



July 1, 2025

## Regular City Council Meeting

### Attachments for Agenda Item 3.B

Please contact the City Clerk's Office at (209) 831-6105 with any questions.

## Attachment A – Location Map



APPROVED AS TO FORM AND LEGALITY

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CITY ATTORNEY'S OFFICE

**TRACY CITY COUNCIL**

**ORDINANCE NO. \_\_\_\_\_**

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**AN ORDINANCE OF THE CITY OF TRACY ADDING ARTICLE 9.5, SMALL LOT RESIDENTIAL ZONE, TO CHAPTER 10.08 OF TITLE 10 OF THE TRACY MUNICIPAL CODE, SECTIONS 10.08.1471 THROUGH 10.08.1479**

**WHEREAS**, the City of Tracy General Plan provides for Residential High and Residential Medium land use designations; and

**WHEREAS**, the General Plan land use designations provide for the adoption of a wide range of residential zoning designations to implement the community vision and provide for various housing opportunities; and

**WHEREAS**, the 2023-2031 Housing Element anticipates a range of housing options for the community that includes low, medium and high density housing; and

**WHEREAS**, development trends in California, San Joaquin County and the City of Tracy has become focused on small lot developments to provide for a more affordable housing option; and

**WHEREAS**, the current Tracy Municipal Code does not provide for a small lot development option; and

**WHEREAS**, the Small Lot Residential (SLR) Zone classification is designed to provide for single-family dwellings, two-family dwellings, and multiple-family dwellings on small lots, and to be utilized in appropriate locations throughout the City; and

**WHEREAS**, the Small Lot Residential (SLR) Zone classification is intended for areas designated Residential Medium with a density range of five and nine tenths (5.9) to twelve (12) dwelling units per gross acre or Residential High with a density range of twelve and one tenth (12.1) to twenty-five (25) dwelling units per gross acre by the General Plan; and

**WHEREAS**, the Small Lot Residential (SLR) Zone will allow the developers to offer a diverse housing mix by introducing various small lot housing products; and

**WHEREAS**, the Small Lot Residential (SLR) Zone is consistent with direction from the State of California to offer more affordable housing options; and

**WHEREAS**, the proposed Small Lot Residential (SLR) Zone is consistent with the General Plan; and

**WHEREAS**, the zoning text amendment creating the Small Lot Residential (RSL) Zone is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines

Section 15061(b)(3) in that projects with no potential for causing a significant effect on the environment need no further environmental review; and

**WHEREAS**, on May 28, 2025, the Planning Commission conducted a duly noticed public hearing to consider the proposed Small Lot Residential (SLR) Zone associated with the Triway Project, and recommended that the City Council introduce and adopt an ordinance approving the SLR Zone; and

**WHEREAS**, The City Council considered this matter at a duly noticed public hearing held on July 1, 2025;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TRACY DOES ORDAIN AS FOLLOWS:**

**SECTION 1.** The foregoing recitals are true and correct and are incorporated herein as findings.

**SECTION 2.** The City Council determines the zoning text amendment creating the Small Lot Residential (SLR) Zone is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3) in that projects with no potential for causing a significant effect on the environment need no further environmental review, as any proposed residential development project will require its own environmental review under CEQA.

**SECTION 3.** The City Council hereby approves the zoning text amendment adding Article 9.5, Small Lot Residential Zone, to Chapter 10.08 of Title 10 of the Tracy Municipal Code, Sections 10.08.1471 through 10.08.1479, as attached to this Ordinance as Exhibit 1. This zoning text amendment made by this ordinance shall be codified in the Tracy Municipal Code.

**SECTION 4.** This Ordinance shall take effect 30 days after its final passage and adoption.

**SECTION 5.** This Ordinance shall either (1) be published once in a newspaper of general circulation, within 15 days after its final adoption, or (2) be published in summary form and posted in the City Clerk's office at least five days before the ordinance is adopted and within 15 days after adoption, with the names of the Council Members voting for and against the ordinance. (Gov't. Code §36933.)

**SECTION 6.** Severability. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection, clause or phrase thereof irrespective of the fact that one or more other sections, subsections, clauses or phrases may be declared invalid or unconstitutional.

\* \* \* \* \*

The foregoing Ordinance \_\_\_\_\_ was introduced at a regular meeting of the Tracy City Council on the 1<sup>st</sup> day of July, 2025, and finally adopted on the \_\_\_\_\_ day of \_\_\_\_\_, 2025, by the following vote:

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

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MAYOR

ATTEST:

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CITY CLERK

## **Article 9.5 – Small Lot Residential Zone (SLR)**

### **10.08.1471 - Purpose (SLR).**

The Small Lot Residential (SLR) Zone classification is designed to provide for single-family dwellings, two-family dwellings, and multiple-family dwellings on small lots, and to be utilized in appropriate locations within the areas designated Residential Medium with a density range of five and nine tenths (5.9) to twelve (12) dwelling units per gross acre or Residential High with a density range of twelve and one tenth (12.1) to twenty-five (25) dwelling units per gross acre by the General Plan.

### **10.08.1472 - Permitted uses (SLR).**

(a) The following uses shall be permitted in the SLR Zone:

- (1) Single-family, two-family, or multiple-family dwelling; Accessory dwelling unit, subject to TMC section [10.08.3180](#);
- (2) Boarding and rooming house;
- (3) Emergency homeless shelter, subject to TMC section [10.08.3197](#);
- (4) Single-Room Occupancy Facility ("SROs"), subject to TMC section [10.08.3197](#);
- (5) Crop and tree farming;
- (6) Public park, building or school; and
- (7) Accessory use or structure as provided in section [10.08.1080](#) of Article 5 of this chapter.

(b) The following conditional uses shall be permitted in the SLR Zone subject to the granting of a use permit as provided in sections [10.08.4250](#) through [10.08.4420](#) of [Article 34](#) of this chapter:

- (1) Mobile home park or mobile home park subdivision;
- (2) Condominium or planned residential development;
- (3) Church and church related use;
- (4) Educational, cultural, institutional or recreational use;
- (5) Private school, nursery school or day care center;

- (6) Board and care facility;
- (7) Hospital, convalescent hospital, rest home or nursing home; and
- (8) Mortuary.

#### **10.08.1473 - Lot area and width (SLR).**

The following lot area and width requirements shall apply in the SLR Zone:

- (a) The minimum lot area shall be 1,400 square feet.
- (b) The minimum lot width shall be twenty-five (25') feet. Lots may be created with access provided by a private court or lane. For such cases where a lot fronts onto a private court or lane, rather than a public street, the property line dividing the lot from the private court or lane shall be the front lot line.
- (c) The requirements set forth in this section may be increased or decreased for conditional uses.

#### **10.08.1474 - Density (SLR).**

There shall be at least 1,400 square feet of net lot area for each dwelling unit in the SLR Zone.

#### **10.08.1475 - Minimum yards (SLR).**

The following minimum yards shall be required in the SLR Zone:

- (a) Front: Three (3') feet, including setback to garage;
- (b) Side: Three (3') feet, except that the minimum side yard shall be zero for attached dwellings, and the street side yard on a corner lot shall be five (5') feet minimum;
- (c) Rear: Three (3') feet.
- (d) Distance between buildings: Six (6') feet.
- (e) Detached accessory buildings shall meet the minimum distance between buildings and the minimum yards of the SLR Zone.

#### **10.08.1476 - Height (SLR).**

The maximum height in the SLR Zone shall be three stories or forty (40') feet, whichever is less.

**10.08.1477 - Lot coverage (SLR).**

The maximum aggregate coverage of all buildings in the SLR Zone shall not exceed seventy-five (75%) percent of the lot.

**10.08.1478 - Off-street parking (SLR).**

All single-family, two-family, and multiple-family dwellings in the SLR Zone shall provide off-street parking that meets the minimum requirements in [Article 26](#) of this chapter for single-family residential.

**10.08.1479 - Development review (SLR).**

Development approval of all uses, buildings, and site development in the SLR Zone shall be required as provided in [Article 30](#) of this chapter.

APPROVED AS TO FORM AND LEGALITY

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CITY ATTORNEY'S OFFICE

**TRACY CITY COUNCIL**

**ORDINANCE NO. \_\_\_\_\_**

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**AN ORDINANCE OF THE CITY OF TRACY REZONING THE TRIWAY PROJECT SITE FROM LIGHT INDUSTRIAL TO SMALL LOT RESIDENTIAL FOR FOUR PARCELS TOTALING APPROXIMATELY 22.6 ACRES IN SIZE.**

**WHEREAS**, the project applicant submitted an application for the Triway project on March 1, 2024, including Rezone (R24-0001), Zoning Code Amendment (ZA25-0001), Vesting Tentative Subdivision Map (TSM24-0001), and Development Review Permit (D24-0003); and

**WHEREAS**, the project site is a 22.6 acre site located at 200 Valpico Road (APNs: 246-130-03, -04, -05, and -06); and

**WHEREAS**, the project site has a General Plan land Use designation of Residential High; and

**WHEREAS**, the project site has a Zoning designation of Light Industrial; and

**WHEREAS**, the property needs a rezone for the General Plan land use and zoning of the project site to be consistent; and

**WHEREAS**, the General Plan land use designations provide for the adoption of a wide range of residential zoning designations to implement the community vision and provide for various housing opportunities; and

**WHEREAS**, the 2023-2031 Housing Element anticipates a range of housing options for the community that includes low, medium and high density housing; and

**WHEREAS**, development trends in California, San Joaquin County and the City of Tracy has become focused on small lot developments to provide for a more affordable housing option; and

**WHEREAS**, the Small Lot Residential (SLR) Zone classification is designed to provide for single-family dwellings, two-family dwellings, and multiple-family dwellings on small lots, and to be utilized in appropriate locations throughout the City; and

**WHEREAS**, the Small Lot Residential (SLR) Zone is consistent with direction from the State of California to offer more affordable housing options; and

**WHEREAS**, the proposed Small Lot Residential (SLR) Zone is consistent with the General Plan; and

**WHEREAS**, the proposed Triway Residential Project (Project) is consistent with the land

use designations and development intensities assigned to the project site by the City of Tracy General Plan. Cumulative impacts associated with development and buildup of the project site, as proposed, were fully addressed in the City of Tracy General Plan EIR (SCH# 2008092006); and

**WHEREAS**, the proposed Triway project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the General Plan EIR, and implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR; and

**WHEREAS**, the California Environmental Quality Act (CEQA) Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an EIR was certified; and

**WHEREAS**, On May 28, 2025, the Planning Commission conducted a duly noticed public hearing to consider the proposed Small Lot Residential (SLR) Zone associated with the Triway Project, and recommended that the City Council rezone the property from Light Industrial to Small Lot Residential; and

**WHEREAS**, The City Council considered this matter at a duly noticed public hearing held on July 1, 2025;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TRACY DOES ORDAIN AS FOLLOWS:**

**SECTION 1.** The foregoing recitals are true and correct and are incorporated herein as findings.

**SECTION 2.** The City Council determines the proposed Triway project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the General Plan EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR. The California Environmental Quality Act (CEQA) Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an EIR was certified. Therefore, no further environmental review is necessary.

**SECTION 3** The City Council hereby approves the rezone of the project site from Light Industrial to Small Lot Residential for four parcels totaling approximately 22.6 acres in size, as attached to this Ordinance as Exhibit 1.

**SECTION 4.** This rezone will become effective once the Small Lot Residential (SLR) Zone has its final adoption and becomes effective.

**SECTION 5.** This Ordinance shall take effect 30 days after its final passage and adoption.

**SECTION 6.** This Ordinance shall either (1) be published once in a newspaper of general circulation, within 15 days after its final adoption, or (2) be published in summary form

and posted in the City Clerk's office at least five days before the ordinance is adopted and within 15 days after adoption, with the names of the Council Members voting for and against the ordinance. (Gov't. Code §36933.)

**SECTION 7. Severability.** If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection, clause or phrase thereof irrespective of the fact that one or more other sections, subsections, clauses or phrases may be declared invalid or unconstitutional.

\* \* \* \* \*

The foregoing Ordinance \_\_\_\_\_ was introduced at a regular meeting of the Tracy City Council on the 1<sup>st</sup> day of July, 2025, and finally adopted on the \_\_\_\_\_ day of \_\_\_\_\_, 2025, by the following vote:

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

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MAYOR

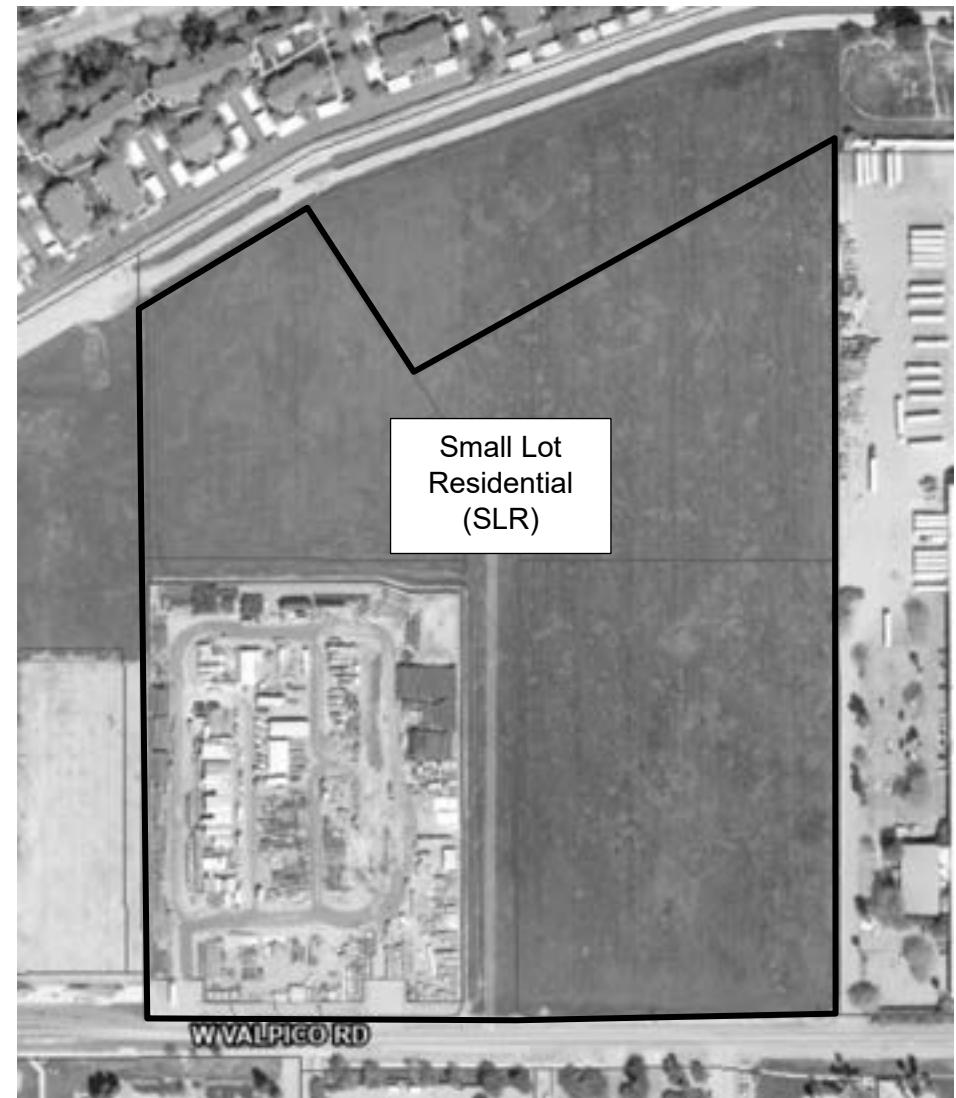
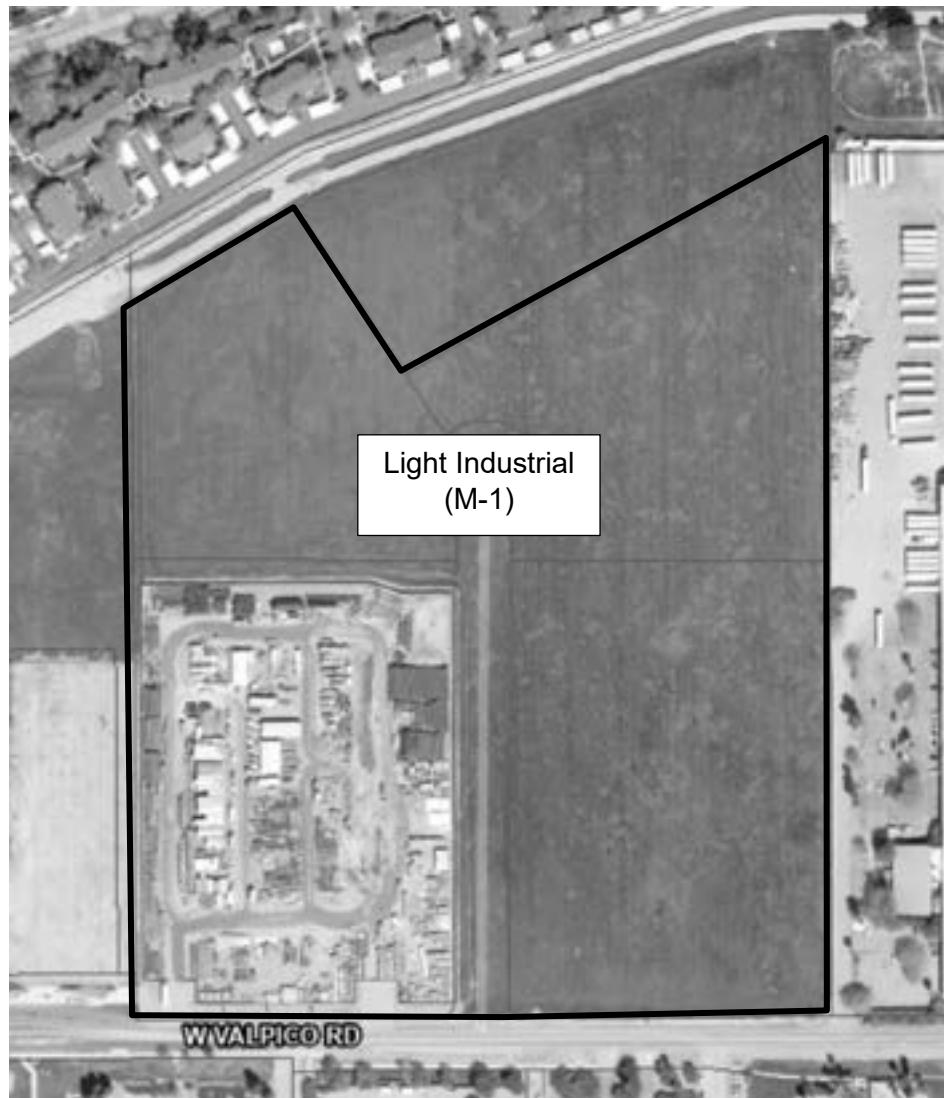
ATTEST:

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CITY CLERK

**Exhibit 1**  
(to Attachment C)

**Triway Project Rezone**



## ENVIRONMENTAL CHECKLIST

FOR THE

### TRACY TRIWAY RESIDENTIAL PROJECT

(CEQA) Guidelines Section 15183 - Streamlined Environmental Review

MAY 2025

*Prepared for:*

The City of Tracy  
Development Services  
333 Civic Center Plaza  
Tracy, CA 95376

*Prepared by:*

De Novo Planning Group  
1020 Suncast Lane, Suite 106  
El Dorado Hills, CA 95762

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

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A Land Use Planning, Design, and Environmental Firm



# ENVIRONMENTAL CHECKLIST

FOR THE

## TRACY TRIWAY RESIDENTIAL PROJECT

(CEQA) Guidelines Section 15183 - Streamlined Environmental Review Process

MAY 2025

*Prepared for:*

The City of Tracy  
Development Services  
333 Civic Center Plaza  
Tracy, CA 95376

*Prepared by:*

De Novo Planning Group  
1020 Suncast Lane, Suite 106  
El Dorado Hills, CA 95762



## INTRODUCTION

The following pages provide an analysis of the Triway Residential Project (project) with respect to the project's consistency with the City of Tracy General Plan, the analysis contained in the General Plan EIR, and any site-specific environmental impacts or cumulative impacts that may result from project implementation.

The project is consistent with the development type and density established by the City General Plan, for which an Environmental Impact Report (EIR) (SCH# 2008092006) was certified (City Council Resolution 2011-028).

The findings presented below demonstrate that no additional environmental analysis is required under the California Environmental Quality Act (CEQA) prior to approval of the proposed project.

## PROJECT OVERVIEW

### *PROJECT LOCATION*

The project site includes approximately 29 acres of developed and undeveloped land located in the northwest quadrant of the Valpico Road/Mission Court intersection. The project site encompasses Assessor Parcel Numbers (APNs) 246-130-030, 246-130-040, 246-130-0060, and 246-130-270. The location of the project site is shown in Figure 1.

### *PROJECT DESCRIPTION*

The proposed project would consist of 275 small-lot residential dwelling units, plus an additional 49 junior accessory dwelling units (JADUs) on 29 acres situated along Valpico Road. The 275 proposed housing units would be configured in three styles: 96 semi-attached duet homes (ranging from approximately 1,598-2,101 SF) with 25 JADUs; 113 alley loaded homes (ranging from approximately 1,592-2,115 SF); and 66 front loaded homes (ranging from approximately 1,987-2,300 SF) with 24 JADUs. The proposed project site plan is shown in Figure 2.

The project would include the construction of a partial grid internal roadway system of east-west and north-south roadways. Vehicular access to and from the project site would be provided via the existing Valpico Road. The project would include the construction of interim improvements on Valpico Road to transition from east to west of the site until permanent road conditions are established. The project will dedicate the necessary right of way along its frontage for future ultimate improvements consistent with the City of Tracy's 2012 Plan Line for Valpico Road. Bicycle and pedestrian access to and from the project site would be primarily provided via Valpico Road with a future route via the planned canal trail on the north side of the project site. The future canal trail will be constructed at a later date by the City of Tracy as part of their trails master plan improvements. Sidewalks would be constructed on both sides of the public streets internal to the project site. No on-street bikeway facilities are proposed on roadways internal to the project site. The project includes public roads which form a large loop around the newly proposed community park, with parallel parking stalls on either side of the public road that can be used for park and residential visitors. Approximately 161 public parking spaces are expected, as well as 23 off street parking spaces scattered throughout the private alleys. The public road

has two east/west connections in the north and south of the property and includes public roads on two of the four sides of the park.

The project will comply with the density designation of HDR which requires a minimum of 12.1-25 du/ac, and complies with the useable open space requirements and parking requirements. Given the project will not comply with all HDR zoning requirements, given its small lot layout, the applicant is proposing a rezoning to Small Lot Residential Zone (SLR).

Stormwater for the site would be treated in a single, private stormwater basin, to be owned and managed by a homeowners' association (HOA) and then flow to the adjacent City regional 2B Expansion stormwater basin, located off-site to the northeast of the project site, to discharge into the larger stormwater system. Water and sewer services would be provided by the City of Tracy's municipal systems, and the project would connect to existing water and wastewater infrastructure lines located in Valpico Road.

Private alleys, owned and maintained by the HOA, would provide garage access to homes while allowing for front doors along Valpico Road, the edges of the park, and common paseos (which would also be owned and maintained by the HOA). Bicycle and pedestrian access to and from the project site will be primarily provided via Valpico Road with a future route via the planned canal trail on the north side of the project site. The project proposes an 8-foot pathway connection along Lane 9 between the public sidewalk on Street B and the canal right of way to connect to the future canal trail. The pathway will terminate at the northern property line and will be connected when the City completes the trail improvements. The public sidewalk adjacent to Street A and Street B connects the trail to the public park.

#### *EXISTING SITE USES*

The project site is currently predominately vacant and undeveloped land. A portion of the project site is currently occupied by an industrial storage yard and the remaining portion of the site is currently fallow agricultural land. An aerial view of the project site is shown in Figure 3.

#### *SURROUNDING LAND USES*

The surrounding area adjacent to the project site includes residential uses to the north, light manufacturing and light industrial to the east and south, and commercial shopping center to the west. The land use designation and zoning of the project site is shown in Figure 4.

#### *GENERAL PLAN AND ZONING DESIGNATIONS*

In 2006, the City Council amended the General Plan designation of the site from Industrial to Residential High. The Residential High designation was reaffirmed in the City's 2011 General Plan Update and the General Plan designation has remained Residential High since that time.

The Residential High designation has a characteristic land use of multifamily residential, including triplexes, fourplexes, apartments, and condominiums within a density range of from 12.1 to 25 units per gross acre.

The site has a zoning designation of M-1 (Light Industrial), which is not consistent with the General Plan designation for the site. Pursuant to Government Code Section 65860, a zoning ordinance that is inconsistent with the General Plan must be amended within a reasonable time to be consistent with the General Plan. When there is a development application that is consistent with the General Plan but inconsistent with the zoning ordinance that is inconsistent with the General Plan, the local agency must amend the zoning ordinance within 180 days or process the application under objective General Plan standards to accommodate development at the density allowed by the General Plan.

The purpose of the proposed zoning amendment, from M-1 to SLR, is to bring the zoning of the project site into consistency with the site's General Plan designation. The policy decision to support high density residential development on this site was made, in the past, with the site's General Plan designation.

## **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 the California Environmental Quality Act (CEQA), Section 15050.

This document will be used by the City of Tracy to take the following actions:

- Determination that the project meets the requirements for the California Environmental Quality Act (CEQA) Exemption (Guidelines Section 15183).
- Approval of a Development Review Permit.
- Approval of the Vesting Tentative Subdivision Map.
- Approval of a rezone from Light Industrial (M-1) to Small Lot Residential Zone (SLR)

## **PREVIOUS ENVIRONMENTAL ANALYSES OF THE PROPOSED PROJECT**

One previous environmental analysis has been prepared and certified which is applicable to the proposed project.

On February 1, 2011, the City adopted a new General Plan and certified the associated General Plan EIR (SCH# 2008092006). The proposed project would be consistent with the General Plan designation of High Density Residential (HDR) and the 12.1 to 25 dwelling units per gross acre, as described above. The General Plan EIR assumed full development and buildup of the project site, consistent with the uses and residential densities proposed by the project. The cumulative impacts associated with buildup of the City of Tracy General Plan, including the project site, were fully addressed in the General Plan EIR.

The General Plan EIR is incorporated by reference into this analysis, in accordance with Section 15150 of the CEQA Guidelines. The mitigation measures from the General Plan EIR will apply to the proposed project, as discussed below. The City of Tracy General Plan EIR is available for public review at the City of Tracy Planning Division, located at 333 Civic Center Plaza, Tracy, CA 95376, and online at the City of Tracy website: <https://www.cityoftracy.org/our-city/departments/planning/general-plan-zoning-ordinance>.

## **CEQA Guidelines Section 15183 Exemptions**

California Environmental Quality Act (CEQA) Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an EIR was certified. As noted above, the proposed project is consistent with the land use designation and densities established by the Tracy General Plan, for which an EIR was certified. The provisions contained in Section 15183 of the CEQA Guidelines are presented below.

### ***15183. PROJECTS CONSISTENT WITH A COMMUNITY PLAN, GENERAL PLAN, OR ZONING***

*(a) CEQA mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.*

*(b) In approving a project meeting the requirements of this section, a public agency shall limit its examination of environmental effects to those which the agency determines, in an initial study or other analysis:*

- (1) Are peculiar to the project or the parcel on which the project would be located,*
- (2) Were not analyzed as significant effects in a prior EIR on the zoning action, general plan, or community plan, with which the project is consistent,*
- (3) Are potentially significant off-site impacts and cumulative impacts which were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or*
- (4) Are previously identified significant effects which, as a result of substantial new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR.*

*(c) If an impact is not peculiar to the parcel or to the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, as contemplated by subdivision (e) below, then an additional EIR need not be prepared for the project solely on the basis of that impact.*

*(d) This section shall apply only to projects which meet the following conditions:*

- (1) The project is consistent with:*
  - (A) A community plan adopted as part of a general plan,*
  - (B) A zoning action which zoned or designated the parcel on which the project would be located to accommodate a particular density of development, or*
  - (C) A general plan of a local agency, and*

*(2) An EIR was certified by the lead agency for the zoning action, the community plan, or the general plan.*

*(e) This section shall limit the analysis of only those significant environmental effects for which:*

*(1) Each public agency with authority to mitigate any of the significant effects on the environment identified in the EIR on the planning or zoning action undertakes or requires others to undertake mitigation measures specified in the EIR which the lead agency found to be feasible, and*

*(2) The lead agency makes a finding at a public hearing as to whether the feasible mitigation measures will be undertaken.*

*(f) An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the City or county with a finding that the development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR. Such development policies or standards need not apply throughout the entire City or county, but can apply only within the zoning district in which the project is located, or within the area subject to the community plan on which the lead agency is relying. Moreover, such policies or standards need not be part of the general plan or any community plan, but can be found within another pertinent planning document such as a zoning ordinance. Where a City or county, in previously adopting uniformly applied development policies or standards for imposition on future projects, failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the City or county, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the City or county decides to apply the standards or policies as permitted in this section.*

*(g) Examples of uniformly applied development policies or standards include, but are not limited to:*

*(1) Parking ordinances.*

*(2) Public access requirements.*

*(3) Grading ordinances.*

*(4) Hillside development ordinances.*

*(5) Flood plain ordinances.*

*(6) Habitat protection or conservation ordinances.*

*(7) View protection ordinances.*

*(8) Requirements for reducing greenhouse gas emissions, as set forth in adopted land use plans, policies, or regulations.*

*(h) An environmental effect shall not be considered peculiar to the project or parcel solely because no uniformly applied development policy or standard is applicable to it.*

*(i) Where the prior EIR relied upon by the lead agency was prepared for a general plan or community plan that meets the requirements of this section, any rezoning action consistent with the general plan or community plan shall be treated as a project subject to this section.*

*(1) “Community plan” is defined as a part of the general plan of a City or county which applies to a defined geographic portion of the total area included in the general plan, includes or references each of the mandatory elements specified in Section 65302 of the Government Code, and contains specific development policies and implementation measures which will apply those policies to each involved parcel.*

*(2) For purposes of this section, “consistent” means that the density of the proposed project is the same or less than the standard expressed for the involved parcel in the general plan, community plan or zoning action for which an EIR has been certified, and that the project complies with the density-related standards contained in that plan or zoning. Where the zoning ordinance refers to the general plan or community plan for its density standard, the project shall be consistent with the applicable plan.*

*(j) This section does not affect any requirement to analyze potentially significant offsite or cumulative impacts if those impacts were not adequately discussed in the prior EIR. If a significant offsite or cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that offsite or cumulative impact.*

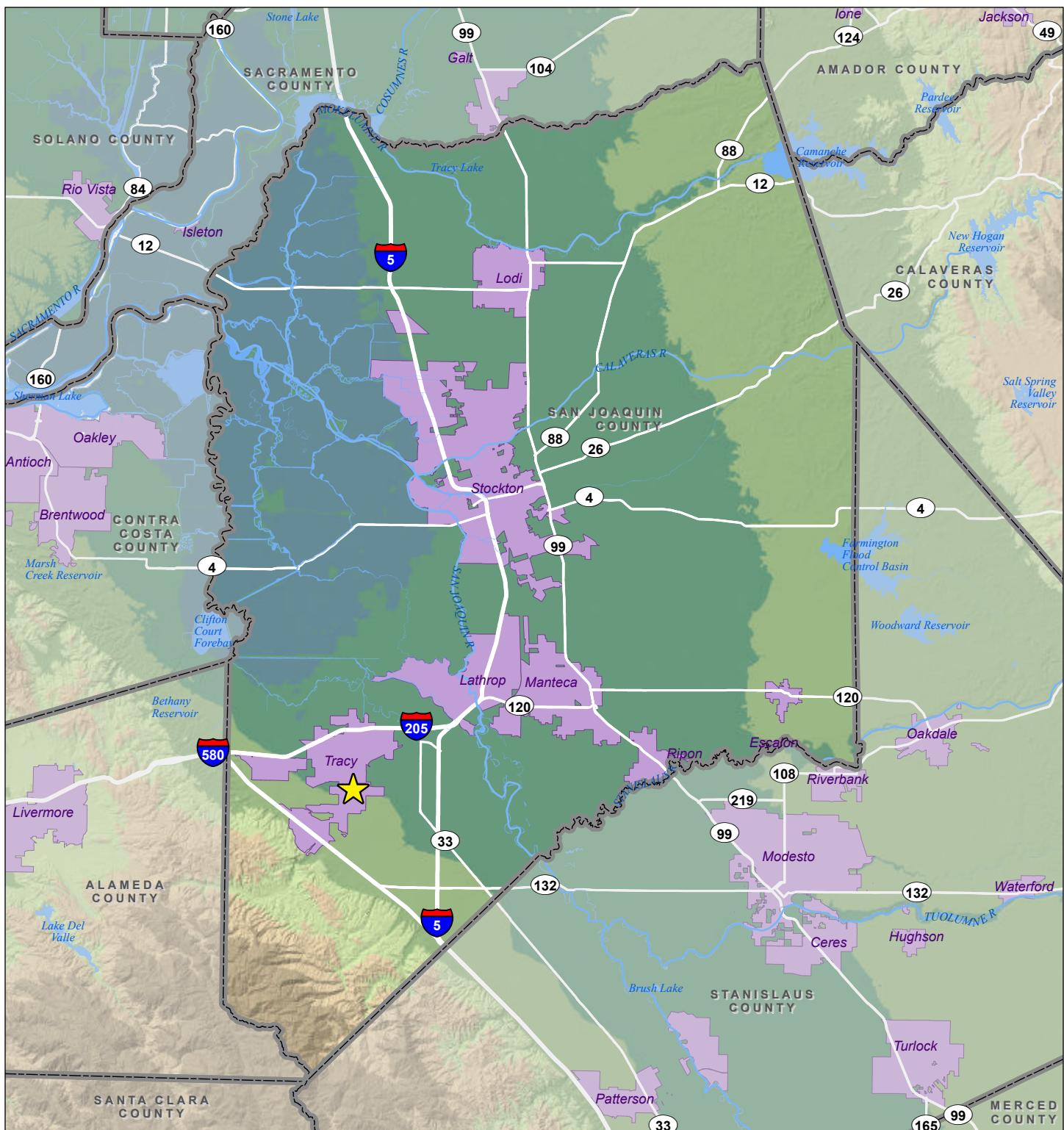
## **PROJECT-SPECIFIC ENVIRONMENTAL REVIEW**

The attached Environmental Checklist includes a discussion and analysis of the proposed project and evaluates whether the project qualifies for an exemption from CEQA pursuant to CEQA Guidelines Section 15183. The analysis addresses any peculiar or site-specific environmental impacts associated with the proposed project, and is supported by appropriate technical analyses. If potentially significant impacts could occur, appropriate mitigation measures, project requirements, and/or conditions of approval will be identified.

## **CONCLUSION**

As described above, the proposed Triway Residential Project (project) is consistent with the land use designations and development intensities assigned to the project site by the City of Tracy General Plan. Cumulative impacts associated with development and buildout of the project site, as proposed, were fully addressed in the City of Tracy General Plan EIR (SCH# 2008092006). Since the proposed project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the General Plan EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR.

The analysis in the attached CEQA Environmental Checklist demonstrates that there are no site-specific or peculiar impacts associated with the project, and, therefore, the project qualifies for an exemption from CEQA under CEQA Guidelines Section 15183. The analysis as applicable identifies applicable mitigation measures from the General Plan EIR and uniformly applied standards and policies that would be applied to the project.



#### LEGEND

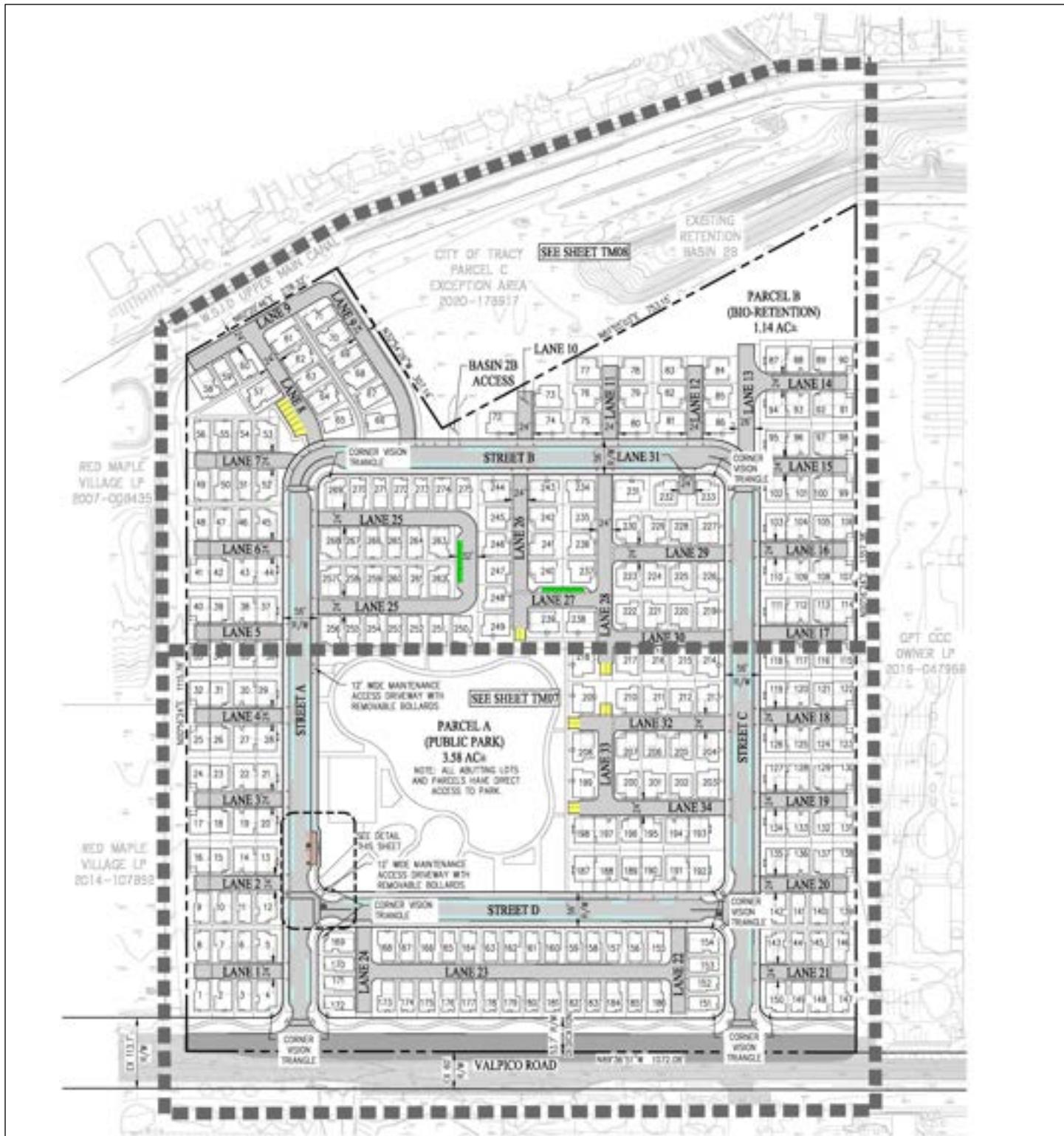
- ★ Project Location
- County Boundary
- Incorporated Area

#### TRACY TRIWAY RESIDENTIAL

Figure 1. Regional Project Location

Sources: San Joaquin County GIS. Map date: March 6, 2025.

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## TRACY TRIWAY RESIDENTIAL

Figure 2. Site Plan

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**LEGEND**

- Project Boundary
- Tracy City Limits

**TRACY TRIWAY RESIDENTIAL**

**Figure 3. Aerial View**

Sources: San Joaquin County GIS. Map date: March 6, 2025.

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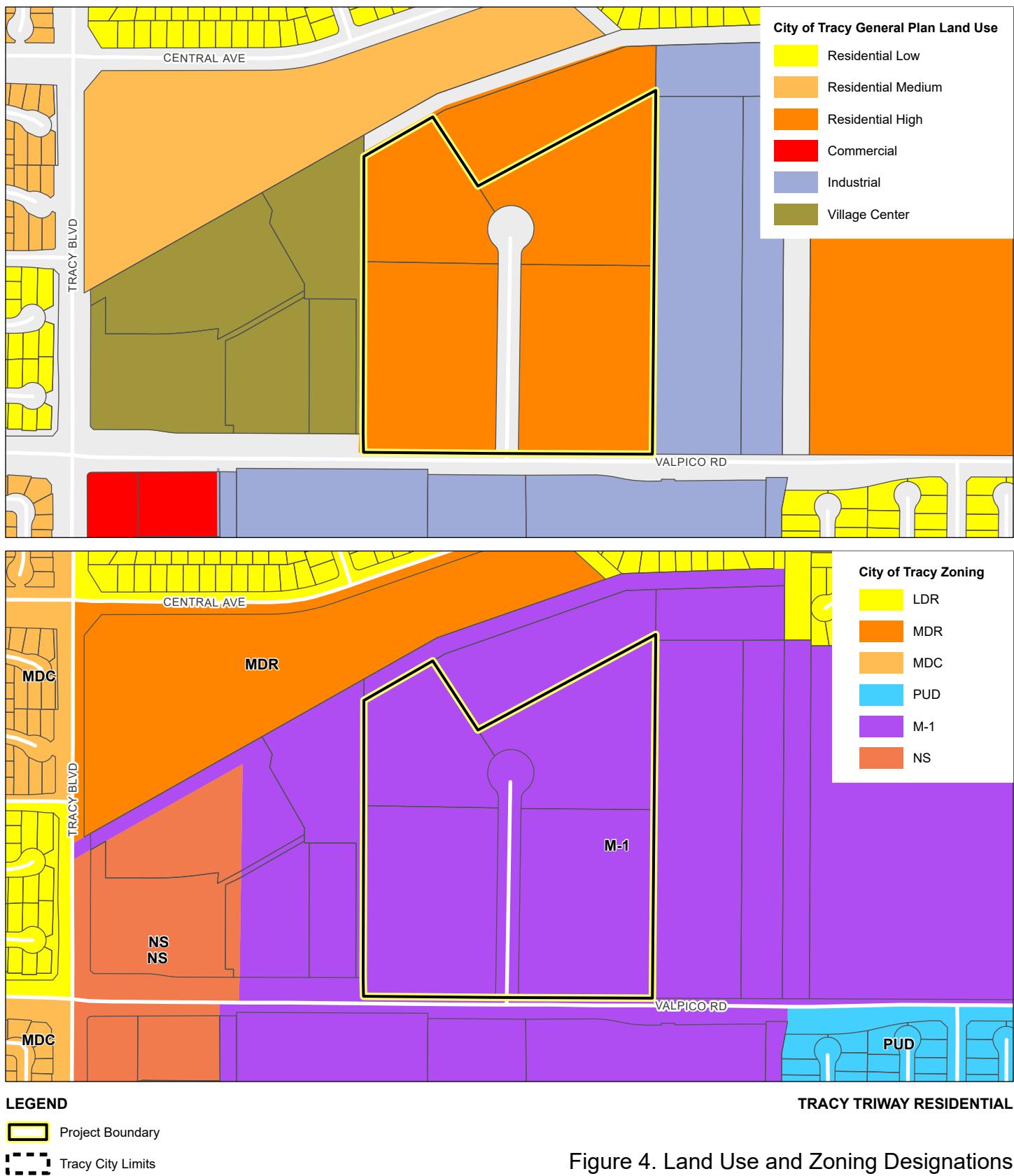


Figure 4. Land Use and Zoning Designations

Sources: City of Tracy; San Joaquin County GIS. Map date: March 6, 2025.

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# ENVIRONMENTAL CHECKLIST

## *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 the 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.**

Despite General Plan policies to enhance “hometown feel” and preserve open space, the General Plan EIR concluded that development permitted under the General Plan would result in a significant and unavoidable impact on the existing visual identity and character of the City.

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 residential buildings to the Project area that would be generally consistent with the surrounding developments, and consistent with the intended uses established by the Tracy General Plan.

There are no scenic vistas located on or adjacent to the project site. The proposed project uses are consistent with the surrounding developed land uses and designations.

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 developed areas. The project site is not topographically elevated from the surrounding lands and is not highly visible from areas beyond the immediate vicinity of the site. 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. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. 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. Despite General Plan policies to protect scenic resources, including those along state designated scenic highways, the General Plan EIR concluded that a significant and unavoidable impact would occur on scenic resources along the state designated scenic routes I-580 (between I-205 and I-5) and I-5 (south of I-205) at total buildout of the General Plan.

The Project site is not visible from any of the above-referenced scenic highways. 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. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. 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, and is subject to applicable zoning or other regulation governing scenic quality. Development of the project site would convert the project site from its existing vacant state and storage uses to residential uses.

The proposed project would add residential uses to an area that currently contains numerous residential, industrial, and commercial buildings. The proposed project would be visually compatible with the surrounding uses because it features similar residential building types and comparable building heights.. Site specific characteristics would change the site from vacant land to developed 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. Overall, project implementation would not conflict with the applicable

zoning and other regulations governing scenic quality. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. 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 General Plan EIR concluded that development permitted under the General Plan would increase levels of light and glare to a significant level prior to mitigation. The General Plan EIR included Mitigation Measure V-3, which required the City to include a policy under Objective CC-1.1 to require that lighting on private and public property should be designed to provide safe and adequate lighting while minimizing light spillage to adjacent properties. With implementation of this mitigation measure, the General Plan EIR determined that light and glare impacts would be less than significant with mitigation.

The proposed project would introduce new residential structures into the project site, including windows and glass elements; however, other highly reflective building materials are not proposed. While the presence of windows may create some potential for glare, the project is not expected to generate an unusual amount of glare, direct glare toward sensitive uses, or result in hazardous conditions. As such, the Project is not anticipated to result in 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).

A lighting plan for the project is included in the Plan Set. The lighting plan shows that exterior project lighting has been designed to minimize light spillage onto adjacent properties to the greatest extent feasible. As such, no new impacts or impacts above what was previously analyzed in the General Plan EIR would occur. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. As such, impacts are considered **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 General Plan EIR concluded that despite policies in the General Plan to preserve agriculture lands, in addition to policies in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) and the City's Agricultural Mitigation Fee Ordinance, development permitted under the General Plan would result in a significant and unavoidable impact with regard to the conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to urban uses.

The proposed project is identified for urban land uses in the Tracy General Plan, and the loss of local agricultural lands were taken into account in the General Plan EIR. The project is consistent with the uses established by the General Plan. The project site is not underlain by soils that are considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the California Department of Conservation, Farmland Mapping and Monitoring Program and the USDA Soil Conservation Service. Portions of the site are identified as Farmland of Local Importance and Urban and Built-Up Land.

For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. As such, implementation of the proposed project would have **no impact** related to this environmental topic.

**Response b): No Impact.** Despite policies in the General Plan to support and encourage preservation of Williamson Act lands and the voluntary nature of the Williamson Act program, the General Plan EIR concluded that total buildout of the General Plan may result in the conversion of land under active contracts to urban uses, resulting in a significant and unavoidable impact.

The project site, as well as the surrounding parcels, is not under a Williamson Act Contract and is not designated or zoned for agricultural uses. Therefore, implementation of the proposed project would not conflict with a Williamson Act Contract, and would not conflict with any agricultural zoning. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. As such, there is **no impact**.

**Responses c) and d): No Impact.** The project site is not located in an area where there are forest resources. There are no forest resources on the project site or in the immediate vicinity of the project site. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. Therefore, there is **no impact**.

**Response e): Less than Significant.** The General Plan contains several policies to mitigate impacts to agricultural resources due to the conversion of additional farmland to urban uses. However, the General Plan EIR concluded that implementation of the General Plan would result in additional and incompatible urban development adjacent to agriculture uses, and the permanent loss of farmland would be significant and unavoidable. 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. As discussed in Response (c) above, the project site does not include any forest land. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. Therefore, implementation of the proposed project would result in a **less than significant** impact.

### 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) 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?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) 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): Less than Significant.** Air quality emissions would be generated by development under the General Plan during construction and operation. Operational emissions would come primarily from vehicle emissions from vehicle trips generated. The General Plan EIR concluded that the General Plan would not be consistent with applicable clean air planning efforts of the SJVAPCD, since vehicle miles traveled that could occur under the General Plan would exceed that projected by the SJCOG, which are used in projections for air quality planning. The General Plan EIR determined that development in Tracy would contribute to the ongoing air quality issues in the SJVAB, and impacts would be significant and unavoidable. The General Plan EIR included Mitigation Measure AIR-1, which provides that the City of Tracy will facilitate development applicants' participation in the SJVAPCD's Indirect Source Review program, which requires developers of larger projects to reduce emissions and provides on-site mitigation measures to help developers reduce air impacts. However, the General Plan EIR concluded that the mitigation measure may not completely mitigate the impact, which would remain significant and unavoidable.

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 District 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.

Construction would result in numerous activities that would generate dust. The fine, silty soils in the project area and often strong afternoon winds exacerbate the potential for dust, particularly in the summer months. Grading, leveling, earthmoving and excavation are the activities that generate the most particulate emissions. Impacts would be localized and variable.

The proposed project would be required to comply with District requirements for air quality, which would be imposed during all phases of construction to reduce the potential construction-related emissions.

Development that is proposed would be required to meet SJVAPCD Rules as applicable, including Rule VIII, which requires a construction emissions reductions plan to be submitted to the SJVAPCD for review and approval.

Additionally, SJVAPCD Rule 9510 requires developers of large residential, commercial and industrial projects to reduce smog-forming (NOx) and particulate (PM10 and PM2.5) emissions generated by their projects.

The General Plan EIR assumed full development and buildout of the project site, consistent with the uses and residential densities proposed by the project. The cumulative impacts associated with buildout of the City of Tracy General Plan, including the project site, were fully addressed in the General Plan EIR. The proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified. No new impacts or impacts above and beyond what was previously analyzed would occur. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. As such, this impact is considered **less than significant**.

**Response c): 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 General Plan EIR concluded that potential impacts related to toxic air contaminants under the General Plan would be significant prior to mitigation. The General Plan includes policies under Objective AQ-1.2 that could minimize the impact of potential sources of toxic air contaminants. Policies 10 and 11 under Objective AQ-1.2 require that residential developments and other uses with sensitive receptors shall be located an adequate distance from air pollution sources such as freeways, arterial roadways and other stationary sources. Objective AQ-1.2, P1, requires that the City assess air quality impacts using the latest version of CEQA Guidelines and those prepared by the SJVAPCD. The General Plan EIR included Mitigation Measure AIR-2 to add a new Action under Objective AQ-1.2 to require supplemental project studies in accordance with CARB and SJVAPCD recommendations to evaluate air quality health risks for proposed developments with sensitive receptors proximate to Interstate 205, Interstate 580, or large truck warehousing facilities or truck facilities where trucks with transportation refrigeration units operate almost continuously, and to require mitigation measures to reduce significant health risks to be included in final project designs. The General Plan EIR concluded that this impact would be less than significant with mitigation.

Development allowed under a residential zoning designation would be subject to the SJVAPCD requirements for construction and operational emissions as outlined above. The nearest sensitive receptors to the project site are the residences located just to the north of the project site, within approximately 100 feet of the project site. The project site is not proximate to any interstate or warehousing facility.

The proposed project is consistent with the land uses described in the general plan and would be consistent with impacts previously identified. No new impacts or impacts above and beyond what was previously analyzed would occur. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. As such, this impact is considered **less than significant**.

**Response d): Less than Significant.** The General Plan EIR discussed General Plan policies under Objective AQ1.2 that would minimize the impact of potential sources of odor and concluded that impacts related to exposure to odors would be less than significant.

Operation of the proposed project would not generate notable odors. Development could result in occasional mild odors generated during landscaping maintenance (equipment exhaust), but the project would not otherwise generate odors. The proposed project is consistent with the land uses described in the general plan and would be consistent with odor impacts previously identified. No new impacts or impacts above and beyond what was previously analyzed would occur. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. As such, this impact is considered **less than significant**.

**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 federally protected wetlands as defined by Section 404 of the Clean Water Act (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.** As discussed in the General Plan EIR, development allowed under the General Plan has the potential to significantly impact biological resources, but these potential impacts would be addressed through General Plan goals, objectives, and policies, including a requirement that individual project proposals meet all federal, State, and regional regulations for habitat and species protection. The General Plan EIR concluded that the implementation of the San Joaquin County Multi- Species Open Space and Conservation Plan (SJMSCP) for the region for development projects provides adequate mitigation to reduce impacts to biological resources to a level acceptable to meet State and federal requirements. The SJMSCP is discussed in greater detail in Response (f) below. The General Plan EIR further concluded that project proponents who choose not to participate in the SJMSCP, which is a voluntary plan, would still be required to comply with existing local, State, and federal regulations, which require similar mitigation as applicable to reduce impacts to sensitive species

and habitats to a less than significant level. As such, the General Plan EIR determined impacts to biological resources would be less than significant and no mitigation measures were necessary.

