



*CITY OF TRACY*

# TRACY TRANSIT BUS MAINTENANCE FACILITY SITE SELECTION FEASIBILITY STUDY

*DECEMBER 3, 2025*



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# *Executive Summary*

## EXECUTIVE SUMMARY

The City of Tracy has identified the need for a Transit Maintenance Facility to support the Tracer Transit System. Initially a vacant site was selected across Tracy Boulevard from the Boyd Service Center. Schematic design and production of environmental review documentation for the proposed location were created and presented to the City for consideration. Nearby residents did not favor the proposed site use, so the City wishes to evaluate the suitability of City owned properties as alternate locations for the new Transit Maintenance Facility.

The previous study concluded that the Transit Maintenance Facility site will require approximately 15-20 acres of total land area to accommodate site facilities, bus parking, fueling and circulation patterns. The City identified three locations for evaluation of feasibility for the new facility.

1. W Schulte Road Site
  - 15580 W. Schulte Rd., Tracy, 95377; APN 20923029 (50 Acres)
  - 15178 W. Schulte Rd., Tracy, 95377; APN 20923030 (150 Acres)
2. Chrisman Road Site
  - 1276 N. Chrisman Road, Tracy, 95304; APN 25003007 (56 acres)
3. Holly Drive Site
  - 20150 S. Tracy Blvd, Tracy, 95304; APN 21216005 (197 Acres)
  - APN 21216016 (26 Acres)

This feasibility study presents an analysis of the Schulte Road, Chrisman Road and Holly Drive sites to evaluate negative and positive individual attributes and considerations for construction. The feasibility study focuses on the following major considerations:

1. Identification of major site features
2. Assessment of current land use and zoning regulations
3. Evaluation of existing and required site utilities
4. Analysis of the impact of current bus routes,
5. Evaluation of impacts to current and future developments, and potential effects on surrounding neighborhoods, noise levels, and possible measures for noise reduction
6. Considerations for transit vehicle access and TRACER bus access
7. Overview of general construction factors for each site

## SUMMARY OF STUDIES

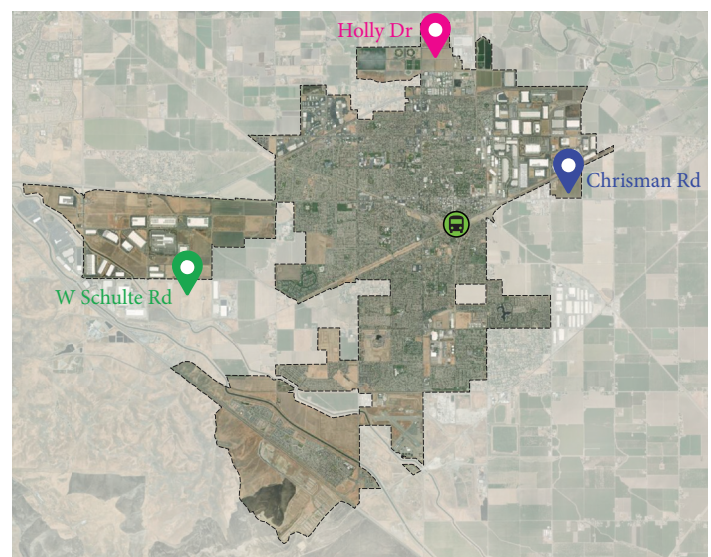
The site analysis section contains both citywide and site-specific studies.

The citywide scale analysis includes:

- Sites
- TRACER Bus Routes
- TRACER Bus Stations
- Existing Schools
- Points of Interest

The site-specific analysis includes:

- Site Overview
- Parcels
- Access
- Topography
- Landscape
- TRACER Bus Route
- Adjacent Businesses
- Zoning
- Habitat Mitigation
- Flood Zones
- Utilities



### Legend

- |   |  |
|---|--|
| <span style="color: blue;">■</span> Chrisman Rd   | <span style="color: green;">■</span> Tracy Transit Station |
| <span style="color: green;">■</span> W Schulte Rd | --- City of Tracy - City Limits                            |
| <span style="color: pink;">■</span> Holly Dr      |  |

## ENABLING PROJECTS

1. Site Selection and approval
2. Environmental Review of selected site
3. PG&E Application for service
4. Utility Infrastructure

Master Plan identified utility infrastructure projects that will serve the proposed Bus Maintenance facility, could be designed and constructed as separate projects by the City, in advance of the facility construction.

Master planned projects that are already designed and are pending City of Tracy Land Development final approval for construction by developers:

- W. Schulte: Recycled Water distribution main
- W. Schulte: Sewer collection main

Proposed future master planned utility projects include:

- Chrisman: 16" potable water extension (could be limited to extension only to serve the Bus Facility)
- Chrisman: Sewer collection system from existing termination north of Union Pacific Railroad (UPRR), to serve the Fire Training and Bus Facility, as indicated on the 2012 Wastewater master plan as part of a future gravity collection system alignment

## OVERALL TIMELINE

1. Final Site Selection (2-4 months)
2. Completion of Environmental Documents required for the selected facility location.
  - CEQA (2-3 months)
  - NEPA (4 -6 months)
3. Funding applications for facility funding (1-2 years)

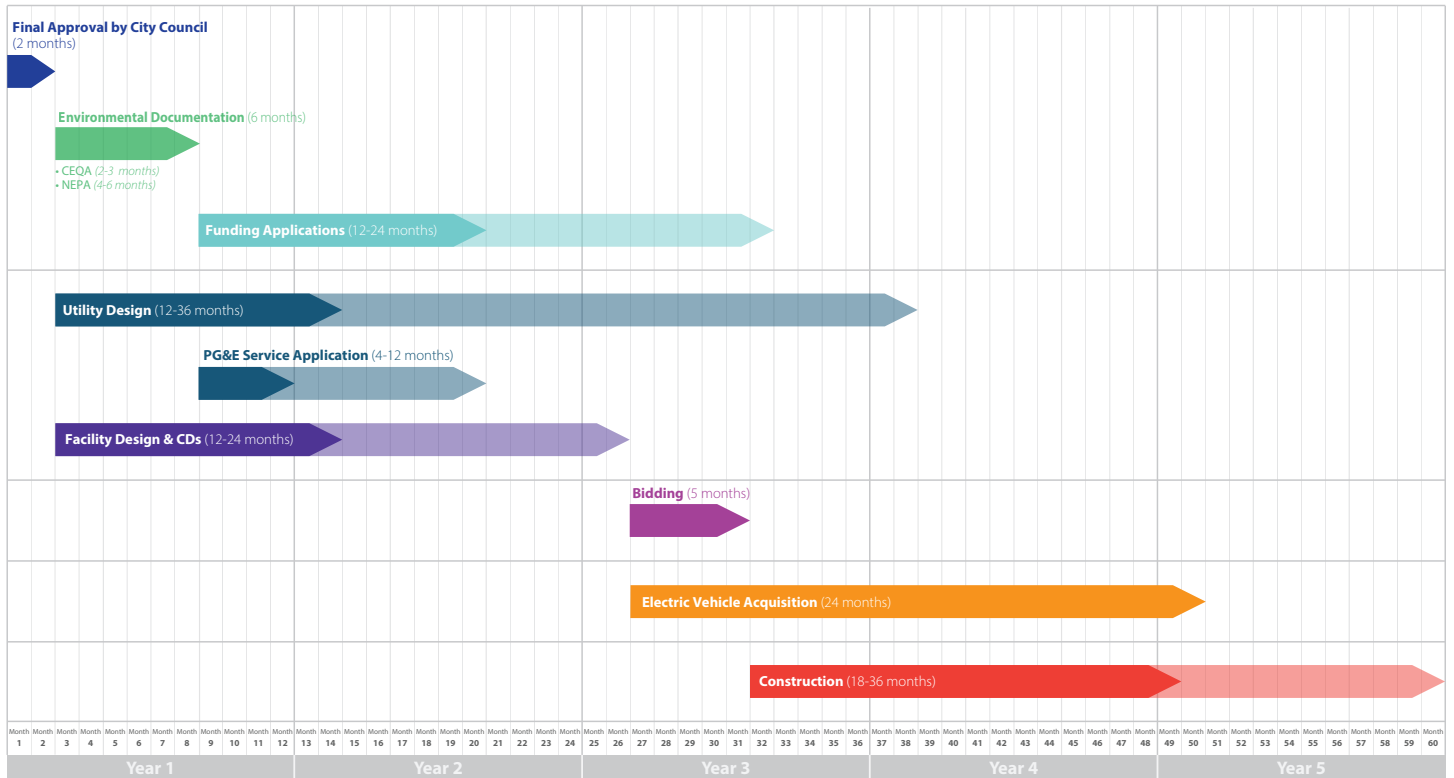
Beginning concurrently once environmental review approval is determined to be feasible:

4. Facility design (12 - 24 months)
5. PG&E Application for service (4-12 months)
6. Design & construction of City master planned utility infrastructure in public right-of-way, CEQA exempt (12-36 months)
7. Facility Construction (18-36 months)

### Overall Project Timeline

10/31/2025 - 02/28/2026 - Final Site Selection (4 months)  
03/01/2026 - 09/30/2026 - Environmental Documents (6 months)  
10/01/2026 - 09/30/2028 - Funding Applications (After NEPA?)  
03/01/2026 - 02/28/2029 - Design & Construction of City utility infrastructure (concurrent/optional)  
03/01/2026 - 02/28/2028 - Design and Construction Documents  
09/01/2026 - 08/31/2027 - PG&E Application for service (6 months after start of design)  
03/01/2028 - 07/31/2028 - Bidding & Award  
08/01/2028 - 08/31/2030 - Construction

## PROJECT SCHEDULE



## WEIGHTED SITE EVALUATION MATRIX

Category/Criterion	W. Schulte Road Site	Holly Drive Site	Chrisman Site
<b>LOCATION &amp; OPERATIONS (20%)</b>			
Proximity to existing Transit Station	6	6	8
Proximity to existing Tracer Routes	6	7	8
<b>UTILITIES &amp; INFRASTRUCTURE (20%)</b>			
Power: Substation / feeder proximity	8	7	7
Recycled Water availability	9	9	1
Storm Drainage system availability	7	4	4
Water: Distance to nearest water main	9	9	7
Sewer: Distance to nearest sewer main	9	3	3
<b>COMMUNITY COMPATIBILITY (15%)</b>			
Sensitive receptors: Distance to schools/daycares	8	7	5
Sensitive receptors: Distance to residential neighborhoods	8	7	5
Current Traffic	6	8	7
<b>FUTURE DEVELOPMENT COMPATIBILITY (15%)</b>			
Expansion room for joint-use facilities	8	7	8
Future Traffic	8	8	6
Easement restrictions	5	8	6
<b>SITE ENGINEERING &amp; DEVELOPMENT (15%)</b>			
Groundwater Management	9	3	5
Stormwater Management	9	3	7
<b>ZONING / FLOODPLAIN CONSIDERATIONS (5%)</b>			
Need for rezoning	8	10	10
Floodplain: Outside of FEMA flood zone	10	1	10
Floodplain: Federal Transit Administration (FTA) compliance	10	1	8
<b>EMERGING TECHNOLOGIES (5%)</b>			
Hydrogen: Distance to H2 stations	5	9	5
Hydrogen: Future proximity to trucking corridors	8	8	9
Hydrogen: On-site permitting feasibility	9	9	6

## SITE EVALUATION SCORING SUMMARY | SITE COMPARISON MATRIX

Category	Weight (%)	W. Schulte Road Site Avg (1-10)	Holly Site Avg (1-10)	Chrisman Site Avg (1-10)
Location & Operations	20	6.00	6.50	8.00
Utilities & Infrastructure	20	8.40	6.40	4.40
Community Compatibility	15	7.33	7.33	5.67
Future Development Compatibility	15	6.50	7.50	7.00
Site Engineering & Development	15	9.00	3.00	7.00
Zoning / Floodplain Considerations	5	9.33	4.00	9.33
Emerging Technologies	5	7.33	8.67	6.67
City Facilities Expansion Compatability	5	6.88	4.00	5.63
Total:	100			
<b>Weighted Score (0-100)</b>		<b>74.8</b>	<b>60.9</b>	<b>65.1</b>
<b>Rank (1 = Best)</b>		<b>1</b>	<b>3</b>	<b>2</b>
<b>Method Notes</b>				
1) Enter 0-10 per sub-criterion on Scoring Matrix. 2) Category averages compute from those scores. 3) Weighted Score = SUM(Avg/10 × Weight%). 4) Highest Weighted Score ranks first.				

## CITY FACILITIES EXPANSION EVALUATION MATRIX

	W. Schulte Road Site	Holly Drive Site	Chrisman Site
CITY FACILITIES EXPANSION COMPATIBILITY (5%)			
POLICE SUBSTATION - SOUTHERN TRACY (3-5 acres)			
Proximity to south Tracy development areas <sup>1</sup>	8	2	5
Dedicated Secure Evidence Facility <sup>2</sup>	4	5	6
Maintenance proximity for Bearcat & EOC "RV"	8	4	6
PUBLIC WORKS CORPORATION YARD ANNEX (12-15 acres)			
Proximity to southern & western Tracy <sup>1</sup>	8	2	3
Equipment & materials storage	9	6	7
Supplemental administrative offices	8	5	6
CITY ADMINISTRATION <sup>3</sup> (3 acres)			
Flex or Supplemental administrative office space	5	4	6
Permanent Records Storage	5	4	6
<b>Average Score</b>	<b>6.9</b>	<b>4.0</b>	<b>5.6</b>

1 -Planned roadway improvements will reduce response time  
 2 - Need identified Public Safety Master Plan, rating based on proximity to Police Headquarters  
 3 - City Administration spaces are at capacity, future facility upgrades and replacement at City Center will require flex administration space during construction

## CITY FACILITIES EXPANSION CAPACITY

	W. Schulte Road Site	Holly Drive Site	Chrisman Site
<b>TOTAL SITE ACREAGE</b>	<b>50</b>	<b>223.77</b>	<b>56.62</b>
Available Acreage	46	115.8	46.3
<b>Bus Maintenance Facility</b>	20	20	20
Remaining Site Acreage	<b>26</b>	<b>95.8</b>	<b>26.3</b>
<b>POTENTIAL CO-LOCATED CITY FACILITIES</b>			
Police Substation	5	5	5
Public Works Corp Yard	15	15	15
City Administration	3	3	3
<b>Sub-total</b>	<b>23</b>	<b>23</b>	<b>23</b>
Remaining Site Acreage	3	72.8	3.3
All sites offer enough space for co-location of additional City facilities			

## RANKING | SITE COMPARISON MATRIX

Category	Location & Operations	Utilities & Infrastructure	Community Compatibility	Future Development Compatibility	Site Engineering & Development	Zoning / Floodplain Considerations	Emerging Technologies	City Facility Expansion Compatibility
W Schulte Rd	3	1	1	3	1	1	2	1
Holly Dr	2	2	1	1	3	3	1	3
Chrisman Rd	1	3	3	2	2	1	3	2

## PROS & CONS | SITE COMPARISON MATRIX

Site	W Schulte Rd		Chrisman Rd		Holly Dr	
	Pro	Con	Pro	Con	Pro	Con
Location		●	○		○	
Parcel Information	○		○		○	
Utility Availability	○			●	○	
Power Availability	○		○		○	
Existing Structures	○			○	○	
Groundwater	○			○		○
Residential Proximity	○		○		○	
Current Traffic		○	○		○	
Future Traffic	○		○		○	
Topography & Flood Zone	○		○			●
Habitat Mitigation		○		○		○
Zoning		○	○		○	
Environmental Mitigation	○		○		○	
Hydrogen Availability	○		○		○	

● Critical Factor "Con"

## DEVELOPMENT COST ESTIMATE | SITE COMPARISON MATRIX

Description	W Schulte Rd	Holly Dr	Chrisman Rd
Design	\$ 3,100,000	\$ 3,000,000	\$ 2,700,000
Environmental Impact Report	\$ 325,000	\$ 350,000	\$ 350,000
Habitat Mitigation Fees	\$ 340,000	\$ 340,000	\$ 340,000
Site Improvements	\$ 16,450,000	\$ 15,750,000	\$ 15,100,000
New building Construction	\$ 37,150,000	\$ 37,150,000	\$ 37,150,000
Charging Infrastructure	\$ 3,000,000	\$ 3,300,000	\$ 3,300,000
Hydrogen Infrastructure	\$ 3,300,000	\$ 2,750,000	\$ 3,300,000
Utilities	\$ 4,500,000	\$ 7,500,000	\$ 7,350,000
<b>TOTAL COST</b>	<b>\$ 68,165,000</b>	<b>\$ 70,140,000</b>	<b>\$ 69,590,000</b>
Construction Contingency (10%)	\$ 6,816,500	\$ 7,014,000	\$ 6,959,000
Design Oversight During Construction - CA (5%)	\$ 3,408,250	\$ 3,507,000	\$ 3,479,500
Construction Management (10%)	\$ 6,816,500	\$ 7,014,000	\$ 6,959,000
<b>GRAND TOTAL COST</b>	<b>\$ 85,206,250</b>	<b>\$ 87,675,000</b>	<b>\$ 86,987,500</b>
<b>GRAND TOTAL COST</b>			
- with ONSITE WASTEWATER TREATMENT & STORAGE	N/A	\$ 86,425,000	\$ 84,487,500



## SUMMARY OF RECOMMENDATIONS

The W. Schulte location had the highest overall ranking of the three sites and is the best location for construction of the new Bus Maintenance Facility. The location is currently within the City Sphere of Influence and just outside the City Limits which lie along the west and north parcel boundaries. The W. Schulte Road site is located west of Lammers Road, in an area being developed primarily for industrial, manufacturing and warehouse facilities. The W. Schulte site's proximity to industrial and distribution facilities complements overall Transit maintenance operations and functions. The development area is compatible with the light industrial zoning required for the bus facility. All utility infrastructure will be available at the parcel roadway frontage when recycled water and sewer projects, already planned for construction by private development, are completed.



