LP / HPA, Inc.	(209)831-6426">Craig Hoffman (209)831-6426
Beechnut Transit Facility	GPA24-0004 R24-0004	Industrial	MDR		9.80	800, 990, and 1000 Beechnut Ave.	N/A	Chevron / City of Tracy (Ed Lovell)	(209)831-6426">Craig Hoffman (209)831-6426
Taco Bell Solar Carport Canopies Addition	D24-0020	Comm.	CRSP	1,479	0.45	1102 N. International Pkwy	N/A	Reynolds & Brown / Sunrise Solar	(209)831-6438">Martin E. Vargas (209)831-6438
Verizon Monopole	D24-0023 CUP24-0007	Industrial	M-2		0.04	724 E. Grant Line Rd	N/A	Anderson Enterprises LLC/The Derna Group	(209)831-6443">Kenny Lipich (209)831-6443
Oak4 Facility Parking Lot Improvement	D24-0022	Industrial	NEI		906.83	1555 N Chrisman	N/A	Prologis / Matt Fleck	(209)831-6432">Kellie Jones (209)831-6432
Total				10,055,052	2052.24				