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. According to the General Plan EIR, the project site does not contain essential habitat for these special status invertebrates.<sup>1</sup> 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.

According to the General Plan EIR, 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.

According to the General Plan EIR, 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

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<sup>1</sup> City of Tracy. Draft EIR General Plan Environmental Impact Report. Figure 4.6-1 Biological Resource Areas.

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. Although not of high quality, potentially suitable nesting habitat for this species occurs within the off-site trees along the eastern corner of the site boundary. Additionally, the site and the nearby open grassland habitat will provide low to medium quality foraging opportunities for local Swainson's hawks. The San Joaquin Council of Governments (SJCOC) administers the SJMSCP for the region. The proposed project is covered under the SJMSCP, which would require that the project implement incidental take minimization measures. As concluded in the General Plan EIR, impacts would be **less than significant** with compliance with the SJMSCP.

**Burrowing Owls.** On October 15, 2024, burrowing owl was listed as a state candidate species by the California Fish and Game Commission. During the listing review process, burrowing owl are temporarily afforded the same protections as state-listed species throughout California. Burrowing owls forage in open grasslands and shrublands and typically nest in old ground squirrel burrows. 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 be covered under the SJMSCP and SJCOC would apply incidental take minimization measures for the Project. As concluded in the General Plan EIR, implementation of the SJMSCP would ensure that impacts would be less than significant.

**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, compliance with the SJMSCP would ensure that special status plant or wildlife species are protected throughout the region. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. Therefore, impacts to special status plant or wildlife species would be **less than significant**.

**Responses b): No Impact.** As discussed in Response (a) above, the General Plan EIR determined impacts to biological resources would be less than significant and no mitigation measures were necessary.

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. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project.

**Response c): No Impact.** The General Plan EIR concluded that impacts to wetlands would be less than significant, as State and federal requirements for wetlands mitigation as outlined in the Clean Water Act would need to be met for any projects that would develop lands containing wetland resources. 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 cause 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 the types 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** and no mitigation is required. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project.

**Response d): No Impact.** The General Plan EIR does reveal any documented wildlife corridors or nursery sites on or adjacent to the project site. Implementation of the proposed project would have **No Impact** and no mitigation is necessary. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project.

**Responses e), f): Less than Significant.** As discussed in the General Plan EIR, the City participates with the San Joaquin Council of Governments (SJCOC) and other agencies to implement and enforce the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan ("Plan" or "SJM SCP"). SJCOC prepared the Plan pursuant to a Memorandum of Understanding adopted by SJCOC, San Joaquin County, the United States Fish and Wildlife Service (USFWS), the California Department of Fish and Wildlife (CDFW), Caltrans, and the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy in October 1994. On February 27, 2001, the Plan was unanimously adopted in its entirety by SJCOC. The City of Tracy adopted the Plan on November 6, 2001. As discussed in the General Plan EIR, the SJM SCP is considered an adopted Habitat Conservation Plan for the entire San Joaquin County, and the City would continue to require project applicants to comply with the SJM SCP and other state and federal regulations that protect biological resources. The General Plan EIR concluded that impacts would be less than significant.

According to Chapter 1 of the SJM SCP, 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 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, including the City of Tracy, 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.

The project site is located within the jurisdiction of the SJMSCP and is located within the Central/Southwest Transition Zone of the SJMSCP. As described under Response (a), the proposed project is subject to participation in the SJMSCP. The City of Tracy and the project applicant shall consult with SJCOG and determine coverage of the project pursuant to the SJMSCP. As concluded in the General Plan EIR, implementation of the General Plan would not conflict with any applicable habitat conservation plans, including the SJMSCP, and impacts would be less than significant. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. As such, the project would have a **less-than-significant** impact.

## V. CULTURAL RESOURCES -- WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	

### RESPONSES TO CHECKLIST QUESTIONS

**Response a), b), c), d): Less than Significant.** The General Plan EIR determined that undiscovered archaeological and paleontological sites, including human burial sites, could be impacted from development activities involving soil removal or disturbance. The General Plan EIR included mitigation measures to reduce potential impacts to a less than significant level. Mitigation Measure CUL-1a required a General Plan policy under Objective CC-3.1 (Policy 4) for the City to include a standard condition of approval as part of the development review process that if any resources are found during construction, all operations within the project area shall halt until an assessment can be made by appropriate professionals regarding the presence of archaeological and paleontological resources and the potential for adverse impacts on these resources. Mitigation Measure CUL-1b required a General Plan policy under Objective CC-3.1 (Policy 5) that the City require that any archaeological or paleontological resources on private property be either preserved on their sites or adequately documented and conserved as a condition of removal (and require that if any resources are found unexpectedly during development, then construction must cease immediately until accurate study and conservation measures are implemented). Mitigation Measure CUL-1c required a General Plan policy under Objective CC-3.1 (Policy 6) requiring that if Native American artifacts are discovered on a site, the City shall consult representatives of the Native American community to ensure the respectful treatment of Native American sacred places. With implementation of these mitigation measures, the General Plan EIR concluded that impacts to cultural resources would be less than significant.

The City of Tracy General Plan and EIR do not identify the project site as having historic or 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.<sup>2</sup> Furthermore, neither the site, nor any structures on the site, are designated as a historical

<sup>2</sup> City of Tracy. General Plan. Draft Environmental Impact Report, Chapter 4.5, Cultural Resources, Table 4.5-1, Tracy-Designated Historic Landmarks, 2005.

resource as defined by Public Resources Code § 21084.1, or listed in, or eligible for listing in the California Register of Historical 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 and historical resource or human remains. However, as with most projects in California that involve ground-disturbing activities, there is the potential for discovery of previously unknown cultural and historical resource or human remains.

As discussed above, the City's standard conditions of approval and compliance with applicable regulations would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including human remains. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. As such, this impact would be **less-than-significant**.

## VI. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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), b): Less than Significant.** As most recently amended by SB 100 (2018), California's Renewables Portfolio Standard requires retail sellers of electric services and local publicly-owned electric utilities to increase procurement from eligible renewable energy resources to 50 percent of total retail sales by 2026, and 60 percent of total retail sales by 2030. SB 100 also established a State policy goal to achieve 100 percent renewables by 2045.

The proposed project includes the construction of 275 single-family residential units, plus an additional 49 JADUs. Energy would be consumed during both construction and operation. Construction-related energy use would be temporary and would primarily come from fuel consumption by construction equipment and worker transportation. The project would incorporate energy-efficient construction practices, including the use of equipment that meets current emissions and efficiency standards. The amount of energy used at the project site would directly correlate to the size of the proposed units, the energy consumption of associated unit appliances, and outdoor lighting.

The proposed homes would comply with California's Building Energy Efficiency Standards (Title 24), which require high-performance insulation, windows, and HVAC systems to reduce energy demand. Additionally, California's Renewables Portfolio Standard would ensure that an increasing portion of the electricity supplied to the project is sourced from renewable energy. The proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified by the General Plan EIR. Given compliance with applicable energy efficiency regulations and the limited duration of construction-related energy use, the project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. There is a **less than significant** relative to this environmental topic.

**VII. GEOLOGY AND SOILS -- WOULD THE PROJECT:**

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			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 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.** As concluded in the General Plan EIR, development within the City must comply with the California Building Code, which outlines standards for seismic design, foundations and drainage, and requires that geotechnical engineering studies be undertaken for any development in areas where potentially serious geologic risks exist. Compliance with the Building Code is required by City ordinance and under General Plan policies. As such, the General Plan EIR determined that impacts would be less than significant.

The project site is located in an area of moderate to high seismicity. However, 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 12 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 latest California Building Code standards, as required by the City of Tracy Municipal Code 9.04.030.

Other faults capable of producing ground shaking at the project site include the San Joaquin fault, 6.7 miles southwest; the Midway fault, 6.9 miles southwest; and the Corral Hollow-Carnegie fault, 10.7 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.

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.

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.

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 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.

The proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified. No new impacts or impacts above and beyond what was previously analyzed would occur. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. Any future developed uses would be subject to 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.** As identified in the Tracy General Plan EIR, the majority of the Tracy Planning Area is at low risk for liquefaction, with the exception for the river banks within the Planning Area. Objective SA-1.1 states that geologic hazards should be minimized. The Safety Element contains a policy requiring that geotechnical engineering studies be undertaken for any development in areas where potentially serious geologic risks exist (Objective SA- 1.1, P1), which would include liquefaction. The General Plan EIR concluded that the implementation of this policy would reduce the potential risk of liquefaction to a less-than-significant level.

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.

According to the General Plan EIR, Tracy has a moderate to high risk for expansive soils, depending on the location and soil type. The Safety Element includes an objective to minimize geologic hazards, and a policy to require geotechnical reports for all development proposed in areas with risk of geological hazard (Objective SA-1.1, Policy 2). The General Plan EIR concluded

that implementation of the General Plan policy would reduce potential impacts related to the risk of soil expansion to a less than significant level.

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. The soils encountered at the site consist of stomar clay, zero to two percent slopes. The stomar series consists of very deep, well drained, and firm soils. Therefore, the potential for liquefaction to occur at the project site is considered low. However, Capay Clay, which underlies the entirety of the project site, is a soil type known for its relatively high moisture content and significant potential for expansion and contraction.<sup>3</sup> This soil is prevalent in the region and has been associated with challenges related to foundation stability and structural integrity. Given that Capay Clay is the primary soil type on-site, its expansive nature presents a potential risk for soil movement, which could impact building foundations, pavement durability, and overall site development. Consistent with the General Plan policies discussed in the General Plan EIR, a geotechnical report will be prepared prior to development of the project site to identify onsite soil conditions and any site-specific engineering measures to be implemented during construction. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. Impacts would be **less than significant**.

**Responses a.iv): Less than Significant.** 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. Due to the relatively flat land in most of Tracy, the General Plan EIR concluded that impacts associated with landslides would be less than significant.

The project site is relatively flat and there are no major slopes in the vicinity of the project site. The project site is not located in the foothills, mountain terrain, or along a river bank. Additionally, the project site is essentially flat. The project site is not in an area known to have landslide susceptibility. As such, the project site is exposed to little or no risk associated with landslides. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. This is a **less than significant** impact and no mitigation is required.

<sup>3</sup> U.S. Department of Agriculture, Natural Resources Conservation Service. NRCS Web Soil Survey. 2025.

**Response b): Less than Significant.** As discussed in the General Plan EIR, the majority of Tracy is on flat land with little risk of erosion, and impacts with regard to soil erosion would be 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, approved prior to construction activities pursuant to the Clean Water Act, 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. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. Compliance with existing regulations would ensure these impacts are **less than significant**.

**Response e): No Impact.** As discussed in the General Plan EIR, no new septic or alternative wastewater systems are allowed under the General Plan and no impacts would occur. The project site would be served by public wastewater facilities and does not require an alternative wastewater system such as septic tanks. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. Implementation of the proposed project would have **no impact** on this environmental issue.

**Response f): Less than Significant.** As discussed above in Section V regarding cultural resources, the General Plan EIR concluded that impacts to cultural resources, including paleontological resources, would be less than significant with mitigation, including a standard condition of approval as part of the development review process that if any resources are found during construction, all operations within the project area shall halt until an assessment can be made by appropriate professionals regarding the presence of archaeological and paleontological resources and the potential for adverse impacts on these resources. The project site is not expected to contain subsurface paleontological resources, although it is possible. As discussed above, the City's standard conditions of approval and compliance with applicable regulations would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. As such, this impact would be **less than significant**.

### VIII. GREENHOUSE GAS EMISSIONS – WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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	

#### RESPONSES TO CHECKLIST QUESTIONS

**Response a): Less than Significant.** The proposed project and the corresponding generation of GHG emissions associated with buildout of the Tracy General Plan, including the project site, was taken into consideration in the City of Tracy General Plan and General Plan EIR. As described in Chapter 3 of the 2010 Recirculation Supplemental General Plan Draft EIR, the Tracy General Plan and Sustainability Action Plan include policies and measures to reduce GHG emissions, supporting the State's emission reduction targets and other environmental goals. In total, it is estimated that measures in the General Plan and Sustainability Action Plan would reduce 2020 business-as-usual (BAU) GHG emissions by between 382,422 and 486,115 metric tons CO2e. As discussed in the General Plan EIR, although the General Plan and Sustainability Action Plan include many goals, policies, and measures that would reduce GHG emissions from projected BAU levels, the Tracy General Plan would not meet the San Joaquin Valley Air Pollution Control District's threshold of a 29% reduction in GHG emissions from BAU projected emissions. Therefore, the General Plan EIR concluded that the General Plan and Sustainability Action Plan would result in a significant and unavoidable GHG emission impact.

On February 1, 2011 the Tracy City Council adopted a Statement of Overriding Considerations (Resolution 2011-028) for the significant generation of GHG emissions resulting from adoption of the General Plan.

The proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified. The proposed project would be constructed in compliance with the California Green Building Standards, and would install energy efficient exterior lighting. Implementation of the requirements of the Sustainability Action Plan, and other relevant policies in the Tracy General Plan represent the application of uniformly applied measures aimed at reducing GHG emissions from new development projects. No new impacts or impacts above and beyond what was previously analyzed would occur. 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 EIR, nor significantly change previously identified impacts. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. This is a **less than significant** impact.

**Response b): Less than Significant.** The City of Tracy's Sustainability Action Plan includes programs and measures to reduce GHGs through community and municipal operations. Programs and measures contained in the Sustainability Action Plan that relate to the proposed project include, but are not limited to:

Measure E-1: Implement California Green Building Standards, as contained in Title 24, Part 11, CCR.

Measure T-5 c and d: Which promote the use of alternative transportation measures, including bikes and pedestrian travel, by providing connections to existing bike and pedestrian facilities.

Measure E-2 e: Requiring energy efficient exterior lighting.

The City of Tracy requires future development projects, including the proposed project, to fully implement all applicable requirements of the Sustainability Action Plan. The proposed project would be constructed in compliance with the California Green Building Standards, and would install energy efficient exterior lighting. Implementation of the requirements of the Sustainability Action Plan, and other relevant policies in the Tracy General Plan represent the application of uniformly applied measures aimed at reducing GHG emissions from new development projects. The proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified. No new impacts or impacts above and beyond what was previously analyzed would occur. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. This is a **less than significant** impact.

## *XI. 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 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.** The General Plan EIR concluded that impacts related to hazardous materials and hazards would be less than significant, and no mitigation measures were necessary.

The proposed residential 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 residential grade hazardous materials such as household cleaners, paint, etc. Future residential site uses would not pose a significant hazard to the public or the environment.

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 project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified. No new impacts or impacts above and beyond what was previously analyzed would occur. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. This is a **less than significant** impact.

**Response c): No Impact.** The General Plan EIR concluded that existing regulation by the State and County and General Plan policies would ensure that hazardous material use, emission, and transportation would be controlled to a safe level and thus would not create a significant impact to adjacent schools. The project site is not located within  $\frac{1}{4}$  mile of an existing school. The project site is located within 0.59 mile of Monticello Elementary School. As described under Response a), above, the project would not involve the use, storage, transport or handling of hazardous materials. The project would not result in impacts that are peculiar to the parcel or to the project. Therefore, **no impact** to schools would occur as a result of the proposed project.

**Response d): Less than Significant.** As discussed in the General Plan EIR, some of the vacant and underutilized parcels in the City that were historically used for commercial or industrial uses where redevelopment could occur have the potential to contain contamination in the buildings (such as asbestos), soil, or groundwater. As stated in the City's General Plan and General Plan EIR, developers are required to conduct the necessary level of environmental investigation prior to project approval to ensure that development sites would not affect the environment or the health or safety of future property owners (Objective SA-4.1, P2). The General Plan EIR concluded that this policy would reduce the potential impact to a less than significant level.

According to the California Department of Toxic Substances Control (DTSC) there are no Federal Superfund Sites, State Response Sites, or Voluntary Cleanup Sites on the project site. However, the parcel to the east of the project site located at 75 West Valpico Road is identified as the Georgia-Pacific Corporation and is listed as a DTSC - site cleanup program site with contaminates of concern as halogenated solvents.<sup>4</sup>

The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. However, surrounding uses include industrial operations which may include the use of chemicals and processes that could conflict with residential uses. Furthermore, 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 (MCPP), Dinoceb, chlordane, dichloro-diphenyltrichloroethane (DDT), and dichloro-diphenyl-dichloroethylene (DDE).

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<sup>4</sup> California Department of Toxic Substances Control. *EnviroStor*. California Department of Toxic Substances Control, Accessed: < [>](#)

The testing of soil prior to the start of construction in order to identify whether soil in the area has been impacted by historic operations is required prior to any future development application, construction or earthmoving activities, as required by the Tracy General Plan. As described further below, a Phase II Environmental Site Assessment (included as Appendix A) was prepared by ENGEO on July 17, 2023 in order to evaluate potential impacts to soil due to past agricultural use of the project site, and potential release from the 200-gallon waste oil underground storage tank (UST) located in the commercial storage yard. In general accordance with Department of Toxic Substances Control (DTSC) Interim Guidance for Sampling Agricultural Properties, soil samples were collected from locations across the project site for laboratory evaluation.

The results of the soil testing indicate that the reported concentrations of Organochlorine pesticides (OCPs) and metals are below the applicable USEPA and CAL-EPA screening levels for residential soil with the exception of arsenic. The reported arsenic concentrations are within typical naturally occurring background concentrations in the general vicinity of the project site. Petroleum hydrocarbons and VOCs were not detected above laboratory reporting limits.

The following is a summary of the laboratory results of the Phase II Environmental Site Assessment:

- Soil samples exhibited detectable concentrations of DDE, and DDT. All reported concentrations of OCPs were below respective screening levels for residential soil;
- Soil samples exhibited detectable concentrations of metals. All reported concentrations of metals were below respective screening levels for residential soil, with the exception of arsenic;
- Arsenic concentrations ranged from 3.9 to 7.3 milligrams per kilogram (mg/kg). The results are consistent with naturally occurring background arsenic concentrations in the vicinity of the Property and are not indicative of anthropogenic impacts;
- Total petroleum hydrocarbons and VOCs were not detected in the soil samples above laboratory reporting limits.

In conclusion, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. The project would not result in impacts that are peculiar to the parcel or to the project. Therefore, implementation of the proposed project would result in a **less-than-significant** impact relative to this environmental topic.

**Responses e): Less than Significant.** As discussed in the General Plan EIR, implementation of the proposed General Plan would result in increased development in areas within a two-mile radius of the Tracy Municipal Airport. The General Plan includes several policies to ensure that existing and new development in proximity to the airport is compatible and confirms to safety requirements, as determined by the Federal Aviation Administration and the San Joaquin County Airport Land Use Commission. The General Plan EIR concluded that implementation of these policies and actions would avoid a significant safety impact associated with the airport.

The Tracy Municipal Airport is the closest airport to the project site, located approximately 1.7 miles to the southwest. The Airport is a general aviation airport owned by the City and managed

by the Public Works Department. Guidelines for Airport Land Use were developed by SJCOG Airport Land Use Commission in 2013. Furthermore, the City of Tracy adopted an Airport Master Plan in 1998, analyzing the impacts to safety on surrounding development from the Tracy Municipal Airport.

The probability of an aircraft accident is highest along the extended runway centerline, and within one mile of the runway end. According to SJCOG Guidelines there are seven zones in which land use restrictions apply due to proximity to the airport:

1. Zone 1 Runway Protection Zone (RPZ)
2. Zone 2 Inner Approach/Departure Zone (IADZ)
3. Zone 3 Inner Turning Zone (ITZ)
4. Zone 4 Outer Approach/Departure Zone (OADZ)
5. Zone 5 Sideline Safety Zone (SSZ)
6. Zone 7 Traffic Pattern Zone (TPZ)
7. Zone 8 Airport Influence Area (AIA)

Land use constraints in these zones become progressively less restrictive from the RPZ to the TPZ. The proposed project is not located within any of the safety zones. The project area is within the AIA, but is not located within one mile of the airport, nor along the extended runway centerline, or within a TPZ. According to the San Joaquin County Airport Land Use Commission (ALUC), any project inside the AIA of Tracy Municipal Airport may be referred to ALUC for land use consistency review by city or county staff unless the local agency has adopted a General Plan and zoning ordinance that the ALUC has found consistent with the ALUCP. Additionally, there are no private airstrips within the vicinity of the project site. The proposed project consists of single story and two story structures, and does not propose any structures of substantial height that would protrude into active airspace. The project would not result in impacts that are peculiar to the parcel or to the project. Therefore, safety hazards related to the project's proximity to the Tracy Municipal Airport are **less than significant**.

**Response f): Less than Significant.** The General Plan EIR determined that General Plan policies and actions regarding emergency preparedness and evacuation procedures would reduce impacts to a less than significant level. 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 the adjacent Valpico Road, which could provide potential emergency vehicle access as noted in the project description. The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The project would not result in impacts that are peculiar to the parcel or to the project. Therefore, impacts from project implementation would be considered **less than significant** relative to this topic.

**Response g): No Impact.** The General Plan EIR concluded that implementation of General Plan policies to minimize risk to health and safety, including safety measures, fire-fighting requirements, restricted development in areas with steep terrain, and updated mapping of areas vulnerable to wildland fires, would reduce potential impacts related to wildfire to a less than significant level. 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 impacts that are peculiar to the parcel or to the project. 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>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 to 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 General Plan EIR concluded that impacts related to hydrology would be less than significant and no mitigation measures were required. The proposed project does not contain any drainage connectivity to Waters of the US. The proposed project will 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 National Pollutant Discharge Elimination System (NPDES), and SWPPP requirements, the proposed project would result in a **less-than-significant** impact relative to this topic. The project would not result in impacts that are peculiar to the parcel or to the project.

**Responses b): Less than Significant.** The General Plan EIR concluded that impacts related to hydrology would be less than significant and no mitigation measures were required. 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. 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 to landscaped areas. 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 project would not result in impacts that are peculiar to the parcel or to the project. 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 General Plan EIR concluded that impacts related to hydrology and flooding would be less than significant and no mitigation measures were required. 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. As described in the Project Description, stormwater for the site will be treated in a single, private stormwater basin, to be owned and managed by a HOA and then flow to the adjacent City regional 2B Expansion stormwater basin to discharge into the larger stormwater system.

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. The project would not result in impacts that are peculiar to the parcel or to the project. Overall, impacts from project implementation would be a **less than significant** level relative to this topic.

**Response d): No Impact.** The General Plan EIR concluded that impacts related to hydrology and flooding would be less than significant and no mitigation measures were required. The project site is not within a 100-year or 200-year flood zone as delineated by FEMA. Additionally, the project site is not within a tsunami or seiche zone, or a dam inundation area. Development of the proposed project would not place housing or structures in a flood hazard area. The project would not result in impacts that are peculiar to the parcel or to the project. As a result, the proposed project would have **no impact** relative to this topic.

**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 Regional Water Quality Board (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. The proposed project would create new impervious surfaces across the project site. 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 and proposed 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. The project would not result in impacts that are peculiar to the parcel or to the project.

## *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 General Plan EIR concluded that impacts related to land use would be less than significant and no mitigation measures were required. The project site is surrounded by residential and developed uses. The project would not divide an established community. The project would not result in impacts that are peculiar to the parcel or to the project. There is **no impact**.

**Responses b): Less than Significant.** The General Plan EIR concluded that impacts related to land use would be less than significant and no mitigation measures were required. The City Tracy General Plan land use designation for the project site is Residential High. The characteristic housing for the Residential High designation includes multifamily residential, triplexes, fourplexes, apartments, and condominiums. Densities in the Residential High designation are from 12.1 to 25 dwelling units per gross acre.

The project site is currently zoned Light Industrial (M-1), which is not consistent with the General Plan designation for the site. Pursuant to Government Code Section 65860, a zoning ordinance that is inconsistent with the General Plan must be amended within a reasonable time to be consistent with the General Plan. A rezone from Light Industrial (M-1) to Small Lot Residential Zone (SLR) is proposed.

The proposed uses and densities on the project site are consistent with the General Plan designation of Residential High. 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. The project would not result in impacts that are peculiar to the parcel or to the project.

*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.** The General Plan EIR concluded that impacts related to mineral resources would be less than significant, and no mitigation was required. 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 like 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 not substantial aggregate materials located within the project site. The project would not result in the loss of availability of a known mineral resource. There is **no impact**. The project would not result in impacts that are peculiar to the parcel or to the project.

**XIII. NOISE -- WOULD THE PROJECT RESULT IN:**

	<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	

**RESPONSES TO CHECKLIST QUESTIONS**

**Response a): Less than Significant.** As discussed in the General Plan EIR, the City's Noise Ordinance and policies in the General Plan serve to control excessive sources of noise in the City and ensure that noise impacts from new projects are evaluated when they are reviewed. Despite these policies and regulations, the General Plan EIR concluded that significant noise level increases associated with increased traffic would occur adjacent to existing noise sensitive uses along portions of I-205, Grant Line Road, Schulte Road, Linne Road, Lammers Road, Corral Hollow Road, Tracy Boulevard, and MacArthur Drive. New roadways facilitated by the General Plan would also increase existing noise levels at receivers in Tracy. The General Plan EIR concluded that this would be a significant and unavoidable impact, and a cumulative impact, and no additional mitigation is available. On February 1, 2011, the Tracy City Council adopted a Statement of Overriding Considerations (Resolution 2011-028) to allow for the increase in vehicle roadway noise resulting from adoption of the General Plan and EIR.

The General Plan EIR also determined that construction associated with development projected during the planning horizon of the General Plan would temporarily elevate noise levels at adjacent land uses by 15 to 20 dBA or more, resulting in a potentially significant impact prior to mitigation. The General Plan EIR included Mitigation Measure NOI-2, which sets forth standard construction noise control measures that should be included as requirements at construction sites to minimize construction noise impacts, including that all construction projects must comply with the City's Noise Control Ordinance. As concluded in the General Plan EIR, construction noise impacts would be less than significant with mitigation.

The proposed project is located in an area consisting predominately of residential, commercial, and industrial type land uses. Residential land uses do not typically generate significant noise levels beyond those associated with common residential activities (lawn mowers, car doors, voices, etc.). Additionally, Title 4, Chapter 12, Article 9 of the Tracy Municipal Code also contains

guidance with the intent to control noise and vibration to promote and maintain the health, safety, and welfare of its residents. Section 4.12.720 of the Municipal Code generally prohibits certain activities that have the potential to result in loud, excessive, or unreasonable noise levels. According to the general sound level limits for residential districts, no person shall 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 on which the sound is produced, to exceed 55 dBA for any one-hour average period. Specific activities enumerated in the municipal code that could potentially pertain to the proposed project include minor maintenance to or improvement of real property. This limitation prohibits the generation of construction noise, other than between the hours of 7:00 a.m. and 10:00 p.m. seven days per week, including holidays. The noise ordinance also specifically prohibits the operation of any pneumatic or air hammer, pile driver, steam shovel, derrick, steam or electric hoist, parking lot cleaning equipment, or other appliance, the use of which is attended by loud or unusual noise, between the hours of 10:00 p.m. and 7:00 a.m. on weekends and federal holidays.

The proposed project would not directly generate increased noise, future development projects allowed by the Residential High land use may generate noise through activities commonly found in residential developments (i.e., lawnmowers, leaf blowers, etc.). The noise directly generated by the project would not differ from the existing ambient noises, and potential future residential use would generally be consistent with nearby residential uses.

Development of the site for urban uses and the subsequent increase in vehicle roadway noise was taken into consideration in the City of Tracy General Plan and General Plan EIR.

The City of Tracy General Plan Noise Element establishes exterior and interior noise level limits for residential projects. Policy 3 establishes a specific limit of 60 dB Ldn for exterior areas of single-family residential uses. An interior noise level standard of 45 dB Ldn is also established for all residential uses (Policy 5).

The proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified by the General Plan EIR. No new impacts or impacts above and beyond what was previously analyzed would occur. The project would not result in impacts that are peculiar to the parcel or to the project. This is a **less than significant** impact.

**Response b): Less than Significant.** The General Plan EIR determined that development under the General Plan would not introduce new sources of groundborne vibration, and potential vibration impacts would be less than significant. No major stationary sources of groundborne vibration were identified in the project area that would result in the long-term exposure of proposed onsite land uses to unacceptable levels of ground vibration. In addition, the proposed project would not involve the use of any major equipment or processes that would result in potentially significant levels of ground vibration that would exceed these standards at nearby existing land uses. The project would not result in impacts that are peculiar to the parcel or to the project. As a result, short-term groundborne vibration impacts would be considered **less than significant**.

**Response c): Less than Significant.** As discussed in the General Plan EIR, the Tracy Municipal Airport, located in the southern portion of the City between Tracy Boulevard and Corral Hollow Road, is a source of community noise in its vicinity. The General Plan EIR concluded that new noise sensitive uses are not planned in areas within the 60 or 65 dB CNEL noise contours for the Tracy Airport, and airport-related noise impacts would be less than significant. The project site is not located within two miles of a private airstrip. The Tracy Municipal Airport is located approximately 1.7 miles southwest of the project site. The Airport is a general aviation airport owned by the City and managed by the Public Works Department. The City of Tracy adopted an Airport Master Plan in 1998, analyzing the impacts to safety on surrounding development from the Tracy Municipal Airport.

The San Joaquin County Airport Land Use Plan establishes noise contours surrounding the Tracy Municipal Airport. Although aircraft-related noise could occasionally be audible at the project site, noise would be minimal. Additionally, the project site is located outside of both the 65 dB CNEL and the 60 dB CNEL noise contours for the Tracy Municipal Airport. As such, the project site would not be exposed to excessive noise from the Tracy Municipal Airport. The project would not result in impacts that are peculiar to the parcel or to the project. This is a **less than significant** impact.

**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 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.** The General Plan EIR concluded that impacts with regard to population growth would be significant and unavoidable. The General Plan EIR concluded also that despite processes to plan for and control future growth by the City of Tracy and other jurisdictions, significant growth will occur under the General Plan and in other communities in the region, constituting a significant and unavoidable cumulative impact on population and employment.

Implementation of the project would result in the construction of 275 small-lot residential dwelling units, plus an additional 49 JADUs, on the project site. The proposed project is located within an existing urbanized area of the City and 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, the proposed project would accommodate growth already anticipated by the General Plan and analyzed in the General Plan EIR. The project would not induce further population growth in other areas of the City of Tracy. The project would not result in impacts that are peculiar to the parcel or to the project. This impact is **less than significant**.

**Response b): No Impact.** There are no residential structures located on the project site. Development of the project would not relocate or remove housing. Therefore, the project would not displace substantial numbers of people or existing housing and would have **no impact** in this respect. The project would not result in impacts that are peculiar to the parcel or to the project.

## XV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 and Emergency Medical Services: Less than Significant.** The General Plan EIR concluded that there would be less than significant impacts with regard to fire protection and mitigation measures were not required. 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.

Medical transport is provided by private ambulance. American Medical Response is the exclusive emergency ambulance service provider in San Joaquin County.

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.

Implementation of the proposed project would not adversely impact existing fire and emergency services within the City, and would not require the construction of new fire protection facilities.

All construction plans and development proposals on the project site would be reviewed for consistency with City standards and would be required to pay applicable impact fees for new development which are collected based upon projected impacts from each development. The adequacy of impact fees is reviewed by the City on an annual basis to ensure that the fee is commensurate with the service. Payment of the applicable impact fees prior to any site occupancy, and ongoing revenues that would come from future property taxes, sales taxes, and other revenues generated, would fund capital and labor costs associated with fire protection services.

Additionally, all future development projects in Tracy are reviewed in order to ensure adequate fire protection and suppression service. The Tracy Fire Department must have access to adequate onsite hydrants with adequate fire-flow pressure available to meet the needs of fire suppression units. The proposed project would include the installation of fire hydrants, and the SCFA would conduct fire flow tests prior to building occupancy.

The project would not result in impacts that are peculiar to the parcel or to the project.

Overall, this is considered a **less than significant** impact.

**ii) Police Protection: Less than Significant.** The General Plan EIR concluded that there would be less than significant impacts with regard to police protection and mitigation measures were not required. The Tracy Police Department provides police protection services to the City of Tracy. Its headquarters are located at 1000 Civic Center Drive. There are no satellite offices or plans to construct any in the near future.

The Tracy Police 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 6 to 8 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.

Impact fees from new developments are collected based upon projected impacts from each development by the City. The adequacy of impact fees is reviewed on an annual basis to ensure that the fee is commensurate with the service. Payment of impact fees by the, and ongoing revenues that would come from property taxes, and other revenues fund capital and labor costs associated with police services.

It is not anticipated that the proposed project would result in new demand for police services beyond those anticipated in the General Plan EIR. Furthermore, the City's General Plan ensures

the City maintains adequate police staffing, performance levels and facilities to serve Tracy's existing population as well as any future growth (Goal PF-2, Policy P.1). The proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified by the General Plan EIR. No new impacts or impacts above and beyond what was previously analyzed would occur. The project would not result in impacts that are peculiar to the parcel or to the project. This is a **less than significant** impact.

**iii) Schools: Less than Significant.** The General Plan EIR concluded that there would be less than significant impacts with regard to schools and mitigation measures were not required. The proposed project includes development of 275 small-lot residential dwelling units, plus an additional 49 JADUs. 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**. The project would not result in impacts that are peculiar to the parcel or to the project.

**iv) Parks:** Potential project impacts to parks and recreational facilities are addressed in the "Recreation" section of this document.

**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, but not beyond that anticipated in the General Plan EIR. 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. Additionally, the proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified by the General Plan EIR. No new impacts or impacts above and beyond what was previously analyzed would occur. The project would not result in impacts that are peculiar to the parcel or to the project. This is a **less than significant** impact.

## XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			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 General Plan EIR concluded that there would be less than significant impacts with regard to parks and recreation facilities, and mitigation measures were not required. The proposed project would directly 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. Residents of the proposed project 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 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."*

Buildout of the proposed project would result in the construction of 275 small-lot residential dwelling units, plus an additional 49 JADUs generating approximately 1,047 additional residents (based on 3.23 persons per household<sup>5</sup>). With the projected population increase of 1,046 new residents, the proposed project would require 4.18 acres of parkland. As discussed in the project description, the proposed project includes the development of a 3.58-acre community park. Although the proposed project would not meet the park dedication standard set by the City, 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

<sup>5</sup> California Department of Finance. E-5 City/County Population and Housing Estimates. January 1, 2024.

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. The project would not result in impacts that are peculiar to the parcel or to the project. As such, this is a **less than significant** impact and no mitigation is required.

**XVII. TRANSPORTATION/TRAFFIC -- 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 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**

**Response a): Less than Significant.** The General Plan EIR concluded that traffic and circulation impacts and cumulative impacts would be significant and unavoidable.

In order to identify roadway facility and intersection improvements needed to accommodate the traffic generated by buildout of the City's General Plan, the City of Tracy prepared and adopted the 2012 Citywide Roadway and Transportation Master Plan (Transportation Master Plan) and the City of Tracy Citywide Parks, Recreation & Trails Master Plan Update (2022). The Transportation Master Plan identifies a range of roadway and intersection improvements to be implemented over the next several years in order to maintain acceptable levels of service on City streets.

The proposed project is consistent with the General Plan land use designation for the site, and is consistent with the assumed residential density levels for development of the site. The generation of vehicle traffic associated with the proposed project was considered during preparation of the Transportation Master Plan. The Transportation Master Plan identifies the roadway and intersection improvements needed in order to maintain acceptable levels of service throughout the City.

Furthermore, 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. The payment of applicable traffic impact fees pays for fair-share of capital improvement towards the future transportation system improvements and expansions, as identified in the Transportation Master Plan.

Implementation of the proposed project would not result in a conflict with an existing or planned pedestrian facility, bicycle facility, or transit service/facility. In addition, the Project would not interfere with the implementation of a planned bicycle facility, pedestrian facility, or transit

service/facility. The project would not cause a degradation in transit service such that service does not meet performance standards established by the transit operator.

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 project's transportation and circulation system is designed to accommodate access to and from Valpico Road. The project proposes a network of internal roadways that will provide access between Valpico Road and the residences. Bicycle and pedestrian access to and from the project site will be primarily provided via Valpico Road with a future route via the planned canal trail on the north side of the project site. The project proposes an 8-foot pathway connection along Lane 9 between Street B and the canal right of way to connect to the future canal trail. This pathway will terminate at the northern property line until the City of Tracy constructs the canal trail. A gate in the fence is proposed to connect the trail to the project site and will remain locked until the trail is constructed.

The proposed Valpico Road cross section is consistent with the general Transportation Master Plan planned approach for four through lanes, a median, and bike and pedestrian facilities. However, the lane widths and bike facility type differ from the Transportation Master Plan, but are consistent with the adjacent sections of Valpico Road to the east and west that have previously been improved and widened. Therefore, the proposed cross section meets the intent of providing multimodal connectivity along Valpico Road consistent with the City's goals and policies. However, the alignment is kept straight which conflicts with the adjacent property, 75 W Valpico Road. Previous development and their dedicated right of way lines on the south side of Valpico Road indicate prior planning for Valpico Road to realign southwards of the existing alignment to avoid the 75 W Valpico Road property. This realignment is not currently considered by the proposed project. The project will meet the requirements of the City's plan for Valpico Road along the project site frontage, including interim improvements as necessary to transition to existing adjacent sections of the road until permanent road conditions are established. The project will dedicate the necessary right of way along its frontage for future ultimate improvements consistent with the City of Tracy's 2012 Plan Line for Valpico Road.

A CEQA Transportation Review was prepared by Kimley Horn on February 24, 2025 (see Appendix B for further detail). As described in the Transportation Review, 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 also anticipated to conform with programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. As discussed above, the project would dedicate the required right of way to facilitate the planned canal trail on the north side of the project site and provide a bicycle/pedestrian connection between the project and the trail. In addition, the project will provide a pedestrian crossing at the project main driveway on Valpico Road. Further, as discussed above, the project will meet the requirements for the City's plan for Valpico Road along the project site frontage, including the dedication of necessary right of way for future

improvements, and an interim conditions transition plan for Valpico Road to transition from east of the site to the west of the site until permanent road conditions are established.

For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. The impact of the proposed project is anticipated to be **Less than Significant**.

**Response b): Less than Significant.** The following VMT analysis is based on the CEQA Transportation Review prepared by Kimley Horn on February 24, 2025(see Appendix B for further detail).

Per the City's Draft VMT Policy, Kimley Horn conducted a VMT analysis for the proposed project for automobile (employee) trips only. The purpose of the VMT analysis was to measure the transportation impact of the proposed development.

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 citywide VMT change 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**

The City's Draft VMT policy in the Transportation Master Plan Update (2022) was used to determine the appropriate methodology and assumptions for evaluation of the project's VMT impact. This is currently reasonable to determine potential VMT impacts as is consistent with SB 743 guidelines. Based on the land use information provided, for the purposes of SB 743 analysis and the determination of transportation related significant impacts, the proposed Residential land use was analyzed.

To determine the appropriate threshold to compare the project against, an “out of the box” run of the most recent version of the City of Tracy's Travel Demand Model (Tracy TDM) was completed for the base year 2019 scenario. The mode choice outputs and travel distance skim data from the Tracy TDM were then used to calculate the VMT generated by each traffic analysis zone (TAZ), disaggregated by land use type. Trip length metrics from the Tracy TDM were calibrated to account for trips with portions existing outside the model boundaries (external trips) using big data to estimate average external trip length by TAZ, thus accounting for the full trip length of all trips generated by the model for the purpose of calculating VMT. As the Tracy TDM only provides for an average trip length for external trips, the use of big data provides for a more accurate estimation of the total VMT produced by external trips.

## Analysis

To determine potential VMT impacts for the proposed project, a version of the Tracy TDM was run that includes the addition of the project within its own TAZ which was then compared to the version of the Tracy TDM used to establish the City's thresholds. Specifically, the following changes were made to the model:

- The project's land use characteristics were added to the Tracy TDM and isolated within its own traffic analysis zone TAZ 4773.
- The socioeconomic data (SED) for TAZ 4473 was developed to reflect the project's proposed number of single family and multifamily homes based on the SED distribution from an existing residential area in the vicinity of the project. This neighborhood was used as a representative template for household size, income distribution and other SED properties.
- The Tracy TDM base year network was updated to include a centroid connector between the Project TAZ and Valpico Road, consistent with proposed access to the project as detailed in the project's site plan.

The calculated average VMT per capita for the proposed project was determined to be 16.2, which is 0.7 VMT per capita below the City of Tracy threshold of 16.9 VMT per capita for residential land uses.

## Findings

Based on the results of this analysis, the average VMT per capita for the City of Tracy's residential land uses was determined to be 19.9 VMT per capita. Thus, City's threshold for residential land uses, set at 15-percent below the citywide average, was determined to be 16.9 VMT per capita. The proposed project's average VMT per capita was determined to be 16.2, which is 0.7 VMT per capita below the City of Tracy threshold of 16.9 VMT per capita for residential land uses. Thus, with respect to VMT, the addition of the project results in a **less than significant** impact. The project would not result in impacts that are peculiar to the parcel or to the project.

**Response C). d): Less than Significant.** The General Plan EIR concluded that impacts related to emergency access would be less than significant and mitigation was not required. No site circulation or access issues have been identified that would cause a traffic safety problem/hazard or any unusual traffic congestion or delay that could impede emergency vehicles or emergency access. 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 design and safety standards to avoid creating a geometric design hazard or incompatible uses. The proposed project includes two vehicular access points on Valpico Road. There are no additional emergency vehicle access points or easements proposed by the project. The applicant provided compliant emergency vehicle turn templates that meet City standards. As the Vesting Tentative Map progress, any revisions to on-site roadways and intersections will be subject to City of Tracy Municipal Code and Public Works

Department staff review and approval. The proposed project does not include any design features or incompatible uses that pose a significant safety risk. The project would not create adverse impacts to emergency vehicle access or circulation. The project would not result in impacts that are peculiar to the parcel or to the project. As such, the impact would be **less than significant**.

### XVIII. TRIBAL CULTURAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? or			X	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.			X	

#### RESPONSES TO CHECKLIST QUESTIONS

**Responses a-b): Less than Significant.** As discussed above under Section V., Cultural Resources, the General Plan EIR determined that undiscovered cultural resources could be impacted from development activities involving soil removal or disturbance. The General Plan EIR included mitigation measures to reduce potential impacts to a less than significant level. Mitigation Measure CUL-1a required a General Plan policy under Objective CC-3.1 (Policy 4) for the City to include a standard condition of approval as part of the development review process that if any resources are found during construction, all operations within the project area shall halt until an assessment can be made by appropriate professionals regarding the presence of archaeological and paleontological resources and the potential for adverse impacts on these resources. Mitigation Measure CUL-1b required a General Plan policy under Objective CC-3.1 (Policy 5) that the City require that any archaeological or paleontological resources on private property be either preserved on their sites or adequately documented and conserved as a condition of removal (and require that if any resources are found unexpectedly during development, then construction must cease immediately until accurate study and conservation measures are implemented). Mitigation Measure CUL-1c required a General Plan policy under Objective CC-3.1 (Policy 6) requiring that if Native American artifacts are discovered on a site, the City shall consult representatives of the Native American community to ensure the respectful treatment of Native American sacred places. With implementation of these mitigation measures, the General Plan EIR concluded that impacts to cultural resources would be less than significant.

There is a potential for the discovery of prehistoric, ethnohistoric, or historic archaeological sites that may meet the definition of Tribal Cultural Resources (TCRs). Although no TCRs have been documented on the project site, the project is in a region where significant cultural resources

have been recorded and there remains a potential that undocumented archaeological resources that may meet the TCR definition could be unearthed or otherwise discovered during ground-disturbing and construction activities. Examples of significant archaeological discoveries that may meet the TCR definition would include villages and cemeteries. Due to the possible presence of undocumented TCRs within the project site, construction-related impacts on tribal cultural resources may occur.

As discussed above, the City's standard conditions of approval and compliance with applicable regulations would require appropriate steps to preserve and/or document any previously undiscovered resources that may be encountered during construction activities, including tribal cultural resources, and impacts would be less than significant. For the reasons outlined above, the project would not result in impacts that are peculiar to the parcel or to the project. This impact would be **less-than-significant**.

**XIX. UTILITIES AND SERVICE SYSTEMS -- 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) Require or result in the relocation or construction of new or expanded water, wastewater treatment 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 provider's 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.** The General Plan EIR found that no significant water-related impacts were identified for development projected through 2025. However, despite General Plan policies directing the City to acquire reliable, additional sources of water supplies and ensure infrastructure is in place to meet the City's future demand as new development occurs, the General Plan EIR concluded there was insufficient water supply secured to served projected development under total buildup of the General Plan. The General Plan EIR concluded that this was a significant and unavoidable impact and cumulative impact.

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 utility and infrastructure improvements – water, wastewater, storm drainage, electricity, natural gas, and telecommunications – 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.

## Water

The City of Tracy obtains water from both surface water and groundwater sources. The amount of water that Tracy uses from each of its water supply sources to make up its total water use varies from year to year based on contractual agreements, annual precipitation, and City policies about how to expand, utilize, and manage its water resources.

Water distribution will be by an underground distribution system to be installed as per the City of Tracy standards and specifications. The applicant for the proposed project will provide their proportionate share of required funding to the City for the acquisition and delivery of treated potable water supplies to the proposed project site through connection fees.

The City's General Plan designates the project site as Residential High, which allows for the uses proposed for the proposed project. Therefore, the City's General Plan anticipated the proposed project and the Tracy Citywide Water System Master Plan assumed that the site would be developed with Residential High uses. There are no changes to the land use assumptions in the City's General Plan, and Citywide Water System Master Plan Update. The following analysis reflects the City's most current water demand and supply projections based on the General Plan.

Table 1 summarizes the projected availability of the City's existing and planned future potable water supplies compared with projected water demands in normal, single dry and multiple dry years at buildout.

To be conservative, water demands were assumed to be at normal levels. With future planned projects implemented, the results of the assessment show that water supply for the City is sufficient during normal years. However, during a single dry year or a multiple dry year period, the City must depend more heavily on conservation efforts, groundwater, and future supply projects identified in the Water System Master Plan Update to address the gap between supply and demand. As described in the City's 2020 UWMP, these findings are primarily due to projected reduced reliability of the City's CVP supplies and SSJID supplies in dry years.

**TABLE 1. SUMMARY OF BUILDOUT TOTAL WATER SUPPLY VERSUS DEMAND DURING HYDROLOGIC NORMAL, SINGLE DRY, AND MULTIPLE DRY YEARS**

HYDROLOGIC CONDITION	SUPPLY AND DEMAND COMPARISON, ACRE-FEET/YEAR
<i>NORMAL YEAR</i>	
Available Total Water Supply	40,168
Total Water Demand	39,800
Potential Surplus (Deficit)	368
Percent Shortfall of Demand	-
<i>SINGLE DRY YEAR</i>	
Available Total Water Supply	30,259
Total Water Demand	39,800
Potential Surplus (Deficit)	(9,541)

<i>HYDROLOGIC CONDITION</i>		<i>SUPPLY AND DEMAND COMPARISON, ACRE-FEET/YEAR</i>
<i>MULTIPLE DRY YEARS</i>		
Percent Shortfall of Demand		24%
Year 1	Available Total Water Supply	35,292
	Total Water Demand	39,800
	Potential Surplus (Deficit)	(4,508)
	Percent Shortfall of Demand	11.3%
Year 2	Available Total Water Supply	37,014
	Total Water Demand	39,800
	Potential Surplus (Deficit)	(2,786)
	Percent Shortfall of Demand	7.0%
Year 3	Available Total Water Supply	32,071
	Total Water Demand	39,800
	Potential Surplus (Deficit)	(7,729)
	Percent Shortfall of Demand	19.4%
Year 4	Available Total Water Supply	32,071
	Total Water Demand	39,800
	Potential Surplus (Deficit)	(7,729)
	Percent Shortfall of Demand	19.4%
Year 5	Available Total Water Supply	37,014
	Total Water Demand	39,800
	Potential Surplus (Deficit)	(2,786)
	Percent Shortfall of Demand	7.0%

*SOURCE: CITY OF TRACY CITYWIDE WATER SYSTEM MASTER PLAN UPDATE, MAY 2023.*

As shown above, the total projected water supplies determined to be available for the proposed project during normal years, and the City will depend on conservation efforts, groundwater, and the proposed future supply projects to overcome the gap between supply and demand during dry years. Therefore, the proposed project would not result in insufficient water supplies available to serve the project from existing entitlements and resources. Furthermore, the proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified by the General Plan EIR. No new impacts or impacts above and beyond what was previously analyzed would occur. The project would not result in impacts that are peculiar to the parcel or to the project. This is a **less than significant** impact.

## **Wastewater**

Wastewater generated within Tracy is conveyed to the Tracy Wastewater Treatment Plant (WWTP) for treatment and disposal. The WWTP currently treats approximately 7.35 mgd of average dry weather influent flows. The 2023 Wastewater Master Plan Update projected a capacity requirement of 15.65 mgd Average dry weather flow (ADWF) at buildout. The City is

currently undergoing a series of treatment plant upgrades. Phases 1A, 1B, 2A, and 2B are fully complete, Phase 2C is designed but has yet to be completed. Phase 1A and 1B increased the treatment plant capacity from 6.5 mgd to 10.8 mgd.

According to the City's 2012 Wastewater Collection System Master Plan Update, Residential High uses are estimated to generate 3,600 gallons per day per acre (gpd/ac). Using this rate, buildout of the proposed project would result in the construction of 275 small-lot residential dwelling units, plus an additional 49 JADUs generating approximately 1,047 additional residents (based on 3.23 persons per household<sup>6</sup>). Therefore, the total wastewater flow from the project site would be about 0.104 mgd.

Moreover, the City's 2011 General Plan designates the project site as Residential High, which allows for the uses proposed by the proposed Project. Therefore, the General Plan anticipated the uses associated with the proposed Project on the Project site.

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. Additionally, because the Project applicant would pay City Public Facilities Improvement Plan (PFIP) fees to develop the site, and adequate long-term wastewater treatment capacity is available to serve full build-out of the proposed project, a **less than significant** impact would occur related to requiring or resulting in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. The project would not result in impacts that are peculiar to the parcel or to the project.

**Responses d), e): Less than Significant.** The General Plan EIR determined that implementation of the General Plan would not result in significant impacts in regard to solid waste, from the exceedance of its landfill capacity or from non-compliance with applicable regulations. 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 (12.23 lb/household/day) provided by CalRecycle for single family residential uses, the proposed project is expected to generate approximately 3,963 pounds per day of solid waste, which is equivalent to less than 1.80 tons per day.<sup>7</sup>

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. 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.

<sup>6</sup> California Department of Finance. E-5 City/County Population and Housing Estimates. January 1, 2024

<sup>7</sup> CALRECYCLE. RESIDENTIAL SECTOR GENERATION RATES. 2025.

Furthermore, the proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified by the General Plan EIR. No new impacts or impacts above and beyond what was previously analyzed would occur. This is a **less than significant** impact. The project would not result in impacts that are peculiar to the parcel or to the project.

## XX. WILDFIRE

	<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**Responses to Checklist Questions*

**Responses a-d): Less than Significant.** The proposed project is not located within a State Responsibility Area (SRA), or area identified with wildland fire risks. The proposed project is consistent with the land uses described in the General Plan and would be consistent with impacts previously identified by the General Plan EIR. No new impacts or impacts above and beyond what was previously analyzed would occur. The project would not result in impacts that are peculiar to the parcel or to the project. As such, there is **no impact**.

**XXI. 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 substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			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. Potential impacts related to plant and animal species would be less than significant. Consistent with the standards established in the General Plan and analyzed in the General Plan EIR, 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. In addition to biological resources, cultural and tribal cultural resources were also considered in the project analysis. The proposed project would not result in significant impacts to important examples of major periods of California history or prehistory, or to cultural and tribal resources. Any potential impacts to cultural resources, including those of significance to Native American tribes, would be addressed through consultation with appropriate tribal representatives and adherence to state and federal regulations. The project would not result in impacts that are peculiar to the parcel or to the project. 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 reduced to less than significant levels. Cumulative impacts were thoroughly analyzed in the General Plan EIR, and the proposed project complies with the land use types and intensity

anticipated in the General Plan. The project would not result in impacts that are peculiar to the parcel or to the project. 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. As discussed in the analysis above, compliance with applicable laws, rules, and regulations, including standards set forth in the General Plan and analyzed in the General Plan EIR, ensure any adverse effects on humans are reduced to an acceptable level. The project would not result in impacts that are peculiar to the parcel or to the project. Therefore, these are **less than significant** impacts.

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# **APPENDIX A**

## **Phase II Environmental Site Assessment**

Project No.  
**20539.000.001**

July 17, 2023

Ms. Trece Herder  
Brookfield Homes of California  
12657 Alcosta Boulevard, Suite 250  
San Ramon, CA 94583

Subject: Valpico Road Development  
Tracy, California

## PHASE II ENVIRONMENTAL SITE ASSESSMENT

Reference: ENGE. 2023. Phase I Environmental Site Assessment, Valpico Road Development, Tracy, California. August 4, 2022.