*W. Schulte Rd. Site*

The fifty-acre City-owned parcel at the W. Schulte Road location is the furthest from the Transit Station, however, the planned extension of the eastern section of Schulte Road to connect to Promontory Parkway at Lammers Road, will reduce future travel times to and from the W. Schulte site. The location is compatible with the adjacent development and availability of utilities makes it the best option. The adjacent 150-acre City owned parcel is being considered for use by Valley Link for a maintenance facility. The site currently contains a radio transmission tower and minor access road, that will not impact site use.

The location appears to be the most constructable of the three sites, being outside of any flood hazard area and far enough south to reduce concern about shallow groundwater. The site has potential to connect to new service utilities developed and installed in W. Schulte Rd currently planned for construction by private developers. Further investigation will be required to confirm site soil conditions, groundwater elevation and existing environmental conditions.

The parcel is bisected by a Pacific Gas & Electric natural gas transmission main easement, that limits some of the parcel area available for construction, but the constructable areas north and south of the easement are approximately 26 acres and 21 acres, respectively, both adequate for the Bus Maintenance Facility and for future Police, Public Works or administrative facilities if needed to serve this portion of the City.

The 2022 Draft Transportation Master Plan Update indicates the future widening of W. Schulte to a four (4) lane major arterial, widening of Lammers Road to a four (4) lane county road and four (4) lane city major arterial at its southern end. An above grade crossing at the Union Pacific Railroad (UPRR) right-of-way will connect Lammers to Tracy Hills. The planned roadway improvements will improve access to the W. Schulte site and overall traffic circulation in the southwest portions of Tracy.

The Holly Road site has many positive attributes, however the location being within both the 100 and 200 year flood hazard areas excludes it from serious consideration for selection. Even if the facility base elevation was raised above the 200 year flood elevation as required, the surrounding roadways may not be passable during a flood emergency. Transit vehicles would not be available for public safety needs in a flooding event. The southeast corner of the parcel is not indicated in the flood hazard area, which might offer a possible site access point, during flooding, near the Holly & Arbor Road intersection. Surrounding roadways to the north, west and east of the site would likely be impassable during a flood emergency, as they are also located in the flood hazard area. Additional Federal Transit Administration (FTA) flood plain requirements would apply for construction at the Holly Drive Site.

The Chrisman Road site has the advantage of proximity to the Transit Station, existing bus routes on East Street and City Center, however, the lack of utility infrastructure, shallow groundwater conditions, proximity to residential areas and sensitive receptors make use of the site challenging. The location is already being utilized by Utilities for a water storage facility and by Fire for a training facility, which leaves the remaining constructable area a non-uniform shape with limited frontage on Eleventh, but significant frontage on Chrisman Road. Costs associated with construction of utility extensions to connect the site to the City wastewater collection systems would be significant, and the site may not be suitable for onsite wastewater treatment system.

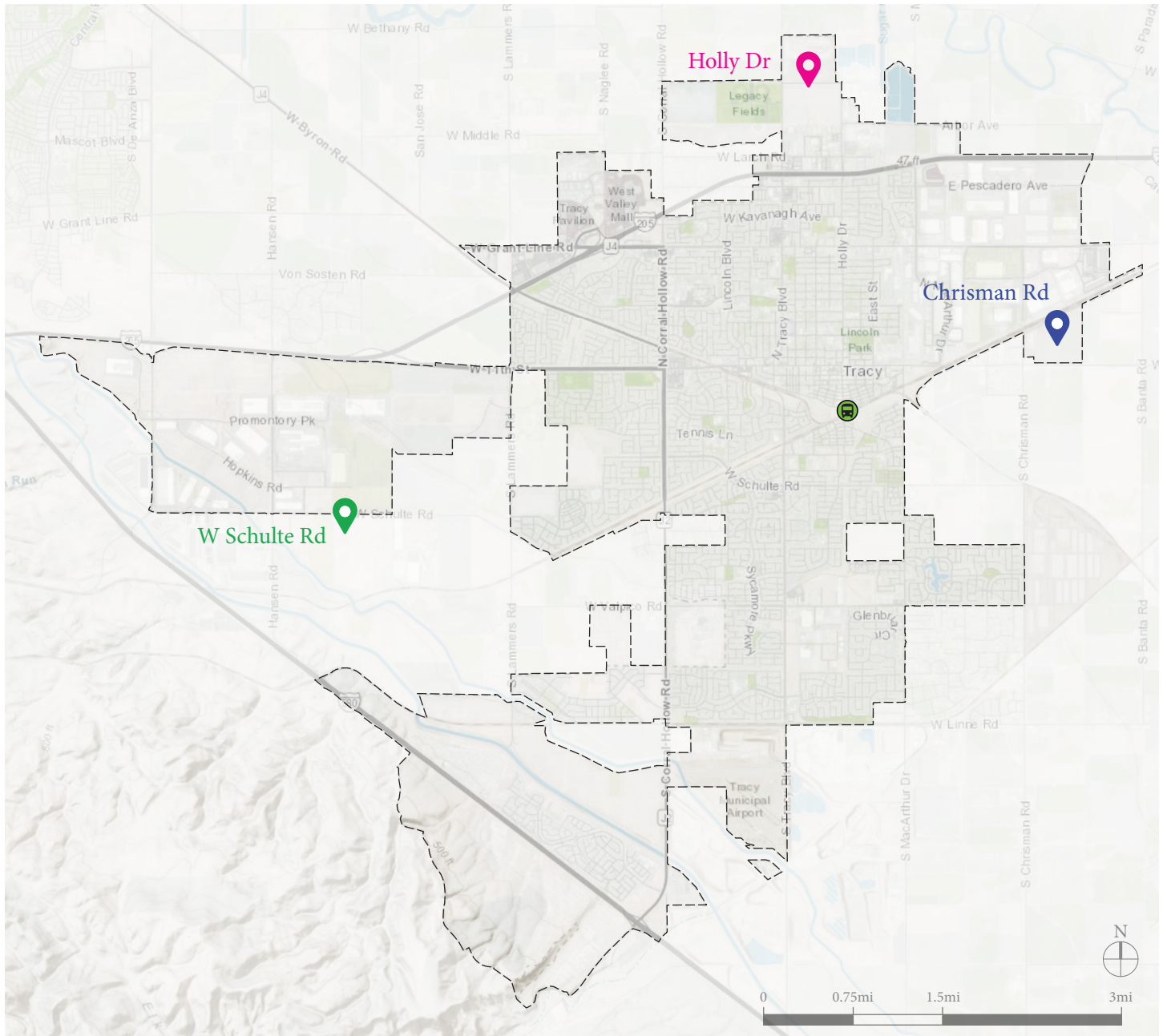
The W. Schulte Road site had the highest overall ranking of the three sites.



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# *Citywide Scale Site Analysis*

## SITE LOCATIONS



### Legend

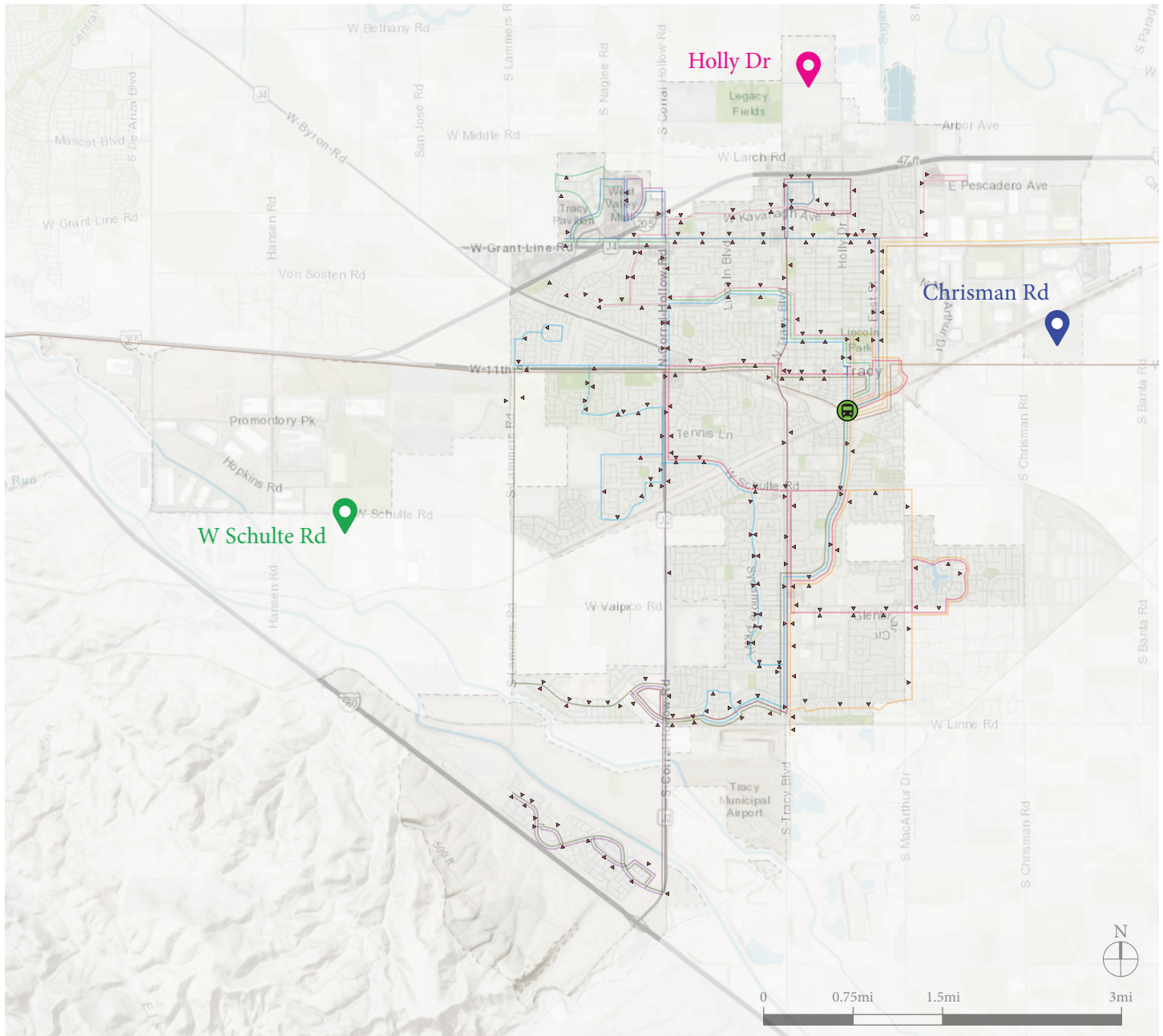
- Chrisman Rd
- W Schulte Rd
- Holly Dr
- Tracy Transit Station
- City of Tracy - City Limits





- |   |   |  |   |
|---|---|--|---|
|  Chrisman Rd                           |  Route A |  Commuter Route E |  RTD Route 90  |
|  W Schulte Rd                          |  Route B |  Commuter Route F |  RTD Route 97  |
|  Holly Dr                              |  Route C |  Commuter Route G |  RTD Route 150 |
|  Tracy Transit Station                 |  Route I |  Commuter Route H |   |
|  Tracy Unified School District Schools |  Route J |  |   |

## TRACER BUS STOPS

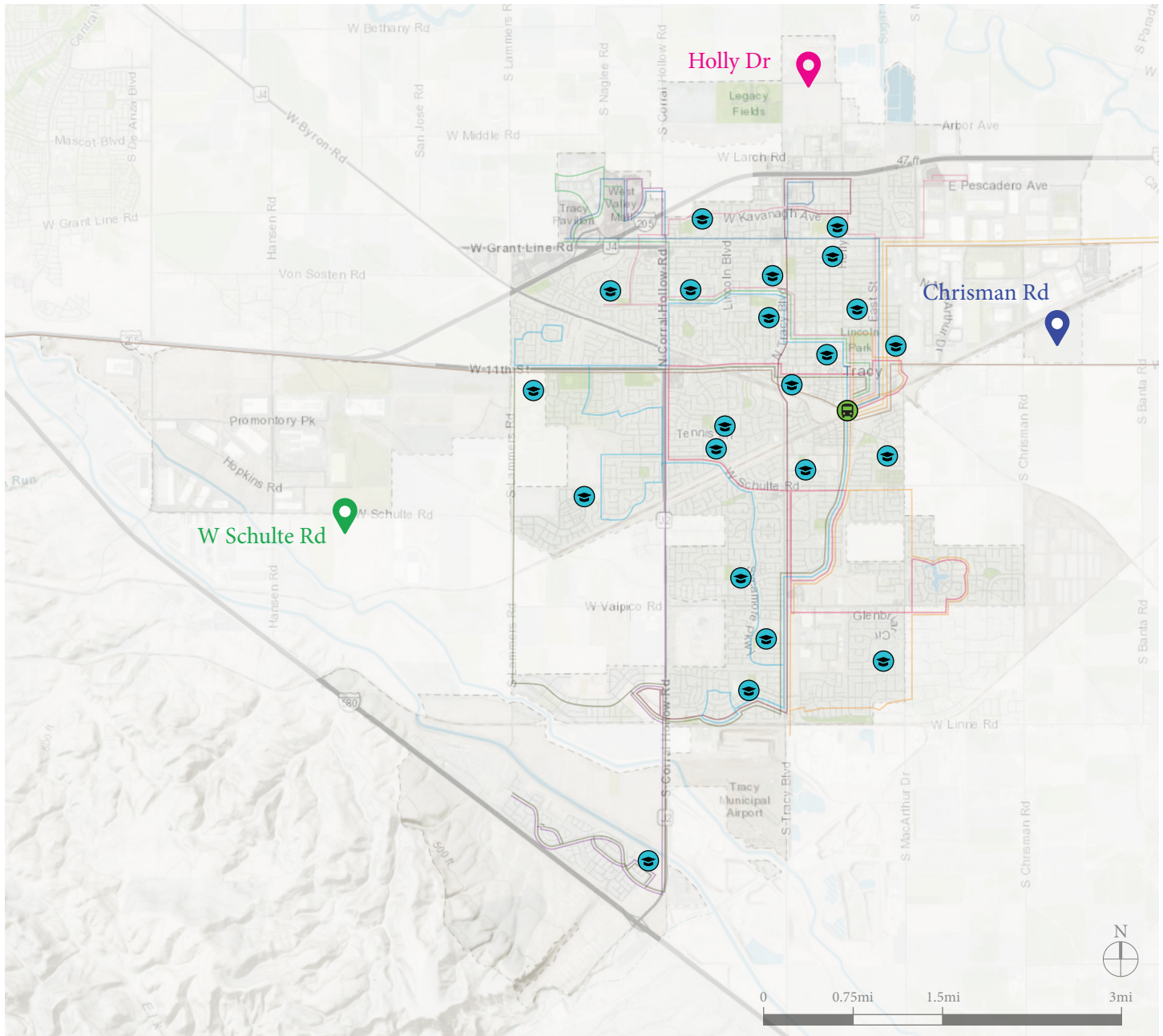


### Legend

- |                       |         |                  |               |
|-----------------------|---------|------------------|---------------|
| Chrisman Rd           | Route A | Commuter Route E | RTD Route 90  |
| W Schulte Rd          | Route B | Commuter Route F | RTD Route 97  |
| Holly Dr              | Route C | Commuter Route G | RTD Route 150 |
| Tracy Transit Station | Route I | Commuter Route H |               |
| Bus Stop              | Route J |                  |               |



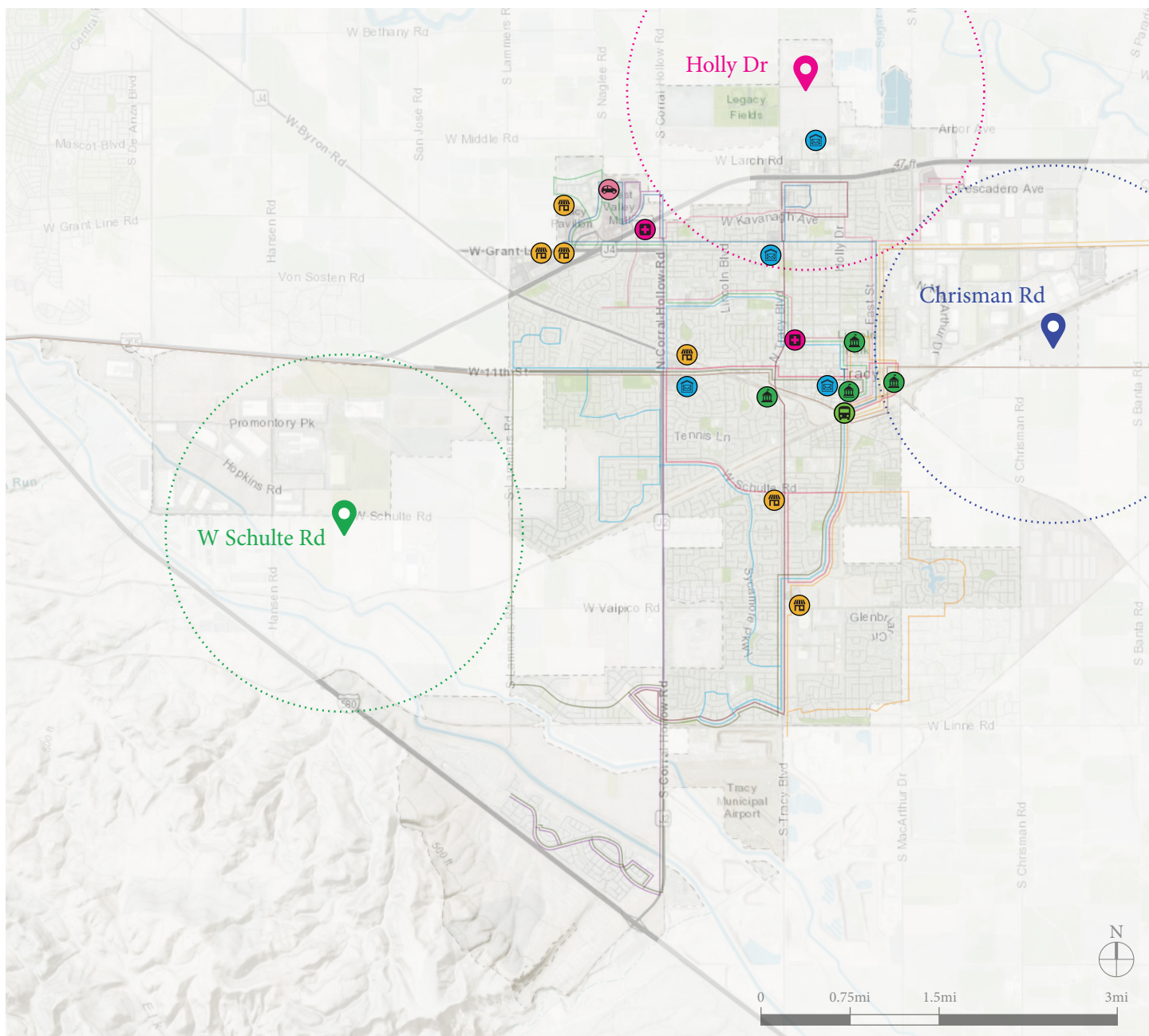
## CITY SCHOOLS



### Legend

- Chrisman Rd
- W Schulte Rd
- Holly Dr
- Tracy Transit Station
- School

## POINTS OF INTEREST



### Legend

-  Chrisman Rd    
  Tracy Transit Station    
  Hospital    
  1.5 mile radius  
 W Schulte Rd    
  City Building    
  DMV  
 Holly Dr    
  Mail    
  Grocery





## *SITE ANALYSIS & FEASIBILITY STUDY*

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# *W Schulte Rd*

## SITE OVERVIEW | **W SCHULTE RD**

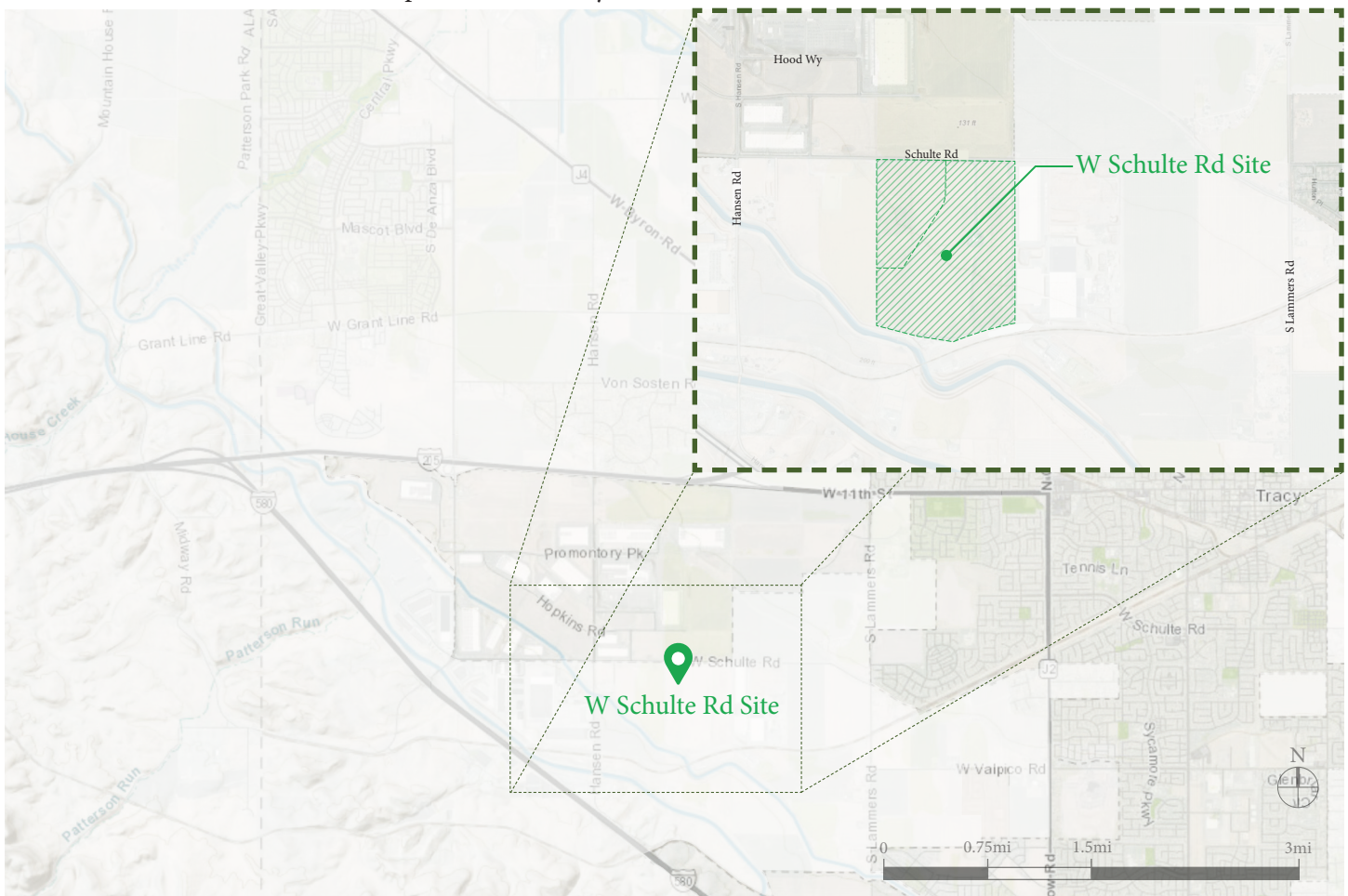
The 15580 W. Schulte Road site contains adjacent 50-acre and 150-acre parcels. While the 150-acre parcel may be home to a future Valley Link Rail Project maintenance facility, the 50-acre parcel is a feasible location for construction of Tracy's Transit Maintenance Facility. Although the site is currently located outside the City of Tracy's limits, it is designated as taxable publicly owned land and is scheduled for annexation by Tracy for inclusion within the city.

The Schulte site's proximity to industrial and distribution facilities complements overall Transit maintenance operations and functions.

The strategic location and ample space provide a strong foundation for the City of Tracy Transit Bus Maintenance Facility. The parcel's size and location may benefit the City should future Police, Public Works or administrative facilities be constructed to serve this portion of the City.



*5580 W. Schulte Rd. Site Photo*



*5580 W. Schulte Rd. Location*

## SITE ANALYSIS SUMMARY | **W SCHULTE RD**



### **PARCELS**

- ☒ City Owned
- ☒ More than 100 acres
- ☐ Single Parcel



### **ZONING**

- ☐ M-1 Light Industrial Zoning
- ☒ Variance Needed



### **ACCESS**

- ☒ Appropriate Road Access



### **HABITAT MITIGATION**

- ☐ Urban Zone
- ☒ Habitat Mitigation Required



### **TOPOGRAPHY**

- ☒ Flat or Gently Sloping Terrain
- ☒ Existing Natural Slopes for Drainage



### **FLOOD ZONE**

- ☐ Located on 100 Year Flood Plain
- ☐ Located on 200 Year Flood Plain
- ☒ Exempt from FTA Flood Zone Requirements



### **LANDSCAPE**

- ☐ Stable Soil
- ☒ Minimal Vegetation Presence



### **TRAFFIC**

- ☐ Limited Through-Traffic
- ☐ Limited Truck-Traffic



### **TRACER BUS ROUTE**

- ☐ Less than 3 Miles to Transit Station
- ☐ Less than 1.5 Miles to TRACER Routes
- ☒ Less than 1.5 Miles to a Tracer Commuter Route



### **UTILITIES**

- ☒ Available Water
- ☒ Available Recycled Water
- ☒ Available Sewer
- ☐ Available Storm Drain
- ☒ Available Power

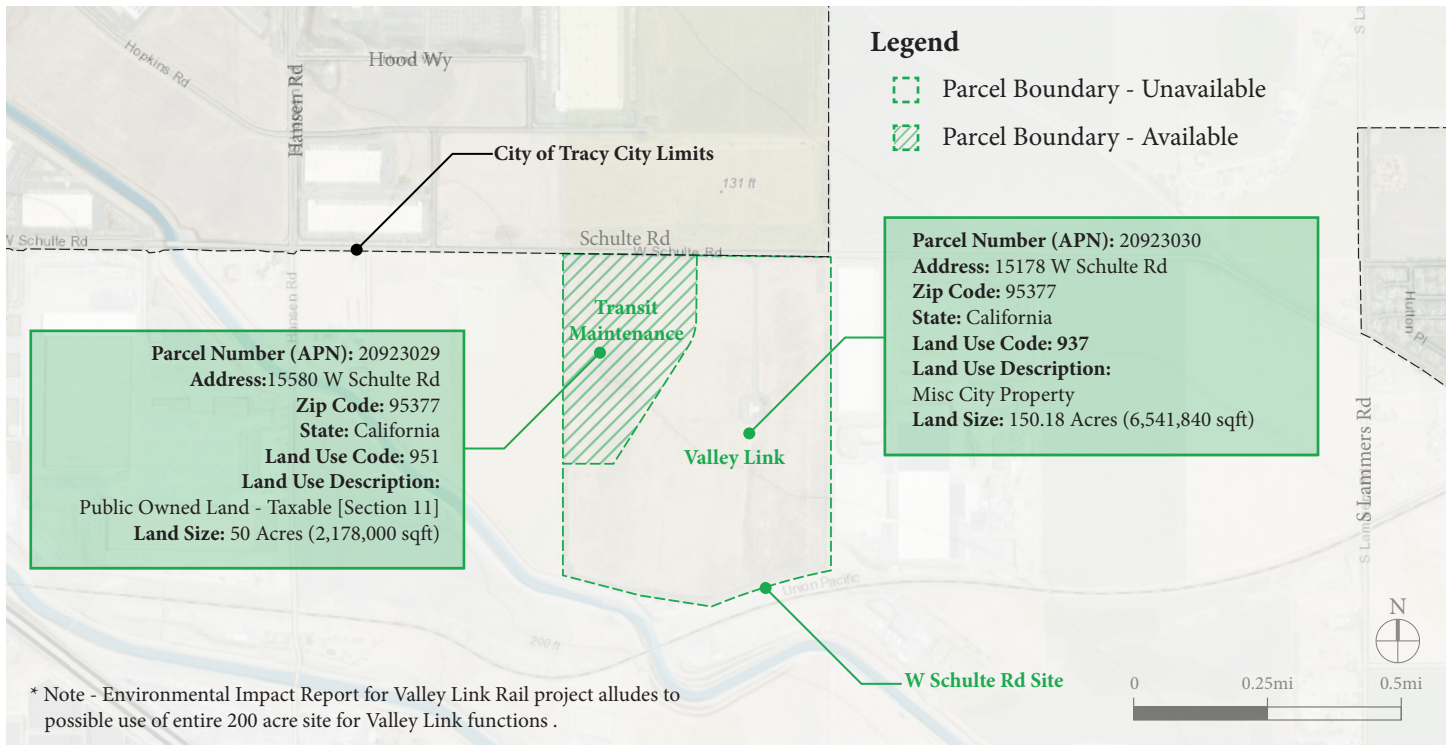


### **ADJACENCIES**

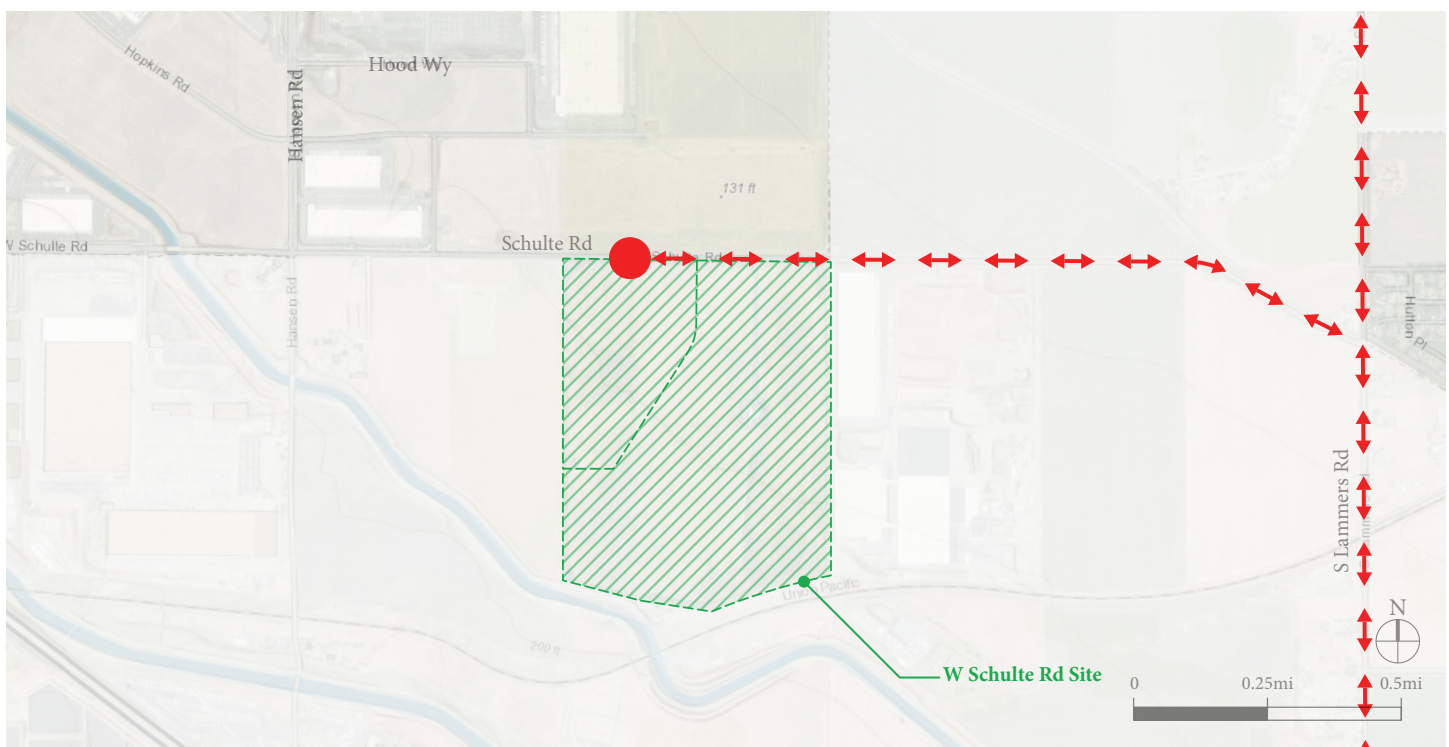
- ☒ Adjacent to Industrial & Manufacturing
- ☒ Adjacent to Supportive Businesses
- ☐ Adjacent to Residential Areas