Dear Ms. Herder:

We are pleased to submit the findings of our phase II environmental site assessment (ESA) undertaken at the subject property (Property) in Tracy, California (Figure 1).

## SITE LOCATION AND BACKGROUND

The Property is located along Valpico Road in Tracy, California (Figures 1 and 2). The Property is approximately 31.6 acres in area and is identified as portions of Assessor's Parcel Numbers (APNs) 246-13-003, 246-13-004, 246-13-005, and 246-13-006. APN 246-13-003 is currently occupied by commercial storage yard. The remaining 26.98 acres (APNs 246-13-004 to 246-13-006) are currently fallow agricultural land.

## SCOPE OF SERVICES

### Soil Sampling

The purpose of this task was to evaluate potential impacts to soil due to past agricultural use of the Property, and potential release from the 200-gallon waste oil underground storage tank (UST) located in the commercial storage yard.

In general accordance with Department of Toxic Substances Control (DTSC) *Interim Guidance for Sampling Agricultural Properties* (Third Revision), August 7, 2008, we collected 44 shallow soil samples from approximately 0 to 6 inches below the existing ground surface across the Property (Figure 2).

On June 30, 2023, a total of 44 soil samples were collected from locations across the Property (Figure 2). Soil samples were collected using 4-ounce, pre-cleaned glass jars, and analyzed for the following analytes.

- Organochlorine pesticides (OCPs) by United States Environmental Protection Agency (USEPA) Test Method 8081 – eleven 4-point (4:1) composite samples
- Arsenic by USEPA Method 6020) – 11 discrete samples
- Lead by USEPA Method 6020 – 11 discrete samples

Additionally, on June 30, 2023, we collected four samples at UST-N and UST-S, located north and south of the 200-gallon UST at depths of 2 feet and 4 feet below the existing ground surface. Soil samples were retrieved using hand augers and placed within 6-inch stainless steel liners, sealed with Teflon tape and a cap, and analyzed for the following analytes.

- Total petroleum hydrocarbons (TPH) as diesel (TPH-d) and TPH-motor oil (TPH-mo) by USEPA Test Method 8015 – four discrete samples
- Volatile organic compounds (VOCs) by USEPA Test Method 8260B) – four discrete samples
- CAM-17 metals by USEPA Test Method 6020 - two 2-point (2:1) composite samples

Upon collection of samples, a label was placed on the sample including a unique sample number, sample location, time/date collected, laboratory analysis, and the sampler's identification. Samples were placed in an ice-cooled chest and submitted under documented chain-of-custody to California Laboratory Services, a state-certified laboratory.

## SOIL ANALYTICAL RESULTS

The reported concentrations of OCPs and metals are below the applicable USEPA<sup>1</sup> and CAL-EPA<sup>2</sup> screening levels for residential soil with the exception of arsenic. The reported arsenic concentrations are within typical naturally occurring background concentrations in the general vicinity of the Property<sup>3</sup>. Petroleum hydrocarbons and VOCs were not detected above laboratory reporting limits.

The following is a summary of the laboratory results.

- Soil samples exhibited detectable concentrations of DDE, and DDT. All reported concentrations of OCPs were below respective screening levels for residential soil.
- Soil samples exhibited detectable concentrations of metals. All reported concentrations of metals were below respective screening levels for residential soil, with the exception of arsenic.
- Arsenic concentrations ranged from 3.9 to 7.3 milligrams per kilogram (mg/kg). The results are consistent with naturally occurring background arsenic concentrations in the vicinity of the Property and are not indicative of anthropogenic impacts.
- Total petroleum hydrocarbons and VOCs were not detected in the soil samples above laboratory reporting limits.

<sup>1</sup> U.S. Environmental Protection Agency (USEPA) Regional Screening Levels (RSLs) for a residential land use scenario (THQ=1), November 2022.

<sup>2</sup> DTSC Human and Ecological Risk Office (HERO) Human Health Risk Assessment (HHRA) Note 3 Screening Levels (DTSC-SLs, June 2020, revised May 2022)

<sup>3</sup> Duverge, 2011, Establishing Background Arsenic in Soil of the Urbanized San Francisco Bay Region, December 2011

## DISCUSSION AND RECOMMENDATIONS

Based on our review of soil analytical data, we did not identify evidence of a release from the waste oil UST or impacts above residential criteria from historical agricultural operations. Soil from this site appears to be suitable for residential development. If soil is to be offhauled from the Property, additional testing may be required by the receiving party or parties.

If you have any questions or comments regarding this letter, please call and we will be glad to discuss them with you.

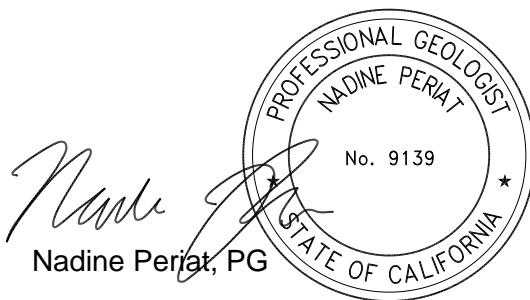
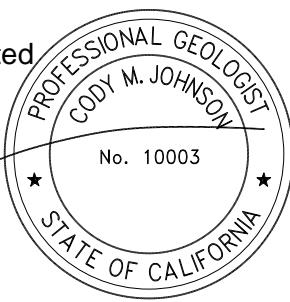
Sincerely,

ENGEO Incorporated



Cody Johnson, PG

cj/np/ca



Nadine Perlat, PG

Attachments: Figures  
Laboratory Analytical Report

## FIGURES

**Figure 1 – Vicinity Map**  
**Figure 2 – Sample Map**



0 2000  
FEET

BASE MAP SOURCE: BING MAPPING SERVICE



VICINITY MAP  
VALPICO ROAD DEVELOPMENT  
TRACY, CALIFORNIA

PROJECT NO.: 20539.000.001

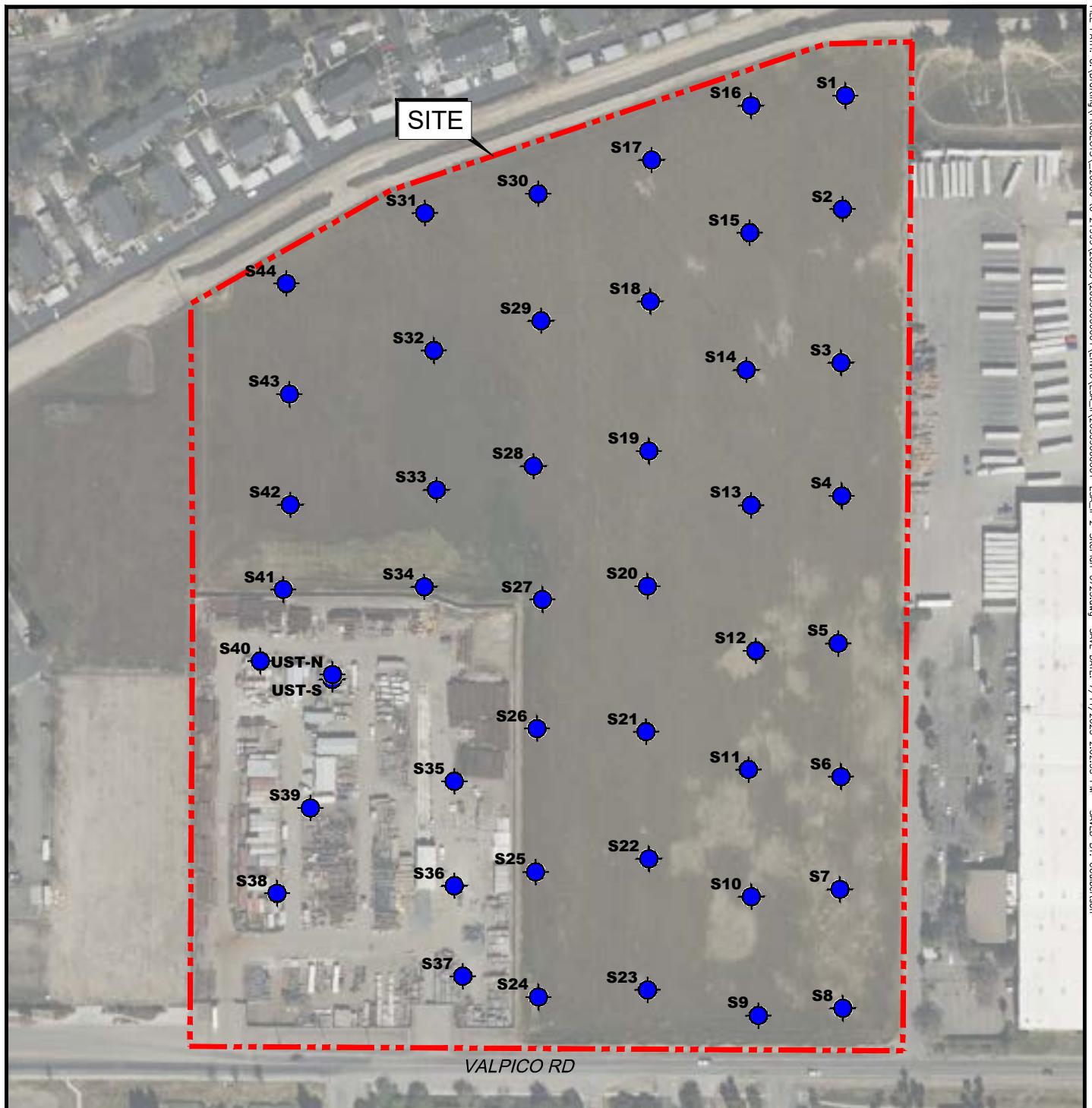
SCALE: AS SHOWN

DRAWN BY: CC CHECKED BY: SPM

FIGURE NO.

1

ORIGINAL FIGURE PRINTED IN COLOR



#### EXPLANATION

ALL LOCATIONS ARE APPROXIMATE

● SOIL SAMPLE

BASE MAP SOURCE: BING MAPPING SERVICE

**ENGEO**  
Expect Excellence

SAMPLE MAP  
VALPICO ROAD DEVELOPMENT  
TRACY, CALIFORNIA

PROJECT NO.: 20539.000.001

FIGURE NO.

SCALE: AS SHOWN

2

DRAWN BY: CC

CHECKED BY: SPM

ORIGINAL FIGURE PRINTED IN COLOR

## Laboratory Analytical Report

20539.000.001  
July 17, 2023



**CALIFORNIA LABORATORY SERVICES**  
Committed. Responsive. Flexible.

July 12, 2023

CLS Work Order #: 23G0131

COC #:

Cody Johnson  
Engeo- San Ramon  
2010 Crow Canyon Pl. suite 250  
San Ramon, CA 94583

**Project Name: Valpico Road Development**

Enclosed are the results of analyses for samples received by the laboratory on 07/05/23 14:55. Samples were analyzed pursuant to client request utilizing EPA or other ELAP approved methodologies. I certify that the results are in compliance both technically and for completeness.

Analytical results are attached to this letter. Please call if we can provide additional assistance.

Sincerely,

Daniel Johnson  
Technical Director

CA SWRCB ELAP Accreditation/Registration number 1233

2360131

## CHAIN OF CUSTODY RECORD

PROJECT NUMBER 20539.000.001		PROJECT NAME Vaipico Road Development					OCPs (8081)	Lead/uranium (6020)	REMARKS REQUIRED DETECTION LIMITS	
SAMPLED BY: (SIGNATURE/PRINT) Cody Johnson		PROJECT MANAGER: (SIGNATURE/PRINT) Cody Johnson								
ROUTING: E-MAIL cjohnson@engeo.com										
SAMPLE NUMBER	DATE	TIME	MATRIX	NUMBER OF CONTAINERS	CONTAINER SIZE	PRESERVATIVE				
S1	6/30/2023	13:00	Soil	1	4oz jar	-	X			
S2	6/30/2023	13:05	Soil	1	4oz jar	-	X			
S3	6/30/2023	13:10	Soil	1	4oz jar	-	X			
S4	6/30/2023	13:15	Soil	1	4oz jar	-	X			
S5	6/30/2023	13:20	Soil	1	4oz jar	-	X			
S6	6/30/2023	13:25	Soil	1	4oz jar	-	X			
S7	6/30/2023	13:30	Soil	1	4oz jar	-	X			
S8	6/30/2023	13:35	Soil	1	4oz jar	-	X			
S9	6/30/2023	13:40	Soil	1	4oz jar	-	X			
S10	6/30/2023	13:45	Soil	1	4oz jar	-	X			
S11	6/30/2023	13:50	Soil	1	4oz jar	-	X			
S12	6/30/2023	13:55	Soil	1	4oz jar	-	X			
S13	6/30/2023	14:00	Soil	1	4oz jar	-	X			
S14	6/30/2023	14:05	Soil	1	4oz jar	-	X			
S15	6/30/2023	14:10	Soil	1	4oz jar	-	X			
S16	6/30/2023	14:15	Soil	1	4oz jar	-	X			
S17	6/30/2023	14:20	Soil	1	4oz jar	-	X			
S18	6/30/2023	14:25	Soil	1	4oz jar	-	X			
S19	6/30/2023	14:30	Soil	1	4oz jar	-	X			
S20	6/30/2023	14:35	Soil	1	4oz jar	-	X			
RELINQUISHED BY: (SIGNATURE) <i>Amy Benavides</i>			DATE/TIME 7/5/23 1056		RECEIVED BY: (SIGNATURE) <i>cl</i>		RELINQUISHED BY: (SIGNATURE) <i>Dind</i>		DATE/TIME 7/5/23 1056	
RELINQUISHED BY: (SIGNATURE) <i>cl</i>			DATE/TIME 7/5/23 1455		RECEIVED BY: (SIGNATURE) <i>cl</i>		RELINQUISHED BY: (SIGNATURE) <i>cl</i>		DATE/TIME 7/5/23 1455	
RELINQUISHED BY: (SIGNATURE)			DATE/TIME 7/5/23 1455		RECEIVED FOR LABORATORY BY: (SIGNATURE) <i>cl</i>		DATE/TIME 7/5/23 1455		REMARKS Standard TAT	
2010 CROW CANYON PLACE SUITE 250 SAN RAMON, CALIFORNIA 94583 (925) 866-9000 FAX (925) 866-0199 WWW.ENGEO.COM										
DISTRIBUTION: ORIGINAL ACCOMPANIES SHIPMENT, COPY TO PROJECT FIELD FILES										

# CHAIN OF CUSTODY RECORD

1360131

PROJECT NUMBER J539.000.001	PROJECT NAME Valpico Road Development						REMARKS REQUIRED DETECTION LIMITS													
SAMPLED BY (SIGNATURE/PRINT) Cody Johnson						OCRs (8081)											Handwritten (6020)			
PROJECT MANAGER: (SIGNATURE/PRINT) Cody Johnson																				
ROUTING E-MAIL: cjohnson@engeo.com																				
SAMPLE NUMBER	DATE	TIME	MATRIX	NUMBER OF CONTAINERS	CONTAINER SIZE	PRESERVATIVE														
S21	6/30/2023	14:40	Soil	1	4oz jar	-		X												
S22	6/30/2023	14:45	Soil	1	4oz jar	-	X													
S23	6/30/2023	14:50	Soil	1	4oz jar	-														
S24	6/30/2023	14:55	Soil	1	4oz jar	-														
S25	6/30/2023	15:00	Soil	1	4oz jar	-		X												
S26	6/30/2023	15:05	Soil	1	4oz jar	-	X													
S27	6/30/2023	15:15	Soil	1	4oz jar	-														
S28	6/30/2023	15:20	Soil	1	4oz jar	-														
S29	6/30/2023	15:25	Soil	1	4oz jar	-		X												
S30	6/30/2023	15:30	Soil	1	4oz jar	-	X													
S31	6/30/2023	15:35	Soil	1	4oz jar	-														
S32	6/30/2023	15:40	Soil	1	4oz jar	-														
S33	6/30/2023	15:45	Soil	1	4oz jar	-		X												
S34	6/30/2023	15:50	Soil	1	4oz jar	-	X													
S35	6/30/2023	15:55	Soil	1	4oz jar	-														
S36	6/30/2023	16:00	Soil	1	4oz jar	-														
S37	6/30/2023	16:05	Soil	1	4oz jar	-		X												
S38	6/30/2023	16:10	Soil	1	4oz jar	-	X													
S39	6/30/2023	16:15	Soil	1	4oz jar	-														
S40	6/30/2023	16:20	Soil	1	4oz jar	-														
RELINQUISHED BY: (SIGNATURE) <i>Amy Hernandez</i>			DATE/TIME 7/5/23 1056		RECEIVED BY: (SIGNATURE) <i>✓</i>		RELINQUISHED BY: (SIGNATURE) <i>Rinly/cls</i>		DATE/TIME 7/5/23 1056		RECEIVED BY: (SIGNATURE)									
RELINQUISHED BY: (SIGNATURE) <i>C</i>			DATE/TIME 7/5/23 1455		RECEIVED BY: (SIGNATURE) <i>✓</i>		RELINQUISHED BY: (SIGNATURE)		DATE/TIME 7/5/23 1455		RECEIVED BY: (SIGNATURE)									
RELINQUISHED BY: (SIGNATURE) <i>C</i>			DATE/TIME 7/5/23 1455		RECEIVED FOR LABORATORY BY: (SIGNATURE) <i>✓</i>		DATE/TIME 7/5/23 1455		DATE/TIME 23/22		REMARKS Standard TAT									
														DISTRIBUTION: ORIGINAL ACCOMPANIES SHIPMENT, COPY TO PROJECT FIELD FILES						

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2010 CROW CANYON PLACE SUITE 250  
SAN RAMON, CALIFORNIA 94583  
(925) 866-9000 FAX (925) 866-0199  
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# CHAIN OF CUSTODY RECORD

23G01B1

PROJECT NUMBER 339-000.001	PROJECT NAME Valpico Road Development						REMARKS REQUIRED DETECTION LIMITS					
SAMPLED BY: (SIGNATURE/PRINT) Cody Johnson												
PROJECT MANAGER: (SIGNATURE/PRINT) Cody Johnson												
ROUTING: E-MAIL: cjohnson@engeo.com												
SAMPLE NUMBER	DATE	TIME	MATRIX	NUMBER OF CONTAINERS	CONTAINER SIZE	PRESERVATIVE	OCPs (6061)	Neuston/Inc (N200)	TPH-g (B015m)	TPH-g and VOCs (B260b)	CAM-17 (B020/7471)	
S41	6/30/2023	16:25	Soil	1	4oz jar	-	X					
S42	6/30/2023	16:30	Soil	1	4oz jar	-	X					
S43	6/30/2023	16:35	Soil	1	4oz jar	-						
S44	6/30/2023	16:40	Soil	1	4oz jar	-						
UST-N @ 2'	6/30/2023	10:30	Soil	1	liner	-		X	X	X		
UST-N @ 4'	6/30/2023	11:00	Soil	1	liner	-		X	X			
UST-S @ 2'	6/30/2023	11:20	Soil	1	liner	-		X	X	X		
UST-S @ 4'	6/30/2023	11:45	Soil	1	liner	-		X	X			
RElinquished By: (SIGNATURE) Amy Benaviey	DATETIME		RECEIVED BY: (SIGNATURE)		RElinquished By: (SIGNATURE)		DATETIME		RECEIVED BY: (SIGNATURE)			
	7/5/23 1056				Pineda (CL)		7/5/23 1056					
RElinquished By: (SIGNATURE) J	DATETIME		RECEIVED BY: (SIGNATURE)		RElinquished By: (SIGNATURE)		DATETIME		RECEIVED BY: (SIGNATURE)			
	7/5/23 1455											
RElinquished By: (SIGNATURE) J	DATETIME		RECEIVED FOR LABORATORY BY: (SIGNATURE)		DATETIME		REMARKS					
	7/5/23 1455		7/5/23 1455		7/5/23 1455		Standard TAT					
2010 CROW CANYON PLACE SUITE 250 SAN RAMON, CALIFORNIA 94583 (925) 866-9000 FAX (925) 866-0199 WWW.ENGEOT.COM												
23/2/22												
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Engeo- San Ramon  
2010 Crow Canyon Pl. suite 250  
San Ramon, CA 94583

Project: Valpico Road Development  
Project Number: 20539.000.001  
Project Manager: Cody Johnson

**CLS Work Order #: 23G0131**  
COC #:

### CAM 17 Metals

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>UST-N @ 2' and 4' COMP (23G0131-58) Soil   Sampled: 06/30/23 10:30   Received: 07/05/23 14:55</b>									
Antimony	ND	5.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
<b>Arsenic</b>	<b>4.3</b>	2.0	"	"	"	"	"	"	
<b>Barium</b>	<b>150</b>	2.0	"	"	"	"	"	"	
Beryllium	ND	1.0	"	"	"	"	"	"	QC-2H
Cadmium	ND	1.0	"	"	"	"	"	"	
<b>Chromium</b>	<b>24</b>	2.0	"	"	"	"	"	"	
<b>Cobalt</b>	<b>9.3</b>	2.0	"	"	"	"	"	"	
<b>Copper</b>	<b>17</b>	2.0	"	"	"	"	"	"	
<b>Lead</b>	<b>5.3</b>	5.0	"	"	"	"	"	"	
Mercury	ND	0.10	"	1	2305599	07/07/23	07/11/23	EPA 7471A	
Molybdenum	ND	2.0	"	10	2305610	07/08/23	07/10/23	EPA 6020	
<b>Nickel</b>	<b>24</b>	2.0	"	"	"	"	"	"	
Selenium	ND	5.0	"	"	"	"	"	"	
Silver	ND	2.0	"	"	"	"	"	"	
Thallium	ND	2.0	"	"	"	"	"	"	
<b>Vanadium</b>	<b>54</b>	2.0	"	"	"	"	"	"	
<b>Zinc</b>	<b>50</b>	5.0	"	"	"	"	"	"	
<b>UST-S @ 2' and 4' COMP (23G0131-61) Soil   Sampled: 06/30/23 11:20   Received: 07/05/23 14:55</b>									
Antimony	ND	5.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
<b>Arsenic</b>	<b>5.5</b>	2.0	"	"	"	"	"	"	
<b>Barium</b>	<b>160</b>	2.0	"	"	"	"	"	"	QC-2H
Beryllium	ND	1.0	"	"	"	"	"	"	
Cadmium	ND	1.0	"	"	"	"	"	"	
<b>Chromium</b>	<b>31</b>	2.0	"	"	"	"	"	"	
<b>Cobalt</b>	<b>10</b>	2.0	"	"	"	"	"	"	
<b>Copper</b>	<b>22</b>	2.0	"	"	"	"	"	"	
<b>Lead</b>	<b>5.9</b>	5.0	"	"	"	"	"	"	
Mercury	ND	0.10	"	1	2305599	07/07/23	07/11/23	EPA 7471A	
Molybdenum	ND	2.0	"	10	2305610	07/08/23	07/10/23	EPA 6020	
<b>Nickel</b>	<b>29</b>	2.0	"	"	"	"	"	"	



Engeo- San Ramon  
2010 Crow Canyon Pl. suite 250  
San Ramon, CA 94583

Project: Valpico Road Development  
Project Number: 20539.000.001  
Project Manager: Cody Johnson

**CLS Work Order #: 23G0131**  
COC #:

### CAM 17 Metals

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>UST-S @ 2' and 4' COMP (23G0131-61) Soil   Sampled: 06/30/23 11:20   Received: 07/05/23 14:55</b>									
Selenium	ND	5.0	mg/kg	10	2305610	"	07/10/23	EPA 6020	
Silver	ND	2.0	"	"	"	"	"	"	
Thallium	ND	2.0	"	"	"	"	"	"	
<b>Vanadium</b>	<b>70</b>	2.0	"	"	"	"	"	"	
Zinc	56	5.0	"	"	"	"	"	"	

Engeo- San Ramon  
2010 Crow Canyon Pl. suite 250  
San Ramon, CA 94583

Project: Valpico Road Development  
Project Number: 20539.000.001  
Project Manager: Cody Johnson

**CLS Work Order #: 23G0131**  
COC #:

**Extractable Petroleum Hydrocarbons by EPA Method 8015M**

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>UST-N @ 2' (23G0131-56) Soil   Sampled: 06/30/23 10:30   Received: 07/05/23 14:55</b>									
Diesel	ND	1.0	mg/kg	1	2305560	07/06/23	07/06/23	EPA 8015M	
Motor Oil	ND	1.0	"	"	"	"	"	"	"
<i>Surrogate: o-Terphenyl</i> 71 %      65-135      "      "      "      "      "      "      "									
<b>UST-N @ 4' (23G0131-57) Soil   Sampled: 06/30/23 11:00   Received: 07/05/23 14:55</b>									
Diesel	ND	1.0	mg/kg	1	2305560	07/06/23	07/06/23	EPA 8015M	
Motor Oil	ND	1.0	"	"	"	"	"	"	"
<i>Surrogate: o-Terphenyl</i> 81 %      65-135      "      "      "      "      "      "      "									
<b>UST-S @ 2' (23G0131-59) Soil   Sampled: 06/30/23 11:20   Received: 07/05/23 14:55</b>									
Diesel	ND	1.0	mg/kg	1	2305560	07/06/23	07/06/23	EPA 8015M	
Motor Oil	ND	1.0	"	"	"	"	"	"	"
<i>Surrogate: o-Terphenyl</i> 81 %      65-135      "      "      "      "      "      "      "									
<b>UST-S @ 4' (23G0131-60) Soil   Sampled: 06/30/23 11:45   Received: 07/05/23 14:55</b>									
Diesel	ND	1.0	mg/kg	1	2305560	07/06/23	07/06/23	EPA 8015M	
Motor Oil	ND	1.0	"	"	"	"	"	"	"
<i>Surrogate: o-Terphenyl</i> 93 %      65-135      "      "      "      "      "      "      "									



Engeo- San Ramon  
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Project: Valpico Road Development  
Project Number: 20539.000.001  
Project Manager: Cody Johnson

**CLS Work Order #: 23G0131**  
COC #:

### Metals by EPA 6000/7000 Series Methods

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>S1 (23G0131-01) Soil Sampled: 06/30/23 13:00 Received: 07/05/23 14:55</b>									
Arsenic	7.3	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	13	2.0	"	"	"	"	"	"	"
<b>S5 (23G0131-06) Soil Sampled: 06/30/23 13:20 Received: 07/05/23 14:55</b>									
Arsenic	6.8	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	12	2.0	"	"	"	"	"	"	"
<b>S9 (23G0131-11) Soil Sampled: 06/30/23 13:40 Received: 07/05/23 14:55</b>									
Arsenic	7.3	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	19	2.0	"	"	"	"	"	"	"
<b>S13 (23G0131-16) Soil Sampled: 06/30/23 14:00 Received: 07/05/23 14:55</b>									
Arsenic	6.9	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	12	2.0	"	"	"	"	"	"	"
<b>S17 (23G0131-21) Soil Sampled: 06/30/23 14:20 Received: 07/05/23 14:55</b>									
Arsenic	6.9	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	13	2.0	"	"	"	"	"	"	"
<b>S21 (23G0131-26) Soil Sampled: 06/30/23 14:40 Received: 07/05/23 14:55</b>									
Arsenic	6.5	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	11	2.0	"	"	"	"	"	"	"
<b>S25 (23G0131-31) Soil Sampled: 06/30/23 15:00 Received: 07/05/23 14:55</b>									
Arsenic	5.5	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	11	2.0	"	"	"	"	"	"	"



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### Metals by EPA 6000/7000 Series Methods

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>S29 (23G0131-36) Soil Sampled: 06/30/23 15:25 Received: 07/05/23 14:55</b>									
Arsenic	<b>6.5</b>	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	<b>12</b>	2.0	"	"	"	"	"	"	"
<b>S33 (23G0131-41) Soil Sampled: 06/30/23 15:45 Received: 07/05/23 14:55</b>									
Arsenic	<b>6.1</b>	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	<b>11</b>	2.0	"	"	"	"	"	"	"
<b>S37 (23G0131-46) Soil Sampled: 06/30/23 16:05 Received: 07/05/23 14:55</b>									
Arsenic	<b>5.2</b>	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	<b>12</b>	2.0	"	"	"	"	"	"	"
<b>S41 (23G0131-51) Soil Sampled: 06/30/23 16:25 Received: 07/05/23 14:55</b>									
Arsenic	<b>3.9</b>	2.0	mg/kg	10	2305610	07/08/23	07/10/23	EPA 6020	
Lead	<b>9.2</b>	2.0	"	"	"	"	"	"	"



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**CLS Work Order #: 23G0131**  
COC #:

### Organochlorine Pesticides by EPA Method 8081A

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>S1 - S4 (23G0131-05) Soil   Sampled: 06/30/23 13:00   Received: 07/05/23 14:55</b>									
4,4'-DDD	ND	3.3	µg/kg	1	2305547	07/06/23	07/07/23	EPA 8081A	
4,4'-DDE	20	3.3	"	"	"	"	"	"	"
4,4'-DDT	10	3.3	"	"	"	"	"	"	"
Aldrin	ND	1.0	"	"	"	"	"	"	"
alpha-BHC	ND	1.7	"	"	"	"	"	"	"
beta-BHC	ND	1.7	"	"	"	"	"	"	"
Chlordane-technical	ND	3.3	"	"	"	"	"	"	"
delta-BHC	ND	1.7	"	"	"	"	"	"	"
Dieldrin	ND	1.0	"	"	"	"	"	"	"
Endosulfan I	ND	1.7	"	"	"	"	"	"	"
Endosulfan II	ND	3.3	"	"	"	"	"	"	"
Endosulfan sulfate	ND	3.3	"	"	"	"	"	"	"
Endrin	ND	3.3	"	"	"	"	"	"	"
Endrin aldehyde	ND	3.3	"	"	"	"	"	"	"
gamma-BHC (Lindane)	ND	1.7	"	"	"	"	"	"	"
Heptachlor	ND	1.7	"	"	"	"	"	"	"
Heptachlor epoxide	ND	1.7	"	"	"	"	"	"	"
Methoxychlor	ND	17	"	"	"	"	"	"	"
Mirex*	ND	3.3	"	"	"	"	"	"	"
Toxaphene*	ND	20	"	"	"	"	"	"	"

Surrogate: Decachlorobiphenyl      75 %      52-141      "      "      "      "

Surrogate: Tetrachloro-meta-xylene      47 %      46-139      "      "      "      "

**S5 - S8 (23G0131-10) Soil   Sampled: 06/30/23 13:20   Received: 07/05/23 14:55**

4,4'-DDD	ND	3.3	µg/kg	1	2305547	07/06/23	07/07/23	EPA 8081A	
4,4'-DDE	19	3.3	"	"	"	"	"	"	"
4,4'-DDT	6.1	3.3	"	"	"	"	"	"	"
Aldrin	ND	1.0	"	"	"	"	"	"	"
alpha-BHC	ND	1.7	"	"	"	"	"	"	"
beta-BHC	ND	1.7	"	"	"	"	"	"	"



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COC #:

### Organochlorine Pesticides by EPA Method 8081A

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>S5 - S8 (23G0131-10) Soil Sampled: 06/30/23 13:20 Received: 07/05/23 14:55</b>									
Chlordane-technical	ND	3.3	µg/kg	1	2305547	"	07/07/23	EPA 8081A	
delta-BHC	ND	1.7	"	"	"	"	"	"	"
Dieldrin	ND	1.0	"	"	"	"	"	"	"
Endosulfan I	ND	1.7	"	"	"	"	"	"	"
Endosulfan II	ND	3.3	"	"	"	"	"	"	"
Endosulfan sulfate	ND	3.3	"	"	"	"	"	"	"
Endrin	ND	3.3	"	"	"	"	"	"	"
Endrin aldehyde	ND	3.3	"	"	"	"	"	"	"
gamma-BHC (Lindane)	ND	1.7	"	"	"	"	"	"	"
Heptachlor	ND	1.7	"	"	"	"	"	"	"
Heptachlor epoxide	ND	1.7	"	"	"	"	"	"	"
Methoxychlor	ND	17	"	"	"	"	"	"	"
Mirex*	ND	3.3	"	"	"	"	"	"	"
Toxaphene*	ND	20	"	"	"	"	"	"	"

Surrogate: Decachlorobiphenyl

53 %

52-141

"

"

"

"

"

Surrogate: Tetrachloro-meta-xylene

38 %

46-139

"

"

"

"

QS-4

**S9 - S12 (23G0131-15) Soil Sampled: 06/30/23 13:40 Received: 07/05/23 14:55**

4,4'-DDD	ND	3.3	µg/kg	1	2305547	07/06/23	07/07/23	EPA 8081A	
<b>4,4'-DDE</b>	<b>27</b>	17	"	5	"	"	"	"	
<b>4,4'-DDT</b>	<b>8.0</b>	3.3	"	1	"	"	"	"	
Aldrin	ND	1.0	"	"	"	"	"	"	
alpha-BHC	ND	1.7	"	"	"	"	"	"	
beta-BHC	ND	1.7	"	"	"	"	"	"	
Chlordane-technical	ND	3.3	"	"	"	"	"	"	
delta-BHC	ND	1.7	"	"	"	"	"	"	
Dieldrin	ND	1.0	"	"	"	"	"	"	
Endosulfan I	ND	1.7	"	"	"	"	"	"	
Endosulfan II	ND	3.3	"	"	"	"	"	"	
Endosulfan sulfate	ND	3.3	"	"	"	"	"	"	



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COC #:

### Organochlorine Pesticides by EPA Method 8081A

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>S9 - S12 (23G0131-15) Soil Sampled: 06/30/23 13:40 Received: 07/05/23 14:55</b>									
Endrin	ND	3.3	µg/kg	1	2305547	"	07/07/23	EPA 8081A	
Endrin aldehyde	ND	3.3	"	"	"	"	"	"	"
gamma-BHC (Lindane)	ND	1.7	"	"	"	"	"	"	"
Heptachlor	ND	1.7	"	"	"	"	"	"	"
Heptachlor epoxide	ND	1.7	"	"	"	"	"	"	"
Methoxychlor	ND	17	"	"	"	"	"	"	"
Mirex*	ND	3.3	"	"	"	"	"	"	"
Toxaphene*	ND	20	"	"	"	"	"	"	"

Surrogate: Decachlorobiphenyl

55 %

52-141

"

"

"

"

"

"

Surrogate: Tetrachloro-meta-xylene

45 %

46-139

"

"

"

"

"

QS-4

### S13 - S16 (23G0131-20) Soil Sampled: 06/30/23 14:00 Received: 07/05/23 14:55

4,4'-DDD	ND	3.3	µg/kg	1	2305547	07/06/23	07/07/23	EPA 8081A	
<b>4,4'-DDE</b>	<b>17</b>	3.3	"	"	"	"	"	"	
<b>4,4'-DDT</b>	<b>6.5</b>	3.3	"	"	"	"	"	"	
Aldrin	ND	1.0	"	"	"	"	"	"	
alpha-BHC	ND	1.7	"	"	"	"	"	"	
beta-BHC	ND	1.7	"	"	"	"	"	"	
Chlordane-technical	ND	3.3	"	"	"	"	"	"	
delta-BHC	ND	1.7	"	"	"	"	"	"	
Dieldrin	ND	1.0	"	"	"	"	"	"	
Endosulfan I	ND	1.7	"	"	"	"	"	"	
Endosulfan II	ND	3.3	"	"	"	"	"	"	
Endosulfan sulfate	ND	3.3	"	"	"	"	"	"	
Endrin	ND	3.3	"	"	"	"	"	"	
Endrin aldehyde	ND	3.3	"	"	"	"	"	"	
gamma-BHC (Lindane)	ND	1.7	"	"	"	"	"	"	
Heptachlor	ND	1.7	"	"	"	"	"	"	
Heptachlor epoxide	ND	1.7	"	"	"	"	"	"	
Methoxychlor	ND	17	"	"	"	"	"	"	



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### Organochlorine Pesticides by EPA Method 8081A

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>S13 - S16 (23G0131-20) Soil Sampled: 06/30/23 14:00 Received: 07/05/23 14:55</b>									
Mirex*	ND	3.3	µg/kg	1	2305547	"	07/07/23	EPA 8081A	
Toxaphene*	ND	20	"	"	"	"	"	"	
<i>Surrogate: Decachlorobiphenyl</i>		54 %	52-141		"	"	"	"	
<i>Surrogate: Tetrachloro-meta-xylene</i>		45 %	46-139		"	"	"	"	QS-4
<b>S17 - S20 (23G0131-25) Soil Sampled: 06/30/23 14:20 Received: 07/05/23 14:55</b>									
4,4'-DDD	ND	3.3	µg/kg	1	2305547	07/06/23	07/07/23	EPA 8081A	
<b>4,4'-DDE</b>	<b>18</b>	3.3	"	"	"	"	"	"	
<b>4,4'-DDT</b>	<b>7.7</b>	3.3	"	"	"	"	"	"	
Aldrin	ND	1.0	"	"	"	"	"	"	
alpha-BHC	ND	1.7	"	"	"	"	"	"	
beta-BHC	ND	1.7	"	"	"	"	"	"	
Chlordane-technical	ND	3.3	"	"	"	"	"	"	
delta-BHC	ND	1.7	"	"	"	"	"	"	
Dieldrin	ND	1.0	"	"	"	"	"	"	
Endosulfan I	ND	1.7	"	"	"	"	"	"	
Endosulfan II	ND	3.3	"	"	"	"	"	"	
Endosulfan sulfate	ND	3.3	"	"	"	"	"	"	
Endrin	ND	3.3	"	"	"	"	"	"	
Endrin aldehyde	ND	3.3	"	"	"	"	"	"	
gamma-BHC (Lindane)	ND	1.7	"	"	"	"	"	"	
Heptachlor	ND	1.7	"	"	"	"	"	"	
Heptachlor epoxide	ND	1.7	"	"	"	"	"	"	
Methoxychlor	ND	17	"	"	"	"	"	"	
Mirex*	ND	3.3	"	"	"	"	"	"	
Toxaphene*	ND	20	"	"	"	"	"	"	
<i>Surrogate: Decachlorobiphenyl</i>		65 %	52-141		"	"	"	"	
<i>Surrogate: Tetrachloro-meta-xylene</i>		42 %	46-139		"	"	"	"	QS-4



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**Organochlorine Pesticides by EPA Method 8081A**

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>S21 - S24 (23G0131-30) Soil Sampled: 06/30/23 14:40 Received: 07/05/23 14:55</b>								<b>QRL-8</b>	
4,4'-DDD	ND	17	µg/kg	5	2305547	07/06/23	07/07/23	EPA 8081A	
<b>4,4'-DDE</b>	<b>26</b>	17	"	"	"	"	"	"	"
4,4'-DDT	ND	17	"	"	"	"	"	"	"
Aldrin	ND	5.0	"	"	"	"	"	"	"
alpha-BHC	ND	8.5	"	"	"	"	"	"	"
beta-BHC	ND	8.5	"	"	"	"	"	"	"
Chlordane-technical	ND	17	"	"	"	"	"	"	"
delta-BHC	ND	8.5	"	"	"	"	"	"	"
Dieldrin	ND	5.0	"	"	"	"	"	"	"
Endosulfan I	ND	8.5	"	"	"	"	"	"	"
Endosulfan II	ND	17	"	"	"	"	"	"	"
Endosulfan sulfate	ND	17	"	"	"	"	"	"	"
Endrin	ND	17	"	"	"	"	"	"	"
Endrin aldehyde	ND	17	"	"	"	"	"	"	"
gamma-BHC (Lindane)	ND	8.5	"	"	"	"	"	"	"
Heptachlor	ND	8.5	"	"	"	"	"	"	"
Heptachlor epoxide	ND	8.5	"	"	"	"	"	"	"
Methoxychlor	ND	85	"	"	"	"	"	"	"
Mirex*	ND	17	"	"	"	"	"	"	"
Toxaphene*	ND	100	"	"	"	"	"	"	"

Surrogate: Decachlorobiphenyl

65 %

52-141

"

"

"

"

"

"

QS-4

Surrogate: Tetrachloro-meta-xylene

43 %

46-139

"

"

"

"

"

"

QS-4

**S25 - S28 (23G0131-35) Soil Sampled: 06/30/23 15:00 Received: 07/05/23 14:55**

**QRL-8**

4,4'-DDD	ND	17	µg/kg	5	2305547	07/06/23	07/07/23	EPA 8081A	
<b>4,4'-DDE</b>	<b>17</b>	17	"	"	"	"	"	"	"
4,4'-DDT	ND	17	"	"	"	"	"	"	"
Aldrin	ND	5.0	"	"	"	"	"	"	"
alpha-BHC	ND	8.5	"	"	"	"	"	"	"
beta-BHC	ND	8.5	"	"	"	"	"	"	"



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### Organochlorine Pesticides by EPA Method 8081A

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>S25 - S28 (23G0131-35) Soil Sampled: 06/30/23 15:00 Received: 07/05/23 14:55 QRL-8</b>									
Chlordane-technical	ND	17	µg/kg	5	2305547	"	07/07/23	EPA 8081A	
delta-BHC	ND	8.5	"	"	"	"	"	"	"
Dieldrin	ND	5.0	"	"	"	"	"	"	"
Endosulfan I	ND	8.5	"	"	"	"	"	"	"
Endosulfan II	ND	17	"	"	"	"	"	"	"
Endosulfan sulfate	ND	17	"	"	"	"	"	"	"
Endrin	ND	17	"	"	"	"	"	"	"
Endrin aldehyde	ND	17	"	"	"	"	"	"	"
gamma-BHC (Lindane)	ND	8.5	"	"	"	"	"	"	"
Heptachlor	ND	8.5	"	"	"	"	"	"	"
Heptachlor epoxide	ND	8.5	"	"	"	"	"	"	"
Methoxychlor	ND	85	"	"	"	"	"	"	"
Mirex*	ND	17	"	"	"	"	"	"	"
Toxaphene*	ND	100	"	"	"	"	"	"	"
Surrogate: Decachlorobiphenyl		67 %	52-141	"	"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		50 %	46-139	"	"	"	"	"	
<b>S29 - S32 (23G0131-40) Soil Sampled: 06/30/23 15:25 Received: 07/05/23 14:55</b>									
4,4'-DDD	ND	3.3	µg/kg	1	2305547	07/06/23	07/07/23	EPA 8081A	
<b>4,4'-DDE</b>	<b>18</b>	3.3	"	"	"	"	"	"	"
<b>4,4'-DDT</b>	<b>6.4</b>	3.3	"	"	"	"	"	"	"
Aldrin	ND	1.0	"	"	"	"	"	"	"
alpha-BHC	ND	1.7	"	"	"	"	"	"	"
beta-BHC	ND	1.7	"	"	"	"	"	"	"
Chlordane-technical	ND	3.3	"	"	"	"	"	"	"
delta-BHC	ND	1.7	"	"	"	"	"	"	"
Dieldrin	ND	1.0	"	"	"	"	"	"	"
Endosulfan I	ND	1.7	"	"	"	"	"	"	"
Endosulfan II	ND	3.3	"	"	"	"	"	"	"
Endosulfan sulfate	ND	3.3	"	"	"	"	"	"	"



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San Ramon, CA 94583

Project: Valpico Road Development  
Project Number: 20539.000.001  
Project Manager: Cody Johnson

**CLS Work Order #: 23G0131**  
COC #:

### Organochlorine Pesticides by EPA Method 8081A

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>S29 - S32 (23G0131-40) Soil Sampled: 06/30/23 15:25 Received: 07/05/23 14:55</b>									
Endrin	ND	3.3	µg/kg	1	2305547	"	07/07/23	EPA 8081A	
Endrin aldehyde	ND	3.3	"	"	"	"	"	"	"
gamma-BHC (Lindane)	ND	1.7	"	"	"	"	"	"	"
Heptachlor	ND	1.7	"	"	"	"	"	"	"
Heptachlor epoxide	ND	1.7	"	"	"	"	"	"	"
Methoxychlor	ND	17	"	"	"	"	"	"	"
Mirex*	ND	3.3	"	"	"	"	"	"	"
Toxaphene*	ND	20	"	"	"	"	"	"	"

Surrogate: Decachlorobiphenyl

65 %

52-141

"

"

"

"

"

"

Surrogate: Tetrachloro-meta-xylene

42 %

46-139

"

"

"

"

QS-4

### S33 - S36 (23G0131-45) Soil Sampled: 06/30/23 15:45 Received: 07/05/23 14:55

4,4'-DDD	ND	3.3	µg/kg	1	2305547	07/06/23	07/07/23	EPA 8081A	
<b>4,4'-DDE</b>	<b>19</b>	3.3	"	"	"	"	"	"	
<b>4,4'-DDT</b>	<b>5.9</b>	3.3	"	"	"	"	"	"	
Aldrin	ND	1.0	"	"	"	"	"	"	
alpha-BHC	ND	1.7	"	"	"	"	"	"	
beta-BHC	ND	1.7	"	"	"	"	"	"	
Chlordane-technical	ND	3.3	"	"	"	"	"	"	
delta-BHC	ND	1.7	"	"	"	"	"	"	
Dieldrin	ND	1.0	"	"	"	"	"	"	
Endosulfan I	ND	1.7	"	"	"	"	"	"	
Endosulfan II	ND	3.3	"	"	"	"	"	"	
Endosulfan sulfate	ND	3.3	"	"	"	"	"	"	
Endrin	ND	3.3	"	"	"	"	"	"	
Endrin aldehyde	ND	3.3	"	"	"	"	"	"	
gamma-BHC (Lindane)	ND	1.7	"	"	"	"	"	"	
Heptachlor	ND	1.7	"	"	"	"	"	"	
Heptachlor epoxide	ND	1.7	"	"	"	"	"	"	
Methoxychlor	ND	17	"	"	"	"	"	"	



Engeo- San Ramon  
2010 Crow Canyon Pl. suite 250  
San Ramon, CA 94583

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Project Manager: Cody Johnson

**CLS Work Order #: 23G0131**  
COC #:

### Organochlorine Pesticides by EPA Method 8081A

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>S33 - S36 (23G0131-45) Soil Sampled: 06/30/23 15:45 Received: 07/05/23 14:55</b>									
Mirex*	ND	3.3	µg/kg	1	2305547	"	07/07/23	EPA 8081A	
Toxaphene*	ND	20	"	"	"	"	"	"	
<i>Surrogate: Decachlorobiphenyl</i>		60 %	52-141		"	"	"	"	
<i>Surrogate: Tetrachloro-meta-xylene</i>		43 %	46-139		"	"	"	"	QS-4
<b>S37 - S40 (23G0131-50) Soil Sampled: 06/30/23 16:05 Received: 07/05/23 14:55</b>									
4,4'-DDD	ND	17	µg/kg	5	2305547	07/06/23	07/07/23	EPA 8081A	
<b>4,4'-DDE</b>	<b>32</b>	17	"	"	"	"	"	"	
4,4'-DDT	ND	17	"	"	"	"	"	"	
Aldrin	ND	5.0	"	"	"	"	"	"	
alpha-BHC	ND	8.5	"	"	"	"	"	"	
beta-BHC	ND	8.5	"	"	"	"	"	"	
Chlordane-technical	ND	17	"	"	"	"	"	"	
delta-BHC	ND	8.5	"	"	"	"	"	"	
Dieldrin	ND	5.0	"	"	"	"	"	"	
Endosulfan I	ND	8.5	"	"	"	"	"	"	
Endosulfan II	ND	17	"	"	"	"	"	"	
Endosulfan sulfate	ND	17	"	"	"	"	"	"	
Endrin	ND	17	"	"	"	"	"	"	
Endrin aldehyde	ND	17	"	"	"	"	"	"	
gamma-BHC (Lindane)	ND	8.5	"	"	"	"	"	"	
Heptachlor	ND	8.5	"	"	"	"	"	"	
Heptachlor epoxide	ND	8.5	"	"	"	"	"	"	
Methoxychlor	ND	85	"	"	"	"	"	"	
Mirex*	ND	17	"	"	"	"	"	"	
Toxaphene*	ND	100	"	"	"	"	"	"	
<i>Surrogate: Decachlorobiphenyl</i>		74 %	52-141		"	"	"	"	
<i>Surrogate: Tetrachloro-meta-xylene</i>		49 %	46-139		"	"	"	"	



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**CLS Work Order #: 23G0131**  
COC #:

### Organochlorine Pesticides by EPA Method 8081A

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>S41 - S44 (23G0131-55) Soil Sampled: 06/30/23 16:25 Received: 07/05/23 14:55</b>									
4,4'-DDD	ND	3.3	µg/kg	1	2305547	07/06/23	07/07/23	EPA 8081A	
4,4'-DDE	22	17	"	5	"	"	"	"	"
4,4'-DDT	5.7	3.3	"	1	"	"	"	"	"
Aldrin	ND	1.0	"	"	"	"	"	"	"
alpha-BHC	ND	1.7	"	"	"	"	"	"	"
beta-BHC	ND	1.7	"	"	"	"	"	"	"
Chlordane-technical	ND	3.3	"	"	"	"	"	"	"
delta-BHC	ND	1.7	"	"	"	"	"	"	"
Dieldrin	ND	1.0	"	"	"	"	"	"	"
Endosulfan I	ND	1.7	"	"	"	"	"	"	"
Endosulfan II	ND	3.3	"	"	"	"	"	"	"
Endosulfan sulfate	ND	3.3	"	"	"	"	"	"	"
Endrin	ND	3.3	"	"	"	"	"	"	"
Endrin aldehyde	ND	3.3	"	"	"	"	"	"	"
gamma-BHC (Lindane)	ND	1.7	"	"	"	"	"	"	"
Heptachlor	ND	1.7	"	"	"	"	"	"	"
Heptachlor epoxide	ND	1.7	"	"	"	"	"	"	"
Methoxychlor	ND	17	"	"	"	"	"	"	"
Mirex*	ND	3.3	"	"	"	"	"	"	"
Toxaphene*	ND	20	"	"	"	"	"	"	"
Surrogate: Decachlorobiphenyl		67 %	52-141	"	"	"	"	"	
Surrogate: Tetrachloro-meta-xylene		42 %	46-139	"	"	"	"	"	QS-4



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**CLS Work Order #: 23G0131**  
COC #:

### TPH-Gasoline by GC/MS

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>UST-N @ 2' (23G0131-56) Soil Sampled: 06/30/23 10:30 Received: 07/05/23 14:55</b>									
Gasoline	ND	0.20	mg/kg	1	2305594	07/07/23	07/07/23	EPA 8260M	
<i>Surrogate: Toluene-d8</i> 77 % 65-135 " " " "									
<b>UST-N @ 4' (23G0131-57) Soil Sampled: 06/30/23 11:00 Received: 07/05/23 14:55</b>									
Gasoline	ND	0.20	mg/kg	1	2305594	07/07/23	07/07/23	EPA 8260M	
<i>Surrogate: Toluene-d8</i> 76 % 65-135 " " " "									
<b>UST-S @ 2' (23G0131-59) Soil Sampled: 06/30/23 11:20 Received: 07/05/23 14:55</b>									
Gasoline	ND	0.20	mg/kg	1	2305594	07/07/23	07/07/23	EPA 8260M	
<i>Surrogate: Toluene-d8</i> 78 % 65-135 " " " "									
<b>UST-S @ 4' (23G0131-60) Soil Sampled: 06/30/23 11:45 Received: 07/05/23 14:55</b>									
Gasoline	ND	0.20	mg/kg	1	2305594	07/07/23	07/07/23	EPA 8260M	
<i>Surrogate: Toluene-d8</i> 77 % 65-135 " " " "									



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COC #:

**Volatile Organic Compounds by EPA Method 8260B**

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>UST-N @ 2' (23G0131-56) Soil   Sampled: 06/30/23 10:30   Received: 07/05/23 14:55</b>									
1,1,1,2-Tetrachloroethane	ND	5.0	µg/kg	1	2305594	07/07/23	07/07/23	EPA 8260B	
1,1,1-Trichloroethane	ND	5.0	"	"	"	"	"	"	"
1,1,2,2-Tetrachloroethane	ND	5.0	"	"	"	"	"	"	"
1,1,2-Trichloro-1,2,2-Trifluoroethane*	ND	5.0	"	"	"	"	"	"	"
1,1,2-Trichloroethane	ND	5.0	"	"	"	"	"	"	"
1,1-Dichloroethane	ND	5.0	"	"	"	"	"	"	"
1,1-Dichloroethene	ND	5.0	"	"	"	"	"	"	"
1,1-Dichloropropene*	ND	5.0	"	"	"	"	"	"	"
1,2,3-Trichlorobenzene*	ND	5.0	"	"	"	"	"	"	"
1,2,3-Trichloropropane	ND	5.0	"	"	"	"	"	"	"
1,2,4-Trichlorobenzene	ND	5.0	"	"	"	"	"	"	"
1,2,4-Trimethylbenzene*	ND	5.0	"	"	"	"	"	"	"
1,2-Dibromo-3-chloropropane	ND	10	"	"	"	"	"	"	"
1,2-Dibromoethane (EDB)	ND	5.0	"	"	"	"	"	"	"
1,2-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	"
1,2-Dichloroethane	ND	5.0	"	"	"	"	"	"	"
1,2-Dichloropropane	ND	5.0	"	"	"	"	"	"	"
1,3,5-Trimethylbenzene*	ND	5.0	"	"	"	"	"	"	"
1,3-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	"
1,3-Dichloropropane*	ND	5.0	"	"	"	"	"	"	"
1,4-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	"
2,2-Dichloropropane*	ND	5.0	"	"	"	"	"	"	"
2-Butanone*	ND	100	"	"	"	"	"	"	"
2-Hexanone*	ND	50	"	"	"	"	"	"	"
4-Methyl-2-pentanone	ND	50	"	"	"	"	"	"	"
Acetone*	ND	100	"	"	"	"	"	"	"
Benzene	ND	5.0	"	"	"	"	"	"	"
Bromobenzene	ND	5.0	"	"	"	"	"	"	"
Bromochloromethane	ND	5.0	"	"	"	"	"	"	"
Bromodichloromethane	ND	5.0	"	"	"	"	"	"	"
Bromoform	ND	5.0	"	"	"	"	"	"	"