## PARCELS | **W SCHULTE RD**

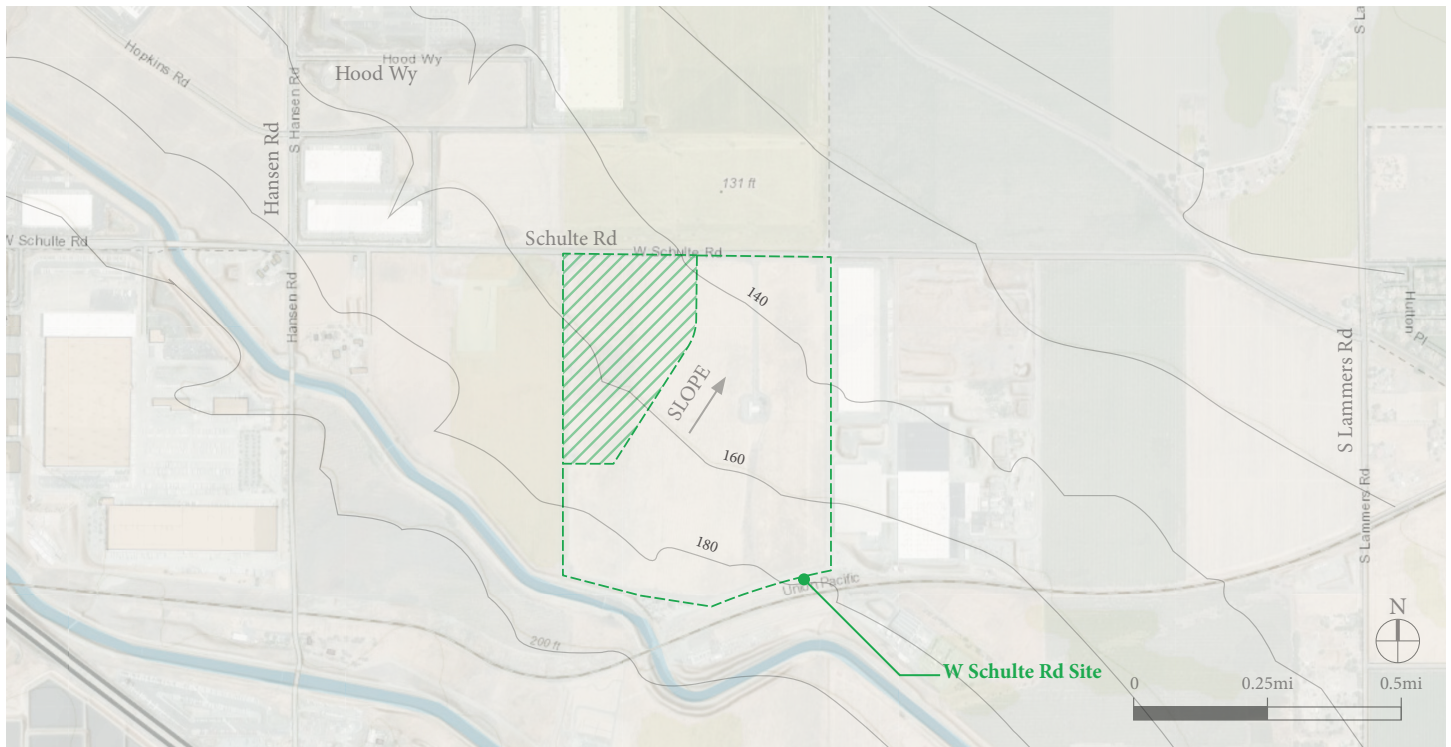


## ACCESS | **W SCHULTE RD**





## TOPOGRAPHY | **W SCHULTE RD**

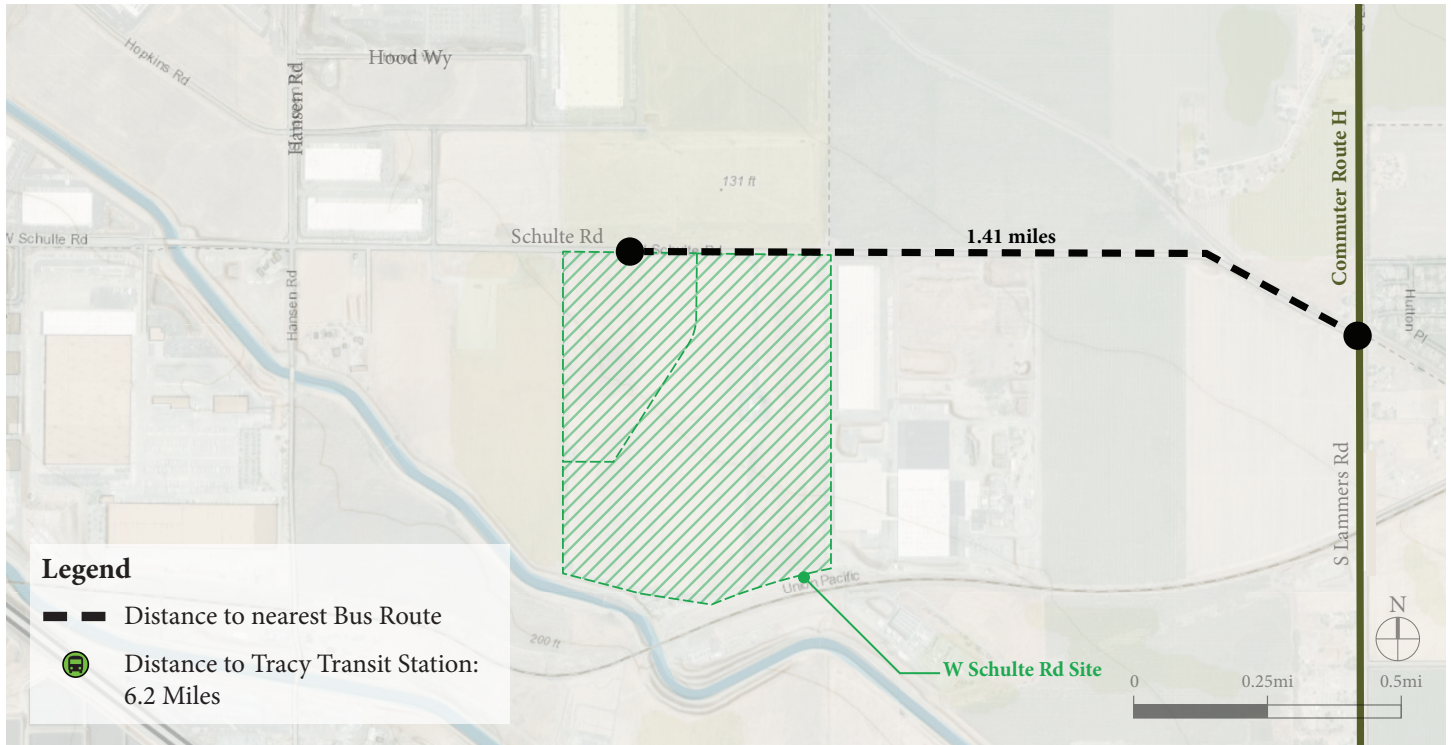


## LANDSCAPE | **W SCHULTE RD**

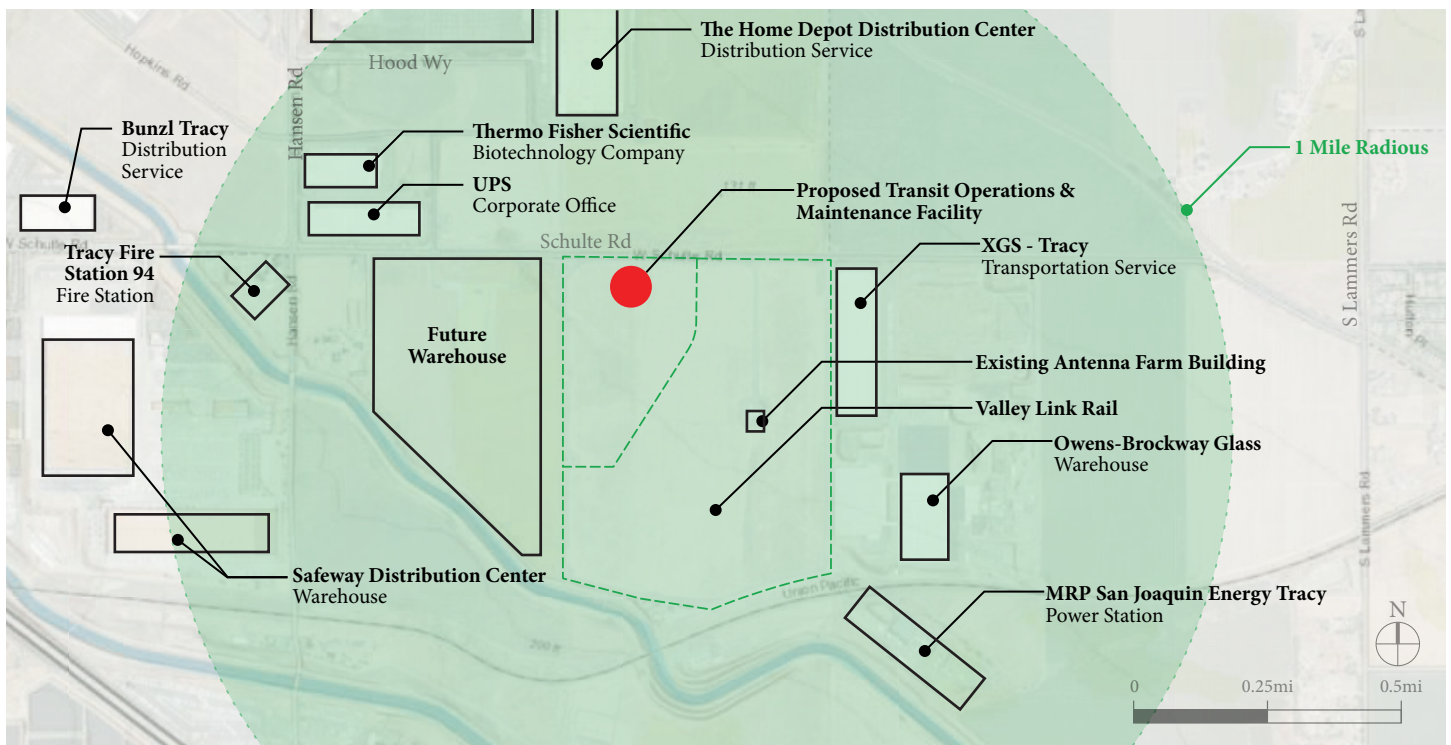




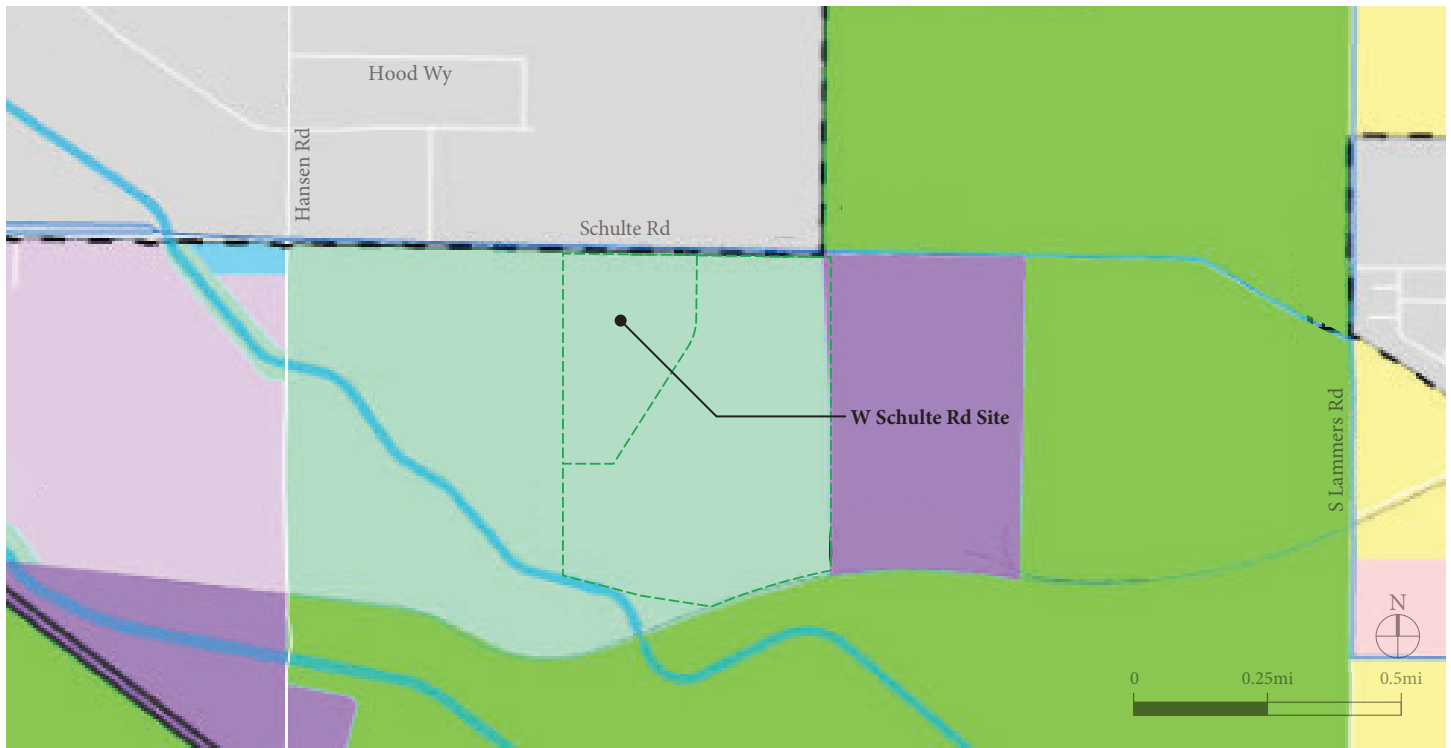
## TRACER BUS ROUTES | **W SCHULTE RD**










## ADJACENT BUSINESSES | **W SCHULTE RD**



## COUNTY ZONING | **W SCHULTE RD**



### Legend

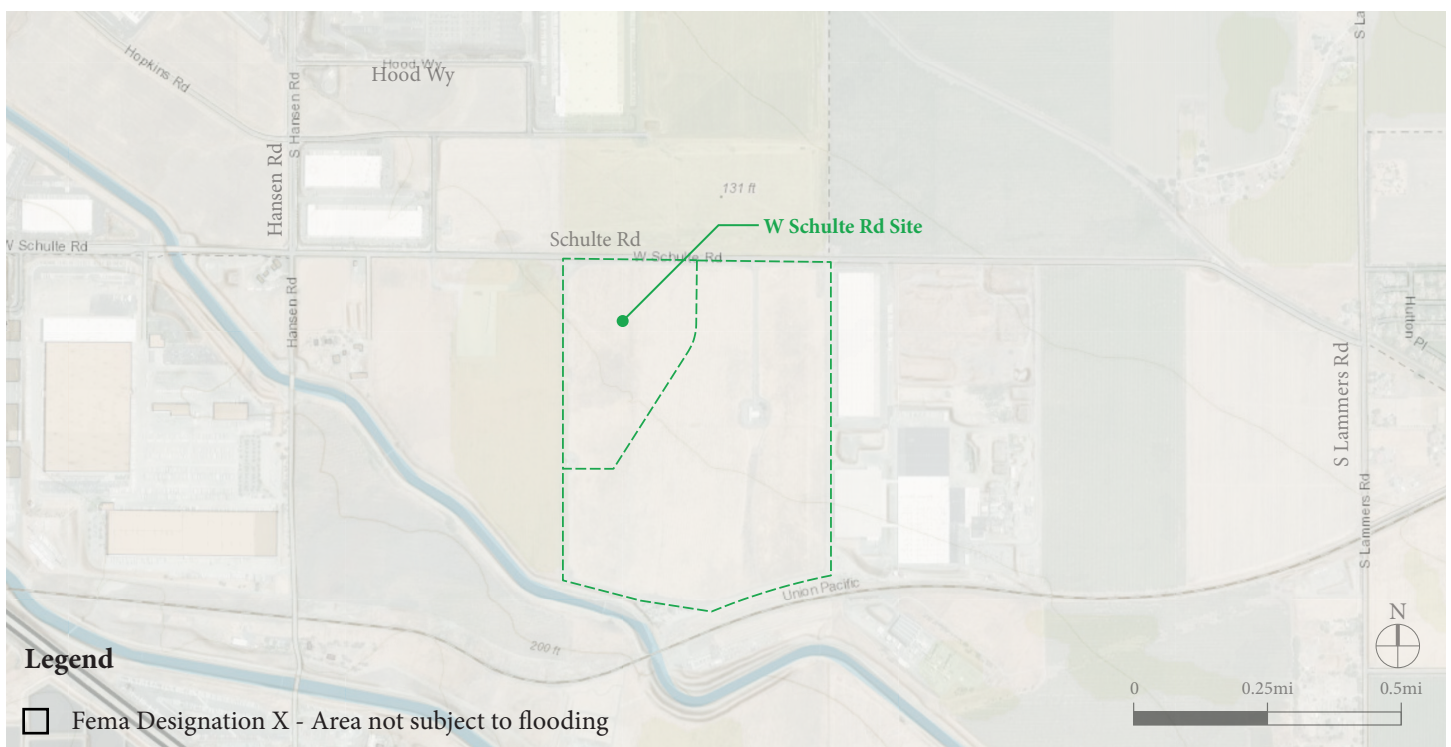
-  A/G - General Agriculture
-  A/UR - Urban Reserve Agriculture
-  I/L - Limited Industrial
-  I/G - General Industrial
-  R/L - Low Density Residential
-  C/N - Neighborhood Commercial
-  Incorporated Areas