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COC #:

**Volatile Organic Compounds by EPA Method 8260B**

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>UST-N @ 2' (23G0131-56) Soil Sampled: 06/30/23 10:30 Received: 07/05/23 14:55</b>									
Bromomethane	ND	10	µg/kg	1	2305594	"	07/07/23	EPA 8260B	
Carbon tetrachloride	ND	5.0	"	"	"	"	"	"	"
Chlorobenzene	ND	5.0	"	"	"	"	"	"	"
Chloroethane	ND	5.0	"	"	"	"	"	"	"
Chloroform	ND	5.0	"	"	"	"	"	"	"
Chloromethane	ND	10	"	"	"	"	"	"	"
cis-1,2-Dichloroethene	ND	5.0	"	"	"	"	"	"	"
cis-1,3-Dichloropropene	ND	5.0	"	"	"	"	"	"	"
Dibromochloromethane	ND	5.0	"	"	"	"	"	"	"
Dibromomethane	ND	5.0	"	"	"	"	"	"	"
Dichlorodifluoromethane (Freon 12)	ND	10	"	"	"	"	"	"	"
Di-isopropyl ether	ND	5.0	"	"	"	"	"	"	"
Ethyl tert-butyl ether	ND	5.0	"	"	"	"	"	"	"
Ethylbenzene	ND	5.0	"	"	"	"	"	"	"
Hexachlorobutadiene	ND	5.0	"	"	"	"	"	"	"
Isopropylbenzene*	ND	50	"	"	"	"	"	"	"
Methyl tert-butyl ether	ND	5.0	"	"	"	"	"	"	"
Methylene chloride	ND	20	"	"	"	"	"	"	"
Naphthalene	ND	5.0	"	"	"	"	"	"	"
n-Butylbenzene	ND	5.0	"	"	"	"	"	"	"
n-Propylbenzene	ND	5.0	"	"	"	"	"	"	"
o-Chlorotoluene*	ND	5.0	"	"	"	"	"	"	"
p-Chlorotoluene	ND	5.0	"	"	"	"	"	"	"
p-Isopropyltoluene*	ND	5.0	"	"	"	"	"	"	"
sec-Butylbenzene	ND	5.0	"	"	"	"	"	"	"
Styrene	ND	5.0	"	"	"	"	"	"	"
tert-Amyl methyl ether	ND	5.0	"	"	"	"	"	"	"
tert-Butyl alcohol	ND	50	"	"	"	"	"	"	"
tert-Butylbenzene	ND	5.0	"	"	"	"	"	"	"
Tetrachloroethene	ND	5.0	"	"	"	"	"	"	"
Toluene	ND	5.0	"	"	"	"	"	"	"



Engeo- San Ramon  
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**CLS Work Order #: 23G0131**  
COC #:

**Volatile Organic Compounds by EPA Method 8260B**

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>UST-N @ 2' (23G0131-56) Soil Sampled: 06/30/23 10:30 Received: 07/05/23 14:55</b>									
trans-1,2-Dichloroethene	ND	5.0	µg/kg	1	2305594	"	07/07/23	EPA 8260B	
trans-1,3-Dichloropropene	ND	5.0	"	"	"	"	"	"	
Trichloroethene	ND	5.0	"	"	"	"	"	"	
Trichlorofluoromethane	ND	5.0	"	"	"	"	"	"	
Vinyl chloride	ND	10	"	"	"	"	"	"	
Xylenes (total)	ND	10	"	"	"	"	"	"	
<i>Surrogate: 1,2-Dichloroethane-d4</i>		128 %	50-125		"	"	"	"	QS-4
<i>Surrogate: 4-Bromofluorobenzene</i>		162 %	50-128		"	"	"	"	QS-4
<i>Surrogate: Toluene-d8</i>		77 %	62-125		"	"	"	"	
<b>UST-N @ 4' (23G0131-57) Soil Sampled: 06/30/23 11:00 Received: 07/05/23 14:55</b>									
1,1,1,2-Tetrachloroethane	ND	5.0	µg/kg	1	2305594	07/07/23	07/07/23	EPA 8260B	
1,1,1-Trichloroethane	ND	5.0	"	"	"	"	"	"	
1,1,2,2-Tetrachloroethane	ND	5.0	"	"	"	"	"	"	
1,1,2-Trichloro-1,2,2-Trifluoroethane*	ND	5.0	"	"	"	"	"	"	
1,1,2-Trichloroethane	ND	5.0	"	"	"	"	"	"	
1,1-Dichloroethane	ND	5.0	"	"	"	"	"	"	
1,1-Dichloroethene	ND	5.0	"	"	"	"	"	"	
1,1-Dichloropropene*	ND	5.0	"	"	"	"	"	"	
1,2,3-Trichlorobenzene*	ND	5.0	"	"	"	"	"	"	
1,2,3-Trichloropropane	ND	5.0	"	"	"	"	"	"	
1,2,4-Trichlorobenzene	ND	5.0	"	"	"	"	"	"	
1,2,4-Trimethylbenzene*	ND	5.0	"	"	"	"	"	"	
1,2-Dibromo-3-chloropropane	ND	10	"	"	"	"	"	"	
1,2-Dibromoethane (EDB)	ND	5.0	"	"	"	"	"	"	
1,2-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	
1,2-Dichloroethane	ND	5.0	"	"	"	"	"	"	
1,2-Dichloropropane	ND	5.0	"	"	"	"	"	"	
1,3,5-Trimethylbenzene*	ND	5.0	"	"	"	"	"	"	
1,3-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	



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COC #:

**Volatile Organic Compounds by EPA Method 8260B**

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>UST-N @ 4' (23G0131-57) Soil   Sampled: 06/30/23 11:00   Received: 07/05/23 14:55</b>									
1,3-Dichloropropane*	ND	5.0	µg/kg	1	2305594	"	07/07/23	EPA 8260B	
1,4-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	"
2,2-Dichloropropane*	ND	5.0	"	"	"	"	"	"	"
2-Butanone*	ND	100	"	"	"	"	"	"	"
2-Hexanone*	ND	50	"	"	"	"	"	"	"
4-Methyl-2-pentanone	ND	50	"	"	"	"	"	"	"
Acetone*	ND	100	"	"	"	"	"	"	"
Benzene	ND	5.0	"	"	"	"	"	"	"
Bromobenzene	ND	5.0	"	"	"	"	"	"	"
Bromochloromethane	ND	5.0	"	"	"	"	"	"	"
Bromodichloromethane	ND	5.0	"	"	"	"	"	"	"
Bromoform	ND	5.0	"	"	"	"	"	"	"
Bromomethane	ND	10	"	"	"	"	"	"	"
Carbon tetrachloride	ND	5.0	"	"	"	"	"	"	"
Chlorobenzene	ND	5.0	"	"	"	"	"	"	"
Chloroethane	ND	5.0	"	"	"	"	"	"	"
Chloroform	ND	5.0	"	"	"	"	"	"	"
Chloromethane	ND	10	"	"	"	"	"	"	"
cis-1,2-Dichloroethene	ND	5.0	"	"	"	"	"	"	"
cis-1,3-Dichloropropene	ND	5.0	"	"	"	"	"	"	"
Dibromochloromethane	ND	5.0	"	"	"	"	"	"	"
Dibromomethane	ND	5.0	"	"	"	"	"	"	"
Dichlorodifluoromethane (Freon 12)	ND	10	"	"	"	"	"	"	"
Di-isopropyl ether	ND	5.0	"	"	"	"	"	"	"
Ethyl tert-butyl ether	ND	5.0	"	"	"	"	"	"	"
Ethylbenzene	ND	5.0	"	"	"	"	"	"	"
Hexachlorobutadiene	ND	5.0	"	"	"	"	"	"	"
Isopropylbenzene*	ND	50	"	"	"	"	"	"	"
Methyl tert-butyl ether	ND	5.0	"	"	"	"	"	"	"
Methylene chloride	ND	20	"	"	"	"	"	"	"
Naphthalene	ND	5.0	"	"	"	"	"	"	"



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**CLS Work Order #: 23G0131**  
COC #:

**Volatile Organic Compounds by EPA Method 8260B**

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>UST-N @ 4' (23G0131-57) Soil Sampled: 06/30/23 11:00 Received: 07/05/23 14:55</b>									
n-Butylbenzene	ND	5.0	µg/kg	1	2305594	"	07/07/23	EPA 8260B	
n-Propylbenzene	ND	5.0	"	"	"	"	"	"	"
o-Chlorotoluene*	ND	5.0	"	"	"	"	"	"	"
p-Chlorotoluene	ND	5.0	"	"	"	"	"	"	"
p-Isopropyltoluene*	ND	5.0	"	"	"	"	"	"	"
sec-Butylbenzene	ND	5.0	"	"	"	"	"	"	"
Styrene	ND	5.0	"	"	"	"	"	"	"
tert-Amyl methyl ether	ND	5.0	"	"	"	"	"	"	"
tert-Butyl alcohol	ND	50	"	"	"	"	"	"	"
tert-Butylbenzene	ND	5.0	"	"	"	"	"	"	"
Tetrachloroethene	ND	5.0	"	"	"	"	"	"	"
Toluene	ND	5.0	"	"	"	"	"	"	"
trans-1,2-Dichloroethene	ND	5.0	"	"	"	"	"	"	"
trans-1,3-Dichloropropene	ND	5.0	"	"	"	"	"	"	"
Trichloroethene	ND	5.0	"	"	"	"	"	"	"
Trichlorofluoromethane	ND	5.0	"	"	"	"	"	"	"
Vinyl chloride	ND	10	"	"	"	"	"	"	"
Xylenes (total)	ND	10	"	"	"	"	"	"	"

Surrogate: 1,2-Dichloroethane-d4

123 %

50-125

"

"

"

"

"

Surrogate: 4-Bromofluorobenzene

161 %

50-128

"

"

"

"

QS-4

Surrogate: Toluene-d8

76 %

62-125

"

"

"

"

**UST-S @ 2' (23G0131-59) Soil Sampled: 06/30/23 11:20 Received: 07/05/23 14:55**

1,1,1,2-Tetrachloroethane	ND	5.0	µg/kg	1	2305594	07/07/23	07/07/23	EPA 8260B	
1,1,1-Trichloroethane	ND	5.0	"	"	"	"	"	"	"
1,1,2,2-Tetrachloroethane	ND	5.0	"	"	"	"	"	"	"
1,1,2-Trichloro-1,2,2-Trifluoroethane*	ND	5.0	"	"	"	"	"	"	"
1,1,2-Trichloroethane	ND	5.0	"	"	"	"	"	"	"
1,1-Dichloroethane	ND	5.0	"	"	"	"	"	"	"
1,1-Dichloroethene	ND	5.0	"	"	"	"	"	"	"



Engeo- San Ramon  
2010 Crow Canyon Pl. suite 250  
San Ramon, CA 94583

Project: Valpico Road Development  
Project Number: 20539.000.001  
Project Manager: Cody Johnson

**CLS Work Order #: 23G0131**  
COC #:

**Volatile Organic Compounds by EPA Method 8260B**

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>UST-S @ 2' (23G0131-59) Soil   Sampled: 06/30/23 11:20   Received: 07/05/23 14:55</b>									
1,1-Dichloropropene*	ND	5.0	µg/kg	1	2305594	"	07/07/23	EPA 8260B	
1,2,3-Trichlorobenzene*	ND	5.0	"	"	"	"	"	"	"
1,2,3-Trichloropropane	ND	5.0	"	"	"	"	"	"	"
1,2,4-Trichlorobenzene	ND	5.0	"	"	"	"	"	"	"
1,2,4-Trimethylbenzene*	ND	5.0	"	"	"	"	"	"	"
1,2-Dibromo-3-chloropropane	ND	10	"	"	"	"	"	"	"
1,2-Dibromoethane (EDB)	ND	5.0	"	"	"	"	"	"	"
1,2-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	"
1,2-Dichloroethane	ND	5.0	"	"	"	"	"	"	"
1,2-Dichloropropane	ND	5.0	"	"	"	"	"	"	"
1,3,5-Trimethylbenzene*	ND	5.0	"	"	"	"	"	"	"
1,3-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	"
1,3-Dichloropropane*	ND	5.0	"	"	"	"	"	"	"
1,4-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	"
2,2-Dichloropropane*	ND	5.0	"	"	"	"	"	"	"
2-Butanone*	ND	100	"	"	"	"	"	"	"
2-Hexanone*	ND	50	"	"	"	"	"	"	"
4-Methyl-2-pentanone	ND	50	"	"	"	"	"	"	"
Acetone*	ND	100	"	"	"	"	"	"	"
Benzene	ND	5.0	"	"	"	"	"	"	"
Bromobenzene	ND	5.0	"	"	"	"	"	"	"
Bromochloromethane	ND	5.0	"	"	"	"	"	"	"
Bromodichloromethane	ND	5.0	"	"	"	"	"	"	"
Bromoform	ND	5.0	"	"	"	"	"	"	"
Bromomethane	ND	10	"	"	"	"	"	"	"
Carbon tetrachloride	ND	5.0	"	"	"	"	"	"	"
Chlorobenzene	ND	5.0	"	"	"	"	"	"	"
Chloroethane	ND	5.0	"	"	"	"	"	"	"
Chloroform	ND	5.0	"	"	"	"	"	"	"
Chloromethane	ND	10	"	"	"	"	"	"	"
cis-1,2-Dichloroethene	ND	5.0	"	"	"	"	"	"	"



Engeo- San Ramon  
2010 Crow Canyon Pl. suite 250  
San Ramon, CA 94583

Project: Valpico Road Development  
Project Number: 20539.000.001  
Project Manager: Cody Johnson

**CLS Work Order #: 23G0131**  
COC #:

**Volatile Organic Compounds by EPA Method 8260B**

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>UST-S @ 2' (23G0131-59) Soil   Sampled: 06/30/23 11:20   Received: 07/05/23 14:55</b>									
cis-1,3-Dichloropropene	ND	5.0	µg/kg	1	2305594	"	07/07/23	EPA 8260B	
Dibromochloromethane	ND	5.0	"	"	"	"	"	"	"
Dibromomethane	ND	5.0	"	"	"	"	"	"	"
Dichlorodifluoromethane (Freon 12)	ND	10	"	"	"	"	"	"	"
Di-isopropyl ether	ND	5.0	"	"	"	"	"	"	"
Ethyl tert-butyl ether	ND	5.0	"	"	"	"	"	"	"
Ethylbenzene	ND	5.0	"	"	"	"	"	"	"
Hexachlorobutadiene	ND	5.0	"	"	"	"	"	"	"
Isopropylbenzene*	ND	50	"	"	"	"	"	"	"
Methyl tert-butyl ether	ND	5.0	"	"	"	"	"	"	"
Methylene chloride	ND	20	"	"	"	"	"	"	"
Naphthalene	ND	5.0	"	"	"	"	"	"	"
n-Butylbenzene	ND	5.0	"	"	"	"	"	"	"
n-Propylbenzene	ND	5.0	"	"	"	"	"	"	"
o-Chlorotoluene*	ND	5.0	"	"	"	"	"	"	"
p-Chlorotoluene	ND	5.0	"	"	"	"	"	"	"
p-Isopropyltoluene*	ND	5.0	"	"	"	"	"	"	"
sec-Butylbenzene	ND	5.0	"	"	"	"	"	"	"
Styrene	ND	5.0	"	"	"	"	"	"	"
tert-Amyl methyl ether	ND	5.0	"	"	"	"	"	"	"
tert-Butyl alcohol	ND	50	"	"	"	"	"	"	"
tert-Butylbenzene	ND	5.0	"	"	"	"	"	"	"
Tetrachloroethene	ND	5.0	"	"	"	"	"	"	"
Toluene	ND	5.0	"	"	"	"	"	"	"
trans-1,2-Dichloroethene	ND	5.0	"	"	"	"	"	"	"
trans-1,3-Dichloropropene	ND	5.0	"	"	"	"	"	"	"
Trichloroethene	ND	5.0	"	"	"	"	"	"	"
Trichlorofluoromethane	ND	5.0	"	"	"	"	"	"	"
Vinyl chloride	ND	10	"	"	"	"	"	"	"
Xylenes (total)	ND	10	"	"	"	"	"	"	"



Engeo- San Ramon  
2010 Crow Canyon Pl. suite 250  
San Ramon, CA 94583

Project: Valpico Road Development  
Project Number: 20539.000.001  
Project Manager: Cody Johnson

**CLS Work Order #: 23G0131**  
COC #:

### Volatile Organic Compounds by EPA Method 8260B

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>UST-S @ 2' (23G0131-59) Soil   Sampled: 06/30/23 11:20   Received: 07/05/23 14:55</b>									
Surrogate: 1,2-Dichloroethane-d4		127 %	50-125		2305594	"	07/07/23	EPA 8260B	QS-4
Surrogate: 4-Bromofluorobenzene		163 %	50-128		"	"	"	"	QS-4
Surrogate: Toluene-d8		78 %	62-125		"	"	"	"	
<b>UST-S @ 4' (23G0131-60) Soil   Sampled: 06/30/23 11:45   Received: 07/05/23 14:55</b>									
1,1,1,2-Tetrachloroethane	ND	5.0	µg/kg	1	2305594	07/07/23	07/07/23	EPA 8260B	
1,1,1-Trichloroethane	ND	5.0	"	"	"	"	"	"	
1,1,2,2-Tetrachloroethane	ND	5.0	"	"	"	"	"	"	
1,1,2-Trichloro-1,2,2-Trifluoroethane*	ND	5.0	"	"	"	"	"	"	
1,1,2-Trichloroethane	ND	5.0	"	"	"	"	"	"	
1,1-Dichloroethane	ND	5.0	"	"	"	"	"	"	
1,1-Dichloroethene	ND	5.0	"	"	"	"	"	"	
1,1-Dichloropropene*	ND	5.0	"	"	"	"	"	"	
1,2,3-Trichlorobenzene*	ND	5.0	"	"	"	"	"	"	
1,2,3-Trichloropropane	ND	5.0	"	"	"	"	"	"	
1,2,4-Trichlorobenzene	ND	5.0	"	"	"	"	"	"	
1,2,4-Trimethylbenzene*	ND	5.0	"	"	"	"	"	"	
1,2-Dibromo-3-chloropropane	ND	10	"	"	"	"	"	"	
1,2-Dibromoethane (EDB)	ND	5.0	"	"	"	"	"	"	
1,2-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	
1,2-Dichloroethane	ND	5.0	"	"	"	"	"	"	
1,2-Dichloropropane	ND	5.0	"	"	"	"	"	"	
1,3,5-Trimethylbenzene*	ND	5.0	"	"	"	"	"	"	
1,3-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	
1,3-Dichloropropane*	ND	5.0	"	"	"	"	"	"	
1,4-Dichlorobenzene	ND	5.0	"	"	"	"	"	"	
2,2-Dichloropropane*	ND	5.0	"	"	"	"	"	"	
2-Butanone*	ND	100	"	"	"	"	"	"	
2-Hexanone*	ND	50	"	"	"	"	"	"	
4-Methyl-2-pentanone	ND	50	"	"	"	"	"	"	
Acetone*	ND	100	"	"	"	"	"	"	



Engeo- San Ramon  
2010 Crow Canyon Pl. suite 250  
San Ramon, CA 94583

Project: Valpico Road Development  
Project Number: 20539.000.001  
Project Manager: Cody Johnson

**CLS Work Order #: 23G0131**  
COC #:

**Volatile Organic Compounds by EPA Method 8260B**

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>UST-S @ 4' (23G0131-60) Soil   Sampled: 06/30/23 11:45   Received: 07/05/23 14:55</b>									
Benzene	ND	5.0	µg/kg	1	2305594	"	07/07/23	EPA 8260B	
Bromobenzene	ND	5.0	"	"	"	"	"	"	"
Bromochloromethane	ND	5.0	"	"	"	"	"	"	"
Bromodichloromethane	ND	5.0	"	"	"	"	"	"	"
Bromoform	ND	5.0	"	"	"	"	"	"	"
Bromomethane	ND	10	"	"	"	"	"	"	"
Carbon tetrachloride	ND	5.0	"	"	"	"	"	"	"
Chlorobenzene	ND	5.0	"	"	"	"	"	"	"
Chloroethane	ND	5.0	"	"	"	"	"	"	"
Chloroform	ND	5.0	"	"	"	"	"	"	"
Chloromethane	ND	10	"	"	"	"	"	"	"
cis-1,2-Dichloroethene	ND	5.0	"	"	"	"	"	"	"
cis-1,3-Dichloropropene	ND	5.0	"	"	"	"	"	"	"
Dibromochloromethane	ND	5.0	"	"	"	"	"	"	"
Dibromomethane	ND	5.0	"	"	"	"	"	"	"
Dichlorodifluoromethane (Freon 12)	ND	10	"	"	"	"	"	"	"
Di-isopropyl ether	ND	5.0	"	"	"	"	"	"	"
Ethyl tert-butyl ether	ND	5.0	"	"	"	"	"	"	"
Ethylbenzene	ND	5.0	"	"	"	"	"	"	"
Hexachlorobutadiene	ND	5.0	"	"	"	"	"	"	"
Isopropylbenzene*	ND	50	"	"	"	"	"	"	"
Methyl tert-butyl ether	ND	5.0	"	"	"	"	"	"	"
Methylene chloride	ND	20	"	"	"	"	"	"	"
Naphthalene	ND	5.0	"	"	"	"	"	"	"
n-Butylbenzene	ND	5.0	"	"	"	"	"	"	"
n-Propylbenzene	ND	5.0	"	"	"	"	"	"	"
o-Chlorotoluene*	ND	5.0	"	"	"	"	"	"	"
p-Chlorotoluene	ND	5.0	"	"	"	"	"	"	"
p-Isopropyltoluene*	ND	5.0	"	"	"	"	"	"	"
sec-Butylbenzene	ND	5.0	"	"	"	"	"	"	"
Styrene	ND	5.0	"	"	"	"	"	"	"



Engeo- San Ramon  
2010 Crow Canyon Pl. suite 250  
San Ramon, CA 94583

Project: Valpico Road Development  
Project Number: 20539.000.001  
Project Manager: Cody Johnson

**CLS Work Order #: 23G0131**  
COC #:

**Volatile Organic Compounds by EPA Method 8260B**

Analyte	Result	Reporting Limit	Units	Dilution	Batch	Prepared	Analyzed	Method	Notes
<b>UST-S @ 4' (23G0131-60) Soil   Sampled: 06/30/23 11:45   Received: 07/05/23 14:55</b>									
tert-Amyl methyl ether	ND	5.0	µg/kg	1	2305594	"	07/07/23	EPA 8260B	
tert-Butyl alcohol	ND	50	"	"	"	"	"	"	
tert-Butylbenzene	ND	5.0	"	"	"	"	"	"	
Tetrachloroethene	ND	5.0	"	"	"	"	"	"	
Toluene	ND	5.0	"	"	"	"	"	"	
trans-1,2-Dichloroethene	ND	5.0	"	"	"	"	"	"	
trans-1,3-Dichloropropene	ND	5.0	"	"	"	"	"	"	
Trichloroethene	ND	5.0	"	"	"	"	"	"	
Trichlorofluoromethane	ND	5.0	"	"	"	"	"	"	
Vinyl chloride	ND	10	"	"	"	"	"	"	
Xylenes (total)	ND	10	"	"	"	"	"	"	
<i>Surrogate: 1,2-Dichloroethane-d4</i>		123 %	50-125		"	"	"	"	
<i>Surrogate: 4-Bromofluorobenzene</i>		162 %	50-128		"	"	"	"	QS-4
<i>Surrogate: Toluene-d8</i>		77 %	62-125		"	"	"	"	



Engeo- San Ramon 2010 Crow Canyon Pl. suite 250 San Ramon, CA 94583	Project: Valpico Road Development Project Number: 20539.000.001 Project Manager: Cody Johnson	CLS Work Order #: 23G0131 COC #:
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### CAM 17 Metals - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD RPD	RPD Limit	Notes
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#### Batch 2305599 - EPA 7471A

**Blank (2305599-BLK1)** Prepared: 07/07/23 Analyzed: 07/11/23

Mercury	ND	0.10	mg/kg
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**LCS (2305599-BS1)** Prepared: 07/07/23 Analyzed: 07/11/23

Mercury	0.214	0.10	mg/kg	0.208	103	75-125
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**Matrix Spike (2305599-MS1)** **Source: 23F1428-01** Prepared: 07/07/23 Analyzed: 07/11/23

Mercury	0.301	0.10	mg/kg	0.208	0.0705	111	75-125
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**Matrix Spike Dup (2305599-MSD1)** **Source: 23F1428-01** Prepared: 07/07/23 Analyzed: 07/11/23

Mercury	0.294	0.10	mg/kg	0.208	0.0705	107	75-125	2	25
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#### Batch 2305610 - EPA 3050B

**Blank (2305610-BLK1)** Prepared: 07/08/23 Analyzed: 07/10/23

Beryllium	ND	0.10	mg/kg
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Vanadium	ND	0.20	"
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Chromium	ND	0.20	"
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Cobalt	ND	0.20	"
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Nickel	ND	0.20	"
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Copper	ND	0.20	"
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Zinc	ND	0.50	"
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Arsenic	ND	0.20	"
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Selenium	ND	0.50	"
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Molybdenum	ND	0.20	"
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Silver	ND	0.20	"
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Cadmium	ND	0.10	"
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Antimony	ND	0.50	"
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Barium	ND	0.20	"
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Thallium	ND	0.20	"
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Lead	ND	0.50	"
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Engeo- San Ramon  
2010 Crow Canyon Pl. suite 250  
San Ramon, CA 94583

Project: Valpico Road Development  
Project Number: 20539.000.001  
Project Manager: Cody Johnson

**CLS Work Order #: 23G0131**  
COC #:

### CAM 17 Metals - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD RPD	RPD Limit	Notes
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#### Batch 2305610 - EPA 3050B

##### LCS (2305610-BS1)

Prepared: 07/08/23 Analyzed: 07/10/23

Beryllium	11.0	0.10	mg/kg	10.0	110	75-125
Vanadium	11.1	0.20	"	10.0	111	75-125
Chromium	11.0	0.20	"	10.0	110	75-125
Cobalt	11.0	0.20	"	10.0	110	75-125
Nickel	11.1	0.20	"	10.0	111	75-125
Copper	10.8	0.20	"	10.0	108	75-125
Zinc	10.2	0.50	"	10.0	102	75-125
Arsenic	10.5	0.20	"	10.0	105	75-125
Selenium	10.6	0.50	"	10.0	106	75-125
Molybdenum	11.3	0.20	"	10.0	113	75-125
Silver	10.9	0.20	"	10.0	109	75-125
Cadmium	10.6	0.10	"	10.0	106	75-125
Antimony	10.5	0.50	"	10.0	105	75-125
Barium	11.0	0.20	"	10.0	110	75-125
Thallium	10.7	0.20	"	10.0	107	75-125
Lead	10.7	0.50	"	10.0	107	75-125

##### Matrix Spike (2305610-MS1)

Source: 23G0131-01

Prepared: 07/08/23 Analyzed: 07/10/23

Beryllium	11.2	1.0	mg/kg	10.0	0.684	105	75-125
Vanadium	67.6	2.0	"	10.0	55.0	126	75-125
Chromium	60.3	2.0	"	10.0	48.4	118	75-125
Cobalt	26.6	2.0	"	10.0	15.5	110	75-125
Nickel	68.7	2.0	"	10.0	56.9	118	75-125
Copper	48.5	2.0	"	10.0	37.3	111	75-125
Zinc	86.1	5.0	"	10.0	75.6	105	75-125
Arsenic	17.6	2.0	"	10.0	7.30	103	75-125
Selenium	10.6	5.0	"	10.0	0.594	100	75-125
Molybdenum	8.89	2.0	"	10.0	0.648	82	75-125
Silver	10.9	2.0	"	10.0	ND	109	75-125
Cadmium	11.0	1.0	"	10.0	ND	110	75-125
Antimony	1.34	5.0	"	10.0	ND	13	75-125
Barium	285	2.0	"	10.0	278	76	75-125

QM-5

QM-5



Engeo- San Ramon  
2010 Crow Canyon Pl. suite 250  
San Ramon, CA 94583

Project: Valpico Road Development  
Project Number: 20539.000.001  
Project Manager: Cody Johnson

**CLS Work Order #: 23G0131**  
COC #:

### CAM 17 Metals - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD RPD	RPD Limit	Notes
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#### Batch 2305610 - EPA 3050B

Matrix Spike (2305610-MS1)	Source: 23G0131-01			Prepared: 07/08/23 Analyzed: 07/10/23				
Thallium	11.0	2.0	mg/kg	10.0	0.229	108	75-125	
Lead	24.3	5.0	"	10.0	13.2	111	75-125	

Matrix Spike Dup (2305610-MSD1)	Source: 23G0131-01			Prepared: 07/08/23 Analyzed: 07/10/23				
Beryllium	11.0	1.0	mg/kg	10.0	0.684	103	75-125	2 30
Vanadium	62.5	2.0	"	10.0	55.0	74	75-125	8 30
Chromium	57.1	2.0	"	10.0	48.4	87	75-125	5 30
Cobalt	25.7	2.0	"	10.0	15.5	101	75-125	3 30
Nickel	66.4	2.0	"	10.0	56.9	95	75-125	3 30
Copper	47.0	2.0	"	10.0	37.3	96	75-125	3 30
Zinc	82.6	5.0	"	10.0	75.6	70	75-125	4 30
Arsenic	17.0	2.0	"	10.0	7.30	97	75-125	4 30
Selenium	9.86	5.0	"	10.0	0.594	93	75-125	7 30
Molybdenum	8.66	2.0	"	10.0	0.648	80	75-125	3 30
Silver	10.8	2.0	"	10.0	ND	108	75-125	0.7 30
Cadmium	11.1	1.0	"	10.0	ND	111	75-125	0.9 30
Antimony	1.26	5.0	"	10.0	ND	13	75-125	6 30
Barium	276	2.0	"	10.0	278	NR	75-125	3 30
Thallium	10.9	2.0	"	10.0	0.229	107	75-125	1 30
Lead	24.1	5.0	"	10.0	13.2	110	75-125	0.6 30



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Project Number: 20539.000.001  
Project Manager: Cody Johnson

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COC #:

**Extractable Petroleum Hydrocarbons by EPA Method 8015M - Quality Control**

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD RPD	RPD Limit	Notes
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**Batch 2305560 - EPA 3510B GCNV**

**Blank (2305560-BLK1)**

Prepared & Analyzed: 07/06/23

Diesel	ND	1.0	mg/kg							
Motor Oil	ND	1.0	"							
Surrogate: o-Terphenyl	0.432		"	0.500		86	65-135			

**LCS (2305560-BS1)**

Prepared & Analyzed: 07/06/23

Diesel	46.4	1.0	mg/kg	50.0		93	65-135			
Surrogate: o-Terphenyl	0.432		"	0.500		86	65-135			

**LCS Dup (2305560-BSD1)**

Prepared & Analyzed: 07/06/23

Diesel	50.9	1.0	mg/kg	50.0		102	65-135	9	30	
Surrogate: o-Terphenyl	0.451		"	0.500		90	65-135			

**Matrix Spike (2305560-MS1)**

**Source: 23G0131-56**

Prepared & Analyzed: 07/06/23

Diesel	51.9	1.0	mg/kg	50.0	ND	104	59-138			
Surrogate: o-Terphenyl	0.491		"	0.500		98	65-135			

**Matrix Spike Dup (2305560-MSD1)**

**Source: 23G0131-56**

Prepared & Analyzed: 07/06/23

Diesel	47.6	1.0	mg/kg	50.0	ND	95	59-138	9	37	
Surrogate: o-Terphenyl	0.392		"	0.500		78	65-135			



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COC #:

### Metals by EPA 6000/7000 Series Methods - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD RPD	RPD Limit	Notes
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#### Batch 2305610 - EPA 3050B

##### Blank (2305610-BLK1)

Prepared: 07/08/23 Analyzed: 07/10/23

Arsenic	ND	0.20	mg/kg
Lead	ND	0.20	"

##### LCS (2305610-BS1)

Prepared: 07/08/23 Analyzed: 07/10/23

Arsenic	10.5	0.20	mg/kg	10.0	105	75-125
Lead	10.7	0.20	"	10.0	107	75-125

##### Matrix Spike (2305610-MS1)

Source: 23G0131-01 Prepared: 07/08/23 Analyzed: 07/10/23

Arsenic	17.6	2.0	mg/kg	10.0	7.30	103	75-125
Lead	24.3	2.0	"	10.0	13.2	111	75-125

##### Matrix Spike Dup (2305610-MSD1)

Source: 23G0131-01 Prepared: 07/08/23 Analyzed: 07/10/23

Arsenic	17.0	2.0	mg/kg	10.0	7.30	97	75-125	4	30
Lead	24.1	2.0	"	10.0	13.2	110	75-125	0.6	30



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### Organochlorine Pesticides by EPA Method 8081A - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD RPD	RPD Limit	Notes
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#### Batch 2305547 - LUFT-DHS GCNV

##### Blank (2305547-BLK1)

Prepared: 07/06/23 Analyzed: 07/07/23

Aldrin	ND	1.0	µg/kg							
alpha-BHC	ND	1.7	"							
beta-BHC	ND	1.7	"							
gamma-BHC (Lindane)	ND	1.7	"							
delta-BHC	ND	1.7	"							
Chlordane-technical	ND	3.3	"							
4,4'-DDD	ND	3.3	"							
4,4'-DDE	ND	3.3	"							
4,4'-DDT	ND	3.3	"							
Dieldrin	ND	1.0	"							
Endosulfan I	ND	1.7	"							
Endosulfan II	ND	3.3	"							
Endosulfan sulfate	ND	3.3	"							
Endrin	ND	3.3	"							
Endrin aldehyde	ND	3.3	"							
Heptachlor	ND	1.7	"							
Heptachlor epoxide	ND	1.7	"							
Methoxychlor	ND	17	"							
Mirex*	ND	3.3	"							
Toxaphene*	ND	20	"							
<i>Surrogate: Tetrachloro-meta-xylene</i>	6.89		"	8.33		83	46-139			
<i>Surrogate: Decachlorobiphenyl</i>	5.81		"	8.33		70	52-141			

##### LCS (2305547-BS1)

Prepared: 07/06/23 Analyzed: 07/07/23

Aldrin	13.5	1.0	µg/kg	16.7		81	47-132			
gamma-BHC (Lindane)	13.1	1.7	"	16.7		79	56-133			
4,4'-DDT	12.3	3.3	"	16.7		74	46-137			
Dieldrin	12.3	1.0	"	16.7		74	44-143			
Endrin	14.1	3.3	"	16.7		85	30-147			
Heptachlor	12.1	1.7	"	16.7		73	33-148			
<i>Surrogate: Tetrachloro-meta-xylene</i>	5.83		"	8.33		70	46-139			



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### Organochlorine Pesticides by EPA Method 8081A - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD RPD	RPD Limit	Notes
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#### Batch 2305547 - LUFT-DHS GCNV

##### LCS (2305547-BS1)

Prepared: 07/06/23 Analyzed: 07/07/23

Surrogate: Decachlorobiphenyl 5.24 µg/kg 8.33 63 52-141

##### LCS Dup (2305547-BSD1)

Prepared: 07/06/23 Analyzed: 07/07/23

Aldrin	13.5	1.0	µg/kg	16.7	81	47-132	0.2	30
gamma-BHC (Lindane)	13.0	1.7	"	16.7	78	56-133	0.9	30
4,4'-DDT	13.1	3.3	"	16.7	79	46-137	7	30
Dieldrin	12.6	1.0	"	16.7	76	44-143	3	30
Endrin	13.6	3.3	"	16.7	81	30-147	4	30
Heptachlor	13.1	1.7	"	16.7	78	33-148	8	30

Surrogate: Tetrachloro-meta-xylene 5.86 "

8.33 70 46-139

Surrogate: Decachlorobiphenyl 5.85 "

8.33 70 52-141

##### Matrix Spike (2305547-MS1)

##### Source: 23G0131-05

Prepared: 07/06/23 Analyzed: 07/07/23

Aldrin	12.6	1.0	µg/kg	16.7	ND	76	47-138
gamma-BHC (Lindane)	12.4	1.7	"	16.7	ND	75	38-144
4,4'-DDT	23.3	3.3	"	16.7	10.3	78	41-157
Dieldrin	13.4	1.0	"	16.7	ND	80	46-155
Endrin	14.0	3.3	"	16.7	ND	84	34-149
Heptachlor	14.7	1.7	"	16.7	ND	88	36-155

Surrogate: Tetrachloro-meta-xylene 9.44 "

20.8 45 46-139

QS-4

Surrogate: Decachlorobiphenyl 13.5 "

20.8 65 52-141

##### Matrix Spike Dup (2305547-MSD1)

##### Source: 23G0131-05

Prepared: 07/06/23 Analyzed: 07/07/23

Aldrin	10.9	1.0	µg/kg	16.7	ND	65	47-138
gamma-BHC (Lindane)	11.9	1.7	"	16.7	ND	71	38-144
4,4'-DDT	21.1	3.3	"	16.7	10.3	64	41-157
Dieldrin	12.1	1.0	"	16.7	ND	72	46-155
Endrin	13.0	3.3	"	16.7	ND	78	34-149
Heptachlor	13.0	1.7	"	16.7	ND	78	36-155

Surrogate: Tetrachloro-meta-xylene 8.89 "

20.8 43 46-139

QS-4

Surrogate: Decachlorobiphenyl 13.0 "

20.8 62 52-141



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COC #:

### TPH-Gasoline by GC/MS - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD RPD	RPD Limit	Notes
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#### Batch 2305594 - EPA 5030 Soil MS

##### Blank (2305594-BLK1)

Prepared & Analyzed: 07/07/23

Gasoline ND 0.20 mg/kg

Surrogate: Toluene-d8

0.0234 " 0.0300 78 65-135

##### LCS (2305594-BS1)

Prepared & Analyzed: 07/07/23

Gasoline 2.02 0.20 mg/kg 2.00 101 65-135

Surrogate: Toluene-d8

0.0282 " 0.0300 94 65-135

##### LCS Dup (2305594-BSD1)

Prepared & Analyzed: 07/07/23

Gasoline 1.96 0.20 mg/kg 2.00 98 65-135 3 30

Surrogate: Toluene-d8

0.0280 " 0.0300 93 65-135

##### Matrix Spike (2305594-MS1)

Source: 23G0113-05

Prepared & Analyzed: 07/07/23

Gasoline 1.79 0.20 mg/kg 2.00 ND 90 63-124

Surrogate: Toluene-d8

0.0278 " 0.0300 93 65-135

##### Matrix Spike Dup (2305594-MSD1)

Source: 23G0113-05

Prepared & Analyzed: 07/07/23

Gasoline 1.81 0.20 mg/kg 2.00 ND 90 63-124 0.9 35

Surrogate: Toluene-d8

0.0275 " 0.0300 92 65-135



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COC #:

### **Volatile Organic Compounds by EPA Method 8260B - Quality Control**

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD RPD	RPD Limit	Notes
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#### **Batch 2305594 - EPA 5030 Soil MS**

##### **Blank (2305594-BLK1)**

Prepared & Analyzed: 07/07/23

Benzene	ND	5.0	µg/kg
Bromobenzene	ND	5.0	"
Bromochloromethane	ND	5.0	"
Bromodichloromethane	ND	5.0	"
Bromoform	ND	5.0	"
Bromomethane	ND	10	"
n-Butylbenzene	ND	5.0	"
sec-Butylbenzene	ND	5.0	"
tert-Butylbenzene	ND	5.0	"
Carbon tetrachloride	ND	5.0	"
Chlorobenzene	ND	5.0	"
Chloroethane	ND	5.0	"
Chloroform	ND	5.0	"
Chloromethane	ND	10	"
p-Chlorotoluene	ND	5.0	"
Dibromochloromethane	ND	5.0	"
1,2-Dibromo-3-chloropropane	ND	10	"
1,2-Dibromoethane (EDB)	ND	5.0	"
Dibromomethane	ND	5.0	"
1,2-Dichlorobenzene	ND	5.0	"
1,3-Dichlorobenzene	ND	5.0	"
1,4-Dichlorobenzene	ND	5.0	"
Dichlorodifluoromethane (Freon 12)	ND	10	"
1,1-Dichloroethane	ND	5.0	"
1,2-Dichloroethane	ND	5.0	"
1,1-Dichloroethene	ND	5.0	"
cis-1,2-Dichloroethene	ND	5.0	"
trans-1,2-Dichloroethene	ND	5.0	"
1,2-Dichloropropane	ND	5.0	"
cis-1,3-Dichloropropene	ND	5.0	"
trans-1,3-Dichloropropene	ND	5.0	"



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COC #:

### Volatile Organic Compounds by EPA Method 8260B - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD RPD	RPD Limit	Notes
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#### Batch 2305594 - EPA 5030 Soil MS

##### Blank (2305594-BLK1)

Prepared & Analyzed: 07/07/23

Ethylbenzene	ND	5.0	µg/kg							
Hexachlorobutadiene	ND	5.0	"							
Methylene chloride	ND	20	"							
4-Methyl-2-pentanone	ND	50	"							
Acetone*	ND	100	"							
Methyl tert-butyl ether	ND	5.0	"							
2-Butanone*	ND	100	"							
Naphthalene	ND	5.0	"							
o-Chlorotoluene*	ND	5.0	"							
1,3-Dichloropropane*	ND	5.0	"							
n-Propylbenzene	ND	5.0	"							
2,2-Dichloropropane*	ND	5.0	"							
1,1-Dichloropropene*	ND	5.0	"							
Styrene	ND	5.0	"							
1,1,2-Trichloro-1,2,2-Trifluoroethane*	ND	5.0	"							
1,1,2,2-Tetrachloroethane	ND	5.0	"							
2-Hexanone*	ND	50	"							
1,1,1,2-Tetrachloroethane	ND	5.0	"							
Isopropylbenzene*	ND	50	"							
p-Isopropyltoluene*	ND	5.0	"							
Tetrachloroethene	ND	5.0	"							
1,2,3-Trichlorobenzene*	ND	5.0	"							
Toluene	ND	5.0	"							
1,3,5-Trimethylbenzene*	ND	5.0	"							
1,2,4-Trichlorobenzene	ND	5.0	"							
1,2,4-Trimethylbenzene*	ND	5.0	"							
1,1,2-Trichloroethane	ND	5.0	"							
1,1,1-Trichloroethane	ND	5.0	"							
Trichloroethene	ND	5.0	"							
Trichlorofluoromethane	ND	5.0	"							
1,2,3-Trichloropropane	ND	5.0	"							



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COC #:

### Volatile Organic Compounds by EPA Method 8260B - Quality Control

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD RPD	RPD Limit	Notes
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#### Batch 2305594 - EPA 5030 Soil MS

Blank (2305594-BLK1)		Prepared & Analyzed: 07/07/23					
Vinyl chloride	ND	10	µg/kg				
Xylenes (total)	ND	10	"				
Di-isopropyl ether	ND	5.0	"				
Ethyl tert-butyl ether	ND	5.0	"				
tert-Amyl methyl ether	ND	5.0	"				
tert-Butyl alcohol	ND	50	"				
Surrogate: 1,2-Dichloroethane-d4	33.4		"	30.0	111	50-125	
Surrogate: Toluene-d8	23.4		"	30.0	78	62-125	
Surrogate: 4-Bromofluorobenzene	47.5		"	30.0	158	50-128	QS-HI

LCS (2305594-BS1)		Prepared & Analyzed: 07/07/23					
Benzene	19.4	5.0	µg/kg	20.0	97	64-135	
Chlorobenzene	19.2	5.0	"	20.0	96	67-133	
1,1-Dichloroethene	18.4	5.0	"	20.0	92	53-137	
Toluene	18.5	5.0	"	20.0	93	61-138	
Trichloroethene	19.6	5.0	"	20.0	98	64-130	
Surrogate: 1,2-Dichloroethane-d4	27.2		"	30.0	91	50-125	
Surrogate: Toluene-d8	28.2		"	30.0	94	62-125	
Surrogate: 4-Bromofluorobenzene	30.6		"	30.0	102	50-128	

LCS Dup (2305594-BSD1)		Prepared & Analyzed: 07/07/23					
Benzene	18.8	5.0	µg/kg	20.0	94	64-135	3
Chlorobenzene	19.2	5.0	"	20.0	96	67-133	0.3
1,1-Dichloroethene	19.5	5.0	"	20.0	97	53-137	6
Toluene	18.2	5.0	"	20.0	91	61-138	2
Trichloroethene	19.7	5.0	"	20.0	99	64-130	0.6
Surrogate: 1,2-Dichloroethane-d4	28.0		"	30.0	93	50-125	
Surrogate: Toluene-d8	28.0		"	30.0	93	62-125	
Surrogate: 4-Bromofluorobenzene	30.9		"	30.0	103	50-128	



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COC #:

### **Volatile Organic Compounds by EPA Method 8260B - Quality Control**

Analyte	Result	Reporting Limit	Units	Spike Level	Source Result	%REC	%REC Limits	RPD RPD	RPD Limit	Notes
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#### **Batch 2305594 - EPA 5030 Soil MS**

Matrix Spike (2305594-MS1)	Source: 23G0113-05			Prepared & Analyzed: 07/07/23					
Benzene	15.2	5.0	µg/kg	20.0	ND	76	58-139		
Chlorobenzene	15.2	5.0	"	20.0	ND	76	62-134		
1,1-Dichloroethene	11.9	5.0	"	20.0	ND	59	53-152		
Toluene	14.3	5.0	"	20.0	ND	72	58-139		
Trichloroethene	15.7	5.0	"	20.0	ND	79	55-138		
<i>Surrogate: 1,2-Dichloroethane-d4</i>	35.0		"	30.0		117	50-125		
<i>Surrogate: Toluene-d8</i>	27.8		"	30.0		93	62-125		
<i>Surrogate: 4-Bromofluorobenzene</i>	28.7		"	30.0		96	50-128		

Matrix Spike Dup (2305594-MSD1)	Source: 23G0113-05			Prepared & Analyzed: 07/07/23					
Benzene	14.4	5.0	µg/kg	20.0	ND	72	58-139	5	30
Chlorobenzene	14.7	5.0	"	20.0	ND	74	62-134	3	30
1,1-Dichloroethene	12.0	5.0	"	20.0	ND	60	53-152	0.7	30
Toluene	13.6	5.0	"	20.0	ND	68	58-139	5	30
Trichloroethene	15.3	5.0	"	20.0	ND	76	55-138	3	30
<i>Surrogate: 1,2-Dichloroethane-d4</i>	33.6		"	30.0		112	50-125		
<i>Surrogate: Toluene-d8</i>	27.5		"	30.0		92	62-125		
<i>Surrogate: 4-Bromofluorobenzene</i>	30.4		"	30.0		101	50-128		



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#### Notes and Definitions

- QS-HI Surrogate recovery was greater than the upper control limit. A reanalysis was not performed since the analytes associated with the surrogate were not detected.
- QS-4 The surrogate recovery for this sample is outside of established control limits due to a sample matrix effect.
- QRL-8 The extract of this sample was dark and/or oily. Therefore, the sample was analyzed with a dilution and the reporting limit was raised for all target compounds.
- QM-5 The spike recovery was outside acceptance limits for the MS and/or MSD due to matrix interference. The LCS and/or LCSD were within acceptance limits showing that the laboratory is in control and the data is acceptable.
- QC-2H The recovery of one CCV was greater than the acceptance limit. However, all analytes in the associated samples were ND; therefore a reanalysis was not performed.
- DET Analyte DETECTED
- ND Analyte NOT DETECTED at or above the reporting limit (or method detection limit when specified)
- NR Not Reported
- dry Sample results reported on a dry weight basis
- RPD Relative Percent Difference
- \* The laboratory does not hold CA-ELAP accreditation for this analyte or method. Accreditation may not be available from CA-ELAP for this analyte or method.

## **APPENDIX B**

### **CEQA 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 24, 2025

**Re:** **Triway CEQA Transportation Review**

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## **1. Introduction**

This memorandum documents the California Environmental Quality Act (CEQA) transportation analysis completed for the proposed Triway 324 dwelling unit residential development (“proposed Project” or “Project”) located in Tracy, California. Specifically, this memorandum evaluates how the Project might affect 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 proposes 275 main residential dwelling units with 49 Junior Accessory Dwelling Units for a total of 324 residential dwellings units. The Project is located on APNs 246-130-030/040/060/270 and is partially vacant and partially occupied by an industrial storage yard. The current zoning for these APNs is Light Industrial (M-1) and the proposed General Plan zoning is Residential High. The Project proposes two access locations to/from Valpico Road but has not indicated the type of access (i.e. right-in/right-out, full, signal, etc.). Therefore, it is assumed for analysis purposes that the driveways have full access with side street stop control. Refer to **Figure 1** for a project site plan.

**Table 1** presents a breakdown in residential building types proposed by the Project.

**Table 1 – Project Residential Building Types**

<b>Land Use</b>	<b>Quantity<sup>1</sup></b>
Single-Family Detached Housing	179 DU
Single-Family Attached Housing	96 DU
Multifamily Housing (Low-Rise) [ADU]	49 DU
<b>Total</b>	<b>324 DU</b>

Notes:

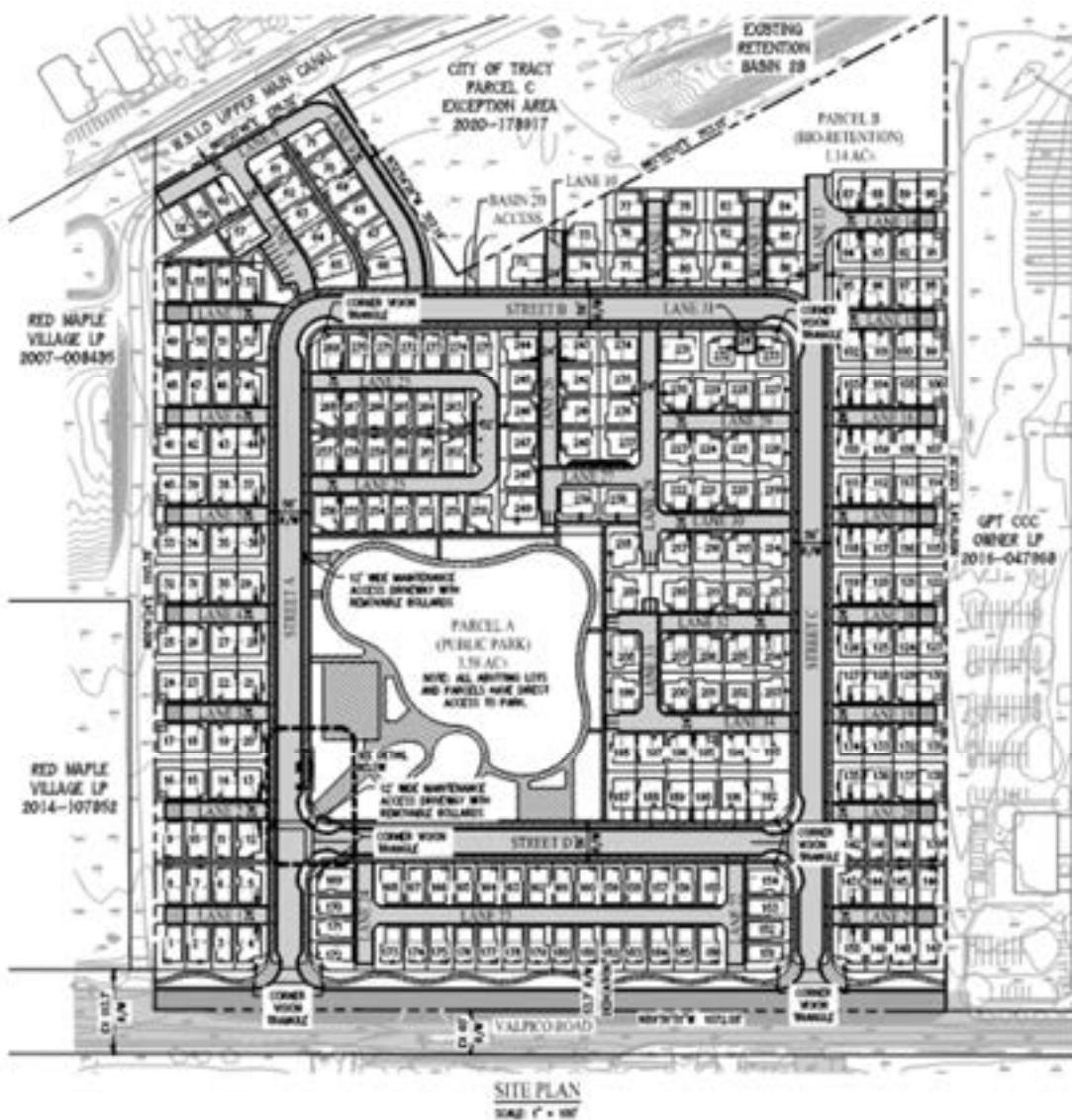
<sup>1</sup>DU = Dwelling Unit

The Project would include the construction of a partial grid internal roadway system of east-west and north-south roadways. Vehicular access to and from the project site will be provided via the existing Valpico Road. The project would include the construction of a four-lane east-west road with a painted median. Bicycle and pedestrian access to and from the project site will be primarily provided via Valpico Road with a future route via the planned canal trail on the north side of the Project site.

The proposed Valpico Road improvements widen to the north adding a second eastbound through lane, painted median, second westbound through lane, westbound Class II bike lane and north frontage.

Sidewalks would be constructed on both sides of streets internal to the project site. No on-street bikeway facilities are proposed on roadways internal to the project site.

Figure 1 – Project Site Plan



### Project Trip Generation

The Trip Generation Manual, 11th Edition (Institute of Transportation Engineers, 2021) is a nationally recognized source of trip generation information for a wide variety of land use types. This resource includes the Single-Family Detached Housing (210), Single-Family Attached Housing (215), and Multifamily Housing – Low Rise (22) land use categories, which correspond with the residential building types of the project.

The project would include a total of 324 residential dwelling units of varying types. **Table 2** presents the applicable land use categories and codes from the Trip Generation Manual, 11<sup>th</sup> Edition, used for trip generation calculations. **Table 2** additionally presents the computational method (i.e., average rate or fitted curve equation) utilized for each ITE land use category.

Currently, some of the Project site is occupied by California Engineering Contractor, while the remainder of the site is vacant. The project would eliminate this existing use. Therefore, it is appropriate to deduct the vehicle trips generated by California Engineering Contractor from the net new vehicle trips that would be generated by the Project.

**Table 2** summarizes the estimated weekday and peak hour trip generation for the Triway project based on the methods described previously. As shown in **Table 2**, the project would generate an estimated 2,794 net new daily trips, 209 net AM peak hour trips, and 267 net PM peak hour trips during a typical weekday.

**Table 2 – Project – Vehicle Trip Generation**

Land Use Type	ITE Land Use Code	Quantity <sup>1</sup>	Daily <sup>2</sup>	Weekday AM		Weekday PM	
				Rate	IN / OUT	Rate	IN / OUT
Single-Family Detached Housing	210	- DU	9.43	0.70	26% / 74%	0.94	63% / 37%
Single-Family Attached Housing	215	- DU	7.20	0.48	31% / 69%	0.57	57% / 43%
Multifamily Housing (Low-Rise)	220	- DU	6.74	0.40	24% / 76%	0.51	63% / 37%
<b>Project</b>							
Single-Family Detached Housing (LUC 210)	179	DU	1,724	127	33 / 94	172	108 / 64
Single-Family Attached Housing (LUC 215)	96	DU	681	44	14 / 30	54	31 / 23
Junior Accessory Dwelling Units (LUC 220)	49	DU	389	38	9 / 29	42	26 / 16
<b>Total Project Trips</b>	<b>324</b>	<b>DU</b>	<b>2,794</b>	<b>209</b>	<b>56 / 153</b>	<b>268</b>	<b>165 / 103</b>
<b>Existing Use</b>							
California Engineering Contractor <sup>3</sup>	-	-	0	0	0 / 0	1	0 / 1
<b>Total Net Trips</b>	<b>-</b>	<b>-</b>	<b>2,794</b>	<b>209</b>	<b>56 / 153</b>	<b>267</b>	<b>165 / 102</b>

Notes:

- 1DU = Dwelling Unit
- 2Trip Generation LU 210, 215, and 220 equations used (Institute of Transportation Engineers (ITE), "Trip Generation", 11th Edition, 2021)
- 3Existing use trip generation derived from driveway counts.

### 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)**

- The City of Tracy TMP consistent with the General Plan

## **City of Tracy Citywide Parks, Recreation & Trails Master Plan Update (2022)**

- **Goal 10B:** Trails that Support Active Transportation - Trails will be developed that enable more people in Tracy to travel safely and comfortably to work, school, shopping areas, transit stations, and other destinations on foot or by bike. This may include but not be limited to:
  - Creating trails along major corridors, providing safe, low-stress options for walkers and bikers.
  - Creating “mobility hubs” where trails, transit, pick-up/drop-off areas and docking stations come together.
- **Goal 11A:** Coordinate to Create a Complete Network - Building on existing off-street trails and the existing and planned bikeway network, Parks and Recreation will coordinate with other City

departments to ensure that trail segments in parks and open spaces are linked with on-street segments that form part of the City's bikeway network.

- **Goal 11C:** Canalside and Railside Trails - Canals and rail lines present special opportunities to thread new off-street shared use trails through Tracy, creating direct travel paths for walkers and bikers, and a way to experience our community from unfamiliar perspectives.
- **Goal 11D:** Trails along Multimodal Corridors - Tracy's trail system will leverage existing and planned bikeways and corridor improvements to create cross-city linkages.
- **Goal 11E:** Trails with New Development - Where trails identified in the Tracy Trail System map cross property planned for development, trail easements must be provided.

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

### Roadway Facilities

#### **Existing Roadways 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.

- Valpico Road:
  - Four-lane arterial divided by a raised median just west of the Project site
  - Two-lane undivided arterial along the Project's frontage continuing east to Glenbriar Drive
  - Four-lane arterial divided by a raised median from Glenbriar Drive to MacArthur Drive
  - A review of the existing curb lines and edge of pavement indicate a slight re-alignment in the roadway pushing the road south in the vicinity of the Project frontage. This is due to an existing building footprint and available right-of-way immediately east of the project site.

#### **Planned Roadway Facilities**

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

- Valpico Road:
  - Widen to four-lane arterial with a median (striped and /or raised) for the entire corridor between Tracy Boulevard and MacArthur Drive

The TMP identifies a planned median but does not specify between a raised median and a two-way left turn lane (TWLTL). Typically, the need for a raised median or TWLTL is determined based on driveways, intersection spacing and the need for two-stage turning maneuvers from the side streets. **Figure 2** shows the TMP cross section for a four-lane major arterial with a raised median and **Figure 3** shows the TMP cross section with a two-way left turn lane.

Figure 2 – TMP Four Lane Major Arterial with Raised Median

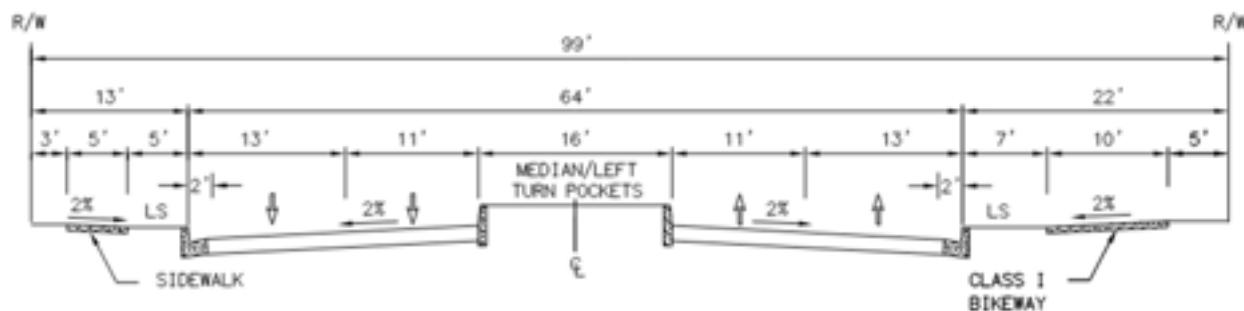
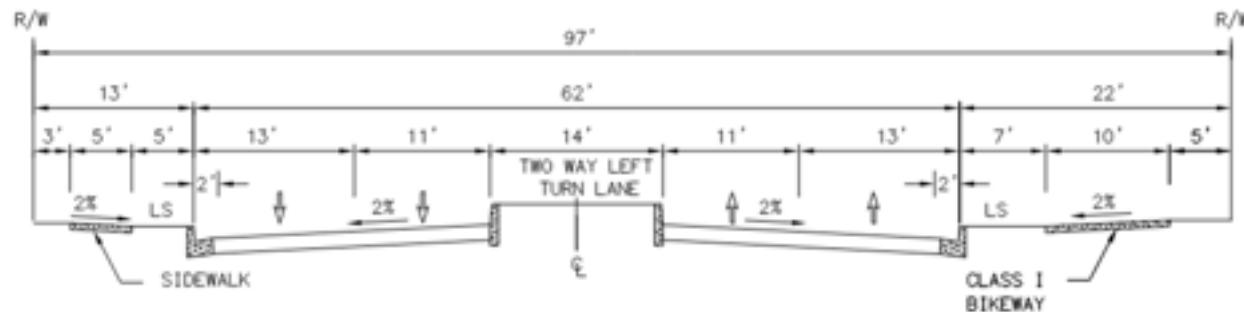


Figure 3 – TMP Four Lane Major Arterial with TWLTL



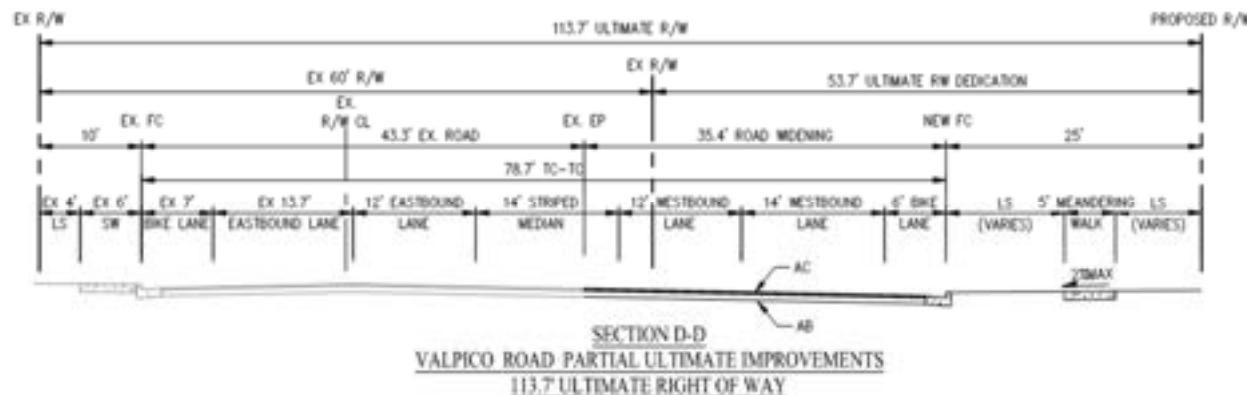
## Proposed Project Roadway Facilities

### External Roadways

#### *Ultimate Conditions*

The Project proposes to widen Valpico Road along its frontage to comply with City of Tracy municipal code. The applicant-proposed Valpico Road improvements include widening to the north to accommodate four total lanes (two lanes in each direction), a striped median, Class II bike lanes in each direction and frontage improvements on the north side.

Figure 4 – Proposed Valpico Road Cross Section



The applicant-proposed Valpico Road cross section is consistent with the general TMP planned approach for four through lanes, a median and bike and pedestrian facilities. However, the lane widths and bike facility type differ from the TMP, but they are consistent with the adjacent sections of Valpico Road to the east and west that have previously been improved and widened. Therefore, the proposed cross section meets the intent of providing multimodal connectivity along Valpico Road consistent with the City's goals and policies. Specific details of the cross sections will be reviewed with the Vesting Tentative Map and Local Transportation Analysis, and it should be noted that the applicant-proposed frontage improvement have fatal flaws as indicated below.

In addition to the cross section, the Project needs to also consider the ultimate alignment of Valpico Road. As shown in the Project plans, the alignment is kept straight which shows conflicts with the adjacent property, 75 W Valpico Road. Previous development and their dedicated right of way lines on the south side of Valpico Road indicate prior planning for Valpico Road to realign southwards of the existing alignment to avoid the 75 W Valpico Road property. This realignment is not currently considered by the Project. The Project shall prepare a precise plan line for Valpico Road from the west side of the Project extents east to Glenbriar Drive to indicate adequate multimodal connectivity with the existing roadway. All new improvements shall be designed in accordance with applicable City of Tracy designs standards and plans. The site plan shall be revised according to the realigned roadway.

#### ***Interim Conditions***

The proposed plans at the time of this analysis do not show transitions between the proposed four-lane section and the existing 2-lane sections of Valpico Road. The applicant shall prepare PS&E plans indicating interim transitions until the road is widened to four lanes. The details of the transitions will be reviewed with the Vesting Tentative Map and Local Transportation Analysis, after the preparation of a precise plan line for Valpico Road. All new improvements shall be designed in accordance with applicable City of Tracy designs standards and plans.

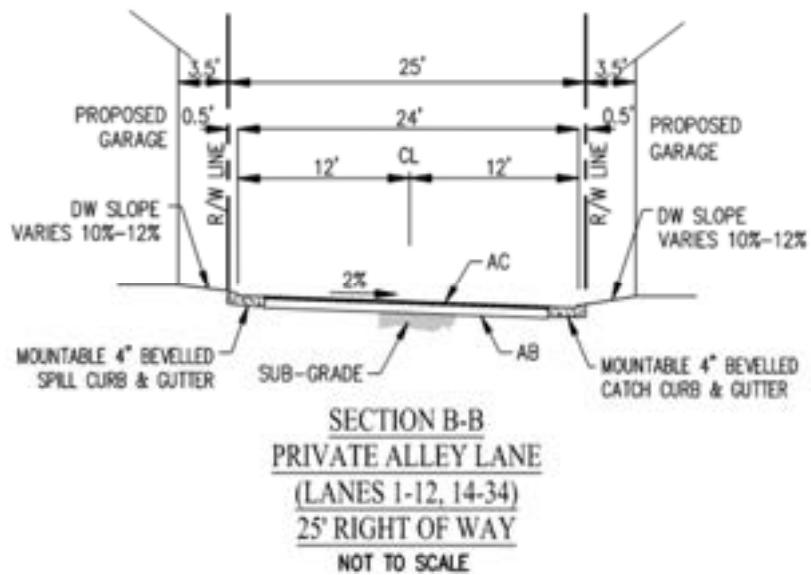
#### **Internal Roadways**

The Project proposes a network of internal roadways that will provide access between Valpico Road and the residences. The Vesting Tentative Map proposes three types of internal roadways:

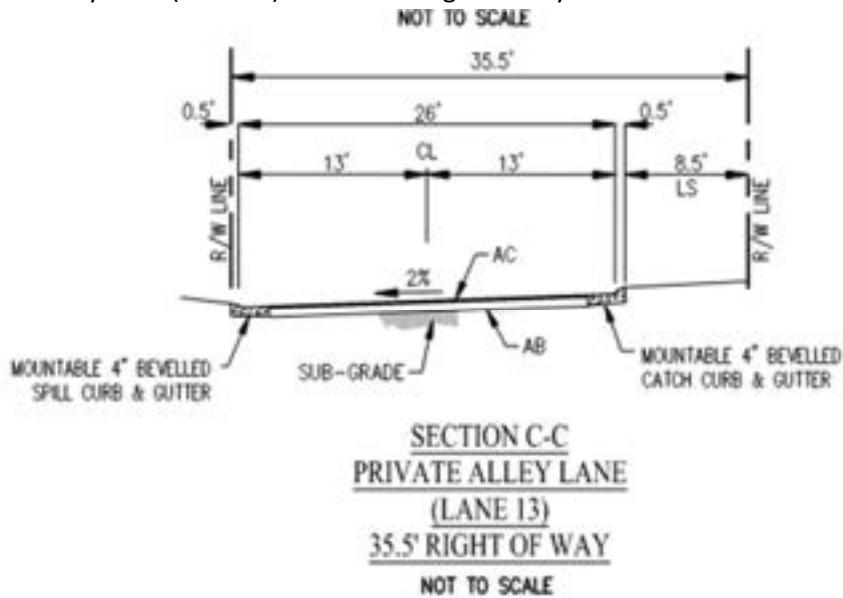
1. Neighborhood Public Street – 56-foot right of way



2. Private Alley Lane (Lanes 1-12, 14-34) – 25-foot right of way



3. Private Alley Lane (Lane 13) – 33.5-foot right of way



The roadway cross sections are in substantial conformance with the TMP for local residential roads. Specific details of the cross sections are under review of the Vesting Tentative Map which is parallel process to the CEQA analysis. All new improvements will be designed in accordance with applicable City of Tracy designs standards and plans.

**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 following bike facilities currently exist within approximately ½-mile of the Project site:

- Valpico Road:
  - Class II bike lanes from Cagney Way to west of Project's Frontage
  - Class II bike lanes from Glenbriar Drive to MacArthur Drive
  - Class II bike Lanes for MacArthur Drive to Chrisman Road (westbound only)
- MacArthur Drive:
  - Class I multi-use path from Valpico Road to Schulte Road
  - Class II bike lanes from Valpico Road to Almendra Way (southbound only)
- Tracy Boulevard
  - Class II bike lanes from West Linne Road to West 6<sup>th</sup> Street

## Planned Bicycle Facilities

The City's TMP proposes Class II bike lanes along Valpico Road for the Project frontage. See the TMP's Existing & Future Bike Routes map in [Appendix A](#).

Per the City of Tracy's *Citywide Parks, Recreation & Trails Master Plan Update*, a trail is proposed along the West Stanislaus Irrigation District (WSID) Upper Main Canal that abuts the north side of the Project site. The Upper Main Canal trail is also included in the latest San Joaquin Council of Governments (SJCOC) Regional Transportation Project (RTP) list. See the Citywide Parks, Recreation & Trails Master Plan's Off-Street Trail Routes map in [Appendix A](#).

## Proposed Project Bicycle Facilities

### External Roadways Bicycle Connectivity

- **Westbound Valpico Road**
  - **Glenbriar Drive to Site:** The Project proposes to add a westbound Class II bike lane on Valpico Road along the Project's frontage, in accordance with the TMP. Gaps in the bike network along westbound Valpico Road between the Project and Glenbriar Drive will remain after the Project's proposed improvements. The relatively high vehicle speeds and volumes of Valpico Road will create an unsafe condition for bikes and cars to share space and this is inconsistent with the City's General Plan Goal CIR-3.
  - **Site to Tracy Boulevard:** The improvement of the westbound Class II bike lane will also facilitate bike travel from the Project site to Tracy Boulevard, connecting with other bicycle facilities north and south along Tracy Boulevard to access citywide destinations.
- **Eastbound Valpico Road**

- **Tracy Boulevard to the Site:** Bikes traveling east on Valpico Road from Tracy Boulevard will be required to either change lanes three times to use the eastbound left turn pocket into the Project site or cross at the shopping center signal to the west of the Project and utilize the north sidewalk.
- **Site to Glenbriar Drive:** Bikes traveling to the site from the east or leaving the site going east will be required to share the travel lane with vehicles. Gaps in the bike network along eastbound Valpico Road between the Project and Glenbriar Drive will remain after the Project's proposed improvements. The relatively high vehicle speeds and volumes of Valpico Road will create an unsafe condition for bikes and cars to share space and this is inconsistent with the City's General Plan Goal CIR-3.

### **Internal Roadway Bicycle Connectivity**

The internal roadway network does not propose any bicycle facilities and bicyclists will be required to share the road with vehicles. Since these roadways are anticipated to be lower speeds and volumes, shared travel ways between cars and bikes are acceptable per bike design guidance and the internal bikeways are consistent with City General Plan Goals 1 and 3.

### **WSID Upper Main Canal Trail**

The Project abuts the WSID Upper Main Canal along its northern boundary. As mentioned previously, there are plans to construct a trail adjacent to this canal along the Project boundary/extents. At the time of this analysis no detailed designs are available for this trail, but it is anticipated to require a minimum of 24 feet between the edge of canal and property line. There is currently insufficient right of way to accommodate the trail. The Project shall dedicate the required right of way to facilitate the trail and provide a bicycle/pedestrian connection between the Project and the trail. The Project does propose an 8-foot pathway connection along Lane 9 between Street B and the canal right of way to connect to the future canal trail. The plans should indicate a proposed gate in the fence to connect the trail to the Project site.

### **Pedestrian Facilities**

#### **Existing Pedestrian Facilities**

It is the City's goal to provide comprehensive pedestrian facilities along all its roadways. Within the Project vicinity, several areas currently lack pedestrian facilities or access. However, it is anticipated that the greatest pedestrian demand would occur between the Project site and the Red Maple Village shopping center and retail on the southwest corner of the Tracy Boulevard and Valpico Road intersection.

A pedestrian can walk west from the Project site along Valpico Road toward Red Maple Village using the existing sidewalk on the north side of Valpico Road. However, there is a gap in the sidewalk on the north side from the Project frontage heading east to Glenbriar Drive.

Tracy Boulevard has sidewalks on both sides from Linne Road to I-205. However, there are gaps on the east side, between 1,000 feet north of Whispering Winds Drive and 400 feet south of Valpico 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.

- Valpico Road – Construct sidewalks on the north side along the Project frontage extending 200 feet west of Glenbriar Drive
- Tracy Boulevard – Construct sidewalk on the east side of the road, extending from approximately 1,000 feet north of Whispering Wind Drive to approximately 400 feet south of Valpico Road

See the TMP's Existing and Future Sidewalks map in [Appendix A](#). 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.

### WSID Upper Main Canal Trail

Per the City of Tracy's *Citywide Parks, Recreation & Trails Master Plan Update*, a trail is proposed along the West Stanislaus Irrigation District (WSID) Upper Main Canal that abuts the north side of the Project site. The Upper Main Canal trail is also included in the latest San Joaquin Council of Governments (SJCOC) Regional Transportation Project (RTP) list. See the Citywide Parks, Recreation & Trails Master Plan's Off-Street Trail Routes map in [Appendix A](#).

## Proposed Project Pedestrian Facilities

### Off-site

The Project proposes to construct a meandering 5-foot sidewalk on the north side of Valpico Road with landscaping on either side along the frontage. This will provide a pedestrian connection to the west but the sidewalk gap between the Project and Glenbriar Drive to the east will remain. Also, the Project does not propose a connection to the south side of Valpico Road; therefore, pedestrians must utilize the existing shopping center signal 500 feet to the west of the Project to cross and then head east.

### On-site

As illustrated in [Figure 1](#), the Project plans to build 5-foot sidewalks along neighborhood public streets surrounding the buildings, ensuring an ADA-compliant path connecting to Valpico Road. However, the Project does not include the construction of separate sidewalks on private lanes, therefore pedestrian will walk in the traveled way. This approach has been acceptable in the City of Tracy for short residential private lanes.

The Project abuts the WSID Upper Main Canal along its northern boundary. As mentioned previously, there are plans to construct a trail adjacent to this canal along the Project boundary/extents. At the time of this analysis no detailed designs are available for this trail, but it is anticipated to require a minimum of 24 feet between the edge of canal and property line. There is currently insufficient ROW to accommodate the trail. The Project shall dedicate the required right of way to facilitate the trail and provide a bicycle/pedestrian connection between the Project and the trail. The Project does propose an 8-foot pathway connection along Lane 9 between Street B and the canal right of way to connect to the future canal trail. The plans should indicate a proposed gate in the fence to connect the trail to the Project site.

### Transit Service and Facilities

#### **Existing Study Area**

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 B** displays the existing transit service by TRACER within the City of Tracy. Routes C, D, F, G, H, ACE Shuttle, and South Tracy Shuttle are operating in the vicinity of the Project.

- Route C provides service between the Tracy Transit Station and Hidden Lake. The route runs along 10<sup>th</sup> and 11<sup>th</sup> Street, Corral Hollow Road, Schulte Road, Tracy Boulevard, Central Avenue, Valpico Road, Mac Arthur Drive, and Eastlake Drive. It operates from 7:10 AM to 6:00 PM on weekdays and from 9:18 AM to 6:00 PM on Saturdays. Headways range between 60 to 65 minutes. The nearest bus stop is located 100 feet from the Project's frontage on Valpico Road.
- Route D provides service between Tracy Transit Station 11<sup>th</sup> Street/Lammers/Kimball High. The route runs along Central Avenue, Eaton Avenue, West Lowell Avenue, Corral Hollow Road, Schulte Road, Sycamore Parkway, and Tracy Boulevard. It operates from 6:30 AM to 6:55 PM on weekdays and from 9:00 AM to 6:55 PM on Saturdays. Headways range between 40 to 115 minutes. The nearest bus stop is located 0.3 miles from the Project on the southwest corner of Tracy Boulevard and Valpico Road.
- Route F provides service between the Tracy Transit Station to ACE Station. The route runs along 6<sup>th</sup> Street, Central Avenue, Schulte Road, Mac Arthur Drive, Brookview Drive, and Tracy Boulevard. It operates from 7:20 AM to 8:15 AM and 4:00 PM to 4:50 PM on weekdays, with an exception for Monday afternoon between 2:30 PM to 3:20 PM. The nearest bus stop is located 0.3 miles from the Project on the northeast and southeast corner of Tracy Boulevard and Valpico Road.

- Route G provides service between the Tracy Transit Station to 11<sup>th</sup> Street/Lammers Road. The route runs along Central Avenue, Eaton Avenue, West Lowell Avenue, 11<sup>th</sup> Street, Corral Hollow Road, Schulte Road, Sycamore Parkway, and Tracy Boulevard. It operates from 3:45 PM to 5:05 PM on weekdays, with an exception for Mondays between 2:30 PM to 3:40 PM. The nearest bus stop is located 0.3 miles from the Project on the northeast and southeast corner of Tracy Boulevard and Valpico Road.
- Route H provides service between the Tracy Transit Station to Kimball High/Lammers Road. The route runs along Anton Street, Tracy Hills Drive, Ellis Town Drive, Summit Drive, Whispering Wind Drive, Tracy Boulevard, Central Avenue, 10<sup>th</sup> street, 11<sup>th</sup> Street, and Lammers Road. It operates from 7:50 AM to 8:50 AM and 3:50 PM to 5:05 PM on weekdays, with an exception for Monday afternoon between 2:30 PM to 3:45 PM. The nearest bus stop is located 0.3 miles from the Project on the northeast and southeast corner of Tracy Boulevard and Valpico Road.
- ACE Shuttle provides service between the Coriander Street and Tracy Transit Station in the morning and ACE Station to Coriander Street in the afternoon. The route runs along Anton Street, Tracy Hills Drive, Ellis Town Drive, Northington Drive, Summit Drive, Middlefield Drive, Whispering Wind Drive, Tracy Boulevard, and Central Avenue. It operates from 5:15 AM to 8:02 AM and 5:18 PM to 7:55 PM Monday through Friday. The nearest ACE Shuttle bus stop is located 0.3 miles from the Project on the northeast and southeast corner of Tracy Boulevard and Valpico Road.
- South Tracy Shuttle provides service between the Tracy Transit Station to Ellis Town Drive in the morning and in Ellis Town Drive to Tracy Transit Station in the afternoon. The route runs along Anton Street, Tracy Hills Drive, Ellis Town Drive, Northington Drive, Summit Drive, Middlefield Drive, Whispering Wind Drive, Tracy Boulevard, and Central Avenue. It operates from 5:15 AM to 8:02 AM and 5:18 PM to 7:55 PM Monday through Friday. The nearest bus stop is located 0.3 miles from the Project on the northeast, southwest, and southwest corner of Tracy Boulevard and Valpico Road.

County Hopper (one of 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 B**. To access the site, routes C, F, G and H (TRACER), and South Tracy Shuttle provide service between the Tracy Transit Station and Project vicinity (northeast and southeast corner of Tracy Boulevard and Valpico Road).

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 Greyhound bus station located 2.3 miles away from the Project on the corner of 6<sup>th</sup> Street and Central Avenue at the Tracy Transit Center. To access the site, routes C, F, G, H (TRACER), and South Tracy Shuttle provide service between the Tracy Transit Station and Project vicinity (northeast and southeast corner of Tracy Boulevard and Valpico Road).

ACE Regional Commuter Rail operates on weekdays, excluding holidays. The ACE station in Tracy is located 1.2 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 B**. ACE connects to the parallel feeder and distribution services, including RTD and TRACER in the City. To access the site routes F, G (TRACER) and ACE Shuttle provide service between the ACE Station and Tracy Transit Station and Project vicinity (northeast and southeast corner of Tracy Boulevard and Valpico Road).

### **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 (SJCOC) has identified the TRACER Short-Range Transit Plan in its latest, 2022, project list. The SJCOC 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 C**. Reference source not found..

### **Proposed Project Transit Service and Facilities**

The Project would be served by the existing TRACER Bus Routes C, D, F, G, and H plus ACE Shuttle, and South Tracy Shuttle as described previously. The Project is not proposing to construct any new transit facilities.

#### *Multimodal 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:

1. Inadequate pedestrian and bicycle access to the Project due to nearby gaps in the pedestrian and bicycle networks.
2. Inadequate accommodation of Valpico Road alignment.

Therefore, as the Project “.... Conflict[s] with a program, plan, ordinance, or policy addressing 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 complete the following mitigation measures to address:

1. Provide right of way dedication, if needed, and access to WSID Upper Main Canal Trail.
2. Provide a Valpico Road pedestrian crossing at the Project main driveway.
3. Prepare a precise plan line for Valpico Road from the west side of the Project extents east to Glenbriar Drive where the roadway conforms to the existing four lane facility. All new improvements shall be designed in accordance with applicable City of Tracy designs standards and plans. The site plan shall be revised according to the realigned roadway.
4. Prepare an interim conditions transition plan for Valpico to transition from east of the site to the west of the site.

If the Project implements these mitigation measures, the impact is anticipated to be **less than significant**.

#### **4. Vehicle Miles Traveled**

##### 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 Gas (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 might be considered local serving.
- OPR recommends that where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.
- Lead agencies have the discretion to set or apply their own significance thresholds.

##### Methodology and Assumptions

The City's Draft VMT policy in the *Transportation Master Plan Update* (2022) was used to determine the appropriate methodology and assumptions for evaluation of the Project's VMT impact. This is currently reasonable to determine potential VMT impacts as is consistent with SB 743 guidelines. Based on the land

use information provided from the project applicant, for the purposes of SB 743 analysis and the determination of transportation related significant impacts, the following land use were analyzed:

- Residential

To determine the appropriate threshold to compare the project against, an “out of the box” run of the most recent version of the City of Tracy’s Travel Demand Model (Tracy TDM) was completed for the base year 2019 scenario. The mode choice outputs and travel distance skim data from the Tracy TDM were then used to calculate the VMT generated by each traffic analysis zone (TAZ), disaggregated by land use type. Trip length metrics from the Tracy TDM were calibrated to account for trips with portions existing outside the model boundaries (external trips) using big data to estimate average external trip length by TAZ, thus accounting for the full trip length of all trips generated by the model for the purpose of calculating VMT. As the Tracy TDM only provides for an average trip length for external trips, the use of big data provides for a more accurate estimation of the total VMT produced by external trips.

Once the average VMT metrics by TAZ were calculated, VMT efficiency averages (e.g., VMT per capita and VMT per employee) for the City of Tracy were calculated. Consistent with the City’s VMT policy, the threshold for the residential land uses within the City were defined as 15-percent below the average VMT per capita. The City’s average VMT per capita and the City’s VMT per capita threshold are summarized in **Table 3**. As shown in **Table 3**, the average VMT per capita for the City of Tracy’s residential land uses was determined to be 19.9 VMT per capita. Thus, City’s threshold for residential land uses, set at 15-percent below the citywide average, was determined to be 16.9 VMT per capita.

To determine potential VMT impacts for the Project, a version of the Tracy TDM was run that includes the addition of the Project within its own TAZ which was then compared to the version of the Tracy TDM used to establish the City’s thresholds. Specifically, the following changes were made to the model:

- The Project’s land use characteristics were added to the Tracy TDM and isolated within its own traffic analysis zone TAZ 4773.
- The socioeconomic data (SED) for TAZ 4473 was developed to reflect the Project’s proposed number of single family and multifamily homes based on the SED distribution from an existing residential area in the vicinity of the Project. This neighborhood was used as a representative template for household size, income distribution and other SED properties.
- The Tracy TDM base year network was updated to include a centroid connector between the Project TAZ and Valpico Road, consistent with proposed access to the Project as detailed in the Project’s site plan.

The Project’s average VMT per capita was calculated using the same methodology described in the “out of the box” scenario. The calculated VMT per capita for the Project is found in **Table 3**. As shown in **Table 3**, the Project’s average VMT per capita was determined to be 16.2, which is 0.7 VMT per capita below the City of Tracy threshold of 16.9 VMT per capita for residential land uses. Thus, with respect to VMT, the addition of the Project results in a **less than significant impact**.

**Table 3 – VMT per capita for the City of Tracy and the Proposed Project**

VMT Source	VMT/Capita (Residential)
City of Tracy Average	19.9
City of Tracy Threshold (15% below Citywide Average)	16.9
Project (TAZ 4773)	16.2

***VMT Impact Assessment***

Based on the results of this analysis, the following findings are made:

- As shown in **Table 3**, the average VMT per capita for the City of Tracy's residential land uses was determined to be 19.9 VMT per capita. Thus, City's threshold for residential land uses, set at 15-percent below the citywide average, was determined to be 16.9 VMT per capita.
- The Project's average VMT per capita was determined to be 16.2, which is 0.7 VMT per capita below the City of Tracy threshold of 16.9 VMT per capita for residential land uses. Thus, with respect to VMT, the addition of the Project results in a **less than significant impact**.

## 5. Hazards

To determine whether the Project will substantially increase hazards, analysis was limited to whether “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.

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 design and safety standards to avoid creating a geometric design hazard or incompatible uses.

### Hazards 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.

Therefore, the project would be expected to result in a **less than significant hazard impact**.

## **6. Emergency Access**

The proposed Project includes two vehicular access points on Valpico Road. There are no additional emergency vehicle access points or easements proposed by the Project. The applicant provided compliant emergency vehicle turn templates that meet City standards. As the Vesting Tentative Map progress, any revisions to on-site roadways and intersections will be subject to City of Tracy code and Public Works Department staff review and approval.

Fire access from Fire Station 97 (located half a mile northwest of the Project site) would be available via Tracy Boulevard. Fire access from Fire Station 91 (located approximately three miles northwest of the Project site) would be available via 6<sup>th</sup> Street and Tracy Boulevard. Medical emergency service access to/from Sutter Tracy Community Hospital (located nearly three miles northwest of the Project site) would be available via southbound Tracy Boulevard.

Altogether, the emergency access impact is anticipated be **less than significant**.

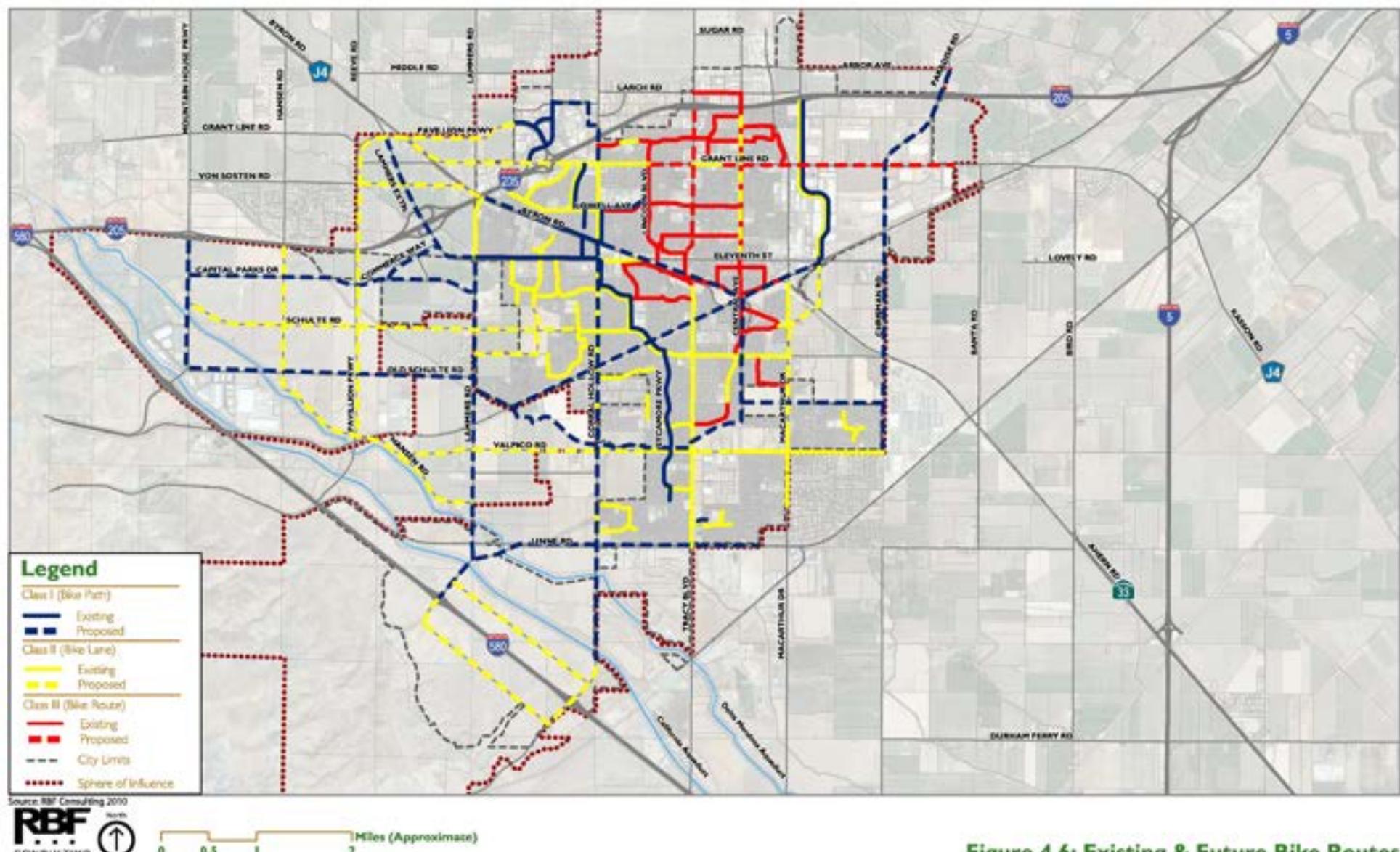
**7. Appendices**

Appendix A – Existing & Future Maps

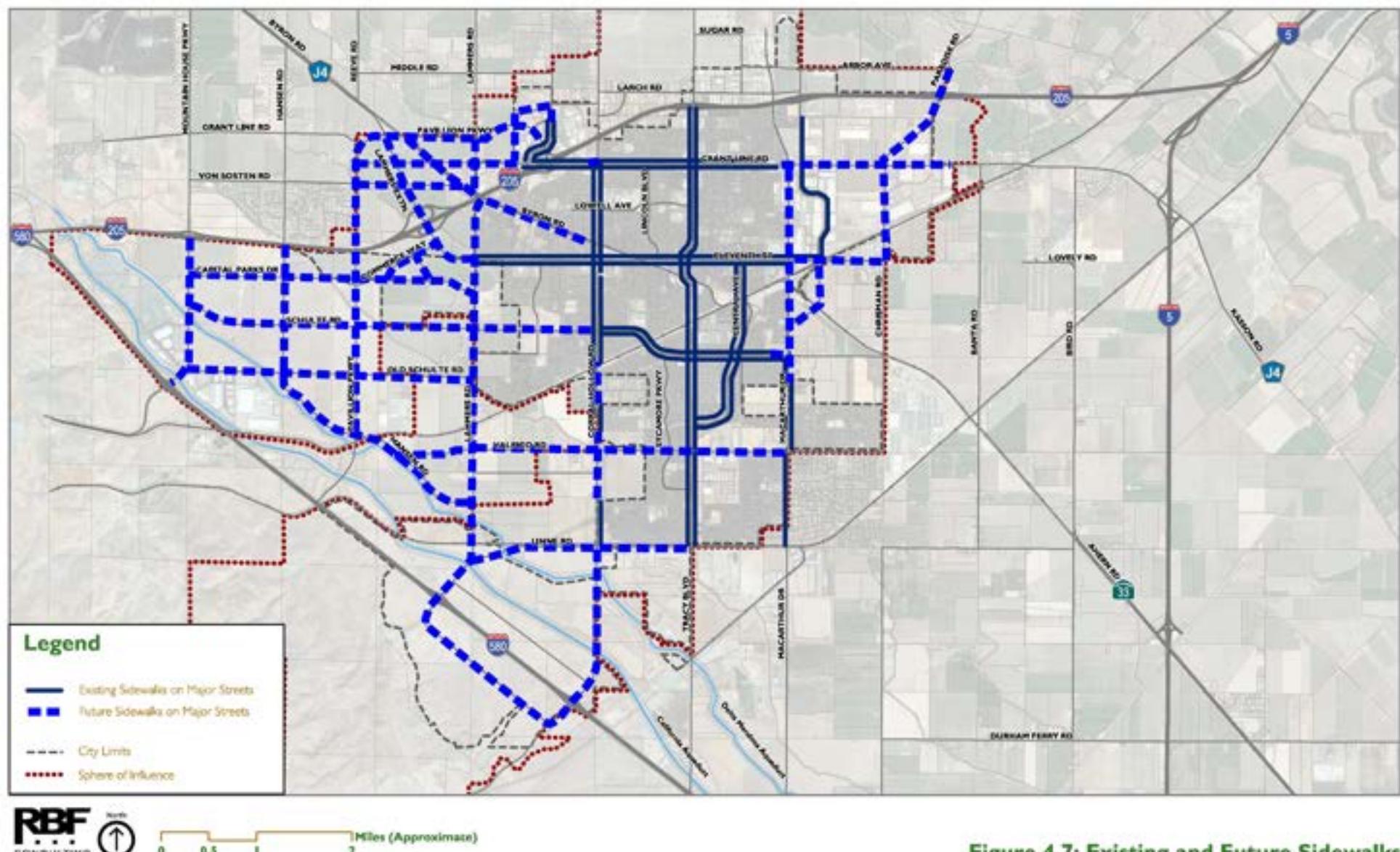
Appendix B – Existing Transit Services

Appendix C – Planned Multimodal Improvements/Services





**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

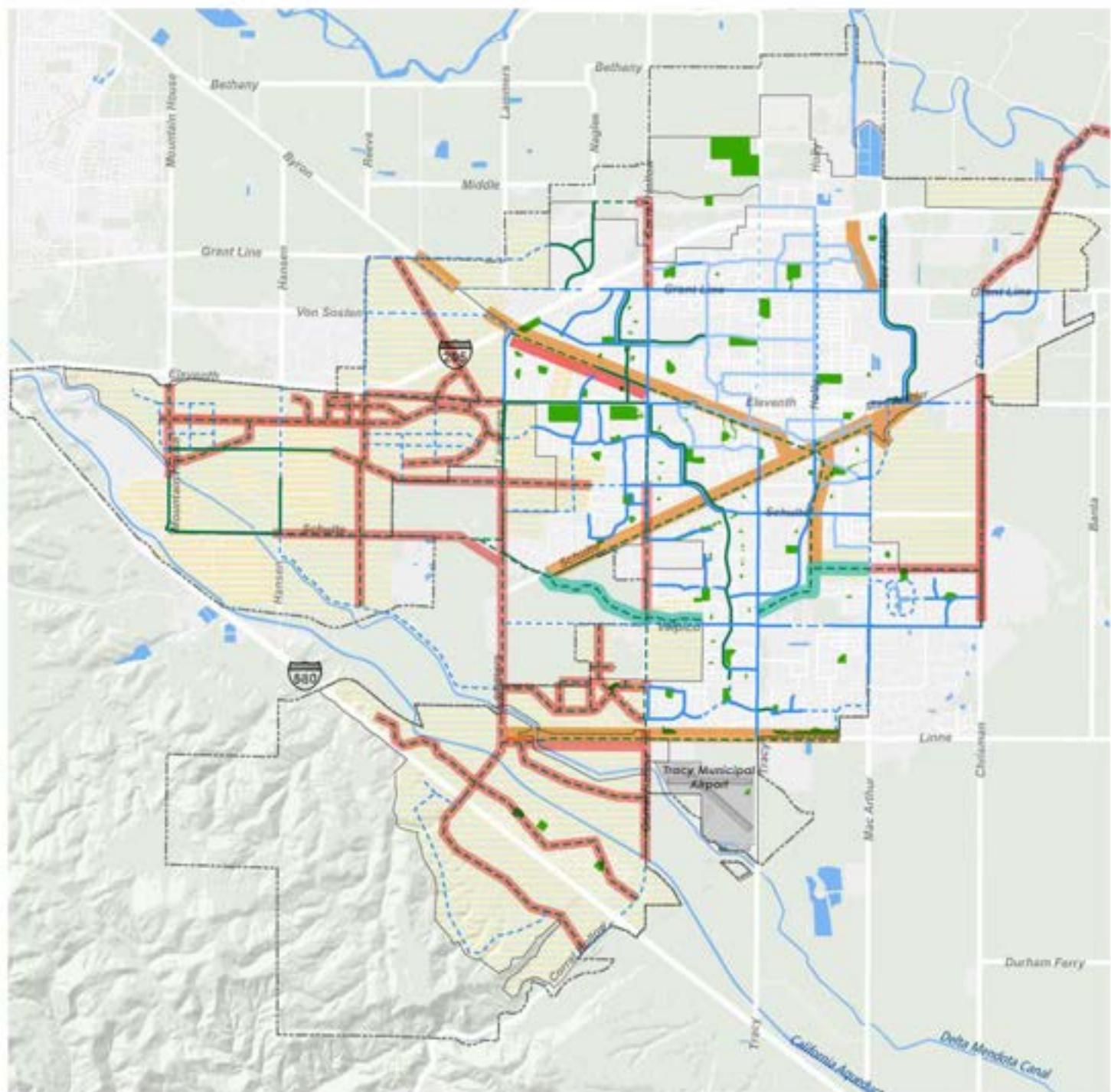


**Figure 4.23: Long Term Transit Service Plan**

City of Tracy Transportation Master Plan

Figure 5-2

## Off-Street Trail Opportunities





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/Medicare
\$35.00	\$28.00	\$17.50

\* K-12 Students, valid student ID or class schedule required.

\*ACCESS Pass - Access ADA-certified passenger

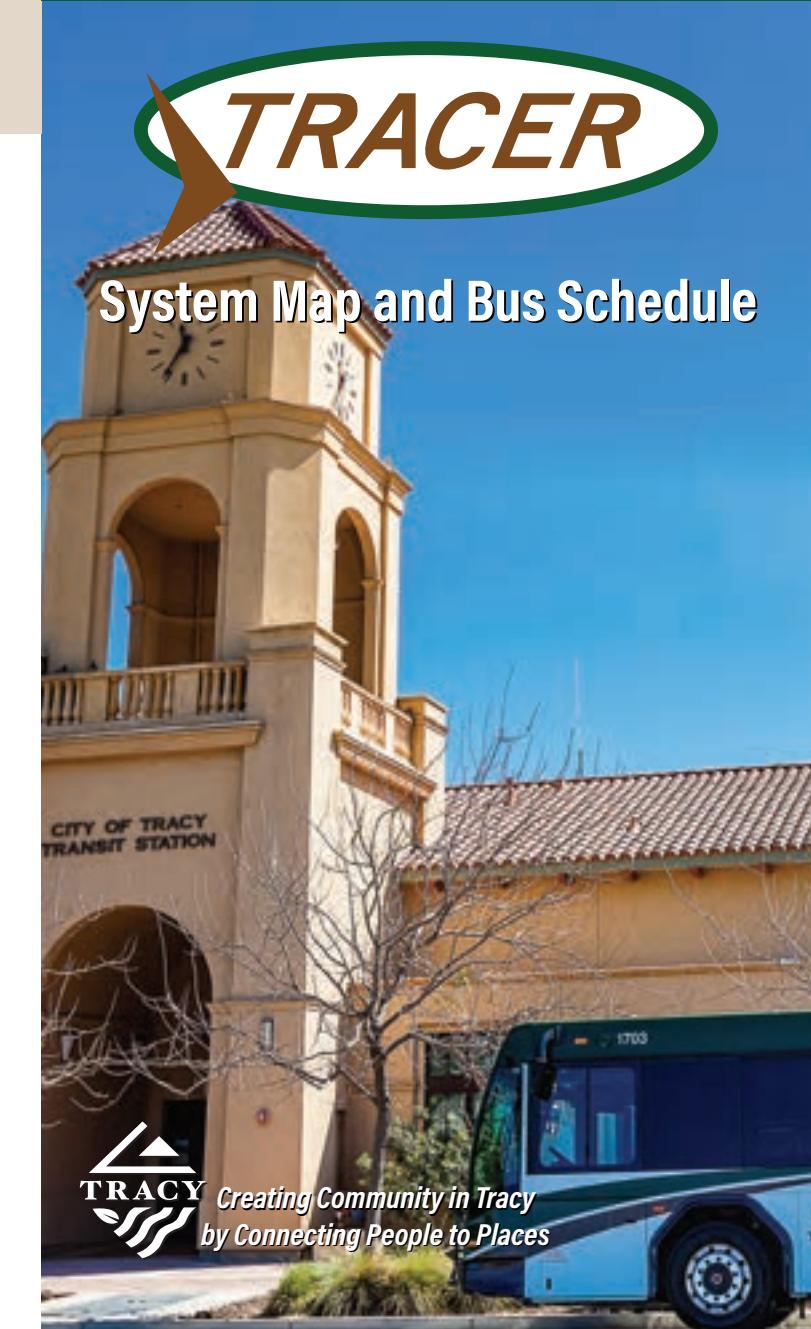
## PASS SALES

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:

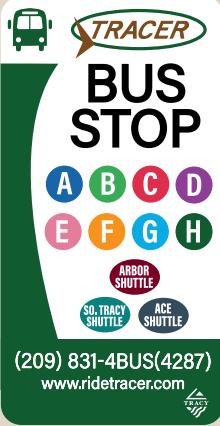
- **Tracy Transit Station**, 50 E. Sixth Street Ticket hours: Monday – Friday: 8:00 am – 7:00 pm; Saturday: 10:00 am – 6:00 pm
- **City Hall**, 333 Civic Center Plaza. Alternate Fridays closed. Ticket hours: Monday – Friday, 8:00 am – 5:00 pm

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.