## HABITAT MITIGATION | **W SCHULTE RD**

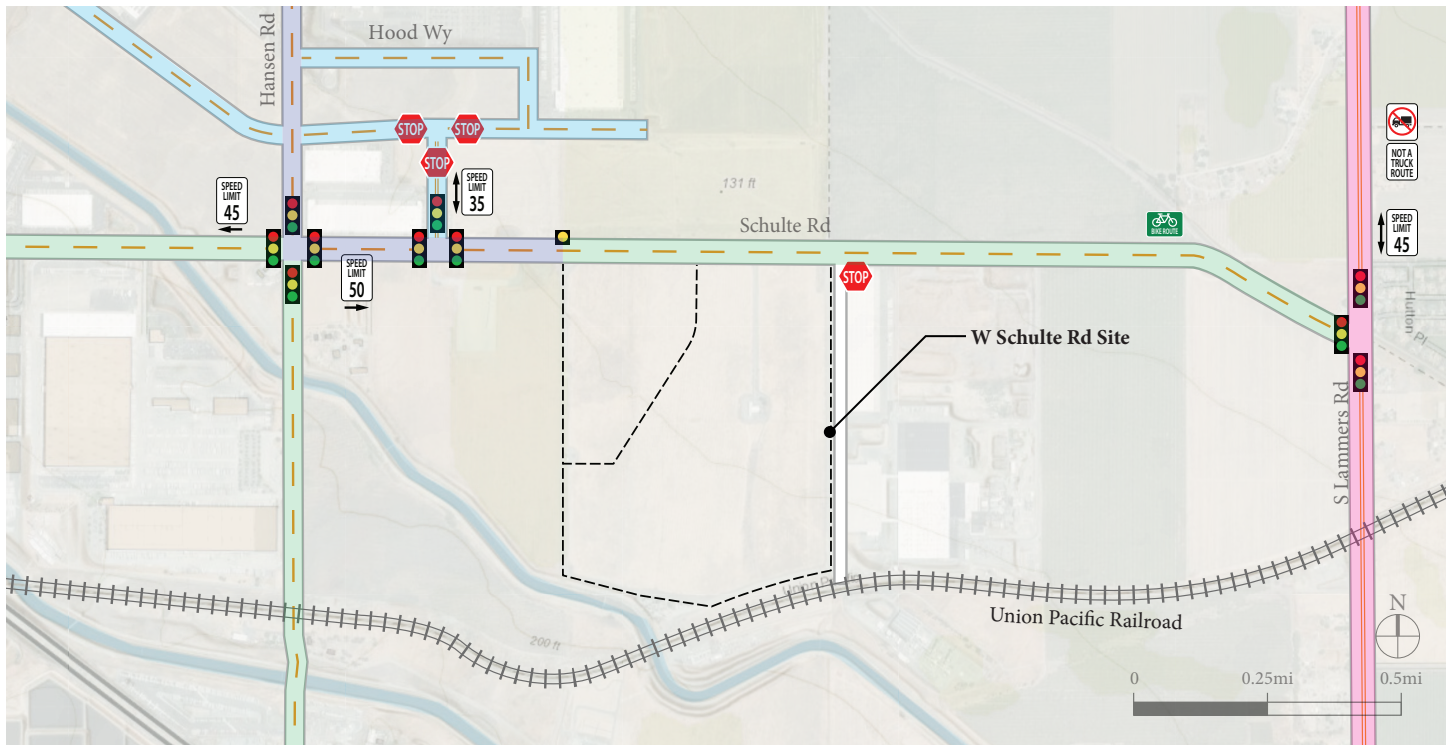


## FLOOD ZONES | **W SCHULTE RD**





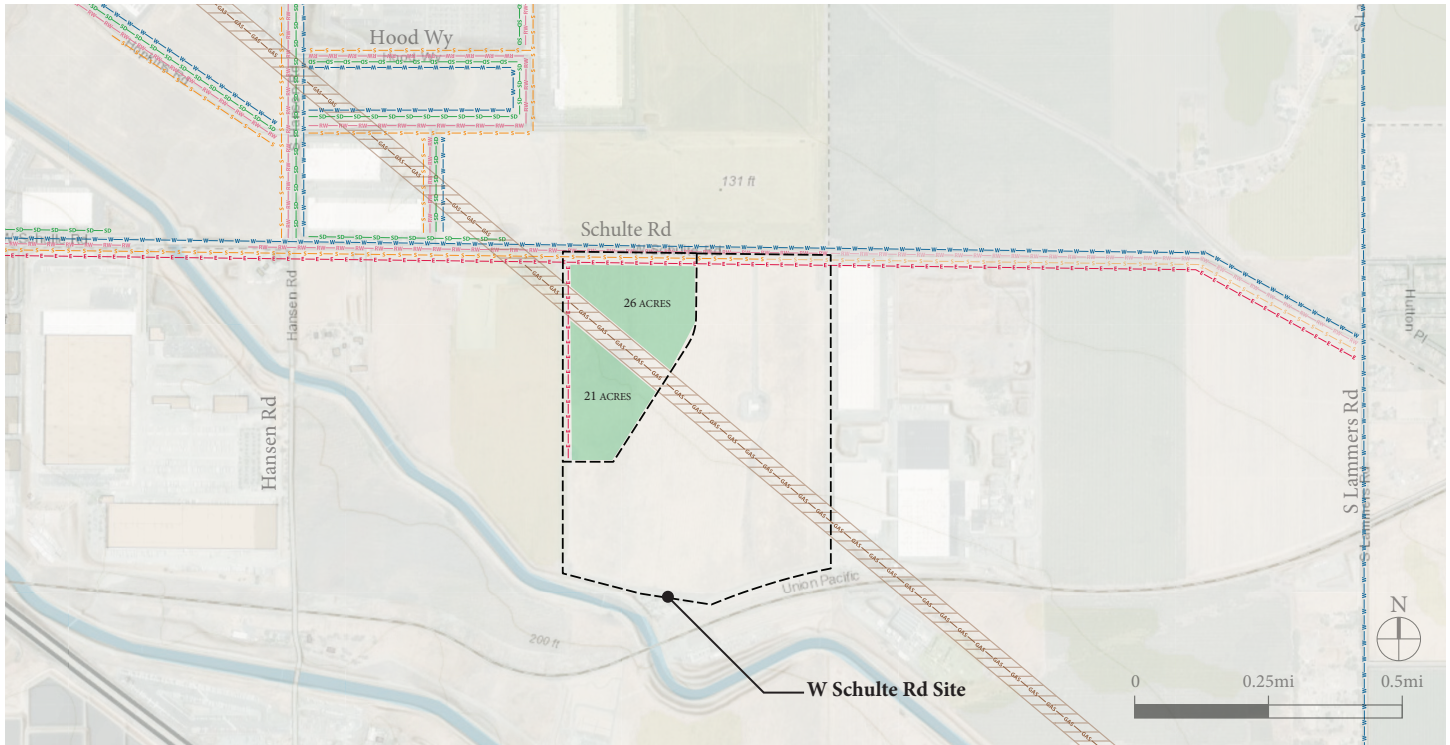
## TRAFFIC | W SCHULTE RD



### Legend

- ↔ Direction of Travel
- 2- Lane - Major Arterial Road
- 2- Lane: Improved Roadway
- 4- Lane: Improved Roadway
- 2- Lane: Existing Roadway
- Speed Limit
- Stop Sign
- Traffic Light

## UTILITIES | **W SCHULTE RD**



### Legend

#### Note:

Utility access availability is based on public information and should be verified with City staff and appropriate utility providers.

- W— Water Line
- RW— Recycled Water Line
- S— Sewer Line
- SD— Storm Drain Line
- E— Power - 12 kV
- GAS— 36" dia. Natural Gas Pipeline - Underground
- 130' Wide Easement above Pipeline
- Available acreage on parcel

\*\* PG&E easement (130' wide) above underground natural gas & oil pipeline.  
PG&E to sign-off on roads constructed in clear zone. Structures not allowed within 50 feet of pipelines.

\*\*\* Future recycled water & future sewer by developer

### Available Utilities Summary

	Directly Adjacent	Not Currently Available	Extension Needed Beyond Site
Water	X		
Recycled Water	X		
Sewer	X		
Storm Drain		X**	
Power	X*		X

\* PG&E upgrade to existing Carbona substation in progress over next 2-5 years.

\* Power demand assumption - 3,000A pending further analysis.

\*\* Project currently underway, anticipated completion in Summer 2026.



## FEASIBILITY STUDY | W SCHULTE RD



## PROS & CONS MATRIX | W SCHULTE RD

	PRO	CON
<b>LOCATIONS &amp; OPERATIONS</b>		
Location	<ul style="list-style-type: none"> <li>• Outside City Limits but within the City's sphere of influence (future annexation)</li> <li>• Space for additional facilities</li> <li>• Away from neighborhoods (1.4 m to closest residence)</li> <li>• Planned extension of Schulte to Lammers, connecting to new roads in IPC will reduce distance to Tracy Transit Station to 5.3 miles</li> </ul>	<ul style="list-style-type: none"> <li>• 6.2 miles to Tracy Transit Station</li> <li>• Furthest from existing transit station &amp; bus routes</li> <li>• Valley Link Rail Project is currently planned to occupy entire site (50 + 150 acres) but subject to change</li> </ul>
Parcel Information	<ul style="list-style-type: none"> <li>• 50 Acre parcel - Adequate for Transit facility (20 Acres) &amp; future projects (Public Works, Police Substation)</li> <li>• 150 Acre parcel (Potential Valley Link Rail Project future development)</li> </ul>	<ul style="list-style-type: none"> <li>• Bisected by 150 foot easement for gas transmission main which could impact site development and circulation</li> </ul>
<b>UTILITIES &amp; INFRASTRUCTURE</b>		
Utility Availability	<ul style="list-style-type: none"> <li>• Water available: Existing Zone 2 water main (low pressure), pressure zone upgrade in progress</li> <li>• Recycled Water: Future Recycled Water by Developer</li> <li>• Sewer: Future sewer in W. Schulte by Developer</li> </ul>	<ul style="list-style-type: none"> <li>• A PG&amp;E easement, containing a 36" natural gas and 24" oil transmission mains, bisects the two City owned parcels from northwest to southeast. PG&amp;E coordination required for roadway construction across easement.</li> <li>• Storm Drain: Not available, Citywide Drainage Master Plan not publicly available for review of planned drainage in IPC. On site retention basin may be required.</li> </ul>
Power Availability	<ul style="list-style-type: none"> <li>• PG&amp;E: 12KV Power available</li> </ul>	<ul style="list-style-type: none"> <li>• PG&amp;E Upgrade to Carbona substation in progress 2-5 years</li> <li>• Power currently availability for Recycled Water Pump Station is impacted until substation upgrade is completed.</li> </ul>
<b>SITE ENGINEERING &amp; DEVELOPMENT</b>		
Existing Structures		<ul style="list-style-type: none"> <li>• Antenna, support building and fence enclosure on south-west corner of 50 acre site.</li> </ul>
Groundwater	<ul style="list-style-type: none"> <li>• No significant groundwater concerns - El. ±140 MSL</li> </ul>	
<b>COMMUNITY COMPATIBILITY</b>		
Residential Proximity	<ul style="list-style-type: none"> <li>• Away from residential neighborhoods, schools &amp; daycares</li> </ul>	
Current Traffic	<ul style="list-style-type: none"> <li>• Minor traffic impact on local roads</li> </ul>	<ul style="list-style-type: none"> <li>• Additional road work required to address existing high traffic on Schulte Road for safe entry/exit: Currently 2-lanes with heavy truck &amp; vehicle traffic. Transition lane would be required to enter roadway safely with center left turn lane.</li> </ul>
<b>FUTURE DEVELOPMENT COMPATIBILITY</b>		
Future Traffic	<ul style="list-style-type: none"> <li>• Schulte to become 4-lanes in future per 2022 Draft Transportation Masterplan Update.</li> </ul>	<ul style="list-style-type: none"> <li>• Future addition of Valley Light Rail on adjacent 150 acres will further increase traffic &amp; congestion.</li> </ul>

## PROS & CONS MATRIX | W SCHULTE RD

	PRO	CON
<b>ENTITLEMENTS &amp; RISKS</b>		
Topography & Flood Zone	<ul style="list-style-type: none"> <li>• Flat site</li> <li>• Not in flood hazard area</li> </ul>	
Habitat Mitigation		<ul style="list-style-type: none"> <li>• Agricultural Habitat per San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP): Mitigation Fee approx. \$17K per acre.</li> </ul>
Zoning		<ul style="list-style-type: none"> <li>• Re-zoning required to M-1 Light Industrial.</li> </ul>
Environmental Mitigation	<ul style="list-style-type: none"> <li>• "Clean-up Program Site" - Site soil clean-up completed 2009. Further investigation required.</li> </ul>	
<b>EMERGING TECHNOLOGIES</b>		
Hydrogen Availability	<ul style="list-style-type: none"> <li>• Hydrogen may be trucked in as a component of the Valley Link Rail Project which may allow the Tracy Transit Maintenance Facility to reach an agreement with Valley Link Rail Project regarding providing Hydrogen for transit use.</li> <li>• Future plans in place for Hydrogen storage at Mountain House Layover Facility (LF) which is approximately 3.5 miles away by road.</li> <li>• Potential for hydrogen storage on-site.</li> </ul>	<ul style="list-style-type: none"> <li>• No hydrogen production or storage is currently planned as part of the Valley Link Rail Project at the Tracy OMS/OSS facility. A separate agreement with a different party may be required to provide hydrogen for transit operations (may require onsite hydrogen storage).</li> <li>• Valley Link Rail Project environmental impact report identifies numerous public comments and push-back related to hydrogen storage near residences.</li> </ul>

## SITE DEVELOPMENT COST ESTIMATE | W SCHULTE RD

Description & Breakdown		QTY	Unit	Unit Price	Cost	SUBTOTAL
<b>DESIGN</b>						
	Design	1	LS	\$ 3,100,000.00	\$ 3,100,000.00	
SUBTOTAL - DESIGN					\$ 3,100,000.00	\$ 3,100,000.00
<b>ENVIRONMENTAL IMPACT REPORT</b>						
	Environmental Impact Report	1	LS	\$ 325,000.00	\$ 325,000.00	
SUBTOTAL - ENVIRONMENTAL IMPACT REPORT					\$ 325,000.00	\$ 325,000.00
<b>HABITAT MITIGATION FEES (SAN JOAQUIN COUNTY)</b>						
	Habitat Mitigation Fees (20 Acres)	1	LS	\$ 340,000.00	\$ 340,000.00	
SUBTOTAL - HABITAT MITIGATION FEES					\$ 340,000.00	\$ 340,000.00
<b>SITE IMPROVEMENTS</b>						
	Demo - clear vegetation	1	LS	\$ 1,800,000.00	\$ 1,800,000.00	
	Grading	1	LS	\$ 2,600,000.00	\$ 2,600,000.00	
	Paving	1	LS	\$ 3,000,000.00	\$ 3,000,000.00	
	Parking Elements	1	LS	\$ 1,000,000.00	\$ 1,000,000.00	
	Curbing and Circulation	1	LS	\$ 2,000,000.00	\$ 2,000,000.00	
	Pathways	1	LS	\$ 1,500,000.00	\$ 1,500,000.00	
	Plazas	1	LS	\$ 1,500,000.00	\$ 1,500,000.00	
	Landscaping	1	LS	\$ 1,250,000.00	\$ 1,250,000.00	
	Fencing	1	LS	\$ 1,300,000.00	\$ 1,300,000.00	
	Gates	1	LS	\$ 500,000.00	\$ 500,000.00	
SUBTOTAL - SITE IMPROVEMENTS					\$ 16,450,000.00	\$ 16,450,000.00
<b>NEW BUILDING CONSTRUCTION</b>						
	Maintenance Facility	1	LS	\$ 23,850,000.00	\$ 23,850,000.00	
	Wash Station	1	LS	\$ 4,500,000.00	\$ 4,500,000.00	
	Administrative Facility	1	LS	\$ 6,300,000.00	\$ 6,300,000.00	
	Building Utilities & HVAC	1	LS	\$ 2,500,000.00	\$ 2,500,000.00	
SUBTOTAL - NEW BUILDING CONSTRUCTION					\$ 37,150,000.00	\$ 37,150,000.00
<b>CHARGING INFRASTRUCTURE</b>						
	EV Chargers - Buses	1	LS	\$ 3,000,000.00	\$ 3,000,000.00	
	EV Chargers - Employee Vehicles	1	LS	\$ 300,000.00	\$ 300,000.00	
SUBTOTAL - CHARGING INFRASTRUCTURE					\$ 3,000,000.00	\$ 3,000,000.00
<b>HYDROGEN INFRASTRUCTURE</b>						
	Hydrogen Storage	1	LS	\$ 1,800,000.00	\$ 1,800,000.00	
	Hydrogen Fueling	1	LS	\$ 1,500,000.00	\$ 1,500,000.00	
SUBTOTAL - HYDROGEN INFRASTRUCTURE					\$ 3,300,000.00	\$ 3,300,000.00
<b>UTILITIES</b>						
	Power	1	LS	\$ 1,800,000.00	\$ 1,800,000.00	
	Water	1	LS	\$ 850,000.00	\$ 850,000.00	
	Sewer	1	LS	\$ 850,000.00	\$ 850,000.00	
	Other Misc	1	LS	\$ 1,000,000.00	\$ 1,000,000.00	
SUBTOTAL - UTILITIES					\$ 4,500,000.00	\$ 4,500,000.00

## SITE DEVELOPMENT COST ESTIMATE | **W SCHULTE RD**

Description & Breakdown	QTY	Unit	Unit Price	Cost	SUBTOTAL
<b>DESIGN</b>					\$ 3,100,000.00
ENVIRONMENTAL IMPACT REPORT					\$ 325,000.00
HABITAT MITIGATION FEES (SAN JOAQUIN COUNTY)					\$ 340,000.00
<b>SITE IMPROVEMENTS</b>					\$ 16,450,000.00
NEW BUILDING CONSTRUCTION					\$ 37,150,000.00
CHARGING INFRASTRUCTURE					\$ 3,000,000.00
HYDROGEN INFRASTRUCTURE					\$ 3,300,000.00
UTILITIES					\$ 4,500,000.00
<b>TOTAL COST - TRACY TRANSIT MAINTENANCE FACILITY (SCHULTE RD)</b>					\$ 68,165,000.00
CONSTRUCTION CONTINGENCY (10%)					\$ 6,816,500.00
DESIGN OVERSIGHT DURING CONSTRUCTION - CA (5%)					\$ 3,408,250.00
CONSTRUCTION MANAGEMENT (10%)					\$ 6,816,500.00
<b>GRAND TOTAL COST - TRACY TRANSIT MAINTENANCE FACILITY (SCHULTE RD)</b>					\$ 85,206,250.00