INFORMATION ON BUS &  
SHUTTLES: (209) 831-4BUS (4287)  
[WWW.RIDETRACER.COM](http://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](http://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](http://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](http://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 seatbelt, 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 47021.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](mailto:Jayne.pramod@cityoftracy.org)

**ROUTE A**

OUTBOUND: TRANSIT STATION TO WEST VALLEY MALL

INBOUND: WEST VALLEY MALL TO TRANSIT STATION

Tracy Transit Station	1	17	6	West Valley Mall Food Court	West Valley Mall Food Court	6	5	17	1	Tracy Transit Station
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		

**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	1	13	15	33	28	1
7:35	7:38	7:50	8:00	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	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	1	36	37	30	1	2	20	1
7:20	7:27	7:35	7:43	7:56	8:01	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	1	2	20	1	36	37	30	1
2:30	2:35	2:40	2:45	2:52	3:00	3:05	3:20	
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	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 TRANSIT STATION

Coriander St. Tracker Pl.	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 TRANSIT STATION

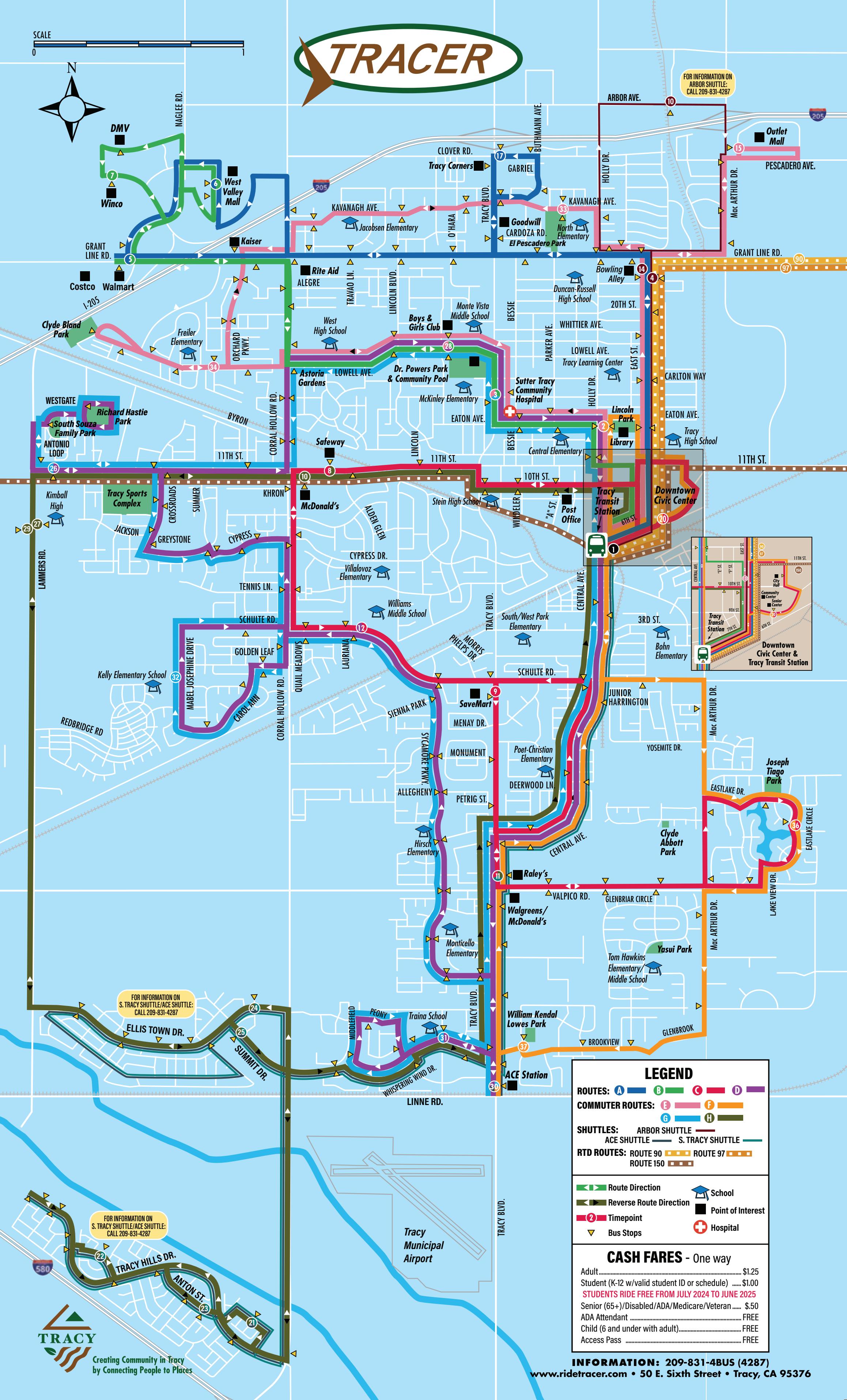
Tracy Transit Station	1	8	29	25	21	23	11	1
2:30	2:40	2:50	3:02	3:08	3:22	3:35	3:45	
3:50	4:00	4:10	4:22	4:28	4:42	4:55	5:05	

**MONDAY SERVICE ONLY****SCHEDULE NOTES**For Information on SOUTH TRACY SHUTTLE/ACE SHUTTLE/ARBOR SHUTTLE:  
Call 209-831-4287.

Transferring points are Tracy Transit Station, City Hall, Walmart and West Valley Mall and TRACER stops where two or more TRACER routes provide service.

PM times are shown in **BOLD FACE** type. Times are approximate and may vary due to traffic or weather conditions.

Tracy Transit Station	1	17	6	West Valley Mall Food Court	West Valley Mall Food Court	6	5	17	1	Tracy Transit Station
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:		



## MONDAY - FRIDAY

## ACE SHUTTLE: MORNINGS

OUTBOUND: CORIANDER ST. TO ACE STATION

Coriander St. Tracker Pl. (Start of Route)	Ironstone Dr. Starcross Park	Anton St. Artesian Ave.	Ellis Town Dr. Village Green Park	Summit Dr. Ellis Town Dr.	ACE Station	Tracy Transit Station
<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>	<b>30</b>	<b>1</b>
5:15	5:18	5:28	5:36	5:47	5:55	NS
6:20	6:23	6:33	6:41	6:52	7:00	NS
7:12	7:15	7:25	7:33	7:44	7:52	8:02

## ACE SHUTTLE: AFTERNOONS

OUTBOUND: ACE STATION TO CORIANDER ST.

ACE Station	Ellis Town Dr. Village Green Park	Summit Dr. Ellis Town Dr.	Coriander St. Tracker Pl.	Ironstone Dr. Starcross Park	Anton St. Artesian Ave.
<b>30</b>	<b>24</b>	<b>25</b>	<b>21</b>	<b>22</b>	<b>23</b>
5:18	5:25	5:35	5:42	5:45	5:55
6:18	6:25	6:35	6:42	6:45	6:55
7:18	7:25	7:35	7:42	7:45	7:55

## MONDAY - SATURDAY

## SOUTH TRACY SHUTTLE

OUTBOUND: TRANSIT STATION TO ELLIS TOWN DR.

INBOUND: ELLIS TOWN DR. TO TRANSIT STATION

Tracy Transit Station	Coriander St. Tracker Pl.	Ironstone Dr. Starcross Park	Anton St. Artesian Ave.	Ellis Town Dr. Village Green Park	Summit Dr. Ellis Town Dr.	Tracy Blvd. Raley's	Tracy Transit Station
<b>1</b>	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>	<b>11</b>	<b>1</b>
10:00	10:18	10:23	10:34	10:43	10:54	11:04	11:14
<b>12:30</b>	<b>12:48</b>	<b>12:53</b>	<b>1:04</b>	<b>1:13</b>	<b>1:24</b>	<b>1:34</b>	<b>1:44</b>
<b>3:30</b>	<b>3:48</b>	<b>3:53</b>	<b>4:04</b>	<b>4:13</b>	<b>4:24</b>	<b>4:34</b>	<b>4:44</b>

PM times are shown in **BOLD FACE** type. Times are approximate and may vary due to traffic or weather conditions.

ACE &amp; SOUTH TRACY SHUTTLE does not operate on Sundays or the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

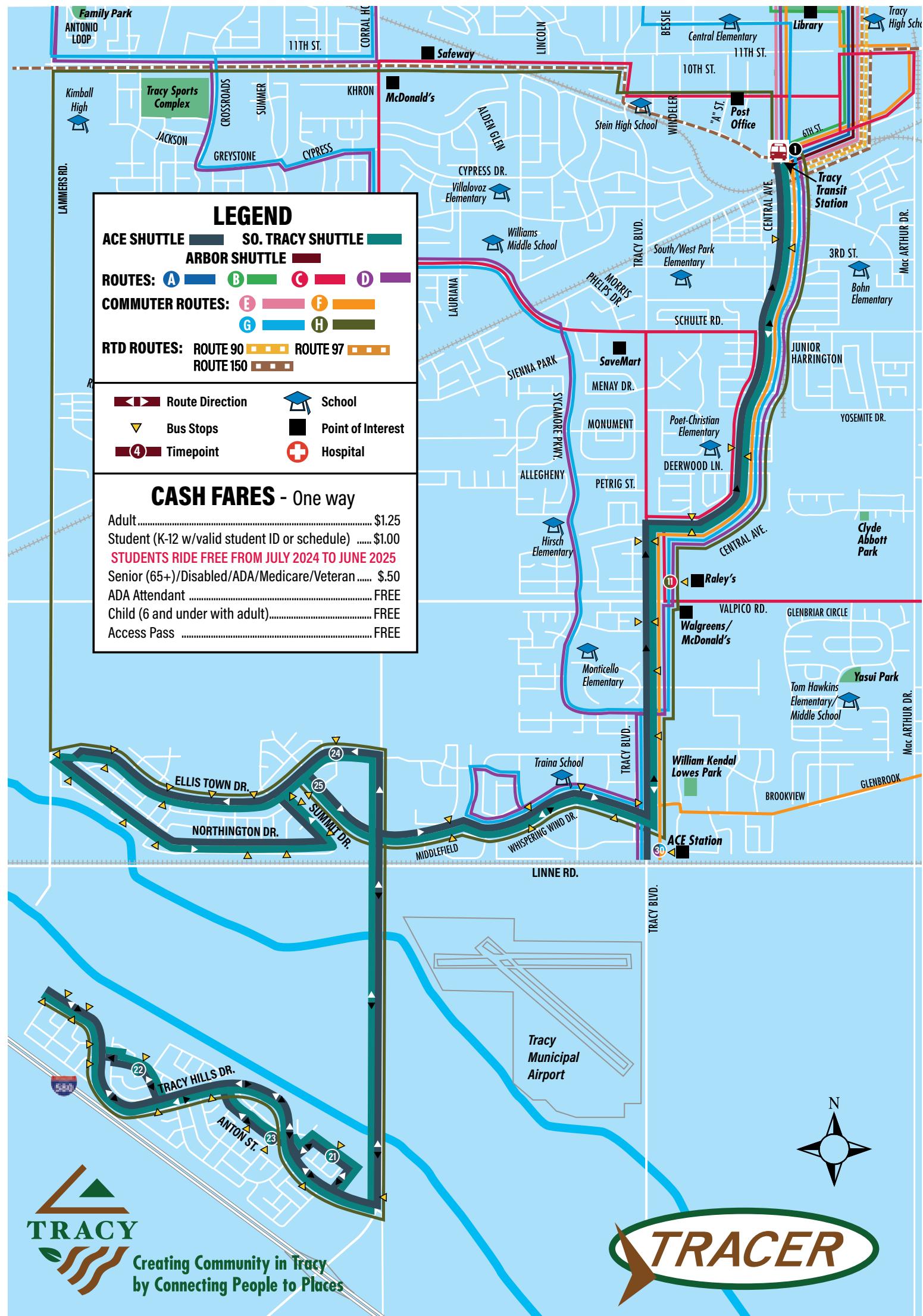
SUNDAY SERVICE AVAILABLE ON-DEMAND WITH TRACER PLUS

FOR INFORMATION CALL: (209) 831-4BUS (4287)

ACE SHUTTLE  
SOUTH TRACY SHUTTLECreating Community in Tracy  
by Connecting People to Places

INFORMATION: (209) 831-4BUS (4287)

WWW.RIDETRACER.COM



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Use the following services:



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- 3 Get next scheduled departure times (within next 2 hours).



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- 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 <sup>1</sup>	Student <sup>2</sup>
1-Ride Pass / CASH AT FAREBOX	\$1.50	\$0.75	-----
1-Ride Express Pass <sup>3</sup>	\$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

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# Hopper

90

Effective:  
July 30, 2023  
Pilot Service

Rural Area  
Deviations  
Available

### To Tracy



### To Stockton



SAN JOAQUIN  
**RTD**

(209) 943-1111 | [sjRTD.com](http://sjRTD.com)



Information herein is subject to change without notice.

## 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	---	---
<b>12:52P</b>	<b>1:02P</b>	<b>1:17P</b>	<b>1:23P</b>	<b>1:33P</b>	<b>1:39P</b>	<b>1:45P</b>	<b>2:00P</b>
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

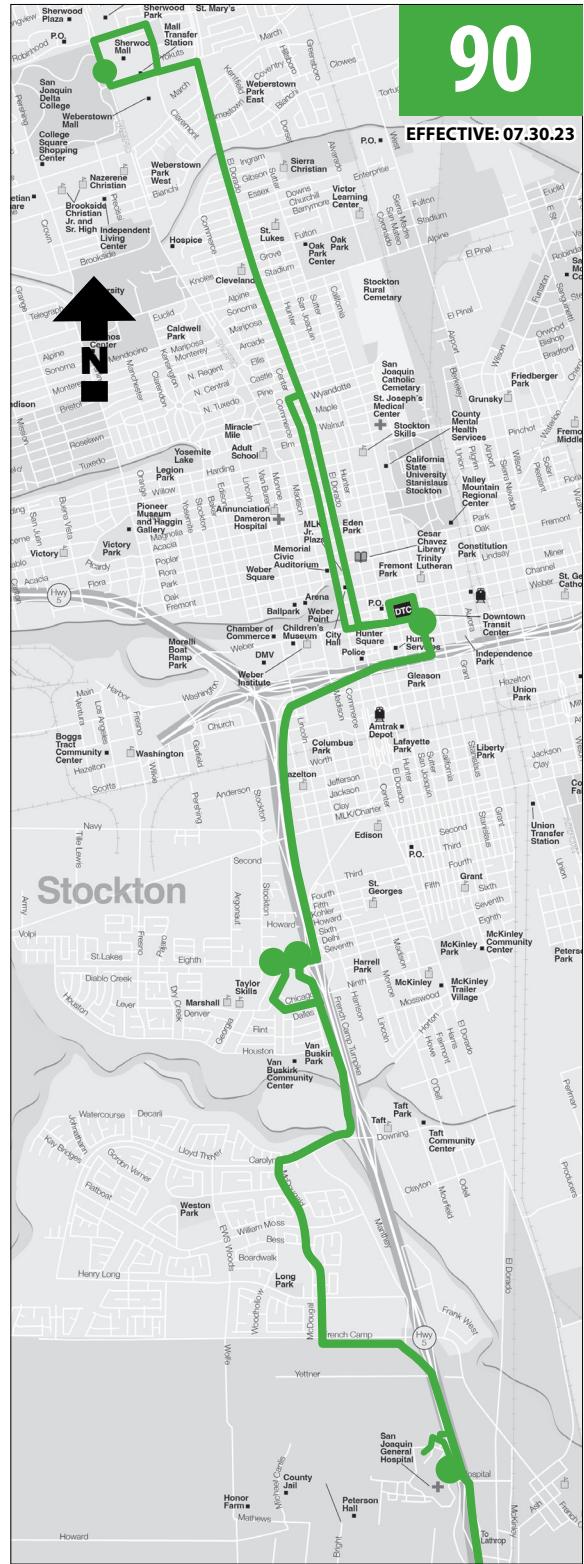
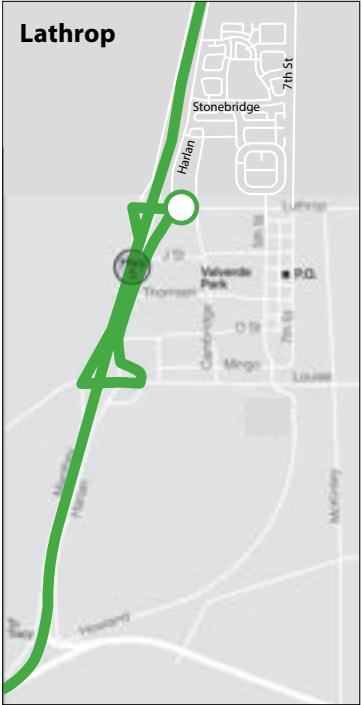
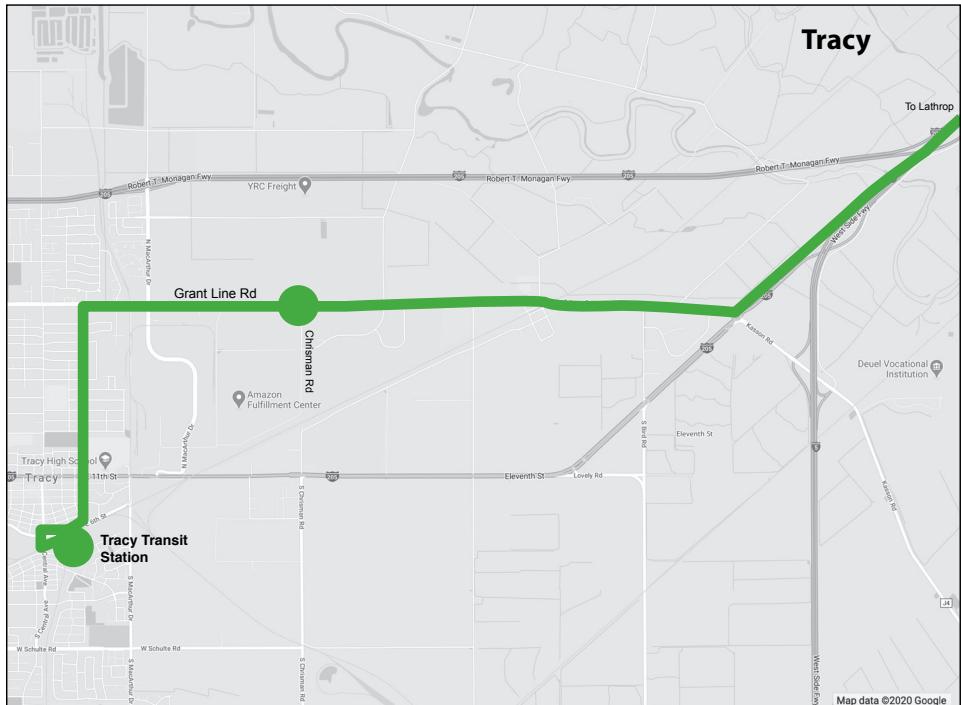


## Hopper 90 To Lathrop/Tracy

## Southbound

EFFECTIVE: 07.30.23

Pacific & Yukots 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	<b>12:02P</b>	<b>12:17P</b>	<b>12:32P</b>	<b>12:42P</b>
<b>2:05P</b>	<b>2:20P</b>	<b>2:30P</b>	<b>2:37P</b>	<b>2:47P</b>	<b>3:02P</b>	<b>3:17P</b>	<b>3:27P</b>
<b>4:50P</b>	<b>5:05P</b>	<b>5:15P</b>	<b>5:22P</b>	<b>5:32P</b>	<b>5:47P</b>	<b>6:02P</b>	<b>6:12P</b>
---	---	7:20P	7:27P	7:37P	7:52P	8:07P	8:17P



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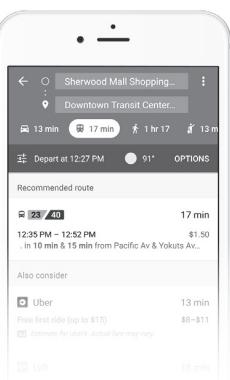
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Commuter One-Way Pass	\$7.00	-----	-----

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# Hopper

97

Effective:  
July 30, 2023

Rural Area  
Deviations  
Available

### To Manteca



Tracy  
Lathrop  
Manteca

### To Tracy



Manteca  
Lathrop  
Tracy



SAN JOAQUIN  
**RTD**

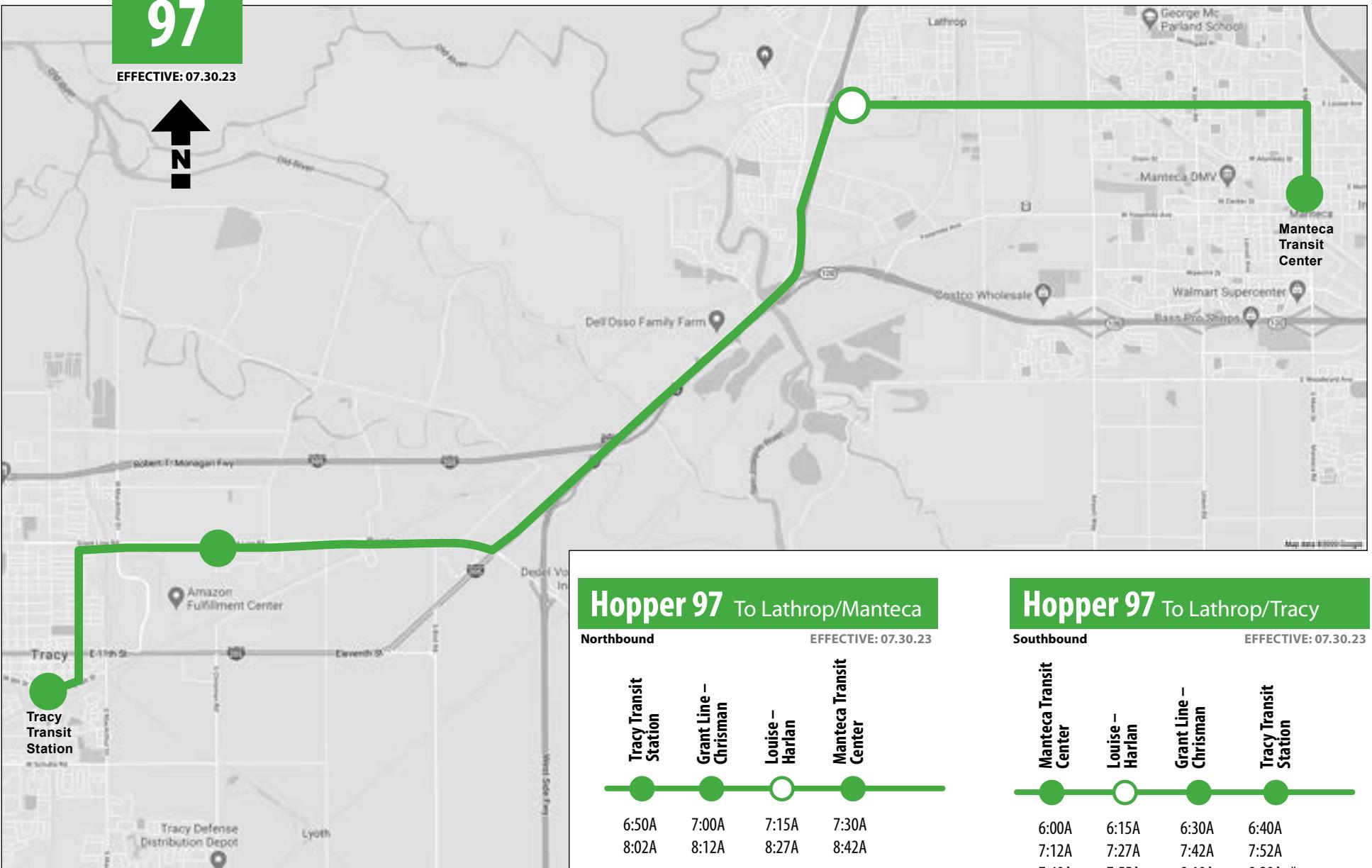
(209) 943-1111 | [sjRTD.com](http://sjRTD.com)



Information herein is subject to change without notice.

**97**

EFFECTIVE: 07.30.23



## Hopper 97 To Lathrop/Manteca

Northbound

EFFECTIVE: 07.30.23



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	<b>12:00P</b>	<b>12:15P</b>	<b>12:30P</b>
<b>1:20P</b>	<b>1:30P</b>	<b>1:45P</b>	<b>2:00P</b>
<b>4:30P</b>	<b>4:40P</b>	<b>4:55P</b>	<b>5:10P * </b>
<b>5:25P</b>	<b>5:35P</b>	<b>5:50P</b>	<b>6:05P</b>
<b>8:20P</b>	<b>8:30P</b>	<b>8:45P</b>	<b>9:00P * </b>

## Hopper 97 To Lathrop/Tracy

Southbound

EFFECTIVE: 07.30.23



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
<b>12:35P</b>	<b>12:50P</b>	<b>1:05P</b>	<b>1:15P</b>
<b>2:05P</b>	<b>2:20P</b>	<b>2:35P</b>	<b>2:45P * </b>
<b>3:40P</b>	<b>3:55P</b>	<b>4:10P</b>	<b>4:20P</b>
<b>4:35P</b>	<b>4:50P</b>	<b>5:05P</b>	<b>5:15P</b>
<b>6:15P</b>	<b>6:30P</b>	<b>6:45P</b>	<b>6:55P * </b>
<b>7:35P</b>	<b>7:50P</b>	<b>8:05P</b>	<b>8:15P</b>

● Transfer Point    ○ Stop

\*Bus goes out of service



# ACE INFORMATION

## INFORMACIÓN

### SCHEDULE / HORARIO

Station / Estaciones	ACE 01	ACE 03	ACE 05	ACE 07
Mon-Fri / Lunes a Viernes				
Westbound / AM Trains Trenes en Dirección Oeste	STOCKTON	4:10 AM	5:35 AM	6:40 AM
	LATHROP	4:29 AM	5:54 AM	6:59 AM
	TRACY	4:41 AM	6:06 AM	7:11 AM
	VASCO	5:10 AM	6:35 AM	7:40 AM
	LIVERMORE	5:15 AM	6:40 AM	7:45 AM
	PLEASANTON	5:23 AM	6:48 AM	7:53 AM
	FREMONT	5:45 AM	7:10 AM	8:15 AM
	GREAT AMERICA	6:03 AM <sup>L</sup>	7:28 AM <sup>L</sup>	8:33 AM <sup>L</sup>
	SANTA CLARA	6:10 AM <sup>L</sup>	7:35 AM <sup>L</sup>	8:40 AM <sup>L</sup>
	SAN JOSE	6:22 AM	7:47 AM	8:52 AM
Station / Estaciones	ACE 02	ACE 04	ACE 06	ACE 08
Mon-Fri / Lunes a Viernes				
Eastbound / PM Trains Trenes en Dirección Este	SAN JOSE	2:10 PM	3:35 PM	4:35 PM
	SANTA CLARA	2:15 PM	3:40 PM	4:40 PM
	GREAT AMERICA	2:24 PM	3:49 PM	4:49 PM
	FREMONT	2:45 PM	4:05 PM	5:05 PM
	PLEASANTON	3:08 PM	4:28 PM	5:28 PM
	LIVERMORE	3:22 PM	4:37 PM	5:37 PM
	VASCO	3:27 PM	4:42 PM	5:42 PM
	TRACY	3:56 PM <sup>L</sup>	5:11 PM <sup>L</sup>	6:11 PM <sup>L</sup>
	LATHROP	4:08 PM <sup>L</sup>	5:23 PM <sup>L</sup>	6:23 PM <sup>L</sup>
	STOCKTON	4:32 PM	5:47 PM	6:47 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](http://acerail.com/schedules)



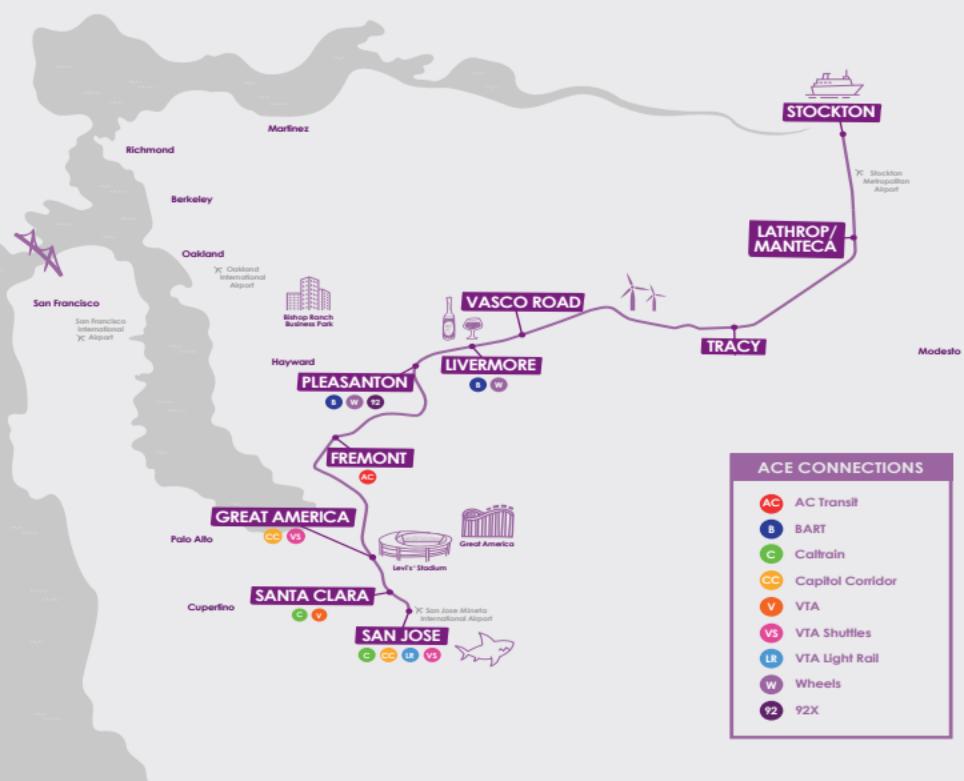
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## ACE STATIONS / ESTACIONES



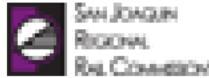
Scan Me!

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!



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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.

Sí 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.





Connecting People, Housing, and Jobs

## 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](http://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.

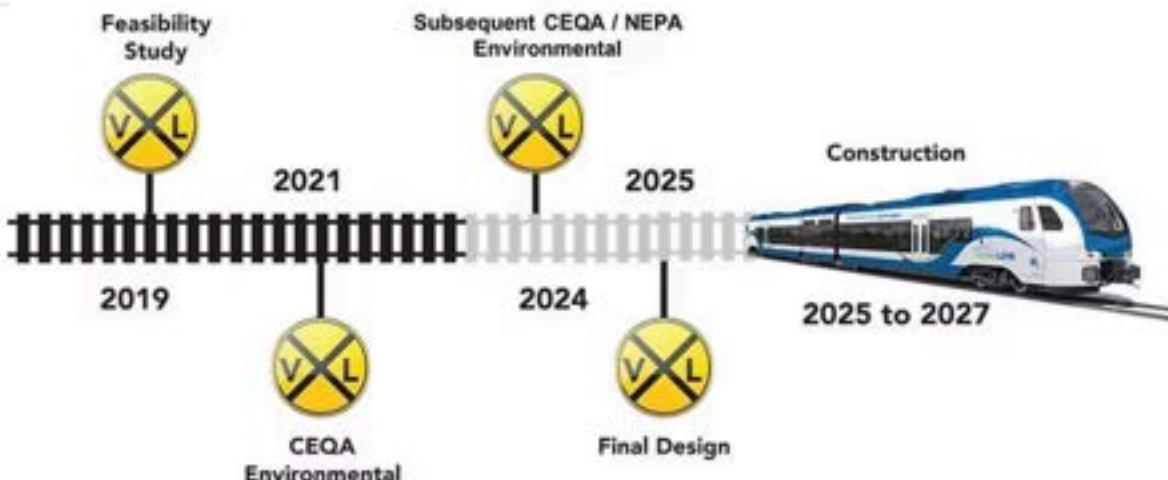
### **TRANSIT ORIENTED DEVELOPMENT**

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 (SJRRC).

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# Fact Sheet

## Project Overview

### Connecting San Joaquin Valley to the Bay Area.

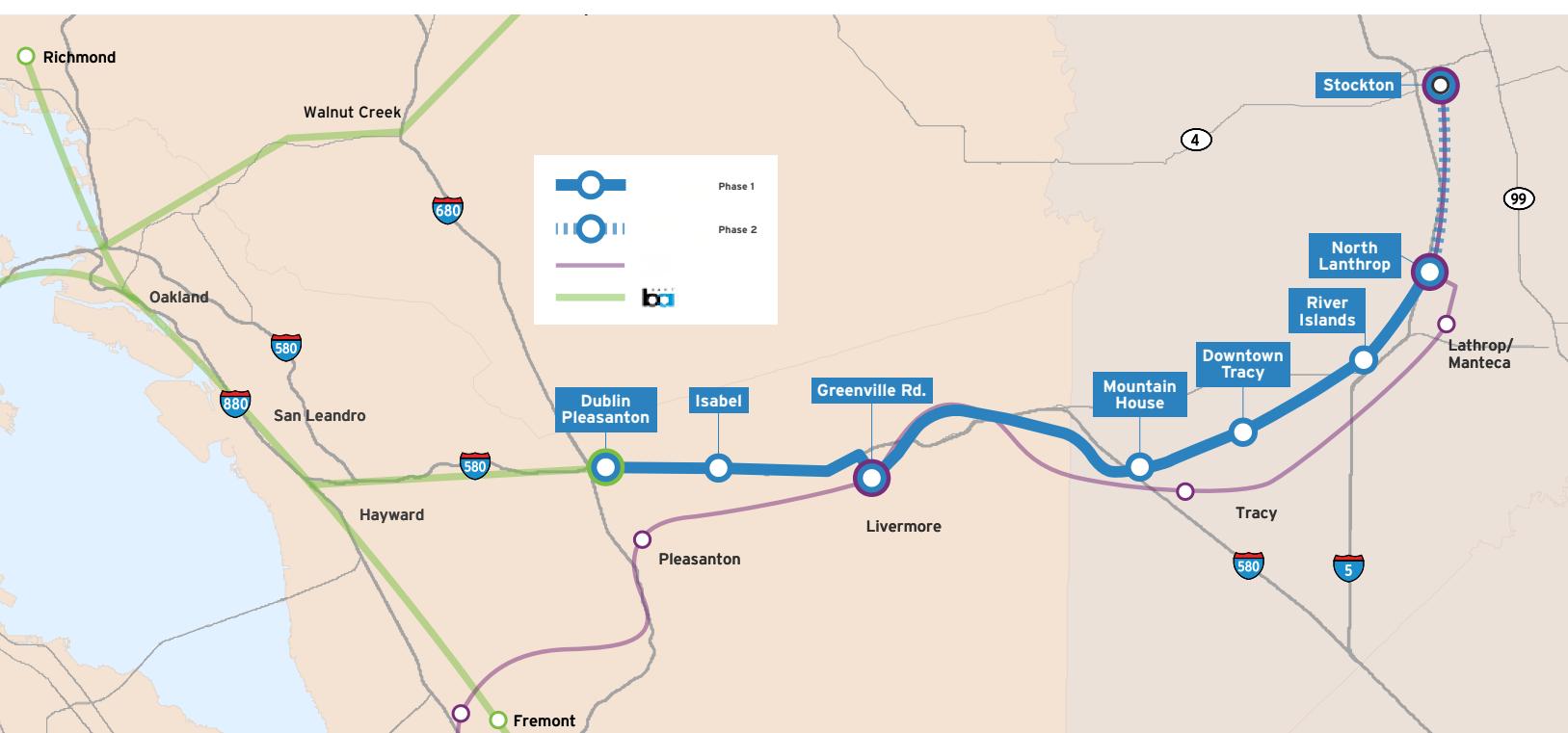
Valley Link will offer a reliable and efficient commute alternative, providing San Joaquin Valley and eastern Alameda County residents with a direct connection to BART and ACE.

**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	<b>12 min</b> (meeting every BART train)	<b>30 min</b> (meeting every other BART train)
Beyond Greenville	<b>24 min</b> (meeting every other BART train)	<b>12 min</b> (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

## 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.

## 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

## 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](http://bit.ly/valleylink)





# Valley Rail

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 CO<sub>2</sub>**
- 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 (SJRRC) and San Joaquin Joint Powers Authority's (SJPPA) 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.

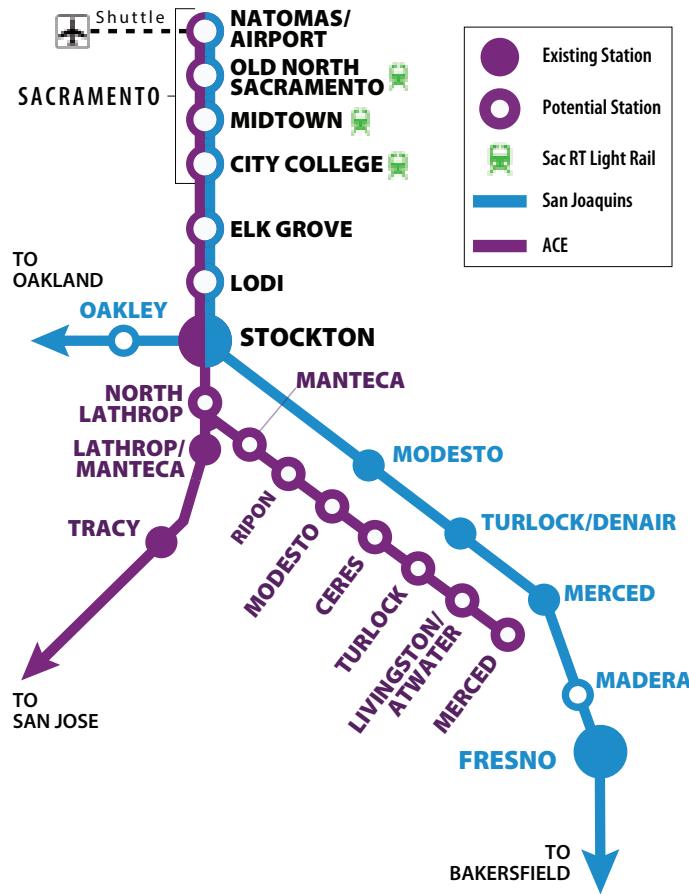


## Why is Valley Rail important to California?

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 Joaquin 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  
REGIONAL  
RAIL COMMISSION

San Joaquin  
Joint Powers Authority

## Reduce GHG



- GHG Emission Reductions of 5.2 MMT of CO<sub>2</sub>
- Program includes transition fleet to renewable fuels.

## Increase Connectivity



- Planned San Joaquins 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 Joaquins 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.

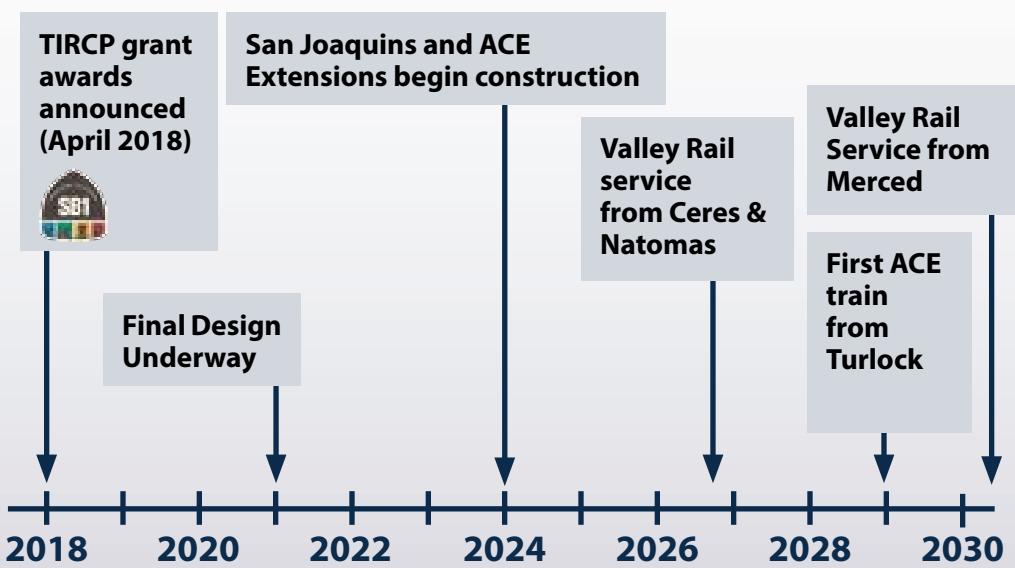
## Improve Safety



- 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 SJPPA/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.



## Contact:

[www.sjppa.com](http://www.sjppa.com)

[www.acerail.com](http://www.acerail.com)

Dan Leavitt

Manager of Regional Initiatives

[dan@acerail.com](mailto:dan@acerail.com)

209-944-6266





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 (SJCOC). 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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		Every four years
		Director of Planning & Scheduling
		Every four years
Approval Signature		
Chief Executive Officer (CEO)		Date

# 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.

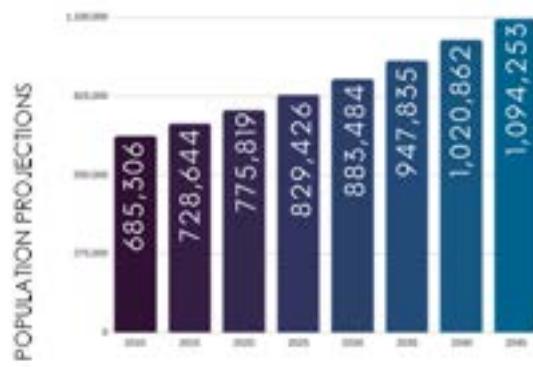
RTD will continue to work cooperatively with local governments, businesses, and citizens to coordinate transit planning with land-use planning. RTD is committed to improving public transit services to accommodate all user needs, as well as supporting other environmentally-friendly transportation initiatives 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

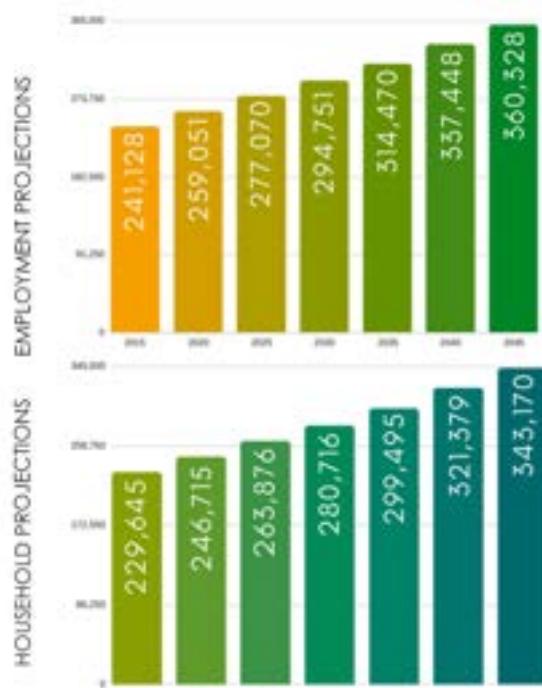
Public transit is part of the fabric of the San Joaquin County community and a critical element in our overall transportation system. As population levels within the region are forecast to increase each year (with a 14% increase projected during the life of this plan), RTD must provide mobility options 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.

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 1 – Population Projections**

Source: Annual Population Estimates, U.S. Census Bureau; Population Projection Project, Business Forecasting Center



**Figure 2 – Housing and Employment Projections**

An additional 24% from the Local Transportation Fund (LT) 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
- 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 8<sup>th</sup> 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 CO<sub>2</sub> 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 SJCOG 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 Joaquin, 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.

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 29<sup>th</sup> 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**

<b>Key System Statistics</b>	
San Joaquin County	1,426 sq. miles
Number of Active Vehicles	128
Number of Employees	203
<b>Services and Routes</b>	
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.

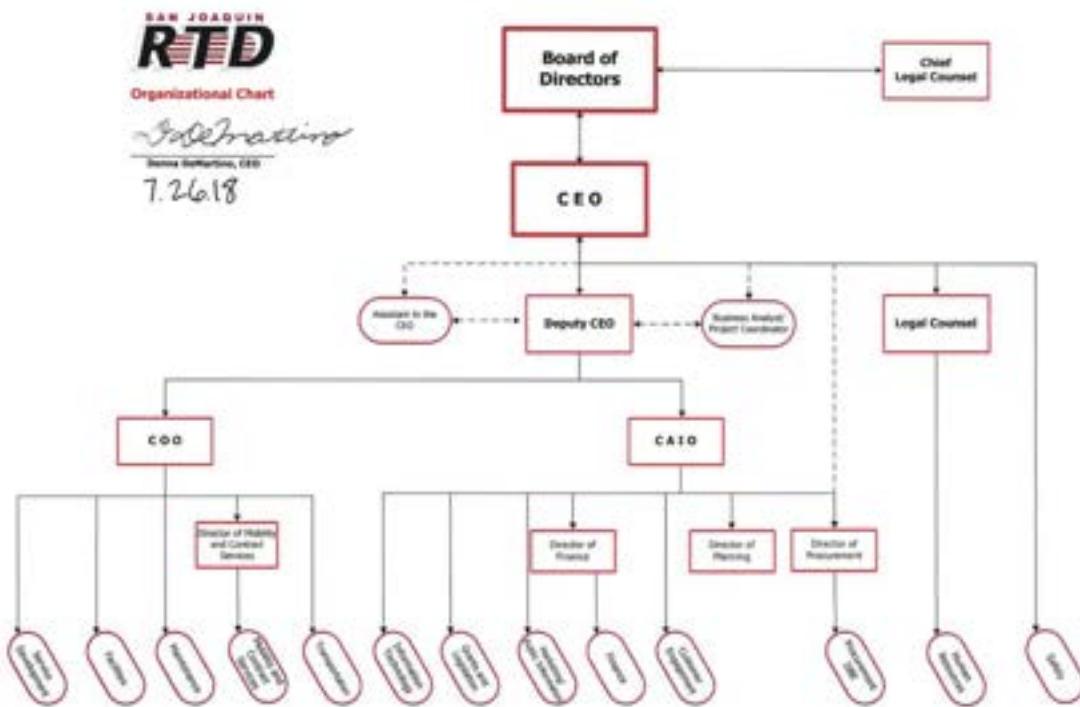
## The Organization

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
<b>SMA Local</b>	1,553,173	1,468,666	1,346,822	1,155,310
<b>BRT Express</b>	2,186,152	2,233,908	2,037,159	1,815,023
<b>Intercity</b>	72,987	67,593	60,375	52,968
<b>County Hopper</b>	210,814	199,888	180,730	157,834
<b>Metro Hopper</b>	167,186	168,147	176,635	162,223
<b>Commuter</b>	213,895	207,989	184,432	173,300
<b>SMA ADA DAR*</b>	41,663	45,647	53,831	43,903
<b>GP DAR**</b>	6,262	5,876	4,948	5,885
<b>Rural Connection</b>	5,815	5,250	2,627	-
<b>Vanpool</b>	-	-	-	-
<b>UCP</b>	30,814	28,129	30,004	25,930
<b>Grand Total</b>	<b>4,488,761</b>	<b>4,431,093</b>	<b>4,077,563</b>	<b>3,592,376</b>

**Table 17 – Total Annual Revenue Hours FY 14–17**

Service Type	FY 14	FY 15	FY 16	FY 17
<b>SMA Local</b>	70,517	71,338	71,889	71,381
<b>BRT Express</b>	44,586	44,475	44,935	44,774
<b>Intercity</b>	4,159	4,146	4,177	4,138
<b>County Hopper</b>	17,874	17,707	17,904	17,658
<b>Metro Hopper</b>	23,284	23,217	26,941	26,732
<b>Commuter</b>	17,215	16,249	15,835	14,529
<b>SMA ADA DAR*</b>	11,769	12,629	12,320	10,904
<b>GP DAR**</b>	2,352	2,388	1,807	1,825
<b>Rural Connection</b>	3,237	1,813	1,208	-
<b>UCP</b>	11,544	14,629	10,273	6,865
<b>Grand Total</b>	<b>206,537</b>	<b>208,591</b>	<b>207,289</b>	<b>198,806</b>

**Table 18 – Total Annual Revenue Miles FY 14–17**

Service Type	FY 14	FY 15	FY 16	FY 17
<b>SMA Local</b>	813,404	825,399	831,737	827,242
<b>BRT Express</b>	516,971	519,817	520,826	515,036
<b>Intercity</b>	67,574	67,499	67,917	67,518
<b>County Hopper</b>	399,846	391,683	396,354	401,129
<b>Metro Hopper</b>	235,612	234,656	265,791	263,722
<b>Commuter</b>	524,841	590,656	544,075	509,883
<b>SMA ADA DAR*</b>	227,883	242,883	255,951	244,285
<b>GP DAR**</b>	70,811	76,086	57,201	60,285
<b>Rural Connection</b>	55,552	30,448	19,450	-
<b>UCP</b>	60,458	52,760	47,335	37,877
<b>Grand Total</b>	<b>2,972,953</b>	<b>3,031,886</b>	<b>3,006,638</b>	<b>2,926,976</b>

\* 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**

<b>Service Type</b>	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>
<b>SMA Local</b>	22.0	20.6	18.7	16.2
<b>BRT Express</b>	49.0	50.2	45.3	40.5
<b>Intercity</b>	17.6	16.3	14.5	12.8
<b>County Hopper</b>	11.8	11.3	10.1	8.9
<b>Metro Hopper</b>	7.2	7.2	6.6	6.1
<b>Commuter</b>	12.4	12.8	11.6	11.9
<b>SMA ADA DAR*</b>	3.5	3.6	4.4	4.0
<b>GP DAR**</b>	2.7	2.5	2.7	3.2
<b>Rural Connection</b>	1.8	2.9	2.2	-
<b>Vanpool</b>	-	-	-	-
<b>UCP</b>	2.7	1.9	2.9	3.8
<b>Systemwide</b>	<b>21.7</b>	<b>21.2</b>	<b>19.7</b>	<b>18.1</b>

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**

<b>Service Type</b>	<b>FY 14</b>	<b>FY 15</b>	<b>FY 16</b>	<b>FY 17</b>
<b>SMA Local</b>	1.9	1.8	1.6	1.4
<b>BRT Express</b>	4.2	4.3	3.9	3.5
<b>Intercity</b>	1.1	1.0	0.9	0.8
<b>County Hopper</b>	0.5	0.5	0.5	0.4
<b>Metro Hopper</b>	0.7	0.7	0.7	0.6
<b>Commuter</b>	0.4	0.4	0.3	0.3
<b>SMA ADA DAR*</b>	0.2	0.2	0.2	0.2
<b>GP DAR**</b>	0.1	0.1	0.1	0.1
<b>Rural Connection</b>	0.1	0.2	0.1	-
<b>Vanpool</b>	-	-	-	-
<b>UCP</b>	0.5	0.5	0.6	0.7
<b>Systemwide</b>	<b>1.5</b>	<b>1.5</b>	<b>1.4</b>	<b>1.2</b>

## 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

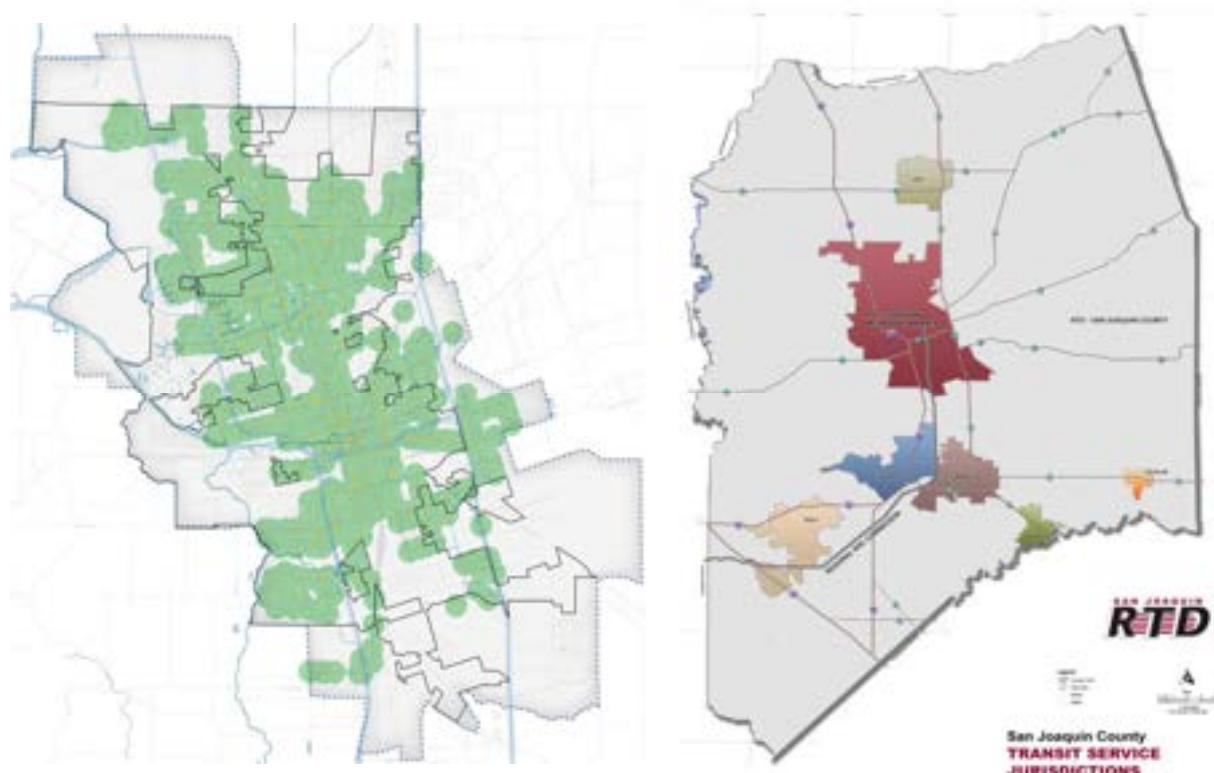
The SMA covers approximately 84 square miles; on average, 90% of the residents live in the SMA within a 1/2 mile of an RTD fixed route. When RTD expanded its boundaries in January 1994, RTD's service area grew to 1,426 square miles, which consists of Stockton and unincorporated San Joaquin County outside 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  $\frac{3}{4}$ -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 Joaquin's 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 Joaquin's 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 Joaquin's 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](http://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](http://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 <sup>1</sup>
1-RIDE CASH at FAREBOX	\$1.50	\$0.75
1-RIDE PASS	\$1.50	\$0.75
1-RIDE EXPRESS PASS <sup>3</sup>	\$1.50	\$0.75
1-DAY PASS	\$4.00	\$2.00
FARE	FULL	DISCOUNT <sup>1</sup>
31-DAY PASS	\$65.00	\$30.00
31-DAY STUDENT PASS <sup>2</sup>	\$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 <sup>4</sup>	General Public fare

### FARE STRUCTURE NOTES

1. **Discount Fare** valid only for seniors (age 65 & over), Medicare card holders, and Discount Fare Card holders.
2. **Student Fare** valid only for children ages 5-17 and college students with valid student ID.
  - o 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.
3. **1-Ride Express Pass** sold only at Fare Vending Machines (FVM), and valid only on BRT Express routes.
4. 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.
  - o 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 and at DTC, Lodi Station, Bloomberg & 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**

<b>Routes 120 &amp; 121 Origin/Destination Fare</b>	<b>DLA Distribution San Joaquin in Tracy Monthly Subscription</b>
Stockton	\$ 165.00
Manteca	\$ 165.00
Lathrop	\$ 165.00
<b>Route 150 Origin/Destination Fare</b>	<b>Dublin Pleasanton BART Monthly Subscription</b>
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
<b>Route 152 Origin/Destination Fare</b>	<b>Livermore Monthly Subscription</b>
Stockton	\$ 174.00
Lathrop	\$ 165.00
<b>Routes 163 &amp; 165 Origin/Destination Fare</b>	<b>Sacramento Monthly Subscription</b>
Stockton	\$ 176.00
Lodi	\$ 167.00
<b>Routes 172 &amp; 173 Origin/Destination Fare</b>	<b>Sunnyvale Monthly Subscription</b>
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, Statues 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%
<b>RTD Fleet Total</b>	<b>128</b>	<b>0</b>	<b>132</b>	<b>86</b>	<b>42</b>	<b>33%</b>

- 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
<b>TOTAL FLEET</b>	<b>37</b>

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 benched 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

<b>City</b>	<b>Location</b>	<b>Landmark</b>	<b>Spaces</b>	<b>Routes Serving</b>
Lathrop	15557 5 <sup>th</sup> 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 <sup>th</sup> 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 Superion'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, Superion 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](mailto:scott.guidi@dot.ca.gov).