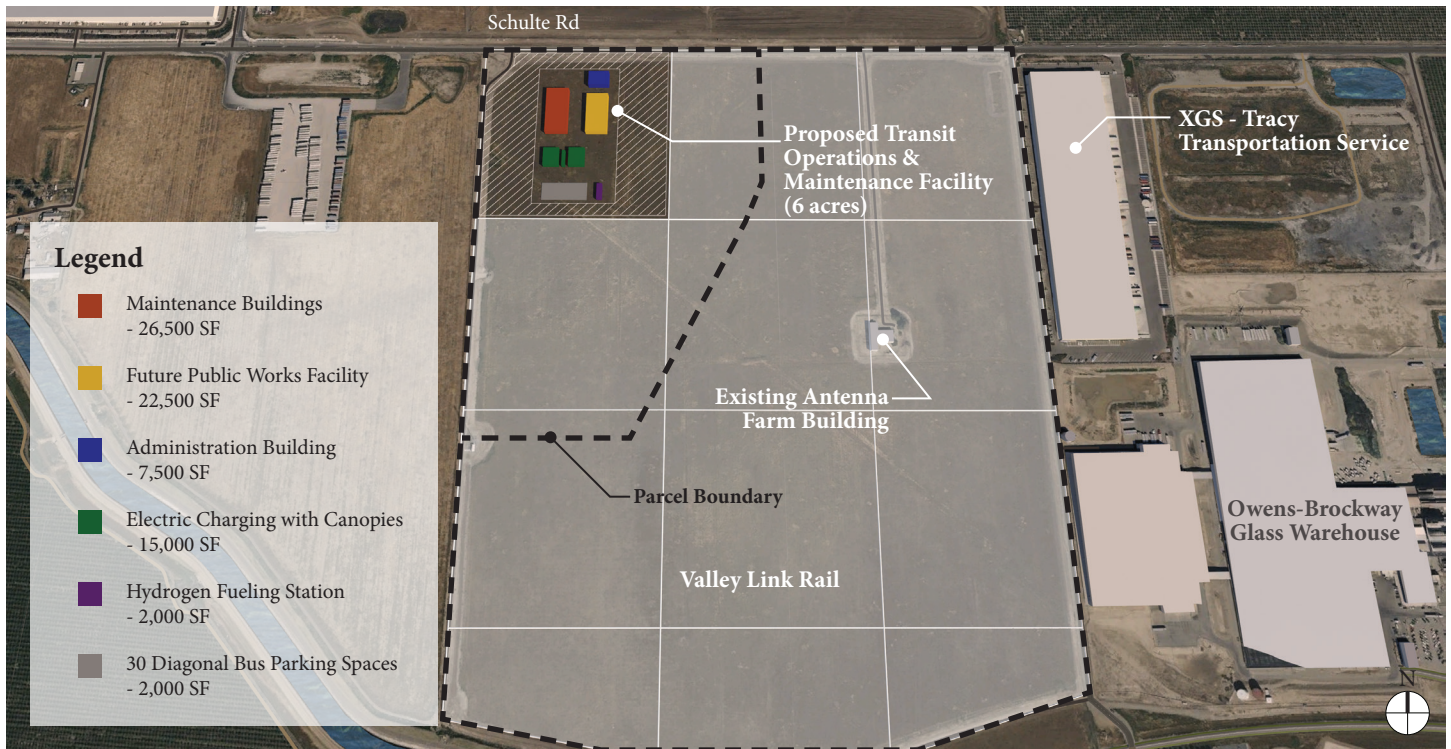
Note:

Cost estimate is provided in 2026 construction dollars. Depending on the actual timeline of Transit Maintenance Facility construction, the construction cost will escalate to align with future construction markets. Shown below is a cost escalation table depicting an approximate annual escalation of 4%. The estimated cost for the Schulte Road Transit Maintenance Facility ranges from \$85.2M in 2026 construction dollars to \$99.7M in 2030 construction dollars.

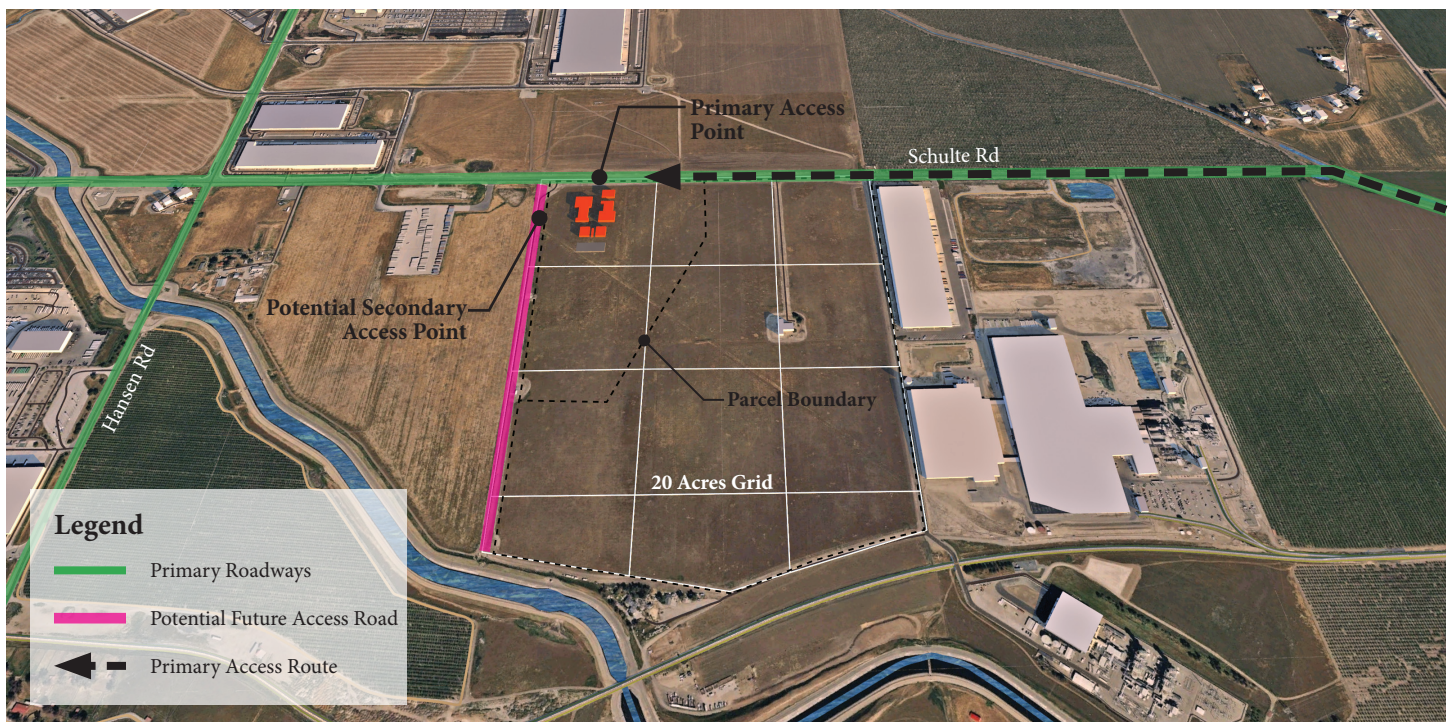
TRANSIT SITE ANALYSIS   ESCALATED COST TABLE					
Site	Cost				
Year	2026	2027	2028	2029	2030
Escalation (annual % increase)	Base estimate	4% escalation	4% escalation	4% escalation	4% escalation
<b>W. Schulte Road</b>	\$ 85,206,250	\$ 88,614,500	\$ 92,159,080	\$ 95,845,443	\$ 99,679,261



## BUS MAINTENANCE FACILITY SITING | W SCHULTE RD



## BUS MAINTENANCE FACILITY ACCESS & PARKING STUDY | W SCHULTE RD





## PROJECT SUMMARY | W SCHULTE RD

The City of Tracy has identified a need for a new Transit Bus Maintenance Facility to support the growing TRACER transit system. The facility is anticipated to include expanded bus parking and storage, maintenance bays, electric and hydrogen fueling, wash facility, and an administrative building for staff training, fare collection and day-to-day employee operations. Additional site improvements will provide security lighting, perimeter fencing, circulation and roadway access, and capacity for future growth.

The proposed facility at 15580 W. Schulte Road will consolidate transit operations near industrial and distribution centers and is placed for longevity to support future expansion within the City of Tracy. The new facility will replace existing leased space, provide straightforward access to the Tracy Transit Station, exist in close proximity to existing TRACER bus routes and provide modern infrastructure to support long-term fleet expansion and alternative fuel technologies.

## TITLE VI REQUIREMENTS | W SCHULTE RD

### DETERMINATION OF SITE OR LOCATION OF FACILITIES (FTA Circular 4702.1B)

Title 49 CFR Section 21.9(b)(3) states,

“In determining the site or location of facilities, a recipient or applicant may not make selection with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part.”

Title 49 CFR part 21, Appendix C, Section (3)(iv) provides,

“The location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin.”

For purposes of this requirement, “facilities” does not include bus shelters, as these are transit amenities and are covered in Chapter IV, nor does it include transit stations, power substations, etc., as those are evaluated during project development and the NEPA process. Facilities included in this provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc.

In order to comply with the regulations:

1. The recipient shall complete a Title VI equity analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color, or national origin. Recipients shall engage in outreach to persons potentially impacted by the siting of facilities. The Title VI equity analysis must compare the equity impacts of various siting alternatives, and the analysis must occur before the selection of the preferred site.
2. When evaluating locations of facilities, recipients should give attention to other facilities with similar impacts in the area to determine if any cumulative adverse impacts might result. Analysis should be done at the Census tract or block group where appropriate to ensure that proper perspective is given to localized impacts.
3. If the recipient determines that the location of the project will result in a disparate impact on the basis of race, color, or national origin, the recipient may only locate the project in that location if there is a substantial legitimate justification for locating the project there, and where there are no alternative locations that would have a less disparate impact on the basis of race, color, or national origin. The recipient must show how both tests are met; it is important to understand that in order to make this showing, the recipient must consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative.

## PROPOSED SITE | W SCHULTE RD

City staff has identified a site located at 15580 W. Schulte Road Tracy, CA 95377 (APN 20923029) for development of the Transit Bus Maintenance Facility. The overall parcel (50.0 acres) is City-owned, and currently zoned as Agricultural. The project will require rezoning to M-1 Light Industrial to support transit and maintenance uses. The site is situated within an area characterized by industrial, warehousing and distribution facilities, with adjacency to businesses such as logistics centers, distribution facilities for both food services and major online shopping retailers. No sensitive receptors are known to be located nearby, and local businesses will be included in outreach and impact considerations but any impacts are expected to be minor. The site offers direct roadway access via W. Schulte Road to Commuter Route H along Lammers Road. The site is 6.2 miles from the Tracy Transit Station but is better situated for any future expansion of the City of Tracy. The site is not included in the 100-Yr or 200-Yr Flood Plain and contains gently sloping terrain suitable for development. Utility connections will require extensions (water and sewer) and infrastructure coordination, but PG&E power is available and known improvements to adjacent power substations are currently in the planning and design phase. Sewer and water utilities are available on W. Schulte Road and are anticipated to be easily extended into the site. Hydrogen fueling will require onsite storage and recurring delivery by truck, and collaboration with the adjacent future Valley Link Rail Project – Tracy Operations & Maintenance Facility for hydrogen fueling or storage may be considered. Because the parcel is already under City ownership and is surrounded primarily by compatible industrial land uses, the W. Schulte Road site provides a strategic location that minimizes right-of-way complications and avoids impacting residential neighborhoods, reducing the likelihood of disproportionate impacts on protected populations.

## ALTERNATIVE SITES | W SCHULTE RD

City staff reviewed other potential locations for the Transit Bus Maintenance Facility, including sites at Chrisman Road and Holly Drive. City staff determined that neither site fully met the operational requirements of the project. These alternative sites failed to provide one or more of the key project needs:

### Chrisman Road Site

- Already under development for adjacent City of Tracy Fire Training Facility which impacts possibilities related to placement and access for the Transit Maintenance Facility
- Lack of sewer infrastructure in the area is magnified due to the fact that the closest City sewer system is located North of the adjacent railroad tracks and construction of sewer infrastructure requires coordination with Union Pacific Railroad and a subsequent easement
- Within close proximity to Child Daycare Center which may be negatively affected and impacted by construction of an adjacent Transit Maintenance Facility.
- Future road widening may impact site circulation and bus entrance locations.
- No close proximity to existing hydrogen infrastructure requires onsite storage and delivery.

### Holly Drive Site

- Located within 100-YR Flood Plain, requiring additional construction measures including compliance with Federal Transit Administration and City of Tracy flood plain construction considerations.
- Primarily adjacent to agricultural and farming operations, with poor road surfaces on access roads including Tracy Boulevard, Sugar Road and Holly Drive, south of Arbor Avenue.
- Adjacent access roads are also within 100-YR Flood Plain which may cause TRACER vehicles to become unusable in emergency flood events.

## FINDINGS | W SCHULTE RD

The proposed project site:

- Ownership & Size: Is a City-owned, 50.0-acre parcel without further acquisition costs and provides sufficient space for all facility program elements including potential future expansion for other City facilities or functions.
- Proximity to Future Operations: Provides the nearest proximity to future potential areas of expansion for the City of Tracy which may increase facility longevity and relevancy as compared to other proposed sites.
- Surrounding Land Use: Is located within an industrial and distribution corridor, with adjacent manufacturing, distribution and warehousing facilities, and substantially avoids concentrated residential areas that could be disproportionately affected by the new transit maintenance facility.
- Equity Considerations: Does not require engagement with any known sensitive receptors near the site; no evidence indicates that siting at W. Schulte Road would result in disparate impacts on the basis of race, color, or national origin.
- Environmental & Infrastructure: Features a relatively flat terrain and is without Flood Plain impacts, though habitat mitigation under the San Joaquin County Multi-Species Habitat Conservation Plan will be required. Water, sewer, and storm drain extensions will be necessary, and connectivity to PG&E power is feasible. Future power improvements to the area will strengthen power availability over time.
- Comparative Assessment: Outperforms other alternatives (Chrisman Road and Holly Drive) and highlights close proximity to newest portions of the City while being within 15 minutes of travel time to the Tracy Transit Station and Civic Center.

The W. Schulte Road site meets Title VI requirements for equitable siting. With proper outreach to nearby stakeholders and implementation of any required environmental mitigations, the site avoids disparate impacts and represents a non-discriminatory site recommendation for the City of Tracy's Transit Bus Maintenance Facility.



## *SITE ANALYSIS & FEASIBILITY STUDY*

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# *Chrisman Rd*

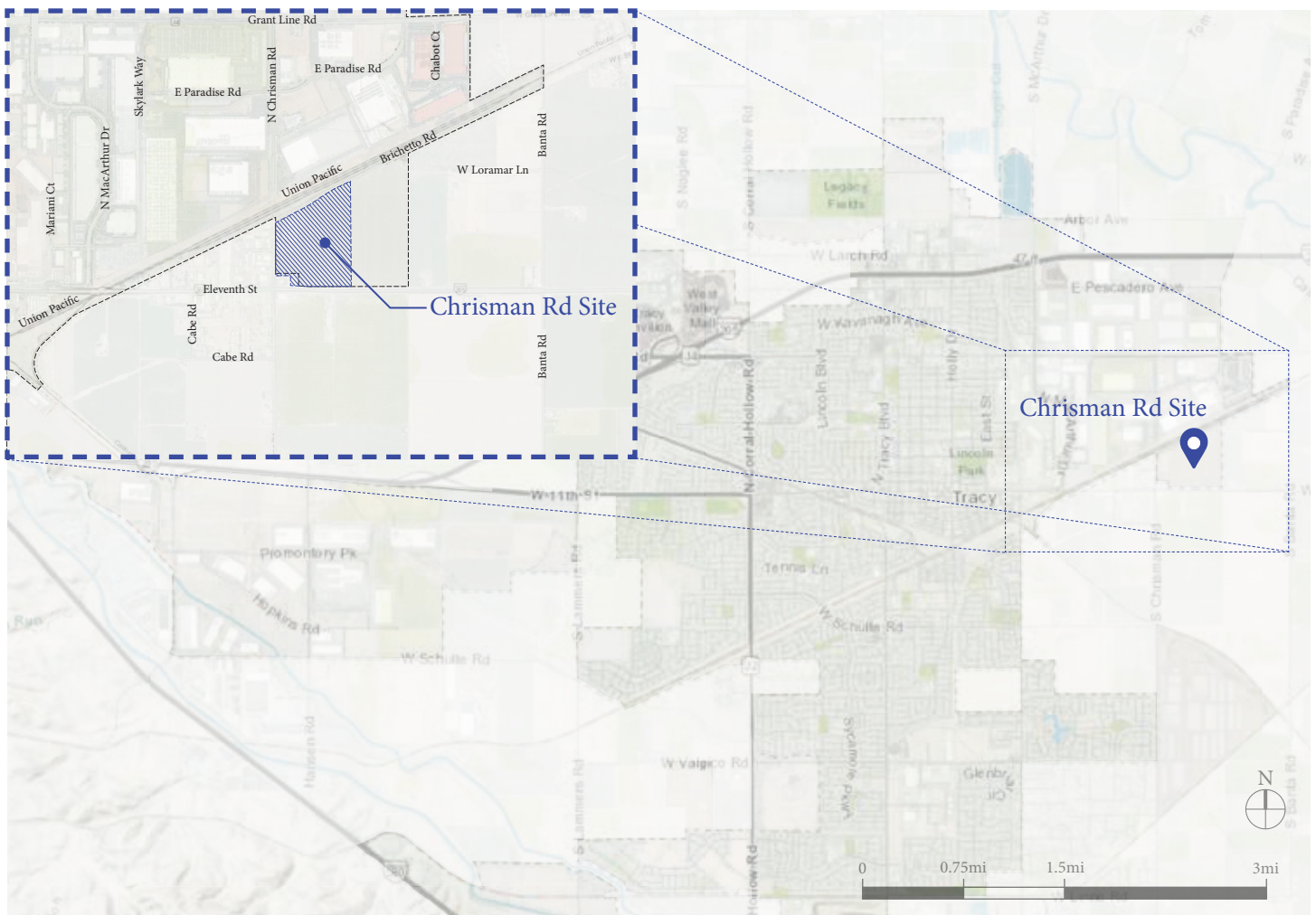
## SITE OVERVIEW | **CHRISMAN RD**

Located conveniently at 1276 N Chrisman Road, this expansive 56.62-acre property presents numerous opportunities for the development of the new City of Tracy Transit Bus Maintenance Facility. Classified under the Miscellaneous City Property category, the site allows diverse potential uses within municipal frameworks.