You can send comments by email to [scott.guidi@dot.ca.gov](mailto: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 (SJCOC) 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 SJCOC 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 SJCOC 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, SJCOC 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

APPROVED AS TO FORM

*Matthew Z. James*

CITY ATTORNEY'S OFFICE

TRACY PLANNING COMMISSION

RESOLUTION 2025-013

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RECOMMENDING THAT THE CITY COUNCIL OF THE CITY OF TRACY CONDUCT A PUBLIC HEARING, AND UPON ITS CONCLUSION, TAKE THE FOLLOWING ACTIONS:

1. INTRODUCE AND ADOPT AN ORDINANCE THAT

- (A) APPROVES A ZONING TEXT AMENDMENT ADDING ARTICLE 9.5, SMALL LOT RESIDENTIAL ZONE, TO CHAPTER 10.08 OF TITLE 10 OF THE TRACY MUNICIPAL CODE, SECTIONS 10.08.1471 THROUGH 10.08.1479; AND
- (B) DETERMINE THAT THE ZONING TEXT AMENDMENT CREATING THE SMALL LOT RESIDENTIAL (RSL) ZONE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3) IN THAT PROJECTS WITH NO POTENTIAL FOR CAUSING A SIGNIFICANT EFFECT ON THE ENVIRONMENT NEED NO FURTHER ENVIRONMENTAL REVIEW.

2. INTRODUCE AND ADOPT AN ORDINANCE THAT

- (A) APPROVES A REZONE OF THE TRIWAY PROJECT SITE FROM LIGHT INDUSTRIAL TO SMALL LOT RESIDENTIAL FOR FOUR PARCELS TOTALING APPROXIMATELY 22.6 ACRES IN SIZE; AND
- (B) DETERMINE THAT THIS PROJECT IS CATEGORICALLY EXEMPT FROM CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15183, PROJECTS CONSISTENT WITH THE CERTIFIED TRACY GENERAL PLAN ENVIRONMENTAL IMPACT REPORT.

3. ADOPT A RESOLUTION THAT

- (A) APPROVES A VESTING TENTATIVE SUBDIVISION MAP FOR 275 RESIDENTIAL LOTS AND SEVERAL COMMON AREA PARCELS; AND
- (B) APPROVES A DEVELOPMENT REVIEW PERMIT FOR THE DEVELOPMENT OF 324 HOMES OF MIXED HOUSING TYPES; AND
- (C) DETERMINES THAT THIS PROJECT IS CATEGORICALLY EXEMPT FROM CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15183, PROJECTS CONSISTENT WITH THE CERTIFIED TRACY GENERAL PLAN ENVIRONMENTAL IMPACT REPORT.

WHEREAS, the project applicant submitted an application for the Triway project on March 1, 2024, including Rezone (R24-0001), Zoning Code Amendment (ZA25-0001), Vesting Tentative Subdivision Map (TSM24-0001), and Development Review Permit (D24-0003); and

**WHEREAS**, the project site is a 22.6 acre site located at 200 Valpico Road. (APNs: 246-130-03, 04, 05, and 06); and

**WHEREAS**, the project site has a General Plan land Use designation of Residential High; and

**WHEREAS**, the project site has a Zoning designation of Light Industrial; and

**WHEREAS**, the property needs a rezone for the General Plan land use and zoning of the project site to be consistent; and

**WHEREAS**, the General Plan land use designations provide for the adoption of a wide range of residential zoning designations to implement the community vision and provide for various housing opportunities; and

**WHEREAS**, the 2023 – 2031 Housing Element anticipates a range of housing options for the community that includes low, medium and high density housing; and

**WHEREAS**, development trends in California, San Joaquin County and the City of Tracy has become focused on small lot developments to provide for a more affordable housing option; and

**WHEREAS**, the Small Lot Residential (SLR) Zone classification is designed to provide for single-family dwellings, two-family dwellings, and multiple-family dwellings on small lots, and to be utilized in appropriate locations throughout the City; and

**WHEREAS**, the Small Lot Residential (SLR) Zone is consistent with direction from the State of California to offer more affordable housing options; and

**WHEREAS**, the proposed Small Lot Residential (SLR) Zone is consistent with the General Plan; and

**WHEREAS**, the proposed Vesting Tentative Subdivision Map for the Triway Project is consistent with the General Plan; and

**WHEREAS**, the proposed Vesting Tentative Subdivision Map for the Triway Project is consistent with the proposed Small Lot Residential (SLR) Zone; and

**WHEREAS**, the proposed Vesting Tentative Subdivision Map is consistent with the Tracy Municipal Code, Title 12, Subdivisions; and

**WHEREAS**, the site is physically suitable for the type of development and will be developed in accordance with City standards; and

**WHEREAS**, the Triway project layout, architecture and public space improvements have been reviewed against the City of Tracy Design Goals and Standards; and

**WHEREAS**, the Triway project is reviewed as a high-density single-family project to ensure consistency with single family and multifamily design standards. The variety of

materials, colors and architectural features, combined with the overall site layout and housing variety makes this project consistent with the intent of the guidelines; and

**WHEREAS**, the zoning text amendment creating the Small Lot Residential (RSL) Zone is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3) in that projects with no potential for causing a significant effect on the environment need no further environmental review; and

**WHEREAS**, the proposed Triway Residential Project (project) is consistent with the land use designations and development intensities assigned to the project site by the City of Tracy General Plan. Cumulative impacts associated with development and buildup of the project site, as proposed, were fully addressed in the City of Tracy General Plan EIR (SCH# 2008092006); and

**WHEREAS**, the proposed Triway project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the General Plan EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR; and

**WHEREAS**, the California Environmental Quality Act (CEQA) Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an EIR was certified; and

**WHEREAS**, the Planning Commission considered this matter at a duly noticed public hearing held on May 28, 2025; now, therefore, be it

**RESOLVED:** That the Planning Commission of the City of Tracy hereby recommends that the City Council of the City of Tracy determine that the zoning text amendment creating the Small Lot Residential (RSL) Zone is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3) in that projects with no potential for causing a significant effect on the environment need no further environmental review, as any proposed residential development project will require its own environmental review under CEQA; and be it

**FURTHER RESOLVED:** That the Planning Commission of the City of Tracy hereby recommends that the City Council of the City of Tracy adopt an ordinance in **Exhibit 1** to approve a zoning text amendment adding Article 9.5, Small Lot Residential Zone, to Chapter 10.08 of Title 10 of the Tracy Municipal Code, Sections 10.08.1471 through 10.08.1479; and be it

**FURTHER RESOLVED:** That the Planning Commission of the City of Tracy hereby recommends that the City Council of the City of Tracy determine that the Triway project is categorically exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15183, projects consistent with the certified Tracy General Plan Environmental Impact Report. The proposed Triway Residential Project (project) is consistent with the land use designations and development intensities assigned to the project site by the City of Tracy General Plan. Cumulative impacts associated with development and buildup of the project site, as proposed, were fully addressed in the City of Tracy General Plan EIR (SCH# 2008092006). Since the proposed project is consistent with the land use designation and

development intensity for the site identified in the General Plan and analyzed in the General Plan EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR. The City Council hereby determines that none of the conditions or circumstances that would require preparation of a subsequent environmental document, pursuant to Section 15183 of the CEQA Guidelines, exist in connection with the proposed Triway project, and therefore, pursuant to Section 15183, no further environmental document is required; and be it

**FURTHER RESOLVED:** That the Planning Commission of the City of Tracy hereby recommends that the City Council of the City of Tracy adopt an ordinance in **Exhibit 2** to approve a rezone of the project site from Light Industrial to Small Lot Residential for four parcels totaling approximately 22.6 acres in size; provided, however, that the approval of this rezone shall not be effective until the first day following the effective date of the Ordinance approving the zoning text amendment adding the Small Lot Residential (SLR) Zone to the municipal code; and be it

**FURTHER RESOLVED:** That the Planning Commission of the City of Tracy hereby recommends that the City Council of the City of Tracy adopt as resolution in **Exhibit 3** to approve the Triway project vesting tentative subdivision map for 275 residential lots and several common area parcels; provided, however, that the approval of this vesting tentative subdivision map shall not be effective until the first day following the effective date of the Ordinance approving the rezone of the project site from Light Industrial to Small Lot Residential; and be it

**FURTHER RESOLVED:** That the Planning Commission of the City of Tracy hereby recommends that the City Council of the City of Tracy adopt as resolution in **Exhibit 3** to approve a development review permit for the Triway project development of 324 homes of mixed housing types; provided, however, that the approval of this development review permit shall not be effective until the first day following the effective date of the Ordinance approving the rezone of the project site from Light Industrial to Small Lot Residential; and be it

\*\*\*\*\*

The foregoing Resolution 2025-013 was adopted by the Planning Commission of the City of Tracy on May 28, 2025, by the following vote:

AYES:	COMMISSION MEMBERS: ATWAL, BOAKYE-BOATENG, ORCUTT, PENNING
NOES:	COMMISSION MEMBERS: NONE
ABSENT:	COMMISSION MEMBERS: ENGLISH
ABSTENTION:	COMMISSION MEMBERS: NONE



\_\_\_\_\_  
Chair

ATTEST: Scott Clancy  
STAFF LIAISON

Date of Attestation: 6/2/2025

Exhibit 1 – Proposed City Council Ordinance for Small Lot Residential (SMR) Zone

Exhibit A – Small Lot Residential Zone

Exhibit 2 - Proposed City Council Ordinance for Triway Rezone

Exhibit A – Rezone from Light Industrial to Small Lot Residential

Exhibit 3 – Proposed City Council Resolution for Vesting Tentative Subdivision Map and  
Development Review

Exhibit A – Project Findings for Vesting Tentative Subdivision Map and Development  
Review

Exhibit B – Conditions of Approval for Vesting Tentative Subdivision Map and  
Development Review

APPROVED AS TO FORM AND LEGALITY

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CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

ORDINANCE NO. \_\_\_\_\_

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**AN ORDINANCE OF THE CITY OF TRACY ADDING ARTICLE 9.5, SMALL LOT RESIDENTIAL ZONE, TO CHAPTER 10.08 OF TITLE 10 OF THE TRACY MUNICIPAL CODE, SECTIONS 10.08.1471 THROUGH 10.08.1479**

**WHEREAS**, The City of Tracy General Plan provides for Residential High and Residential Medium land use designations; and

**WHEREAS**, the General Plan land use designations provide for the adoption of a wide range of residential zoning designations to implement the community vision and provide for various housing opportunities; and

**WHEREAS**, the 2023 – 2031 Housing Element anticipates a range of housing options for the community that includes low, medium and high density housing; and

**WHEREAS**, development trends in California, San Joaquin County and the City of Tracy has become focused on small lot developments to provide for a more affordable housing option; and

**WHEREAS**, the current Tracy Municipal Code does not provide for a small lot development option; and

**WHEREAS**, The Small Lot Residential (SLR) Zone classification is designed to provide for single-family dwellings, two-family dwellings, and multiple-family dwellings on small lots, and to be utilized in appropriate locations throughout the City; and

**WHEREAS**, the Small Lot Residential (SLR) Zone classification is intended for areas designated Residential Medium with a density range of five and nine tenths (5.9) to twelve (12) dwelling units per gross acre or Residential High with a density range of twelve and one tenth (12.1) to twenty-five (25) dwelling units per gross acre by the General Plan; and

**WHEREAS**, the Small Lot Residential (SLR) Zone will allow the developers to offer a diverse housing mix by introducing various small lot housing products; and

**WHEREAS**, the Small Lot Residential (SLR) Zone is consistent with direction from the State of California to offer more affordable housing options; and

**WHEREAS**, The proposed Small Lot Residential (SLR) Zone is consistent with the General Plan; and

**WHEREAS**, the zoning text amendment creating the Small Lot Residential (RSL) Zone is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3) in that projects with no potential for causing a significant effect on the environment need no further environmental review; and

**WHEREAS**, On May 28, 2025, the Planning Commission conducted a duly noticed public hearing to consider the proposed Small Lot Residential (SLR) Zone associated with the Triway Project, and recommended that the City Council introduce and adopt an ordinance approving the SLR Zone; and

**WHEREAS**, The City Council considered this matter at a duly noticed public hearing held on \_\_\_\_\_, 2025;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TRACY DOES ORDAIN AS FOLLOWS:**

**SECTION 1.** The foregoing recitals are true and correct and are incorporated herein as findings.

**SECTION 2.** The City Council determines the zoning text amendment creating the Small Lot Residential (RSL) Zone is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15061(b)(3) in that projects with no potential for causing a significant effect on the environment need no further environmental review, as any proposed residential development project will require its own environmental review under CEQA.

**SECTION 3.** The City Council hereby approves the zoning text amendment adding Article 9.5, Small Lot Residential Zone, to Chapter 10.08 of Title 10 of the Tracy Municipal Code, Sections 10.08.1471 through 10.08.1479, as attached to this Ordinance as Exhibit "A". This zoning text amendment made by this ordinance shall be codified in the Tracy Municipal Code.

**SECTION 4.** This Ordinance shall take effect 30 days after its final passage and adoption.

**SECTION 5.** This Ordinance shall either (1) be published once in a newspaper of general circulation, within 15 days after its final adoption, or (2) be published in summary form and posted in the City Clerk's office at least five days before the ordinance is adopted and within 15 days after adoption, with the names of the Council Members voting for and against the ordinance. (Gov't. Code §36933.)

**SECTION 6.** **Severability.** If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Ordinance. The City Council hereby declares that it would have passed this Ordinance and

each section, subsection, clause or phrase thereof irrespective of the fact that one or more other sections, subsections, clauses or phrases may be declared invalid or unconstitutional.

\* \* \* \* \*

The foregoing Ordinance \_\_\_\_\_ was introduced at a regular meeting of the Tracy City Council on the 1<sup>st</sup> day of July, 2025, and finally adopted on the \_\_\_\_\_ day of \_\_\_\_\_, 2025, by the following vote:

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

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MAYOR

ATTEST:

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CITY CLERK

## **Article 9.5 – Small Lot Residential Zone (SLR)**

### **10.08.1471 - Purpose (SLR).**

The Small Lot Residential (SLR) Zone classification is designed to provide for single-family dwellings, two-family dwellings, and multiple-family dwellings on small lots, and to be utilized in appropriate locations within the areas designated Residential Medium with a density range of five and nine tenths (5.9) to twelve (12) dwelling units per gross acre or Residential High with a density range of twelve and one tenth (12.1) to twenty-five (25) dwelling units per gross acre by the General Plan.

### **10.08.1472 - Permitted uses (SLR).**

(a) The following uses shall be permitted in the SLR Zone:

- (1) Single-family, two-family, or multiple-family dwelling; Accessory dwelling unit, subject to TMC section 10.08.3180;
- (2) Boarding and rooming house;
- (3) Emergency homeless shelter, subject to TMC section 10.08.3197;
- (4) Single-Room Occupancy Facility ("SROs"), subject to TMC section 10.08.3197;
- (5) Crop and tree farming;
- (6) Public park, building or school; and
- (7) Accessory use or structure as provided in section 10.08.1080 of Article 5 of this chapter.

(b) The following conditional uses shall be permitted in the SLR Zone subject to the granting of a use permit as provided in sections 10.08.4250 through 10.08.4420 of Article 34 of this chapter:

- (1) Mobile home park or mobile home park subdivision;
- (2) Condominium or planned residential development;
- (3) Church and church related use;
- (4) Educational, cultural, institutional or recreational use;
- (5) Private school, nursery school or day care center;

- (6) Board and care facility;
- (7) Hospital, convalescent hospital, rest home or nursing home; and
- (8) Mortuary.

**10.08.1473 - Lot area and width (SLR).**

The following lot area and width requirements shall apply in the SLR Zone:

- (a) The minimum lot area shall be 1,400 square feet.
- (b) The minimum lot width shall be twenty-five (25') feet. Lots may be created with access provided by a private court or lane. For such cases where a lot fronts onto a private court or lane, rather than a public street, the property line dividing the lot from the private court or lane shall be the front lot line.
- (c) The requirements set forth in this section may be increased or decreased for conditional uses.

**10.08.1474 - Density (SLR).**

There shall be at least 1,400 square feet of net lot area for each dwelling unit in the SLR Zone.

**10.08.1475 - Minimum yards (SLR).**

The following minimum yards shall be required in the SLR Zone:

- (a) Front: Three (3') feet, including setback to garage;
- (b) Side: Three (3') feet, except that the minimum side yard shall be zero for attached dwellings, and the street side yard on a corner lot shall be five (5') feet minimum;
- (c) Rear: Three (3') feet.
- (d) Distance between buildings: Six (6') feet.
- (e) Detached accessory buildings shall meet the minimum distance between buildings and the minimum yards of the SLR Zone.

**10.08.1476 - Height (SLR).**

The maximum height in the SLR Zone shall be three stories or forty (40') feet, whichever is less.

**10.08.1477 - Lot coverage (SLR).**

The maximum aggregate coverage of all buildings in the SLR Zone shall not exceed seventy-five (75%) percent of the lot.

**10.08.1478 - Off-street parking (SLR).**

All single-family, two-family, and multiple-family dwellings in the SLR Zone shall provide off-street parking that meets the minimum requirements in Article 26 of this chapter for single-family residential.

**10.08.1479 - Development review (SLR).**

Development approval of all uses, buildings, and site development in the SLR Zone shall be required as provided in Article 30 of this chapter.

APPROVED AS TO FORM AND LEGALITY

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CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

ORDINANCE NO. \_\_\_\_\_

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**AN ORDINANCE OF THE CITY OF TRACY REZONING THE TRIWAY PROJECT SITE FROM LIGHT INDUSTRIAL TO SMALL LOT RESIDENTIAL FOR FOUR PARCELS TOTALING APPROXIMATELY 22.6 ACRES IN SIZE**

**WHEREAS**, the project applicant submitted an application for the Triway project on March 1, 2024, including Rezone (R24-0001), Zoning Code Amendment (ZA25-0001), Vesting Tentative Subdivision Map (TSM24-0001), and Development Review Permit (D24-0003); and

**WHEREAS**, the project site is a 22.6 acre site located at 200 Valpico Road. (APNs: 246-130-03, 04, 05, and 06); and

**WHEREAS**, the project site has a General Plan land Use designation of Residential High; and

**WHEREAS**, the project site has a Zoning designation of Light Industrial; and

**WHEREAS**, the property needs a rezone for the General Plan land use and zoning of the project site to be consistent; and

**WHEREAS**, the General Plan land use designations provide for the adoption of a wide range of residential zoning designations to implement the community vision and provide for various housing opportunities; and

**WHEREAS**, the 2023 – 2031 Housing Element anticipates a range of housing options for the community that includes low, medium and high density housing; and

**WHEREAS**, development trends in California, San Joaquin County and the City of Tracy has become focused on small lot developments to provide for a more affordable housing option; and

**WHEREAS**, The Small Lot Residential (SLR) Zone classification is designed to provide for single-family dwellings, two-family dwellings, and multiple-family dwellings on small lots, and to be utilized in appropriate locations throughout the City; and

**WHEREAS**, the Small Lot Residential (SLR) Zone is consistent with direction from the State of California to offer more affordable housing options; and

**WHEREAS**, the proposed Small Lot Residential (SLR) Zone is consistent with the General Plan; and

**WHEREAS**, the proposed Triway Residential Project (project) is consistent with the land use designations and development intensities assigned to the project site by the City of Tracy General Plan. Cumulative impacts associated with development and buildup of the project site, as proposed, were fully addressed in the City of Tracy General Plan EIR (SCH# 2008092006); and

**WHEREAS**, the proposed Triway project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the General Plan EIR, and implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR; and

**WHEREAS**, the California Environmental Quality Act (CEQA) Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an EIR was certified; and

**WHEREAS**, On May 28, 2025, the Planning Commission conducted a duly noticed public hearing to consider the proposed Small Lot Residential (SLR) Zone associated with the Triway Project, and recommended that the City Council rezone the property from Light Industrial to Small Lot Residential; and

**WHEREAS**, The City Council considered this matter at a duly noticed public hearing held on \_\_\_\_\_, 2025;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TRACY DOES ORDAIN AS FOLLOWS:**

**SECTION 1.** The foregoing recitals are true and correct and are incorporated herein as findings.

**SECTION 2.** The City Council determines the proposed Triway project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the General Plan EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR. The California Environmental Quality Act (CEQA) Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an EIR was certified. Therefore, no further environmental review is necessary.

**SECTION 3** The City Council hereby approves the rezone of the project site from Light Industrial to Small Lot Residential for four parcels totaling approximately 22.6 acres in size, as attached to this Ordinance as Exhibit "A".

**SECTION 4.** This rezone will become effective once the Small Lot Residential (SLR) Zone has its final adoption and becomes effective.

**SECTION 5.** This Ordinance shall take effect 30 days after its final passage and adoption.

**SECTION 6.** This Ordinance shall either (1) be published once in a newspaper of general circulation, within 15 days after its final adoption, or (2) be published in summary form and posted in the City Clerk's office at least five days before the ordinance is adopted and within 15 days after adoption, with the names of the Council Members voting for and against the ordinance. (Gov't. Code §36933.)

**SECTION 7.** Severability. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the Ordinance. The City Council hereby declares that it would have passed this Ordinance and each section, subsection, clause or phrase thereof irrespective of the fact that one or more other sections, subsections, clauses or phrases may be declared invalid or unconstitutional.

\* \* \* \* \*

The foregoing Ordinance \_\_\_\_\_ was introduced at a regular meeting of the Tracy City Council on the 1<sup>st</sup> day of July, 2025, and finally adopted on the \_\_\_\_\_ day of \_\_\_\_\_, 2025, by the following vote:

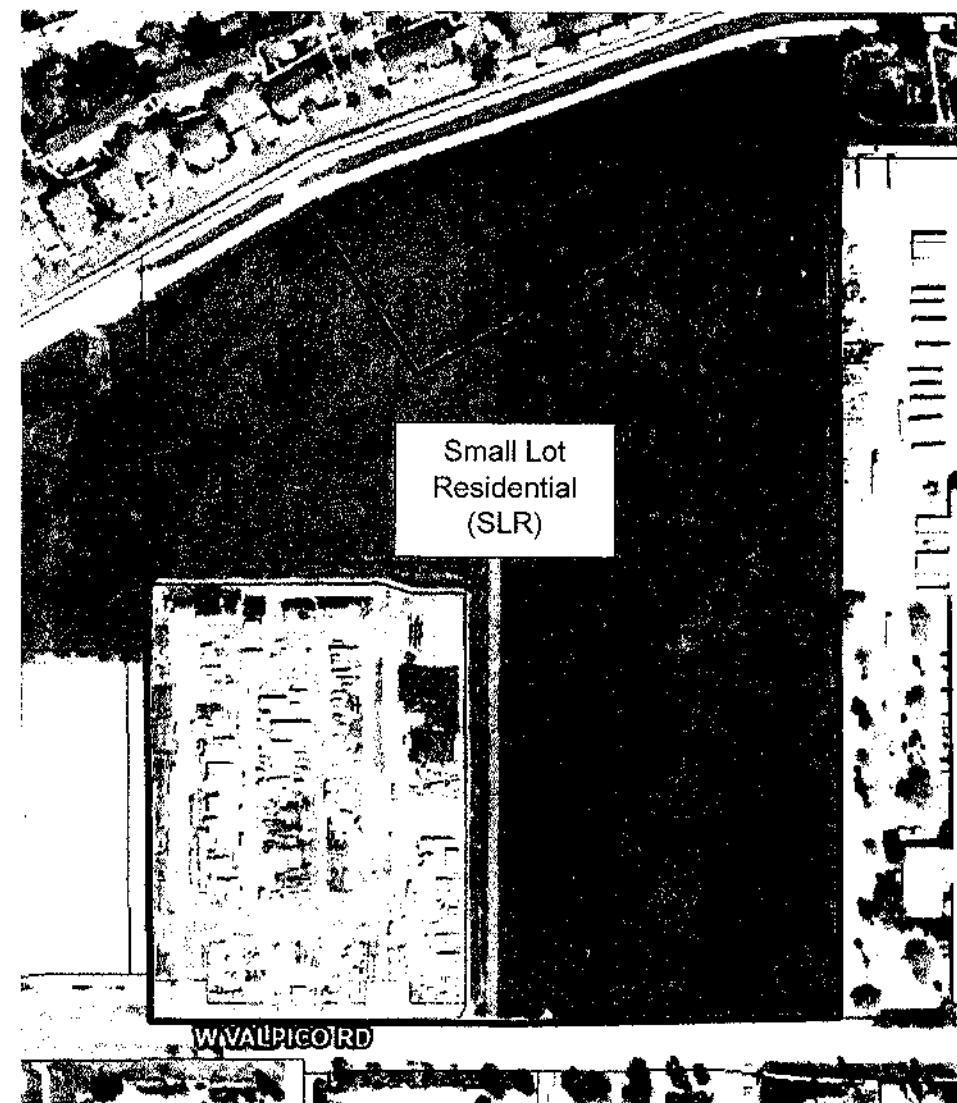
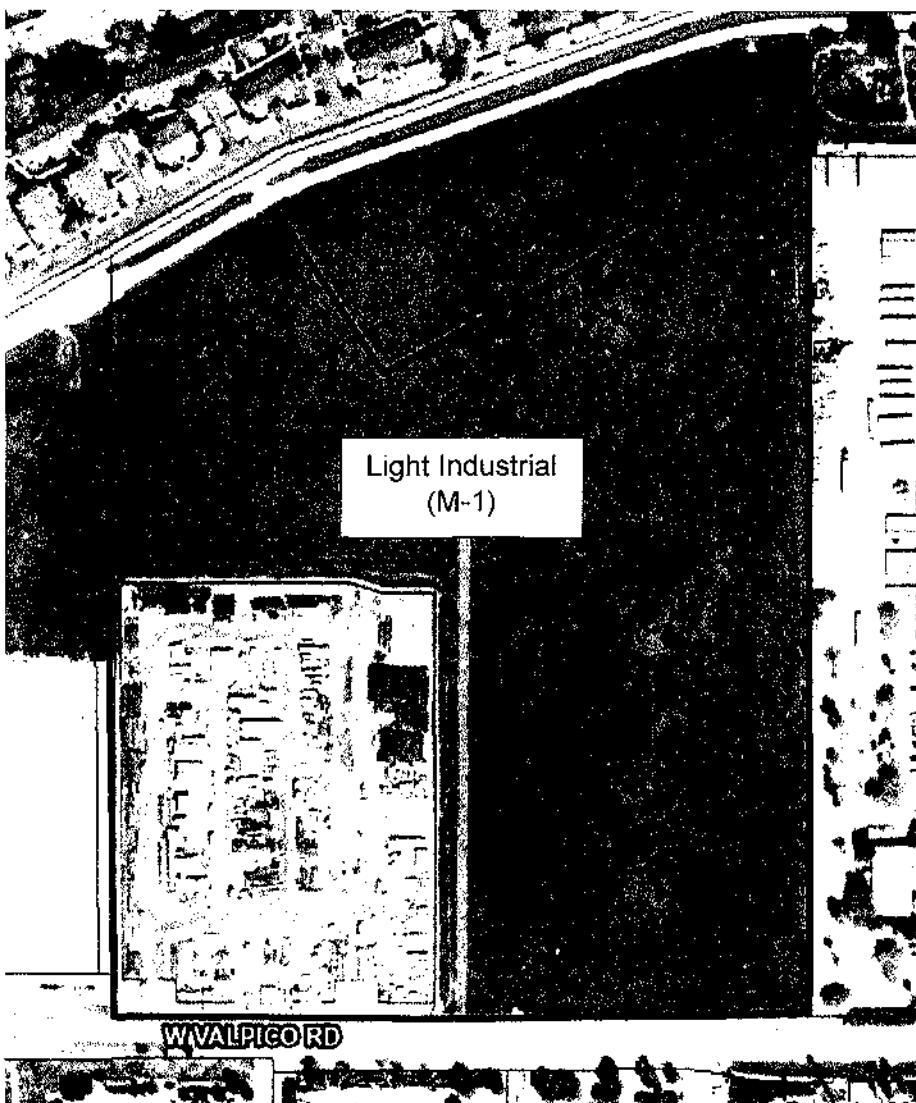
AYES: COUNCIL MEMBERS:  
NOES: COUNCIL MEMBERS:  
ABSENT: COUNCIL MEMBERS:  
ABSTAIN: COUNCIL MEMBERS:

\_\_\_\_\_  
MAYOR

ATTEST:

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

Triway Project Rezone



APPROVED AS TO FORM

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CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION 2025-\_\_\_\_\_

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1. APPROVING A VESTING TENTATIVE SUBDIVISION MAP FOR THE TRIWAY PROJECT CONSISTING OF 275 RESIDENTIAL LOTS AND SEVERAL COMMON AREA PARCELS;
2. APPROVING A DEVELOPMENT REVIEW PERMIT FOR THE TRIWAY PROJECT CONSISTING OF THE DEVELOPMENT OF 324 HOMES OF MIXED HOUSING TYPES; AND
3. DETERMINING THAT THIS PROJECT IS CATEGORICALLY EXEMPT FROM CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) PURSUANT TO CEQA GUIDELINES SECTION 15183, PROJECTS CONSISTENT WITH THE CERTIFIED TRACY GENERAL PLAN ENVIRONMENTAL IMPACT REPORT.

**WHEREAS**, the project applicant submitted an application for the Triway project on March 1, 2024, including Rezone (R24-0001), Zoning Code Amendment (ZA25-0001), Vesting Tentative Subdivision Map (TSM24-0001), and Development Review Application (D24-0003); and

**WHEREAS**, the project site is a 22.6 acre site located at 200 Valpico Road (APNs: 246-130-03, 04, 05, and 06); and

**WHEREAS**, the project site has a General Plan land Use designation of Residential High; and

**WHEREAS**, the project site has a Zoning designation of Light Industrial; and

**WHEREAS**, the property needs a rezone for the General Plan land use and zoning of the project site to be consistent; and

**WHEREAS**, the General Plan land use designations provide for the adoption of a wide range of residential zoning designations to implement the community vision and provide for various housing opportunities; and

**WHEREAS**, the 2023 – 2031 Housing Element anticipates a range of housing options for the community that includes low, medium and high density housing; and

**WHEREAS**, development trends in California, San Joaquin County and the City of Tracy has become focused on small lot developments to provide for a more affordable housing option; and

**WHEREAS**, the Small Lot Residential (SLR) Zone classification is designed to provide for single-family dwellings, two-family dwellings, and multiple-family dwellings on small lots, and to be utilized in appropriate locations throughout the City; and

**WHEREAS**, the Small Lot Residential (SLR) Zone is consistent with direction from the State of California to offer more affordable housing options; and

**WHEREAS**, the proposed Vesting Tentative Subdivision Map for the Triway Project is consistent with the General Plan; and

**WHEREAS**, the proposed Vesting Tentative Subdivision Map for the Triway Project is consistent with the proposed Small Lot Residential (SLR) Zone; and

**WHEREAS**, the proposed Vesting Tentative Subdivision Map is consistent with the Tracy Municipal Code, Title 12, Subdivisions; and

**WHEREAS**, the site is physically suitable for the type of development and will be developed in accordance with City standards; and

**WHEREAS**, the Triway project layout, architecture and public space improvements have been reviewed against the City of Tracy Design Goals and Standards; and

**WHEREAS**, the Triway project is reviewed as a high-density single-family project to ensure consistency with single family and multifamily design standards. The variety of materials, colors and architectural features, combined with the overall site layout and housing variety makes this project consistent with the intent of the guidelines; and

**WHEREAS**, the proposed Triway Residential Project (project) is consistent with the land use designations and development intensities assigned to the project site by the City of Tracy General Plan. Cumulative impacts associated with development and buildout of the project site, as proposed, were fully addressed in the City of Tracy General Plan EIR (SCH# 2008092006); and

**WHEREAS**, the proposed Triway project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the General Plan EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR; and

**WHEREAS**, the California Environmental Quality Act (CEQA) Guidelines Section 15183 allows a streamlined environmental review process for projects that are consistent with the densities established by existing zoning, community plan or general plan policies for which an EIR was certified; and

**WHEREAS**, the Planning Commission considered this matter at a duly noticed public hearing held on May 28, 2025, and voted to recommend that the City Council approve the project; and

**WHEREAS**, the City Council considered this matter at a duly noticed public hearing held on July 1, 2025; now, therefore, be it

**RESOLVED**: That the City Council of the City of Tracy determine that this project is categorically exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15183, projects consistent with the certified Tracy General Plan Environmental Impact Report. The proposed Triway Residential Project (project) is consistent with the land use designations and development intensities assigned to the project site by the City of Tracy General Plan. Cumulative impacts associated with development and buildup of the project site, as proposed, were fully addressed in the City of Tracy General Plan EIR (SCH# 2008092006). Since the proposed project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the General Plan EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR. The City Council hereby determines that none of the conditions or circumstances that would require preparation of a subsequent environmental document, pursuant to Section 15183 of the CEQA Guidelines, exist in connection with the proposed Triway project, and therefore, pursuant to Section 15183, no further environmental document is required.

**FURTHER RESOLVED**: That based on the findings set forth in **Exhibit A** hereto, the City Council hereby approves the Vesting Tentative Subdivision Map for the Triway Project (Application Number TSM24-0001), subject to the Conditions of Approval set forth in **Exhibit B** hereto; provided, however, that the approval of this vesting tentative subdivision map shall not be effective until the first day following the effective date of the Ordinance approving the rezone of the project site from Light Industrial to Small Lot Residential (Application Number R24-0001), which itself relies on the Ordinance approving the creation of the Small Lot Residential zone becoming effective ; and be it

**FURTHER RESOLVED**: That based on the findings set forth in **Exhibit A** hereto, the City Council hereby approves the Development Review Application for the Triway Project (Application Number DR24-0003), subject to the Conditions of Approval set forth in **Exhibit B** hereto; provided, however, that the approval of this development review shall not be effective until the first day following the effective date of the Ordinance approving the rezone of the project site from Light Industrial to Small Lot Residential (Application Number R24-0001), which itself relies on the Ordinance approving the creation of the Small Lot Residential zone becoming effective.

\*\*\*\*\*

The foregoing Resolution 2025-\_\_\_\_\_ was adopted by the City Council of the City of Tracy on July 1, 2025, by the following vote:

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

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DAN ARRIOLA  
Mayor of the City of Tracy

ATTEST: \_\_\_\_\_

APRIL QUINTANILLA  
City Clerk and Clerk of the Council of the City of Tracy

Date of Attestation: \_\_\_\_\_

Exhibit A – Findings to support approval of the Triway Project - Vesting Tentative Subdivision Map and Development Review Permit

Exhibit B – Conditions of Approval for Vesting Tentative Subdivision Map and Development Review Permit

**City of Tracy  
Vesting Tentative Subdivision Map Findings  
Development Review Findings  
Triway Project  
Application Number TSM24-0001 and DR24-003  
City Council – July 1, 2025**

**Vesting Tentative Subdivision Map Findings**

In accordance with Tracy Municipal Code (TMC) Section 12.28.020, the City Council has final authority on all Vesting Tentative Subdivision Maps, following recommendation by the Planning Commission. Vesting Tentative Subdivision Maps must meet the requirements set forth in TMC Chapters 12.28 and 12.16, including a noticed public hearing.

After consideration of the entire record, under TMC Sections 12.28.040 and 12.16.070, the City Council may approve the Vesting Tentative Subdivision Map if the facts in the record support the following findings:

- (1) The proposed map is consistent with the general plan, any applicable specific plan, and this title;
- (2) The site is physically suitable for the type of development;
- (3) The site is physically suitable for the proposed density of development;
- (4) The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;
- (5) The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision;
- (6) Complies with all other applicable ordinances, regulations and guidelines of the City, including but not limited to the local floodplain ordinance (Municipal Code Chapter 9.52).

Therefore, the City Council conducted a noticed public hearing on July 1, 2025, to consider approving a Vesting Tentative Subdivision Map for the Triway Project (Application Number TSM24-0001), and upon its conclusion, makes the following requisite findings for the Vesting Tentative Subdivision Map based on consideration of the entire record of evidence, including, without limitation, the following:

- (1) The proposed Vesting Tentative Subdivision Map (Application Number TSM24-0001) is consistent with the General Plan, the Small Lot Residential (SLR) Zone, TMC Chapter 10.08 Zoning Regulations, and Title 12, the Subdivision Ordinance, of the Tracy Municipal Code. The property has a General Plan designation of Residential High and a zoning designation of Small Lot Residential (SLR) Zone.
- (2) The site is physically suitable for the type of development. The site is flat and has public utilities adjacent to the site. The existing property does not have features that limit the

ability to subdivide the property into a small lot development.

- (3) The site is physically suitable for the proposed density of development. All proposed development on the property will be consistent with the allowable densities and floor area ratios prescribed by the General Plan and the development standards in the Tracy Municipal Code. Traffic circulation is designed in accordance with City standards for the proposed development to ensure adequate traffic service levels are met.
- (4) The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The proposed Triway Project (project) is consistent with the land use designations and development intensities assigned to the project site by the City of Tracy General Plan. Cumulative impacts associated with development and buildup of the project site, as proposed, were fully addressed in the City of Tracy General Plan EIR (SCH# 2008092006).

Since the proposed project is consistent with the land use designation and development intensity for the site identified in the General Plan and analyzed in the General Plan EIR, implementation of the proposed project would not result in any new or altered cumulative impacts beyond those addressed in the General Plan EIR. Pursuant to CEQA Guidelines Section 15183, no additional environmental documentation is required. Significant fish or wildlife or their habitat have not otherwise been identified on the site and no further environmental documentation is required. In addition, the subdivider will demonstrate compliance with the San Joaquin County Multi-Species Habitat Conservation & Open Space Plan administered by the San Joaquin Council of Governments for the protection of any wildlife or habitats found on the site prior to development.

- (5) The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. There are no public easements on the property that would conflict with the proposed subdivision. The developer will comply with all utility and infrastructure requirements as development occurs. The subdivision will facilitate the construction and dedication of various streets for proper circulation in accordance with City standards.
- (6) Complies with all other applicable ordinances, regulations and guidelines of the City, including but not limited to the local floodplain ordinance (Municipal Code Chapter 9.52). The subject property is not located within any floodplain and the project, with conditions, will meet all applicable City design and improvement standards.

### **Development Review Permit Findings**

Development Review Permits must meet the requirements set forth in TMC Article 30, including a noticed public hearing. Pursuant to TMC Section 10.08.3960, before approving a Development Review Permit, the City Council must review application materials and public comments submitted prior to or at the public hearing, and consider the following site-specific factors set forth in TMC Section 10.08.3960:

- general site considerations including height, bulk, and size of buildings;
- physical and architectural relationship with the existing and proposed structures;

- site layout, orientation, and location of the buildings and relationships with open areas and topography;
- location and type of landscaping;
- off-street parking areas;
- height, materials, colors and variations in boundary walls, fences, and screen plantings;
- appropriateness of the sign design and exterior lighting; and
- appropriate City utilities, public infrastructure, circulation, and roadway access.

After consideration of the entire record, under TMC Section 10.08.3960, the City Council may approve the Development Review Permit if the facts in the record support the following findings:

- (a) That the proposal increases the quality of the project site, and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy; and
- (b) That the proposal conforms to Chapter 10.08, Zoning Regulations, of the Tracy Municipal Code, the General Plan, any applicable Specific Plan, the Design Goals and Standards, any applicable Infrastructure Master Plans, and other City regulations.

Therefore, the City Council conducted a noticed public hearing on July 1, 2025, and upon its conclusion, makes the requisite findings for the Development Review Permit based on consideration of the entire record of evidence, including, without limitation, the following:

- (a) The Project increases the quality of the project site and enhances the property in a manner that therefore improves the property in relation to the surrounding area and for the citizens of Tracy. For the Triway project staff is reviewing a high-density single-family project to ensure consistency with single family and multifamily design standards. The variety of materials, colors and architectural features, combined with the overall site layout and housing variety makes this project consistent with the intent of the guidelines.

The project site has been designed to be oriented towards a neighborhood park amenity. The road system makes accessing the park feature easy from anywhere in the development. The small lot project layout creates villages that will provide for housing product variation.

The project is broken up into three distinct housing product types: the Devon at the Triway (duets), the Kinsley at the Triway (alley load) and Somerset at the Triway (front loaded conventional).

This project provides for a massing and diversity of product that creates an aesthetic interest that might not come from larger multifamily buildings. This project is comprised of two-story buildings and an apartment complex or higher unit condo or triplex project would have a much different aesthetic and massing

and

- (b) The Project conforms to all applicable requirements of Chapter 10.08 of the Tracy Municipal Code, the City of Tracy General Plan, the Small Lot Residential (SLR) Zone, the City Design Goals and Standards, the California Building and Fire Codes, and all other applicable City Standards.

**Conditions of Approval for Triway  
Vesting Tentative Subdivision Map and Development Review Permit  
Application Number TSM2024-0001 DR2024-0003  
July 1, 2025**

**Project:** These Conditions of Approval shall apply to the Vesting Tentative Subdivision Map and Development Review Permit for the Triway Project, Application Numbers **TSM2024-0001** and **DR2024-0003**, including approximately 275 single-family residential lots and various other parcels.

**Property:** The property consists of approximately 22.6-acre site located at 200 Valpico Road (APNs: 246-130-03, 04, 05, and 06), Application Numbers TSM24-0001 and D24-0003.

**Community Facilities Districts:** Certain conditions of approval herein involve the establishment of one or more Community Facilities Districts (CFDs) to implement the Project. The imposition of conditions requiring or involving the establishment of CFDs on the Property shall not limit the City from establishing additional CFDs over the Property, subject to an affirmative vote of the Property owner(s).

**A. Definitions; Abbreviations.**

The definitions in the City's zoning regulations (Tracy Municipal Code, Title 10, Chapter 10.08) and subdivision ordinance (Tracy Municipal Code, Title 12, Chapter 12.08) apply, and in addition:

1. "Applicant" means any person, or other legal entity, defined as a "Subdivider" by Section 12.08.010 of the City of Tracy Municipal Code.
2. "Community and Economic Development Director" means the Community and Economic Development Director of the City of Tracy, or any other person designated by the City Manager or the Community and Economic Development Director, to perform the duties set forth here. (The Community and Economic Development Director is also referred to in the Tracy Municipal Code as the Development and Engineering Services Director.)
3. "City Regulations" means all written laws, rules, and policies established by the City, including those set forth in the City of Tracy General Plan, the Tracy Municipal Code, ordinances, resolutions, written policies, written procedures, and the City's Design Documents (including the Standard Plans, Standard Specifications, Design Standards, and relevant Public Facility Master Plans).
4. "Conditions of Approval" or "Conditions" means these conditions of approval.

**Conditions of Approval**

Triway Project - Vesting Tentative Subdivision Map and Development Review Permit

Application Numbers TSM2024-0003-0001 and DR2024-0003

July 1, 2025

5. "Property" means the approximately 22.6-acre site located at 200 Valpico Road. (APNs: 246-130-03, 04, 05, and 06). Application Numbers TSM24-0001 and D24-0003.

The following abbreviations may be used in these Conditions:

EIR	Environmental Impact Report	PI&RA	Park Improvement and Reimbursement Agreement
DIA	Deferred Improvement Agreement	PUE	Public Utility Easement
OIA	Offsite Improvement Agreement	TMC	Tracy Municipal Code

**B. Planning Division Conditions of Approval**

1. **Compliance with laws.** The Subdivider shall comply with all laws (federal, state, and local) related to the development of real property within the Project boundaries, including, but not limited to: the Planning and Zoning Law (Government Code sections 65000, et seq.), the Subdivision Map Act (Government Code sections 66410, et seq.), the California Environmental Quality Act (Public Resources Code sections 21000, et seq., "CEQA"), and the Guidelines for the California Environmental Quality Act (California Administrative Code, title 14, sections 15000, et seq., "CEQA Guidelines").
2. **City Regulations.** Unless specifically modified by these Conditions of Approval, the Subdivider shall comply with all City Regulations.
3. **Notice of protest period.** Pursuant to Government Code Section 66020, including Section 66020 (d)(1), the City HEREBY NOTIFIES the Subdivider that the 90-day approval period (in which the Subdivider may protest the imposition of any fees, dedications, reservations, or other exactions that are within the purview of the Mitigation Fee Act [Government Code section 66000 et seq.] ("Exactions") and imposed on this Project by these Conditions of Approval) shall begin on the date of the conditional approval of this Project. If the Subdivider fails to file a protest of the Exactions complying with all of the requirements of Government Code Section 66020 within this 90-day period, the Subdivider will be legally barred from later challenging any of the Exactions. The terms of this paragraph shall not affect any other deadlines or statutes of limitations set forth in the Mitigation Fee Act or other applicable law, or constitute a waiver of any affirmative defenses available to the City.
4. **Final Maps for Financing Purposes.** For the purpose of these Conditions of Approval, if any Final Map or Parcel Map is filed within the boundaries of the Project solely for financing purposes only, and no permits will be requested pursuant to such map, then the requirements listed in these Conditions of Approval shall not apply to the final map or parcel map for financing purposes only.

Conditions of Approval

Triway Project - Vesting Tentative Subdivision Map and Development Review Permit

Application Numbers TSM2024-0003-0001 and DR2024-0003

July 1, 2025

5. Conformance with Vesting Tentative Subdivision Map. All Final Maps shall be in substantial conformance with the approved Vesting Tentative Subdivision Map (Application Number TSM24-0001), which was approved by the City Council on July 1, 2025, unless modified by these Conditions.
6. Conformance with Development Review Permit. The development of the site and residential homes will be in substantial conformance with the approved Development Review Permit (Application Number DR24-0031), approved by the City Council on July 1, 2025, unless modified by these Conditions.
7. Streets, Streetlights and Sidewalks

Before approval of the first Final Map or issuance of any building permit for the Property (except for up to fifteen (15) model homes), Subdivider shall provide for perpetual funding of the on-going costs of operation, maintenance and replacement for the traffic signals, streetlights, and street sweeping on the Property (including all costs required by PG&E), by doing one or more of the following, subject to the approval of the City's Finance Director:

- a. Community Facilities District. Subdivider shall enter into an agreement with the City, to be signed by the Finance Director, which shall be recorded against the Property, which requires that prior to the issuance of a certificate of occupancy for a residential dwelling unit, Subdivider shall complete the annexation of the Property to City of Tracy Community Facilities District in compliance with the requirements of the Mello – Roos Community Facilities Act of 1982 (Gov. Code § 53311 et seq.) including, without limitation, affirmative votes, and the recordation of a Notice of Special Tax Lien. Subdivider shall be responsible for all costs associated with the CFD proceedings.

Or

- b. HOA and dormant CFD. If the HOA is the chosen funding mechanism, the Subdivider must do the following:
  - (1) Form a Homeowner's Association (HOA) or other maintenance association, with CC&Rs reasonably acceptable to the City, to assume the obligation for the on-going costs of operation, maintenance and replacement for the traffic signals, streetlights, and street sweeping on the Property (including all costs required by PG&E);
  - (2) Cause the HOA to enter into an agreement with the City, in a form to be approved by the City and to be recorded against the Property prior to the final inspection or occupancy of the first dwelling (except for up to fifteen model homes), setting forth, among other things, the required maintenance obligations, the standards of maintenance, and all other associated obligation(s) to ensure the long-term operation, maintenance and replacement by the HOA for the traffic signals, streetlights, and street sweeping on the Property;

Conditions of Approval

Triway Project - Vesting Tentative Subdivision Map and Development Review Permit

Application Numbers TSM2024-0003-0001 and DR2024-0003

July 1, 2025

- (3) Before final inspection or occupancy of the first dwelling (except for up to fifteen model homes), annex into a CFD in a "dormant" capacity, to be triggered if the HOA fails (as determined by the City in its sole and exclusive discretion) to perform the required level of operation, maintenance and replacement for the traffic signals, streetlights, and street sweeping on the Property. The dormant tax or assessment shall be disclosed to all homebuyers and non-residential property owners, even during the dormant period.

Or

- c. Direct funding. Subdivider shall enter into an agreement with the City, which shall be recorded against the Property, which requires that prior to issuance of a certificate of occupancy for a residential dwelling unit, Subdivider shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the on-going costs of operation, maintenance and replacement for the streets, streetlights, and sidewalks on the Property (including all costs required by PG&E).

If the provisions for adequate funding of the on-going costs of operation, maintenance and replacement for the traffic signals, streetlights, and street sweeping on the Property (including all costs required PG&E) are met prior to issuance of the first building permit for the Property, subject to the Finance Director's review and approval, the terms of this condition shall be considered to have been met and this condition shall become null and void.

8. Police/Public Safety & Public Works

Before approval of the first Final Map or issuance of any building permit for the Property (except for up to fifteen (15) model homes), Subdivider shall provide for perpetual funding of the on-going costs of providing Police and public safety and Public Works services for the Property, by doing one of the following, subject to the approval of the City's Finance Director:

- a. Community Facilities District. Subdivider shall enter into an agreement with the City, to be signed by the Finance Director, which shall be recorded against the Property, which requires that prior to the issuance of a certificate of occupancy for a residential dwelling unit, Subdivider shall complete the annexation of the Property to City of Tracy Community Facilities District in compliance with the requirements of the Mello – Roos Community Facilities Act of 1982 (Gov. Code § 53311 et seq.) including, without limitation, affirmative votes, and the recordation of a Notice of Special Tax Lien. Subdivider shall be responsible for all costs associated with the CFD proceedings.

Or

- b. Direct funding. Subdivider shall enter into an agreement with the City, which shall be recorded against the Property, which requires that prior to issuance of a certificate of occupancy for a residential dwelling unit, Subdivider shall deposit

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with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the on-going costs of providing Police and public safety and Public Works services for the Property.

If the provisions for adequate funding of the on-going costs of providing Police and public safety and Public Works services for the Property are met prior to issuance of the first building permit for the Property, subject to the Finance Director's review and approval, the terms of this condition shall be considered to have been met and this condition shall become null and void.

9. Landscaping Maintenance

Before approval of the first Final Map or issuance of any building permit for the Property (except for up to fifteen (15) model homes), Subdivider shall provide for perpetual funding of the on-going costs of maintenance and replacement for public landscaping for the Property (but shall exclude the community park), by doing one or more of the following, subject to the approval of the City's Finance Director:

a. CFD or other funding mechanism. The Subdivider shall enter into an agreement with the City, which shall be recorded against the Property, which stipulates the following: (1) prior to issuance of a building permit, the Subdivider shall form a Community Facilities District (CFD) for funding the on-going maintenance costs related to maintenance, operation, repair and replacement of public landscaping, public walls and any public amenities included in the Project, and ongoing public landscaping maintenance costs associated with major program roadways identified in the Citywide Roadway and Transportation Master Plan; (2) the items to be maintained include but are not limited to the following: ground cover, turf, shrubs, trees, irrigation systems, drainage and electrical systems; masonry walls or other fencing, entryway monuments, or other ornamental structures, furniture, recreation equipment, hardscape and any associated appurtenances within medians, parkways, dedicated easements, channel-ways, public parks and public open space areas; (3) formation of the CFD shall include, but not be limited to, affirmative votes and the recordation of a Notice of Special Tax Lien; (4) upon successful formation, the parcels will be subject to the maximum special tax rates as outlined in the Rate and Method of Apportionment; (5) prior to issuance of a building permit, the Subdivider shall deposit an amount equal to the first year's taxes; and (6) the Subdivider shall be responsible for all costs associated with formation of the CFD.