Its proximity to industrial, manufacturing, and distribution facilities, along with its closeness to the City Business District, makes this site an ideal location for the new Bus Maintenance Facility.



*1276 N. Chrisman Rd. Site Photo*



*1276 N. Chrisman Rd. Location*



## SITE ANALYSIS SUMMARY | **CHRISMAN RD**



### **PARCELS**

- ☒ City Owned
- ☐ More than 100 acres
- ☒ Single Parcel



### **ZONING**

- ☐ M-1 Light Industrial Zoning
- ☐ Variance Needed



### **ACCESS**

- ☒ Appropriate Road Access



### **HABITAT MITIGATION**

- ☐ Urban Zone
- ☒ Habitat Mitigation Required



### **TOPOGRAPHY**

- ☒ Flat or Gently Sloping Terrain
- ☒ Existing Natural Slopes for Drainage



### **FLOOD ZONE**

- ☐ Located in 100 Year Flood Plain
- ☐ Located in 200 Year Flood Plain
- ☒ Exempt from FTA Flood Zone Requirements



### **LANDSCAPE**

- ☐ Stable Soil
- ☐ Minimal Vegetation Presence



### **TRAFFIC**

- ☒ Limited Through-Traffic
- ☒ Limited Truck-Traffic



### **TRACER BUS ROUTE**

- ☒ Less than 3 Miles to Transit Station
- ☒ Less than 1.5 Miles to TRACER Routes
- ☒ Less than 1.5 Miles to Tracer Commuter Route



### **UTILITIES**

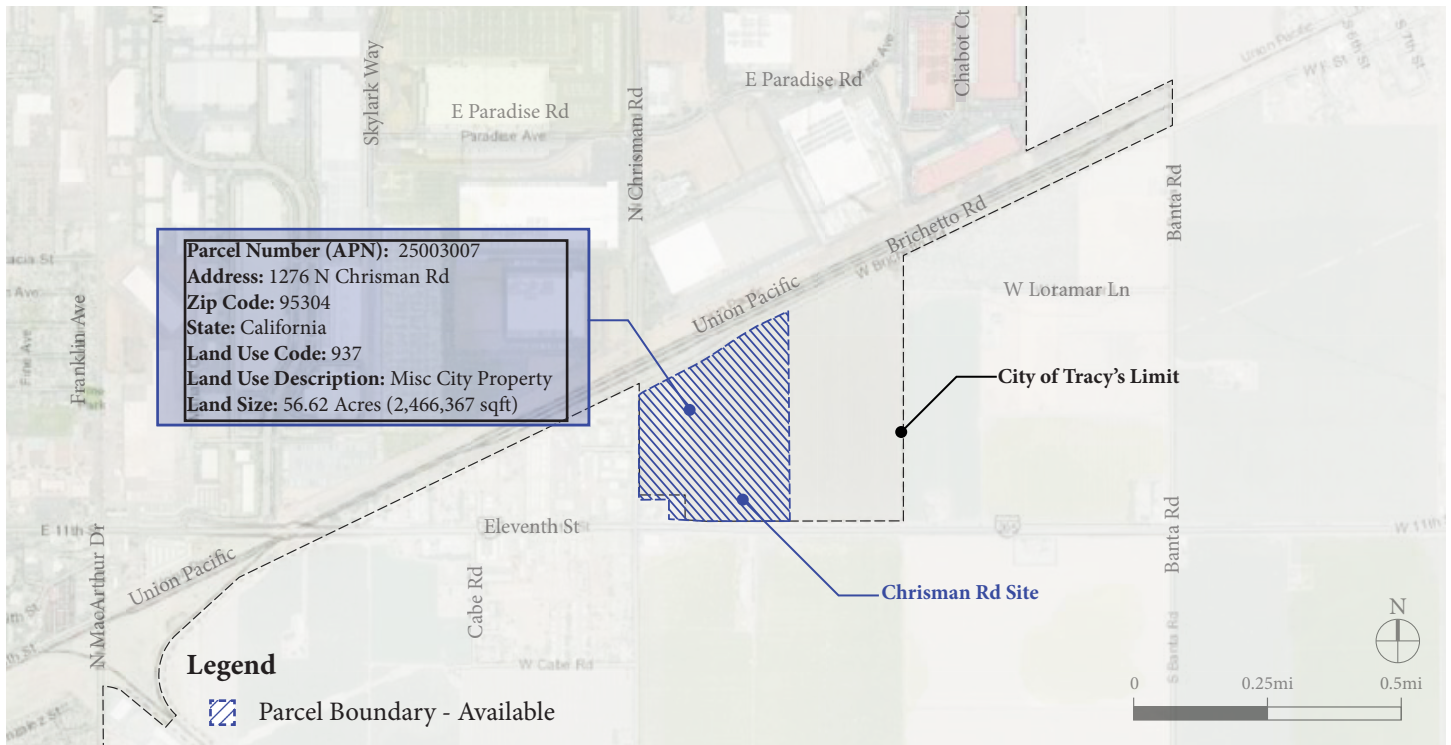
- ☒ Available Water
- ☐ Available Recycled Water
- ☐ Available Sewer
- ☐ Available Storm Drain
- ☒ Available Power



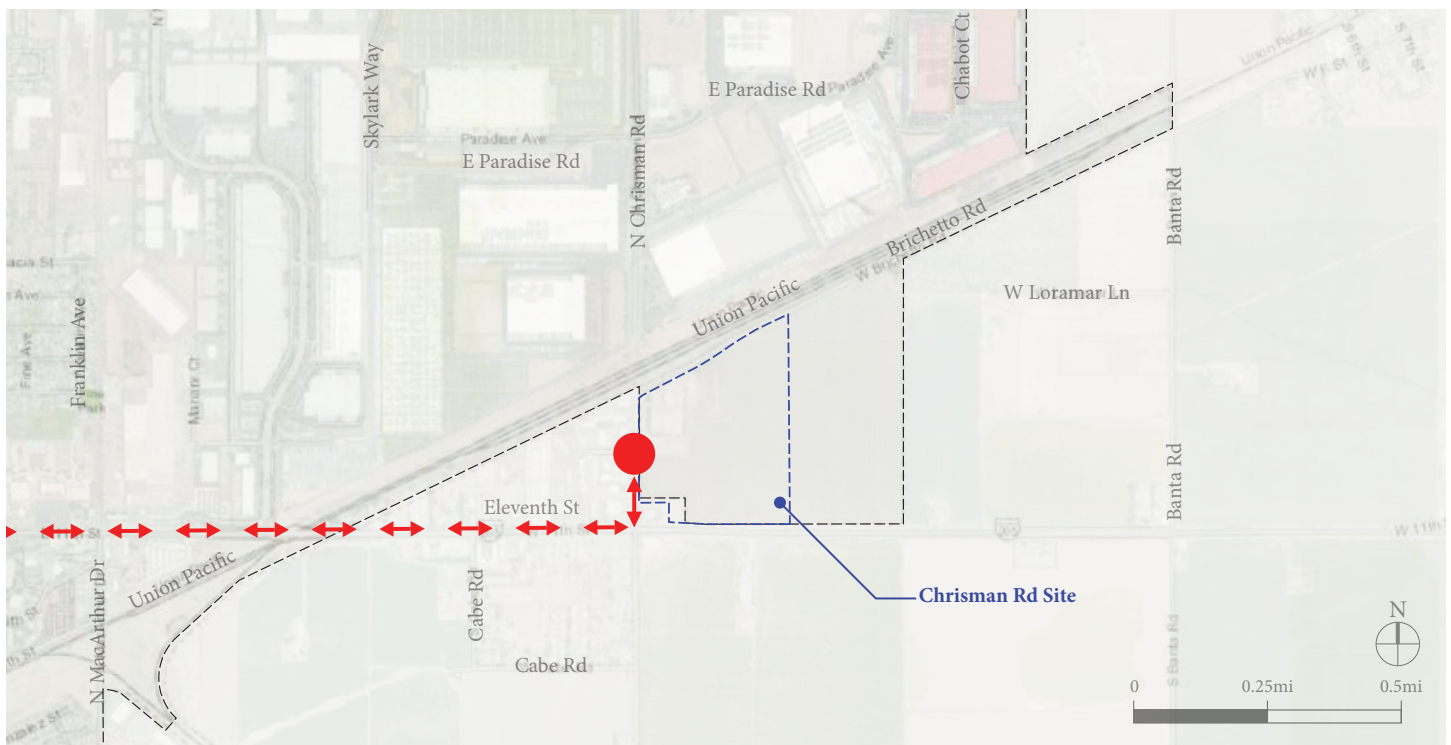
### **ADJACENCIES**

- ☒ Adjacent to Industrial & Manufacturing
- ☒ Adjacent to Supportive Businesses
- ☒ Adjacent to Residential Areas