Or

b. HOA and dormant CFD. If the HOA is the chosen funding mechanism, the Subdivider must do the following:

(1) Form a Homeowner's Association (HOA) or other maintenance association, with CC&Rs reasonably acceptable to the City, to assume the obligation for the on-going maintenance of all public landscaping areas within the entire tentative subdivision map area;

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- (2) Cause the HOA to enter into an agreement with the City, in a form to be approved by the City and to be recorded against the Property prior to the final inspection or occupancy of the first dwelling (except for up to fifteen model homes), setting forth, among other things, the required maintenance obligations, the standards of maintenance, and all other associated obligation(s) to ensure the long-term maintenance by the HOA of all public landscape areas within the entire tentative subdivision map area;
- (3) For each Final Map, make and submit to the City, in a form reasonably acceptable to the City, an irrevocable offer of dedication of all public landscape areas within the Final Map area;
- (4) Before final inspection or occupancy of the first dwelling (except for up to fifteen model homes), annex into a CFD in a "dormant" capacity, to be triggered if the HOA fails (as determined by the City in its sole and exclusive discretion) to perform the required level of public landscape maintenance. The dormant tax or assessment shall be disclosed to all homebuyers and non-residential property owners, even during the dormant period.

Or

- c. Direct funding. The Subdivider shall enter into an agreement with the City, which shall be recorded against the Property, which stipulates that prior to issuance of a building permit, the Subdivider shall deposit with the City an amount necessary, as reasonably determined by the City, to fund in perpetuity the full on-going maintenance costs related to maintenance, operation, repair and replacement of public landscaping, public walls and any public amenities included in the Project, and ongoing public landscaping maintenance costs associated with major program roadways identified in the Citywide Roadway and Transportation Master Plan. The items to be maintained include but are not limited to the following: ground cover, turf, shrubs, trees, irrigation systems, drainage and electrical systems, masonry walls or other fencing, entryway monuments or other ornamental structures, furniture, recreation equipment, hardscape and any associated appurtenances within medians, parkways, dedicated easements, channel-ways, public parks and public open space areas.

10. **Indemnification.** The City has determined that City, its employees, agents and officials should, to the fullest extent permitted by law, be fully protected from any loss, injury, damage, claim, lawsuit, expense, attorney fees, litigation expenses, court costs or any other costs arising out of or in any way related to this project approval, or the City's activities conducted pursuant to its processing and approval of this project approval, including any constitutional claim. Accordingly, to the fullest extent permitted by law and as a condition of this approval, the applicant and property owner, and its representative(s), or its successors shall defend, indemnify and hold harmless the City, its employees, agents and officials, from and against any liability, claims, suits, actions, arbitration proceedings, regulatory proceedings, losses,

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expenses or costs of any kind, whether actual, alleged or threatened, including, but not limited to, actual attorney fees, litigation expenses and court costs of any kind without restriction or limitation, incurred in relation to, as a consequence of, arising out of or in any way attributable to, actually, allegedly or impliedly, in whole or in part, the issuance of this project approval, or the City's activities conducted pursuant to its processing and approval of this project approval, including any constitutional claim. The applicant and property owner, and its representative(s), or its successors shall pay such obligations as they are incurred by City, its employees, agents and officials, and in the event of any claim or lawsuit, shall submit a deposit in such amount as the City reasonably determines necessary to protect the City from exposure to fees, costs or liability with respect to such claim or lawsuit.

**C. Development Engineering Division Conditions of Approval**

**C.1. Technical Analysis incorporated into these Conditions.**

Subject to the approval of the City, the Developer shall comply with the applicable recommendations of the technical analyses/reports prepared for the Project listed as follows:

- a) "The Triway:2<sup>nd</sup> Submittal Vesting Tentative Map Traffic Review Comments Memorandum prepared by Kimley Horn, dated March 28, 2025 ("Traffic Analysis").
- b) "Hydraulic and Hydraulic Analysis for the Proposed Triway Development Project" prepared by West Yost Consulting Engineers, dated April 1, 2025 ("SD System Analysis"), or as updated by minor deviation.

**C.2. Tentative Subdivision Map**

Prior to approval of the Vesting Tentative Subdivision Map, The Triway project submitted Vesting Tentative Map, "The Triway" Tract 4206, prepared by CBG Engineers of San Ramon, CA, dated April 2025, as approved by the City, the Developer shall comply with the requirements set forth in this section, to the satisfaction of the City Engineer.

C.2.1 The Developer shall submit a flatten PDF of the approved tentative subdivision map for the Project. The owner of the Property will sign the Tentative Subdivision Map, and the proposed subdivision of the Property by signing the tentative map. The Tentative Subdivision Map shall contain all the appropriate signature blocks. If at the Public Hearing changes to the final tentative subdivision map are required, Developer shall provide the revised tentative subdivision map within ten (10) days after Public Hearing.

**Tentative Subdivision Map Special Condition(s)**

NONE

**C.3. Final Subdivision Map**

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Prior to scheduling the final subdivision map for approval by the City Council, the Developer will demonstrate, to the satisfaction of the City Engineer, compliance with all required Conditions of Approval, including, the following:

- C.3.1 Developer has completed all the requirements set forth in this section, and Condition C.2, above prior to recording of the final map.
- C.3.2 The Final Subdivision Map prepared is in accordance with the applicable requirements of the Tracy Municipal Code (TMC), the City Design Standards, and in substantial conformance with the Tentative Subdivision Map for the Project. Said Final Subdivision Map shall be in substantial conformance with the City Council approved Tentative Subdivision Map prior to recording of the first final map.
- C.3.3 The horizontal and vertical control for the Project shall be based upon the City of Tracy coordinate system with at least three (3) second (2<sup>nd</sup>) order Class-1 control points establishing the "Basis of Bearing" and shown on the final map. The final map shall also identify surveyed ties from two of the horizontal control points to a minimum of two (2) separate points adjacent to or within the Property described by the Final Map. The vertical control shall be based on closest known city or county benchmarks.
- C.3.4 The Developer shall construct or bond all the conditioned public improvements identified within these conditions of approval for the project prior to subdivision map approval. If all required improvements are not constructed, the Developer will be required to execute improvement agreement(s) with an improvement security, and insurance, as required by the Government Code, the TMC, and these conditions.
- C.3.5 If applicable, the developer will include the creation of any slope easements with the final map to address slopes among the lots to address grade differentials between lots and adjacent properties. The first final map shall be recorded prior to the first building permit.
- C.3.6 The payment of final map checking fees and all applicable city fees as required by these Conditions of Approval and City regulations shall be paid before final map and first building permit of the subdivision.
- C.3.7 At the conclusion of the City's final map review, the Developer shall submit one (1) mylar copy of the approved Final Subdivision Map for signature and recording.

**Final Subdivision Map Special Condition(s)**

- C.3.2 Prior to approval of the first final map, Developer shall submit a final map that depicts the following: Final maps shall include all offers of dedication of all right(s)-of-ways, and if applicable; all Public Access Easements (PAE); all Public Utility Easements (PUE), and all emergency vehicle access easements (EVAE) all storm drain easements (SDE) as required by the City to serve the

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Project as shown sheets TM03, TM04 and TM05 on the approved Vesting Tentative Map of Tract 4206 submittal (TM 4206), in accordance with State Laws, City Regulations, and these Conditions of Approval prior to recording of the first final map. The said PUEs shall be three (3) feet wide, seven (7) feet wide, and ten (10) feet wide as measured from the edge of the PUE to edge of private street or alley Right-of-Way (ROW) in accordance with what shown on TM 4206 and city standard plans. The PUE shall be continuous along the Project's frontage with no gaps between ROW and PUE. The Developer shall dedicate ROW along the project frontage of Valpico Road per the Valpico Precise Plan Line and TM 4206. This right way dedication is shown on sections DD and EE of TM 4206, and this offer of dedication shall be made on the first final map.

- C.3.3 Prior to approval of the first final map, Developer shall submit a final map offering to dedicate all private streets to the subdivision homeowners association (HOA). All proposed internal public streets shown as streets A, B, C, and D shall include two (2) – twelve (12) feet wide travel lanes, five (5) feet wide sidewalk, and four (4) to six (6) feet wide landscape parkways between the back of curb on both sides of the street, within a 56-feet ROW as shown on sections AA on sheet TM03 of the said tentative map, shall conform with City Standard Plan No. 100 of the 2020 Design Standards for in-fill Private Streets.
- C.3.4 All proposed private Alley Lanes No. 1-12,14-34 within the subdivision shall be dedicated to the HOA, to include two (2) - twelve (12) feet wide travel lanes with beveled curbs on each side, within a 25-feet private right of way as shown on Section BB on sheet TM03 and TM05 of the said Tentative map.
- C.3.5 The proposed private Alley [road] Lane No. 13 within the subdivision shall include two (2) – thirteen (13) feet wide travel lanes with beveled curbs on each side of the paved street, within twenty-six (26) feet wide private paved street, an 8.5-feet landscape parkway, in a 35.5-feet wide ROW as shown on Section CC on sheet TM03 of the said Tentative map.
- C.3.6 As shown on sheet TM02 of the said tentative Map, the Developer shall vacate the following items as part of the final map:
  - a. one (1) 80-feet wide public street right way
  - b. two (2) ten (10) feet wide public Utility easements (PUE) on both sides of the existing 80-feet street
  - c. one (1) thirty (30) feet wide railroad right of way shown.
  - e. two (2) fifteen (15) feet wide private storm drains easements.
  - f. one (1) fifteen (15) feet x fifteen (15) feet storm drain easements.
- C.3.13. The existing four (4) parcels (APN 246-130-030, APN 246-130-040, APN 246-130-060, APN 246-130-270) as shown on Sheet TM02 of the said vesting tentative subdivision map shall be resubdivided into the 275

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residential lots as shown on sheet TM03, TM04 and TM05 of the said vesting tentative map as part of the final map for the project.

- C. 3.14. The Developer shall submit a final map offering to dedicate 155,768-square-feet public park parcel A to the City of Tracy, and a 49,503-square-feet drain basin parcel B to the City of Tracy.
- C.3.15 The Developer shall submit a final map offering to dedicate landscape parcels C, E, FF, HH, K, M, O, P and Z as shown on sheet TM05 of said tentative map to the HOA.
- C.3.16 Prior to approval of the first final map, Developer shall submit a final map offering to dedicate a storm drain easement benefiting the parcel immediately west of the Project's parcel.

C.4. Grading Permit

Prior to the Grading Permit release, the Developer shall provide all documents related to the said Grading Permit required by City requirements and these Conditions of Approval, to the satisfaction of the City Engineer, including, but not limited to, the following:

- C.4.1 All grading work (on-site and off-site) shall require a grading plan and a grading permit. The Developer will complete all requirements set forth in this section.
- C.4.2 Prior to grading permit release, Developer shall prepare grading, and drainage plans for all required earthwork, earthmoving and drainage to serve the Project (on-site and off-site) including grading details, grading quantities, and retaining walls (Grading Plans). The said Grading Plans shall be prepared in accordance with the City's Subdivision Ordinance (Tracy Municipal Code (TMC) Chapter 12.36), City Design Documents as defined in Title 12 of the TMC, and these Conditions of Approval.
- C.4.3 Prior to grading permit release, Developer shall prepare Grading Plans that are stamped and prepared under the supervision of a California registered Civil Engineer (CA-CE). These grading plans shall be prepared on a 24-inch x 36-inch size 20-pound bond white paper and shall use the City's Title Block.
- C.4.4 Prior to grading permit release, Developer shall prepare Grading Plans in substantial conformance all site building, parking, utility, grading, and other site improvements identified on submitted site improvements drawing package for D24-0003, R24-0001, TSM 24-0001 Vesting Tentative Map (The Triway) Tract 4206, located at the north of the Valpico Road and northeast of intersection of Tracy Blvd and Valpico Road intersection, APN# 246-130-030, and 246-130-040, 246-130-060, 246-130-270, Tracy CA 95376 submitted June, 2024.
- C.4.5 Prior to grading permit release, Developer shall provide a PDF copy of the Project's Geotechnical Report prepared and stamped by the Project's California registered Geotechnical Engineer (CA-GE). The technical report must include

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relevant information related to soil types and characteristics, soil bearing capacity, compaction recommendations, slope recommendations, retaining recommendations, paving recommendations, and elevation of the highest observed groundwater level. All grading plans and grading work shall be performed and completed in accordance with the recommendation(s) of the Project's CA-GE and the satisfaction of the City Engineer.

- C.4.6 Prior to grading permit release, the Developer shall depict in the grading plans the use of reinforced or engineered masonry blocks for retaining soil when the grade differential exceeds twelve (12) vertical inches. The developer will include construction details of these minor retaining walls with the Grading Plans. Developers may use slopes among the lot grading transitions to address the grade differential but said slope shall not exceed a slope gradient of three (3) horizontal feet to one (1) vertical foot, unless approved by a CA-GE and city engineer. Slope easements may be required and will be subject to approval by the City Engineer and if adjacent and affected property(s) owner(s) grants said easements.
- C.4.7 Graded slopes are an acceptable grade transition option to engineered masonry retaining walls, where cuts or fills do not match existing ground or final grade with the adjacent properties or public right of ways, with a maximum grade slope transition of one(1) feet vertical to two (2) feet horizontal, with review and approval by the City Engineer.
- C.4.8 Prior to grading permit release, Developer shall depict all proposed retaining walls as masonry or concrete retaining walls on the grading plans. The Developer is required to include all needed construction details, structural calculations, notes, and specifications for construction of these retaining walls and submit them for review and approval to Building Safety prior to construction. All concrete retaining and masonry wall design parameters will be included in the geotechnical report and made available by appendix to the geotechnical report.
- C.4.9 Prior to grading permit release, Developer shall provide a copy of the approved building permit from Building Safety for any retaining walls depicted on the Grading Plans to the City grading inspector.
- C.4.10 Prior to grading permit release, Developer shall obtain all applicable signatures by Project's CA-GE, other City departments, and any outside agencies (where applicable) on the Grading Plans including signatures of the Fire Marshal prior to submitting the final grading plans to engineering for final City Engineer's signature and issuance of the grading permit.
- C.4.11 Prior to grading permit release, Developer shall depict on the grading plans all erosion control measures that are to be implemented during grading construction of the project in accordance with city and state requirements. All grading work not completed before October 15 may be subject to additional requirements as new regulations are implemented by the city. Grading Plans

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shall specify all proposed erosion control methods, specifications, and construction details to be implemented during grading construction and specify any special materials to be used during and after the construction of the project shall be included in the grading permit.

- C.4.12 Prior to grading permit release, the Developer shall pay the City grading permit fees which include grading, plan checking, and inspection fees, and other applicable fees per the city fee schedule.
- C.4.13 Prior to grading permit release, the Developer shall obtain written approval (i.e., recorded easements for slopes, drainage, utilities, access, parking, etc.) of all other public agencies and/or private entities with jurisdiction over the required public and/or private facilities and/or property. A copy of the recorded approvals permits, and easement document(s) shall be provided to the City upon request.
- C.4.14 Prior to grading permit release, the Developer shall obtain a demolition permit to remove all existing structures, utilities, debris, garbage, or other improvements located within the project's limits of the site to the satisfaction of the city engineer. The Developer shall conduct an asbestos survey of the existing buildings in accordance with City requirements and identify all hazardous materials that must be removed prior to demolition and removal of the existing buildings. The contractor shall then remove all asbestos and all hazardous materials in accordance with state and city requirements prior to new construction to the satisfaction of the City Engineer. Demolition of the existing site utilities that disturb water, sewer, drainage, electrical, phone or internet service to the existing houses located within this project area, the Developer shall install temporary services until permanent services to these existing houses can be restored. If demolition of parking, sidewalks and access to existing residential buildings takes place, the Developer shall provide a minimum of 2 weeks' notice to the existing residents of the demolition of the site utilities and surface improvements may affect them. Prior to any demolition of the site, the contractor shall provide a temporary fence of the entire construction of area of new project area. At all times, the Developer shall maintain safe and clean working conditions for the general public and those residents that will be living in close proximity to the construction of the project. At all times, the Developer shall provide adequate warning devices, barricades, metal plating of open trenches and other safety measures installed during construction.
- C.4.15 Prior to grading permit release, the Developer shall have obtained the necessary permits to abandon or remove all existing on-site water well(s), septic system(s), leech field(s), and title drain(s), if any, in accordance with City and San Joaquin County requirements. The Developer shall be responsible for all costs associated with the abandonment or removal of the aforementioned items including the cost of permit(s) and inspection. A copy of the permits shall be provided to the City upon request.
- C.4.16 Prior to grading permit release, the Developer shall provide a copy of the approved Incidental Take Minimization Measures (ITMM) habitat survey [San

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Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)] from San Joaquin Council of Governments (SJCOG) prior to grading permit.

- C.4.17 Prior to grading permit release, the Developer shall provide a copy of the approved Air Impact Assessment (AIA) with an Indirect Source Review (ISR) and Dust Control from San Joaquin Valley Air Pollution Control District (SJVAPCD) prior to grading permit.
- C.4.18 Prior to grading permit release, the Developer shall provide the city with a written plan of how he will address archeological, historical, or other paleontological findings. If at any point during grading, the Developer, its contractor, its engineers, and their respective officials, employees, subcontractor, and/or subconsultant exposes/encounters/uncovers any archeological, historical, or other paleontological findings, the Developer shall 1) inform the City Engineer; 2) shall address the findings as required per the General Plan Cultural Resource Policy and General Plan EIR; and 3) subsequent Cultural Resource Policy or mitigation in any applicable environmental document.
- C.4.19 A maximum of seven calendar days after the release of the grading permit, the Developer shall request a pre-construction (grading) meeting with the City's Construction Management team. At this meeting, Developer shall provide three (3) paper copies of the Grading Plans. The developer shall provide additional copies as requested.
- C.4.20 The Developer shall provide a Stormwater Quality Control Plan (SWQCP), NOI permit number and improvement plans detailing the various construction details and methods for the project to incorporate to be compliance with the applicable City's Multi-Agency Post-Construction Stormwater Standards Manual (Manual). Prior to the issuance of the grading permit for the project, the SWQCP shall be approved by the City Engineer.

Grading Permit Special Condition(s)

- C4.21 The developer shall rough and final grade the project and the adjacent City regional Det 2B storm drain basin in accordance with the City approved improvement plans "Detention basin 2B expansion (CIP no 76066)" prepared by Stantec, dated 7/12/2019 for Det 2B regional basin. The excavation and grading of this regional basin shall be completed prior to installation of the subdivision storm drain system. Det 2B basin is required to be operational prior to occupying the first building within the subdivision. The developer may receive development impact fee credits for this work in accordance with Title 13 of the City of Tracy Municipal Code. The Developer will need to enter into an Improvement Agreement in order to receive fee credits.

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**C.5.0 Construction Permit [Encroachment Permit and Improvement Agreement(s)]**

Prior to construction permit release, if applicable, the Developer shall provide all documents as required by City requirements, these Conditions of Approval, to the satisfaction of the City Engineer, including, but not limited to, the following:

- C.5.1 All construction activity involving public improvements (on-site and off-site) may require one (1) or a combination of the following: approved plans; an encroachment permit; and/or a fully executed improvement agreement (Off-site Improvement Agreement - OIA or Subdivision Improvement Agreement - SIA). Any construction activity involving public improvements without the required items is prohibited. The Developer will complete all requirements set forth in this section.
- C.5.2 Prior to construction permit release, Developer shall prepare public infrastructure improvement plans for all required improvements required to serve the Project (on-site and off-site) including construction details, paving sections, joint-trench, traffic signals, etc. (Improvement Plans).
- C.5.3 Prior to construction permit release, Developer shall prepare Improvement Plans that are stamped and prepared under the supervision of a California registered Civil Engineer (CA-CE). Other disciplines' work shall also be stamped and prepared under the supervision for each discipline's registered design professional.
- C.5.4 Prior to construction permit release, Developer shall prepare Improvement Plans on a 24-inch x 36-inch size 20-pound bond white paper and shall use the City's Title Block. The said Improvement Plans and the improvements and details depicted on said Improvement Plans shall be prepared in accordance with the City's Subdivision Ordinance (Tracy Municipal Code (TMC) Chapter 12.36), City Design Documents as defined in Title 12 of the TMC, City's Facilities Master Plan for storm drainage, roadways, wastewater, and water as adopted, amended, and updated by the City, or as otherwise specifically approved by the City, and all requirements described in the documents described hereon, and these Conditions of Approval.
- C. 5.5 Prior to construction permit release, Developer shall prepare Improvement Plans in substantial conformance all site building, parking, utility, grading, and other on-site and off-site improvements identified on submitted site improvements drawing package for D24-0003,R24-0001, TSM 24-0001 Vesting Tentative Map (The Triway) Tract 4206, located at the north of the Valpico Road and northeast of intersection of Tracy Blvd and Valpico Road intersection, APN# 246-130-030, and 246-130-040, 246-130-060246-130-270, Tracy CA 95376 submitted June, 2024.
- C. 5.6 Prior to construction permit release, Developer shall provide a PDF copy of the Project's Geotechnical/Soils Report prepared and stamped by the Project's CA-GE. The technical report must include relevant information related to street

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pavement thickness (asphalt concrete and aggregate base), compaction recommendation, building pad compaction recommendation, soil bearing capacity, retaining wall footing design parameters, slope recommendations, peculation rates, ground water depth, and other pertinent information for grading the site and building the building foundations.

- C. 5.7 Prior to construction permit release, Developer shall prepare Improvement Plans to specifically include, but not be limited to all existing and proposed utilities such as domestic water line, irrigation service, water fire service, domestic water services, storm drain, sanitary sewer, all existing surface improvements such as PCC, curb, gutter, sidewalk, ADA ramps, fire hydrants, streetlights, landscaping, irrigation, irrigation controllers, striping, etc. including the size and location of all existing and proposed underground pipes within the project to the satisfaction of the City Engineer.
- C. 5.8 Prior to construction permit release, Developer shall prepare Improvement Plans to specifically include but not be limited to dimensions of existing and proposed utilities and surface improvements.
- C.5.9 Prior to construction permit release, Developer shall identify and depict on the Improvement Plans all frontage improvements of pavement, curb and gutter, sidewalk, ADA ramps, fire hydrants, streetlights, landscaping, and irrigation that are in need of repair (cracked, settled, and/or damaged) along the Project's frontage or will be new frontage improvements per the approved improvement plans as outlined in these conditions of approval and tentative map. Developer shall then note on the Improvement plans that said improvements in need of repair shall be repaired accordance with City requirements to the satisfaction of the City Engineer. Any repair, removal, and replacement shall be in accordance with city standard requirements and/or similar manner to the current city standards of improvement and shall match existing, i.e., similar width, color, finish, meander, etc. to match existing improvements to the satisfaction of the City Engineer.
- C. 5.10 Prior to construction permit release, Developer shall provide all supporting engineering calculations, materials information or technical specifications, engineers cost estimate, and technical reports shall be submitted at the time of grading, site improvements and building permit reviews. All improvement plans shall contain a note stating that the Developer will be responsible for preserving and protecting all existing survey monuments and other survey markers such as benchmarks prior to building permit to the satisfaction of the City Engineer.
- C. 5.11 Public Right-of-Way Landscaping and Irrigation – Prior to construction permit release, Developer shall prepare landscape and irrigation plans that depict the following:

The Developer shall fully landscape and irrigate the existing area along the project frontage, from the back of curb to the ROW. Landscape and irrigation plans shall be in substantial conformance with the approved preliminary plans

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submitted with the approved site development review permit for this Project. All landscape drawings shall be prepared on a 24-inch x 36-inch size 20-pound bond white paper that incorporates all requirements described in these Conditions of Approval, and the City's Design Documents as defined in Title 12 of the Tracy Municipal Code. Developers shall use the latest title block. The said landscape and irrigation plans shall be prepared by a California licensed landscape architect. The Developer shall also reinstall all existing street trees in the landscaped area between the sidewalk and curb line along the project frontage, if applicable. The Developer shall also install additional street trees, shrubs, ground cover, and other landscaping and other corresponding irrigation systems as required the Tentative map by City Engineer. The landscaping and irrigation shall conform to MWELD standards. If recommended, Developer shall use structural soil if the street trees' well is narrower than five (5) feet wide. The Developer shall construct new proposed monument signs and their appurtenances, and any other existing items such as mailboxes, etc. out of this clear site visibility zones of all driveway entrances to the site.

**C.5.12 Storm Water**

Prior to construction permit release, the Developer shall depict on the project Improvement Plans all proposed storm drain lines, structures and basins of the Project's storm drain system. The Project's storm water drain system shall connect to the City's storm water system through the regional Basin 2B in accordance with City requirements and to the satisfaction of the City Engineer. The design shall be completed prior to building permit and construction completed prior to occupancy of first residential unit.

The developer shall provide a 10-year (24 hr.) hydrology and hydraulic calculations for sizing of all the storm drain(s) lines within the project and through the regional basin. This analysis shall be submitted within a hydrology and storm water report during improvement plan-review of the project prior to building permit. Developers shall comply with the applicable requirements of the City's storm water masterplan adopted by the City Council in 2012, and any subsequent amendments and requirements stated in these conditions of approval.

**C.5.13 As required by Item No. 16, Section V on page 103 of the 2020 Design Standards, storm drain run-off shall not cross lot lines. Storm drainage release point is a location at the boundary of the Project adjacent public right-of-way where storm water leaves the Property, in a storm event and that the Property's on-site storm drainage system fails to function or it is clogged. Site grading shall be designed such that the project's storm drainage overland release point will be directly into the adjacent regional 2B basin parcel and then flow through a pump station to the existing City storm drainage channel system. If constructed according to plan, this regional 2B basin has adequate capacity to handle the storm water from this proposed project property and the surrounding developed parcels with the drainage basin. The storm drainage release point is recommended to be at least 0.70-feet lower than the lowest new building's finish-**

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floor elevation and should be designed prior to building permit and improved to the satisfaction of the City Engineer prior to occupying the first residential unit of the subdivision.

C.5.14 Per the 2012 Storm Drainage Master Plan, this development is master planned subdivision to drain into an 2B rational basin by an underground pipe. The on-site storm drains should be sized for the ten (10) year storm event, using the one hundred (100) year water surface elevation for the point of discharge as the starting water surface elevation (tailwater elevation) for capacity or HGL analyses. This project drainage system requires the developer to construct a complete storm drain system within the project private property.

Prior to construction permit release, the Developer shall depict on the project Improvement Plans a drainage out fall into project bioretention basins with bio-treatment soils to the satisfaction of the City C-3 requirements and to the satisfaction of the City Engineer. All on-site runoff from the site landscaping, pavement and roofs will discharge directly into these bioretention basins which will then filter the water that will drain into the city regional 2B storm drain system. Use of underground runoff pretreatment and storage chambers is only an alternate to bioretention basins by the Developer should be considered on a case-by-case basis.

C.5.15 Sanitary Sewer

Prior to construction permit release, Developer shall depict on the Improvement Plans the Project's sewer connections to existing sanitary sewer main lines located in Valpico Road, to sewer lines in streets A, B, C and D and then extend to sewer line laterals to each proposed residential buildings, in accordance with the City's Design Documents and to the satisfaction of the City Engineer. Developer shall depict an eight (8) inch minimum sewer lateral in each public street. The pavement restoration in Valpico Road shall be by City Standards and subject to Condition C.8.1 and to the satisfaction of the City Engineer.

C.5.16 Water Distribution

Prior to construction permit release, Developer shall depict on the Improvement Plans the Project's permanent potable domestic, irrigation, and fire water lines and services. Fire sprinkler and irrigation water services to every building in the project shall comply with the City Design Documents and city requirements. Water line sizing, layout and looping requirements for this Project shall comply with City design criteria and city requirements. During the construction of the Project, the Developer is responsible for providing water infrastructure (temporary or permanent) capable of delivering adequate fire flows and pressure appropriate to the various stages of construction and as approved by the Fire Marshal and City Engineer.

The Developer shall use existing water lines in Valpico road to connect to new water lines in streets A, B, C and D for water line connections to every new

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residential building fire system. The pavement restoration shall be per City design criteria and City standards plans and subject to Condition C.8.1.to the satisfaction of the city engineer.

Interruption to the water supply to the existing businesses and other users will not be allowed to facilitate construction of improvements related to the Project. Developer shall be responsible for notifying business owner(s) and users, regarding construction work. The written notice, as approved by the City Engineer, shall be delivered to the affected residents or business owner(s) at least seventy-two (72) hours before the start of work. Prior to starting the work described in this section, the Developer shall submit a Work Plan acceptable to the City that demonstrates no interruptions to the water supply, and the Traffic Control Plan to be used during the installation of the off-site water mains and connections.

All the water service connections shall use a remote-read (radio-read) master water meter (the water meter to be located within the City's right-of-way) and a Reduced Pressure Type back-flow protection device in accordance with City requirements. The City Engineer shall approve the location of the meters.

After improvement, acceptance, repair, and maintenance of the water service from the water meter to the point of connection with the water distribution main in the street shall be the responsibility of the City. Water service repairs after the water meter are installed are the responsibility of the Developer or individual lot owner(s).

Prior to improvement, acceptance, repair and maintenance of all on-site water lines, laterals, sub-water meters, valves, fittings, fire hydrant and appurtenances shall be the responsibility of the Developer or the individual lot owner(s).

All costs associated with the installation of the Project's water connection(s) including the cost of removing and replacing asphalt concrete pavement, pavement marking and striping such as crosswalk lines and lane line markings on existing street or parking area(s) that may be disturbed with the installation of the permanent water connection(s), or domestic water service, and other improvements shall be paid by the Developer.

**Fire Service Line(s) and Hydrants** – Location and construction details of fire service line including fire hydrant(s) that are to serve the approved project as reviewed and approved by the City Fire Marshal prior to the approval of the Improvement Plans by the City Engineer. The Developer shall submit a layout of the fire hydrants and obtain written approval of the location of fire hydrants and fire connections to the building from the Fire Marshal, prior completion of the water line design.

C.5.17 Prior to construction permit release, Developer shall prepare Joint Trench Plans and Composite Utility Plans, prepared on a 24-inch x 36-inch size 4-millimeter

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thick mylar for the installation of dry utilities such as electric, gas, TV cable, telephone, and others that will be located generally within PUE and consistent with TM 4206 to be installed to serve the Project. All private utility services to serve Project must be installed underground or relocated to be underground, and to be installed at the location approved by the respective owner(s) of the utilities from the street or an existing or proposed utility easement to the building(s).

C.5.18 Prior to construction permit release, Developer shall provide a signed and stamped Engineer's Estimate that summarizes the cost of constructing all the public improvements shown on the Improvement Plans. Said Estimate shall be prepared in accordance with City Regulations to be used for calculating engineering review fees and for bonding purposes. In determining the total construction cost, add ten percent (10%) for construction contingencies.

C.5.19 Prior to construction permit release, Developer shall provide Payment of fees required by the City requirements including but not limited to plan checking, grading, construction inspection, agreement processing, encroachment permits, and other fees. The engineering review fees will be calculated based on the fee rate adopted and updated by the City Council.

C.5.20 Traffic Control Plan - Prior to starting the work for any work within City's right-of way, the Developer shall submit a Traffic Control Plan (TCP). TCP can be split among the different construction phases. TCP will show the method and type of construction signs to be used for regulating traffic at the work areas within these streets. TCP shall conform to the Manual on Uniform Traffic Control Devices as amended by the State of California, latest edition (MUTCD-CA). TCP shall be prepared under the supervision of, signed and stamped by a Registered Civil Engineer or Registered Traffic Engineer.

Access and Traffic Circulation to Existing Businesses/Residents - Developer shall take all steps necessary to plan and construct site improvements such that construction operations do not impact safety and access (including emergency vehicles) to the existing businesses and residents throughout the duration of construction. The Developer shall coordinate with the owners and cooperate to minimize impacts on existing businesses or adjacent residents. All costs of measures needed to provide safe and functional access shall be borne by the Developer.

C.5.21 No street trench shall be left open, uncovered, and/or unprotected during night hours and when the Developer's contractor is not performing construction activities. Appropriate signs and barricades shall be installed on the street and on all trenches during such times. If the Developer or its contractor elects to use steel plates to cover street trenches, said steel plates will be skid-resistant, and shall be ramped on all sides. Ramps will be a minimum two-foot wide and will run the entire length of each side.

C.5.22 If at any point during utility installation or construction the Developer, its contractor, its engineers, and their respective officials, employees, subcontractor,

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and/or subconsultant exposes/encounters/uncovers any archeological, historical, or other paleontological findings, the Developer shall 1) inform the City Engineer; 2) shall address the findings as required per the General Plan Cultural Resource Policy and General Plan EIR; and 3) subsequent Cultural Resource Policy or mitigation in any applicable environmental document.

**C.5.23 Off-site Public Improvements** - Prior to the Developer commencing construction of off-site public improvements, the Developer shall possess a fully executed Off-site Improvement Agreement (OIA). The developer shall also complete all of the following requirements to the satisfaction of the City Engineer:

Developers shall pay all required permit processing fees including plan check and inspection fees to the City Engineering department prior to construction.

**Improvement Security** - Developer shall provide improvement security for all public improvements, as required by the Improvement Agreement. The form of improvement of security may be a bond, or another form in accordance with the Government Code, and the TMC. The amount of improvement security shall be in accordance with Title 12 of the TMC.

**Insurance** – Developer shall provide written evidence of insurance coverage that meets the terms of the Improvement Agreement.

**Construction Permit Special Condition(s)**

**C.5.24** Prior to construction permit release, Developer shall obtain all applicable signatures of City departments and outside agencies (where applicable) on the Improvement Plans including the Fire Marshal prior to submitting said plans to Engineering for City Engineer's final signature.

**C.5.25** The Developer shall install two (2) new streets A and C along the Project's frontage of this subdivision. Said new streets shall be constructed in accordance with City Standards. Along with the new driveways, the Developer shall also demolish an existing driveway along the Project's frontage on Valpico Road and replace it with new curb, curb and gutter and sidewalk and landscaping improvements along the Valpico Road. This new meandering concrete sidewalk shall be in the same alignment as the previously constructed sidewalk and constructed in accordance with City Standards. The Developer shall also widen the existing street pavement, consistent with the Valpico Road Precise Plan Line, with new curb and gutter and construct an underground storm drain system under the pavement to connect to the subdivision public storm drain system. The Developer shall also connect the proposed Project on-site sidewalks to the existing City sidewalk along the Project's frontage on Valpico Road. The Developer shall file for an encroachment permit for the demolition and construction of new improvements in the City ROW.

**C.5.26** Developer shall install all proposed vertical curbs, curb and gutters and sidewalks, ADA ramps, signage and striping in the project's public streets A, B, C

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and D and install new rolled curb and gutter, sidewalks of all private streets and all alley ways in the alignment shown on the approved tentative map per current City Standards, and to the satisfaction of the City Engineer. Both the public and private streets should be fully designed prior to building permit and installed prior to occupying the first residential building. The Developer shall file for an encroachment permit for the demolition of existing improvements on existing parcels and all new construction of improvements within the city right of way.

C.5.27 The Developer shall install the drainage pipe and improvements to the regional 2B drainage system and pump system as in accordance with the City approved improvement plans of this "Detention basin 2B expansion" (CIP 76066) plans prepared by Stantec, dated July 12, 2019, for the regional Basin 2B. The installation of storm drain system and pump station of this basin shall be completed prior to installation of the subdivision storm drain system. This regional 2B basin is required to be operational prior to occupying the first building within the subdivision. Included with the construction of this basin, the developer may form a benefit district to be reimbursed for by other developers within the local drainage area that will contribute their fair share contribution to the construction of this basin.

## C.6. Building Permit

Prior to building permit release, Developer shall demonstrate, to the satisfaction of the City Engineer, compliance with all required Conditions of Approval, including, but not limited to, the following:

- C.6.1 Developer has satisfied all the requirements set forth in Condition C.1 through C.2, and C.4, above.
- C.6.2 Prior to building permit release, Developer shall pay all applicable City and County development impact fees to the satisfaction of the City Engineer.
- C.6.3 Prior to building permit release, Developer shall have obtained a Grading Permit.

### Building Permit Special Condition(s)

NONE

## C.7. Acceptance of Public Improvements and Occupancy

Prior to acceptance of public improvements, if applicable, Developer shall demonstrate to the satisfaction of the City Engineer completion of the following:

- C.7.1 Developer has satisfied all the requirements set forth in these Conditions of Approval.
- C.7.2 Prior to any form of occupancy, Developer shall demonstrate satisfactory completion of all required/conditioned improvements. Developer shall use diligent

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and good faith efforts in taking all actions necessary to construct all public facilities required to serve the Project, and the Developer shall bear all costs related to construction of the public improvement and facilities (including all costs of design, construction, construction management, plan check, inspection, land acquisition, program implementation, and contingency).

- C.7.3 Prior to tract acceptance, Developer shall provide Certified "As-Built" Improvement Plans (or Record Drawings) from the Project's CA-CE. Upon completion of the construction by the Developer, the City, at its sole discretion, temporarily release the original mylars of the Improvement Plans to the Developer so that the Developer will be able to document revisions to show the "As-Built" configuration of all improvements.
- C.7.4 Prior to tract acceptance, Developer shall provide both AutoCAD files (including all X-references files), and GIS Shape files (both in formats approved by the City) for public improvements.
- C.7.5 Prior to tract acceptance, Developer shall complete but not limited to reconstructing PCC curb, gutter, and sidewalk, replacing asphalt concrete pavement, pavement marking and striping, and other improvements in poor condition or damaged by construction activities.

C.7.7 Prior to acceptance of public improvements, the Developer has completed the ninety (90) day public landscaping maintenance period.

- C.7.8 Prior to tract acceptance per Section 21107.5 of the California Vehicle Code, Developer shall install signs at all entrance(s) of the Project stating that the streets are privately owned and maintained and are not subject to public traffic regulations or control. Said signs must be conspicuously placed, plainly visible, and legible during daylight hours from a distance of one hundred (100) feet.
- C.7.9 Prior to acceptance of public improvements, Developer shall have constructed all public improvements in accordance City requirements, the recommendation(s) of the Project's (CA-CE), and to the satisfaction of the City Engineer.
- C.7.10 Release of Improvement Security – Release of improvement security shall be in accordance with the requirements of Title 12 of the TMC. Monumentation Bond will be released to the Developer after the City Council's acceptance of the public improvements and if the Developer meets the terms set in Section 66497(c) of the Subdivision Map Act. All survey monuments shown on the Final Map, if applicable, must be installed. Any altered, damaged, or destroyed survey monuments and/or benchmarks shall be re-established. The Developer shall submit centerline tie sheets or a record of survey for the following: new public streets; re-established survey monuments, and/or benchmarks. If the Developer destroyed, altered, and/or reconstructed any existing curb returns, Developer shall also submit corner records. Any survey document will be submitted the city and to the San Joaquin County Surveyor to comply with California Business and Professions Code Section 8771(c). Said work shall be executed by a California licensed Land Surveyor at the Developer's sole expense.

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Acceptance or Occupancy Special Condition(s)

C.7.11 Prior to issuance of temporary/final certificate of occupancy of the first building, all overhead utilities along entire project frontage shall be placed underground.

**C.8. Special Conditions**

- C.8.1 When Street cuts are made for the installation of utilities in the paved street, the Developer shall conform to Section 3.13 of the 2020 Design Standards and is required install a 2-inch-thick asphalt concrete (AC) overlay with reinforcing fabric at least 25-feet from all sides of each utility trench. A 2-inch-deep grind on the existing AC pavement will be required where the AC overlay will be applied and shall be uniform thickness in order to maintain current pavement grades, cross and longitudinal slopes. This pavement repair requirement is when cuts/trenches are perpendicular and parallel to the street's direction.
- C.8.2 Nothing contained herein shall be construed to permit any violation of relevant ordinances and regulations of the City of Tracy, or other public agency having jurisdiction. This Condition of Approval does not preclude the City from requiring pertinent revisions and additional requirements to the improvement plans, prior to the City Engineer's signature on the improvement plans, and prior to issuance of Grading Permit, Encroachment Permit, Building Permit, if the City Engineer finds it necessary due to public health and safety reasons, and it is in the best interest of the City. The Developer shall bear all the cost for the inclusion, design, and implementation of such additions and requirements, without reimbursement or any payment from the City.
- C.8.3 If water is required for the project, the Developer shall obtain an account for the water service and register for a temporary water meter with the City Finance Department and Public Works Departments. The Developer shall pay all fees associated with obtaining the account number and temporary water meter for the water service.
- C.8.4 Developer shall obtain an account for the water service to the Project and register the water meter with the Finance Department and Public Works department. The Developer shall prepare and submit a map depicting the location of the water meter on an 8.5-inch X 11-inch sheet to the Finance Department.

**D. South San Joaquin County Fire Authority**

- D.1 Prior to construction, applicant shall submit construction documents to the South San Joaquin County Fire Authority for review and approval.
  - a) Construction documents shall be designed to the current edition of the California Code of Regulations, Title 24, as amended by the City of Tracy Municipal Code.

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- b) A request for fire flow shall be submitted to the South San Joaquin County Fire Authority and results shall be approved by the Fire Marshal prior to construction. Fire flow requirements shall be in accordance with CFC Appendix B.
- D.2 Engineering and building permit applications received by our offices are subject to the current fee schedule for South San Joaquin County Fire Authority. Contact our offices for additional information.
  - a) Application processing fees and minimum plan review fees are due at time of submittal of construction documents.
  - b) Additional plan review fees, minimum inspection fees and administrative fees are calculated on approval of project and shall be paid prior to issuance of permit.
  - c) Permit holder is responsible for any additional inspection fees incurred, and shall be paid prior to final inspection.
- D.3 The buildings shall be provided with approved address identification in accordance with 2022 California Fire Code §505.1 as amended by the Tracy Municipal Code §9.06.070 Section 912.2.CFC §505.1. The address shall be illuminated at night. Illumination shall be either internally or externally at an intensity of 5.0 foot-candles.
- D.4 All fire hydrants shall be installed, inspected and tested prior to bringing combustible materials onsite, including storage.
- D.5 Prior to construction, an address must be posted at the construction site entrance. Address must be a minimum of 4 inches high by ½ inch numerals. Address must be provided so that emergency service personnel can locate the construction site in the event of an emergency.
- D.6 Prior to construction, all-weather fire apparatus access roads shall be installed. Fire apparatus access roads during construction shall have a minimum 20' unobstructed width in accordance with CFC §503
- D.7 Additional comments may occur upon submittal of construction documents.

**E. City of Tracy Building Department**

- E.1 Prior to commencement of vertical construction, applicant shall submit to the Building Safety division construction plans and supporting documents for the building conforming to Title 24 California Code of Regulations and Tracy Municipal Code that are current at the time of submittal.
- E.2 Prior to commencement of vertical construction, applicant shall provide to the Building Safety Division plans that demonstrate compliance with CRC R310.1 and provide an unobstructed pathway (20 inch minimum clearance from fence to nearest equipment) from courts or yards used for emergency egress or rescue to public ways. Typical of all residences.

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- E.3 Prior to commencement of vertical construction, applicant shall provide to the Building Safety Division plans that demonstrate compliance with CRC R327.1.3 and provide doorway(s) with 32" minimum net clear opening to at least one bedroom and one bathroom (including toilet room). Typical of all residences.
- E.4 Prior to commencement of demolition of any structures, applicant shall submit demolition plans to the Building Safety Division in conformance with California Building Code section 105.1.
- E.5 Prior to commencement of construction, applicant shall submit to the Building Safety division construction plans that include an accessible route at street crossings (Street B) where people are expected to cross per CBC 11B-206.2.19.
- E.6 Prior to commencement of construction, applicant shall submit to the Building Safety division construction plans and supporting documents for concrete and masonry fences over 4 feet in height and wood and other light material over 7 feet in height in compliance with TMC 9.10.050.
- E.7 Prior to the construction of onsite improvement including but not limited to walks, sidewalks, utilities, signs, lights, retaining walls, sound walls, underground vaults, transformer, trellis, trash enclosures, etc., applicant shall submit to the Building Safety Division construction drawings and supporting documents that conform to the current Title 24 California Code of Regulations at time of application.

**F. Parks, Recreation & Community Services Department**

**F.1 General Conditions**

- 1. Current City of Tracy Design & Construction Standards (Standard Plans – Parks & Streetscapes) shall be followed for all public landscaping and the public park. See Policy 1F in the Citywide Parks, Recreation and Trails Master Plan for more information.
- 2. The Developer shall prepare construction improvement plans and specifications for any public landscape or public park improvements for Parks, Recreation and Community Services Department's approval, at Developer's expense.
- 3. Any landscape needs to comply with current Model Water Efficient Landscape Ordinance (MWELO) requirements.
- 4. Based on the project application, the Developer is planning to establish a Homeowner's Association (HOA) as the chosen funding mechanism. The preferred approach for the maintenance of public landscaping in this project is that the public park will be City maintained and all public landscaping will be maintained by the HOA.
- 5. The mailbox area shall be located outside of the public park site unless other options are necessary. (Parcel A).

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**F.2 Neighborhood Park**

1. **Master Planning & Park Naming**
  - a. After approval of vesting tentative map, the Developer shall submit the neighborhood park conceptual plan that meets City design criteria, complies with California Environmental Quality Act (CEQA), and complies with the Citywide Parks, Recreation and Trails Master Plan (PRTMP) policies. Once the Parks, Recreation and Community Services Department determines that the plan substantially meets the City's criteria, the Developer will be required to present the plan to the City's Parks & Community Services Commission at a public meeting for review and approval.
  - b. The park will be required to establish a name through the City's Park Naming Policy prior to starting construction documents.
2. **Construction Document Preparation**
  - a. Once a plan is approved, Developer prepares & submits 60%, 90% and 100% documents through the Engineering Division of the Public Works Department. The 60% submittal is a department-specific review, 90% and 100% submittals are City-wide review.
  - b. During the construction documentation phase, the Parks, Recreation and Community Services Department will work with the Developer and the Finance Department to establish estimated costs for the ongoing maintenance, operations and capital replacement of the facility. The Developer is required to join a Community Facilities District (CFD) to ensure these financial obligations are met in perpetuity.
3. The Developer is required to enter into a park-specific Subdivision Improvement Agreement.
4. The proposed neighborhood park is 3.58 acres in size and although it does not meet specific criteria for neighborhood parks between 2 and 4 acres in size as specified in the PRTMP, the City will accept a less than 4 acre neighborhood park due to the project site being located within a key neighborhood park opportunity area where neighborhood park access is limited.
5. The neighborhood park shall have an overall style that is unique from other parks within the City of Tracy. The developer may receive development impact fee credits for this work in accordance with Title 13 of the City of Tracy Municipal Code. The Developer will need to enter into an Improvement Agreement in order to receive fee credits.
6. **Required Amenities:**
  - a. Two distinct playground areas: one for 2-5 age children and another for 5-12 age children, including climbing apparatus and swings. The playground equipment should have a unique theme and/or aesthetic. The playground spaces shall be significantly shaded from day 1 of project opening by freestanding shade structures. The play areas should incorporate all-ability play (inclusive. It should be noted that as shown, the playground and shall be a 48" high Omega II Secur

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fencing /non-climbable fencing along the southern edges to promote a safe play environment near the public roads and the park design needs to discourage direct path of travel from play areas to street no matter the distance.

- b. Pedestrian scaled lighting shall be provided along all walking paths, street frontages, and amenity areas in the park. The multi-use court shall also be lighted to provide extended recreational opportunities during evening hours.
- c. Site identification signage consistent with City standards.
- d. Appropriate site furnishings (benches, drinking fountains, trash receptacles, picnic tables, etc.) for the intended size and use of the park.
- e. Flat, open, contiguous turf area for unstructured play; minimum one acre.
- f. At least 10 picnic tables, with 75% of tables under one shade structure.
- g. At least one active use amenity, such a multi-use sport court.
- h. Accessible pathway connecting park elements and creating a walking loop.
- i. General landscape improvements in natural or open space areas, including groundcovers, plantings and trees for shade and windbreaks.
- j. Bike parking, with a minimum of 5 spaces provided.
- k. Provide on-street accessible parking near the primary use areas of the park.
- l. Provide maintenance vehicle access into the park from the public road at northwest and south west corners.
- m. Park Plant Palette – *Stachys byzantina* (*Iantana*) (Lamb's Ear) is not a durable species for a public park setting. Select a different species that is more robust to achieve similar design goals.
- n. In an effort to reduce water usage and maintenance inputs, 20% minimum of all planting areas within the park will need to consist of nonirrigated landscaping (ie. mulch, cobble, decomposed granite, artificial turf, etc.).
- o. Locations of in-ground and above-ground utility structures within park are subject to prior review and approval of Parks, Recreation and Community Services Department. Utilities shall not be placed near playground areas, field activities or obstruct the overall design of the primary park area.
- p. The neighborhood park must be completed and open for public use when 50% of the homes in the project are occupied, or sooner.
- q. Adjust trees within park so that no mature tree canopies hang over into private property.
- r.
- s. The proposed park site (Parcel A) is in an area of the project site that currently has industrial use actively occurring. The City has clear policy related to not accepting parkland that has contamination or similar environmental concerns. Staff reached out to the Developer and confirmed this current use is industrial. It was also stated that the CEQA analysis would evaluate site conditions including potential soil contamination and similar environmental concerns and that those issues would be mitigated prior to any public park construction occurring. The Parks, Recreation and Community Services Department will need confirmation from the Developer that the park site is not contaminated, including any specific remediation that may have been required by CEQA, prior to any construction activities occurring. If confirmation of a clean site cannot be obtained, the Developer would need to relocate the park to another portion of the project site that does not have these concerns. If the Developer chooses to not relocate the park, the park would not be eligible for neighborhood park credits (or as a

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community benefit as required for establishments of PUD zones) and the park will not be accepted as a public park.

**F.3 Public Landscape Areas/Streetscape**

1. In an effort to reduce water usage and maintenance inputs, a 20% minimum of all public landscape area will need to consist of non-irrigated landscaping (ie. mulch, cobble, decomposed granite, artificial turf, etc.).
2. Public landscaping that abuts private property landscaping shall be separated by a concrete mow band per City Standard Detail D7.10 and/or privately owned fence.
3. The split rail fence along Valpico Road needs to be pre-cast concrete and located on private property, not in the public right of way.
4. Tree Selection Comments
  - a. Arbutus x 'Marina' is not an acceptable street tree in Tracy due to maintenance concerns from wet fruit produced by tree. Please select a different species that doesn't create significant maintenance concerns.
  - b. Platanus x acerifolia 'Yarwood' has a high root damage potential. Please be mindful of placement along Valpico and create adequate separation between tree and hardscape areas.

**F.4 City Basin/Project Bio-Retention Areas**

1. The Civil plans call for Basin 2A access (PAE) off the public road. Provide driveway apron and asphalt access road with concrete mow band edge restraint up to City property. Provide gate and coordinate with City on material/model. Coordinate improvements with approved basin design.
2. The park shall be completed and open for public use (City Council acceptance) when 50% of the homes in a new development are occupied, or sooner. If a development is built in phases, the park must be completed and open for public use when 50% of the homes are occupied in that phase."

**G. San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).**

Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements: Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance.***

**G.1. SJMSCP Incidental take Minimization Measures and mitigation requirement:**

- Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
- Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.

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- Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
  - a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
  - b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
  - c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
  - d. Purchase approved mitigation bank credits.
- Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
  - a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
  - b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
  - c. Purchase approved mitigation bank credits.
- Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

Receive your Certificate of Payment and release the required permit

## H San Joaquin Valley Air Pollution Control District (District)

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: <https://ww2.valleyair.org/rules-and-planning/current-district-rules-and-regulations>.

To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (209) 557-6446.

### H.1 District Rule 4601 (Architectural Coatings)

The Project will be subject to District Rule 4601 since it is expected to utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with

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District Rule 4601 requirements can be found online at:

<https://ww2.valleyair.org/media/tkgjeusd/rule-4601.pdf>

**H.2 District Regulation VIII (Fugitive PM10 Prohibitions)**

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*.

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at: <https://ww2.valleyair.org/media/fm3jrbsq/dcp-form.docx>

Information about District Regulation VIII can be found online at:

<https://ww2.valleyair.org/dustcontrol>

**I. Byron-Bethany Irrigation District (legacy WSID)**

I.1 There needs to be a physical barrier between BBID property and the Triway development.

I.2 Any landscaping within 10 feet of the BBID canal needs to be coordinated to make sure operational impacts are reduced. BBID cannot have any tree branches extending into BBID property which would impede BBID equipment using the canal access road. Due to these reasons, we would request that the trees be moved at least 10' back from the wall, or replaced with other vegetation that does not cause these concerns.

I.3 Construction along the BBID property line will require coordination with BBID staff. Construction documents, reports and improvement plans shall ensure that the BBID canal and property will be protected from stormwater, sediment, and other trash and debris during construction.

**J. City of Tracy – Transit Division**

J.1 A bus stop needs to be included on Valpico. It should be located approximately halfway in-between the two sub-division entrances. A bus stop pole, shelter, bench, and trash can are required, matching existing bus stop designs.

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J.2 Bike lanes should be included along Valpico connecting with existing bike lanes to the west, with green markings as necessary according to City standard.