## PARCELS | CHRISMAN RD

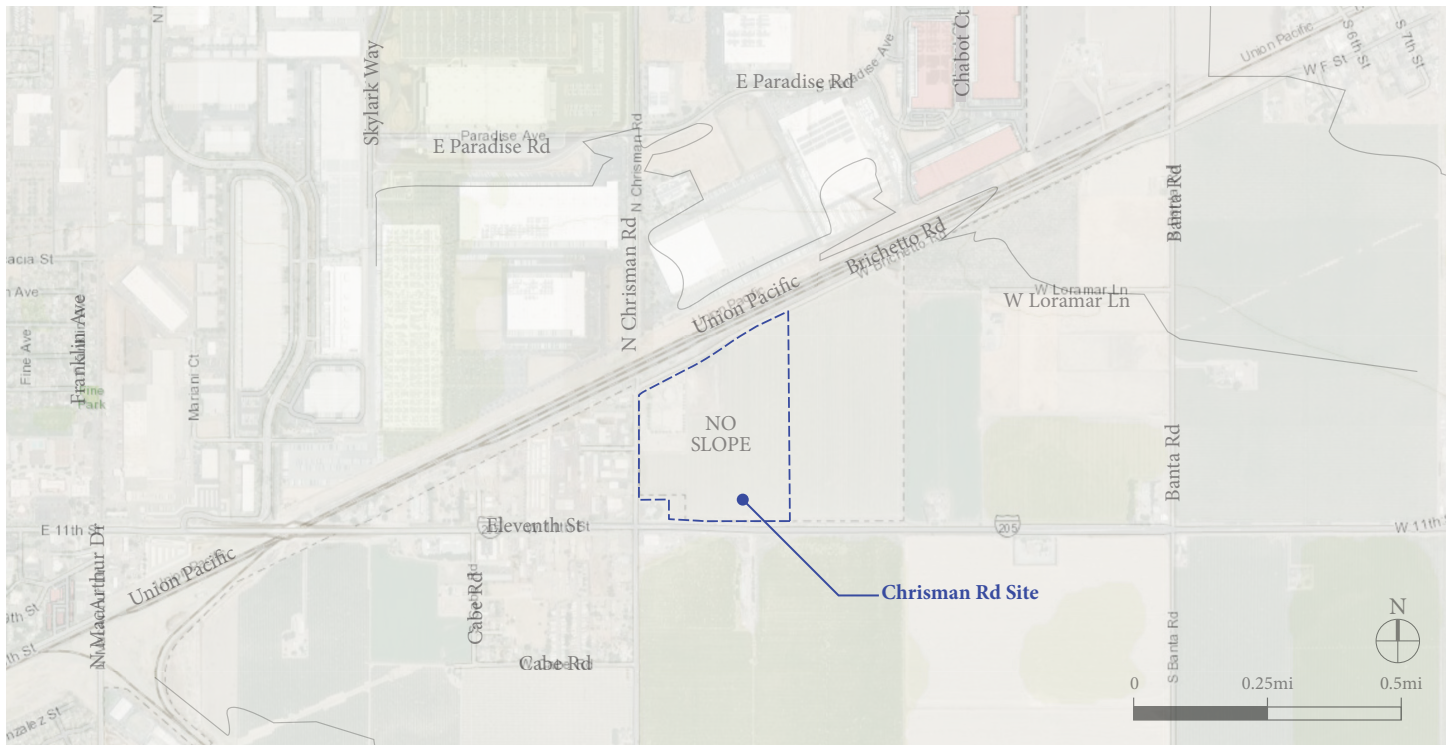


## ACCESS | CHRISMAN RD

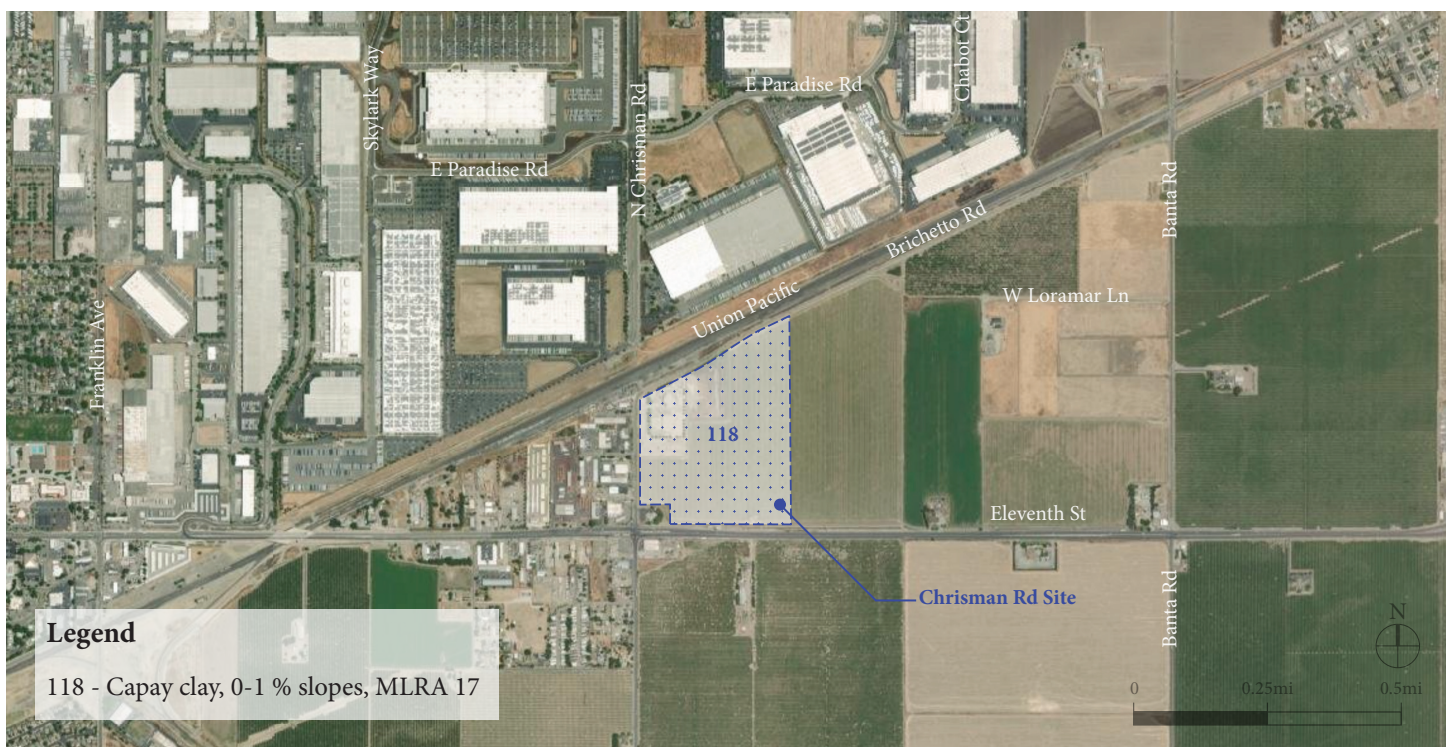




## TOPOGRAPHY | CHRISMAN RD

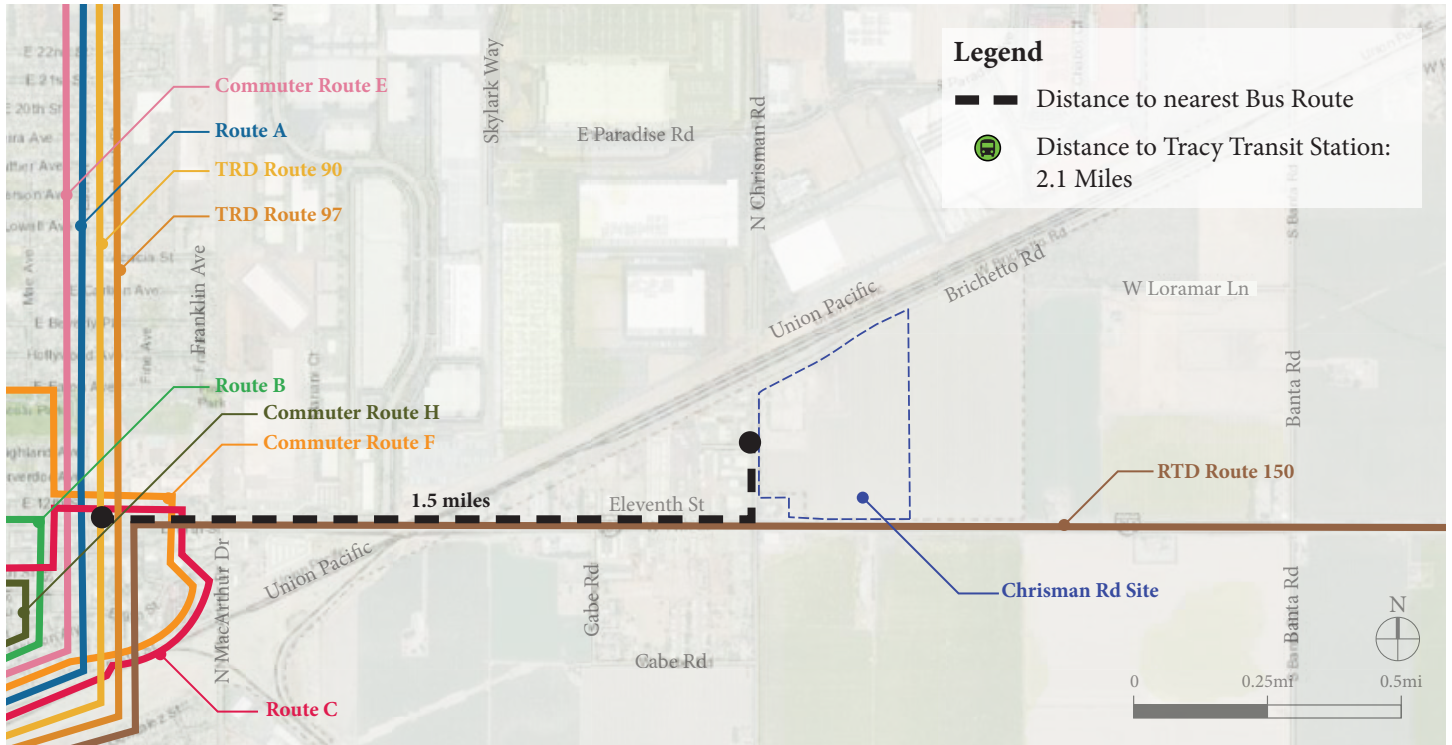


## LANDSCAPE | CHRISMAN RD

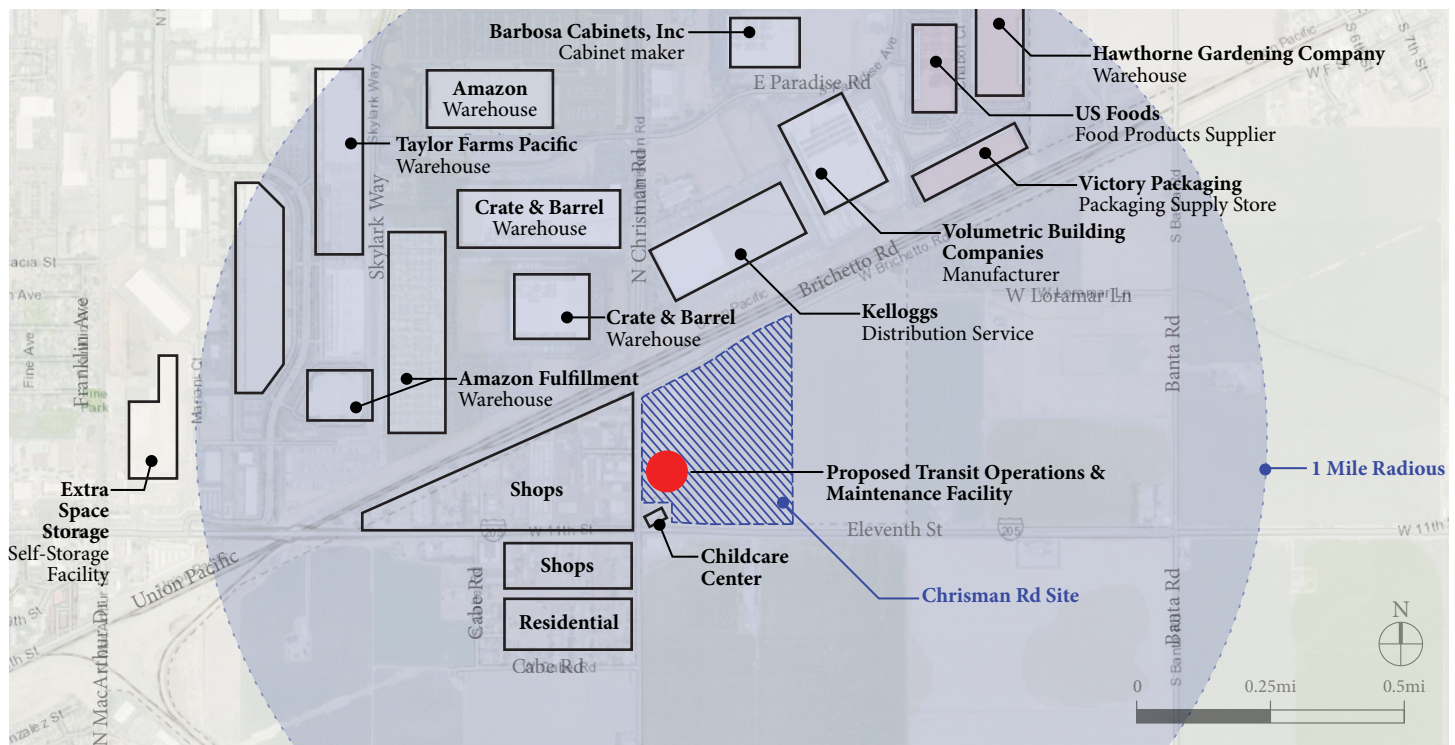




## TRACER BUS ROUTES | **CHRISMAN RD**



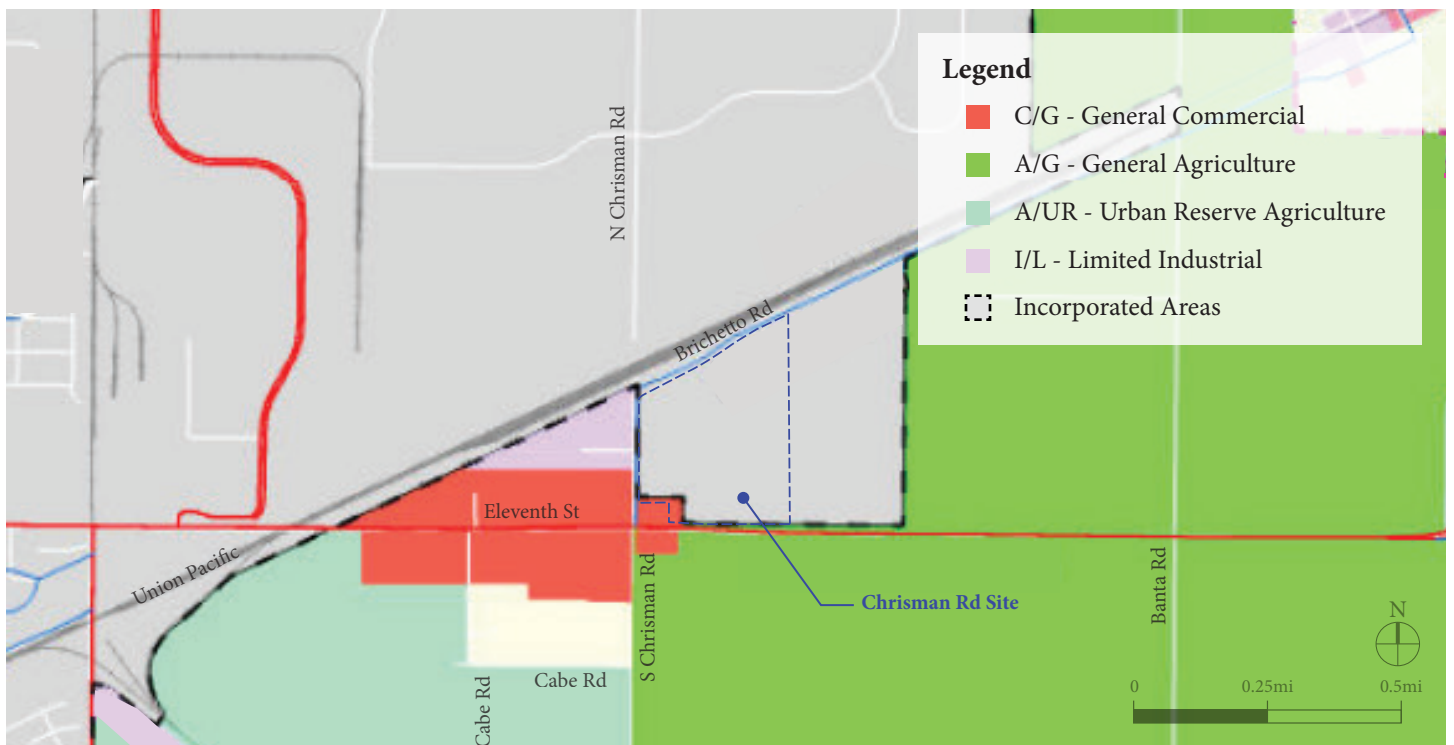
## ADJACENT BUSINESSES | **CHRISMAN RD**



## CITY ZONING | **CHRISMAN RD**

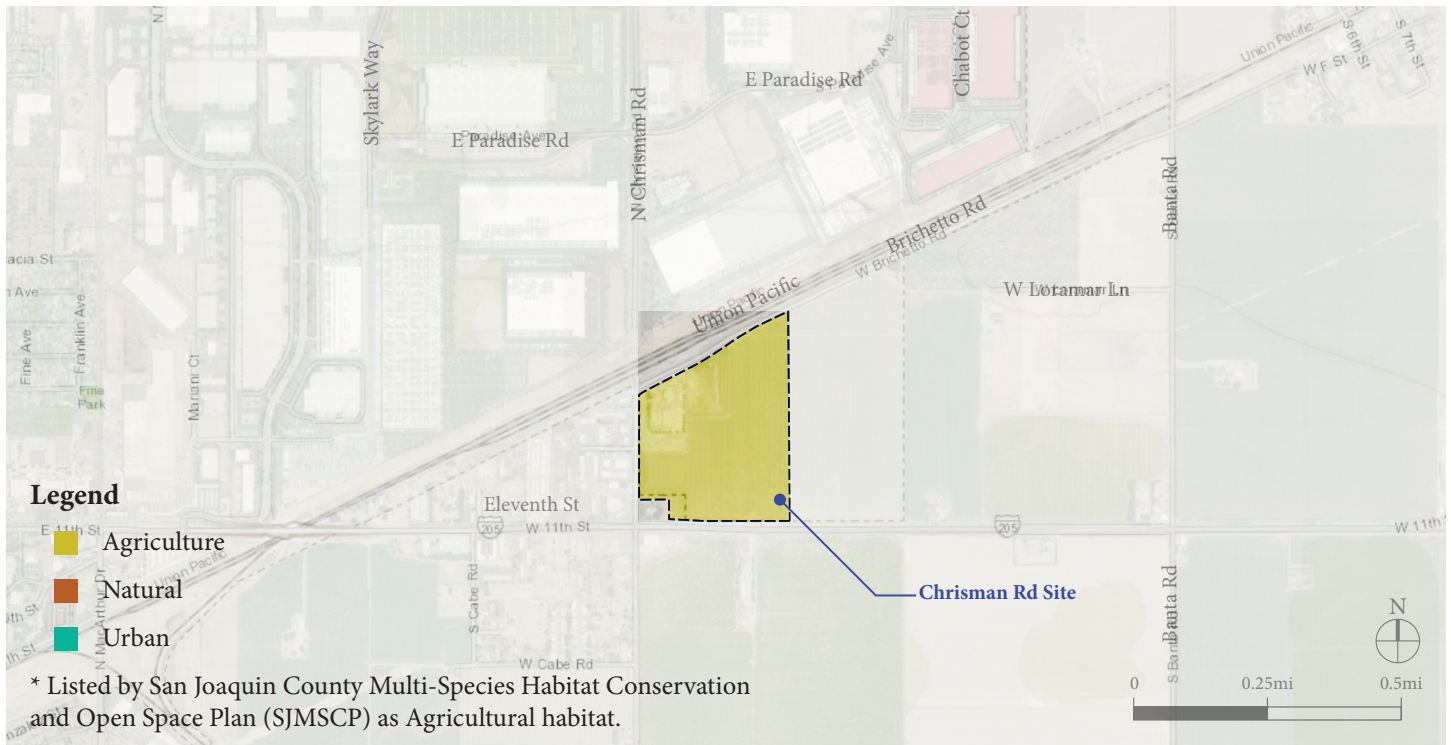


## ADJACENT COUNTY ZONING | **CHRISMAN RD**

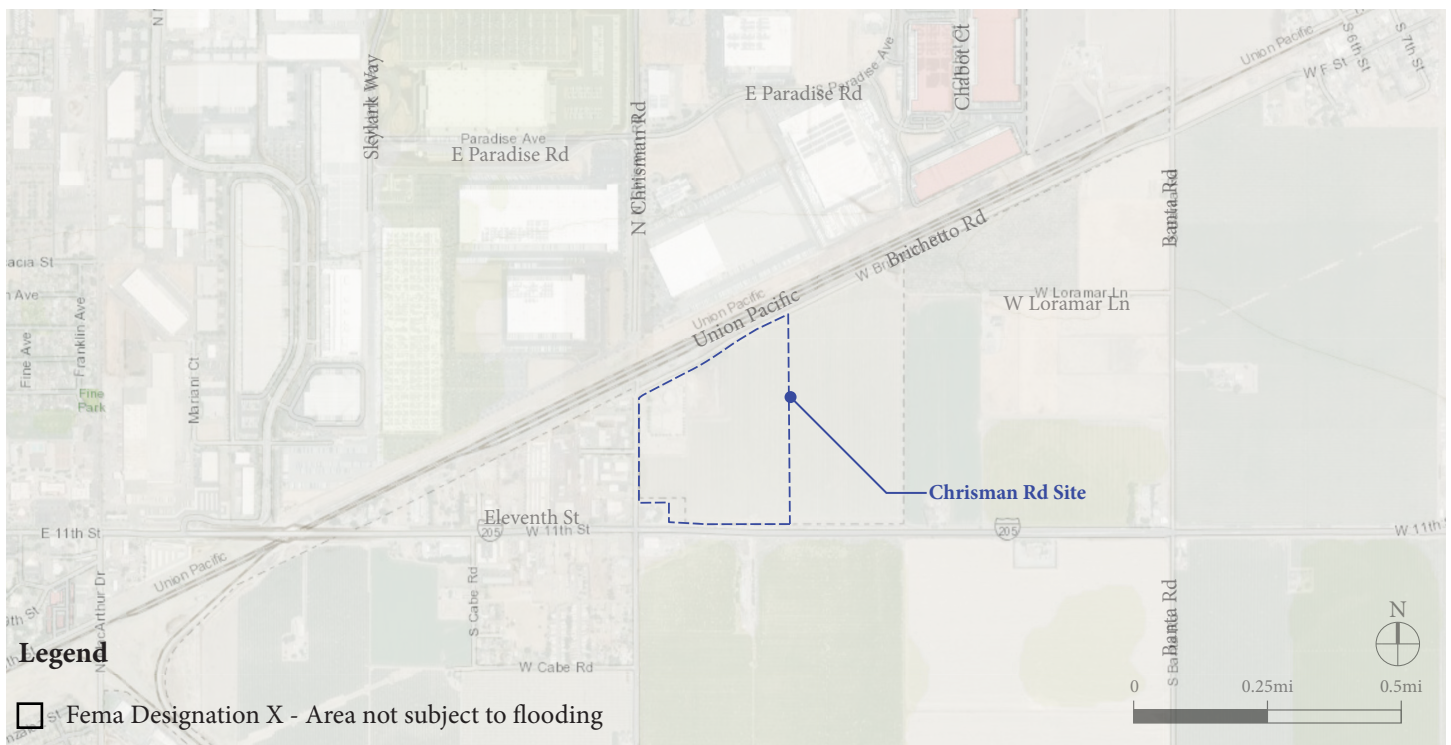




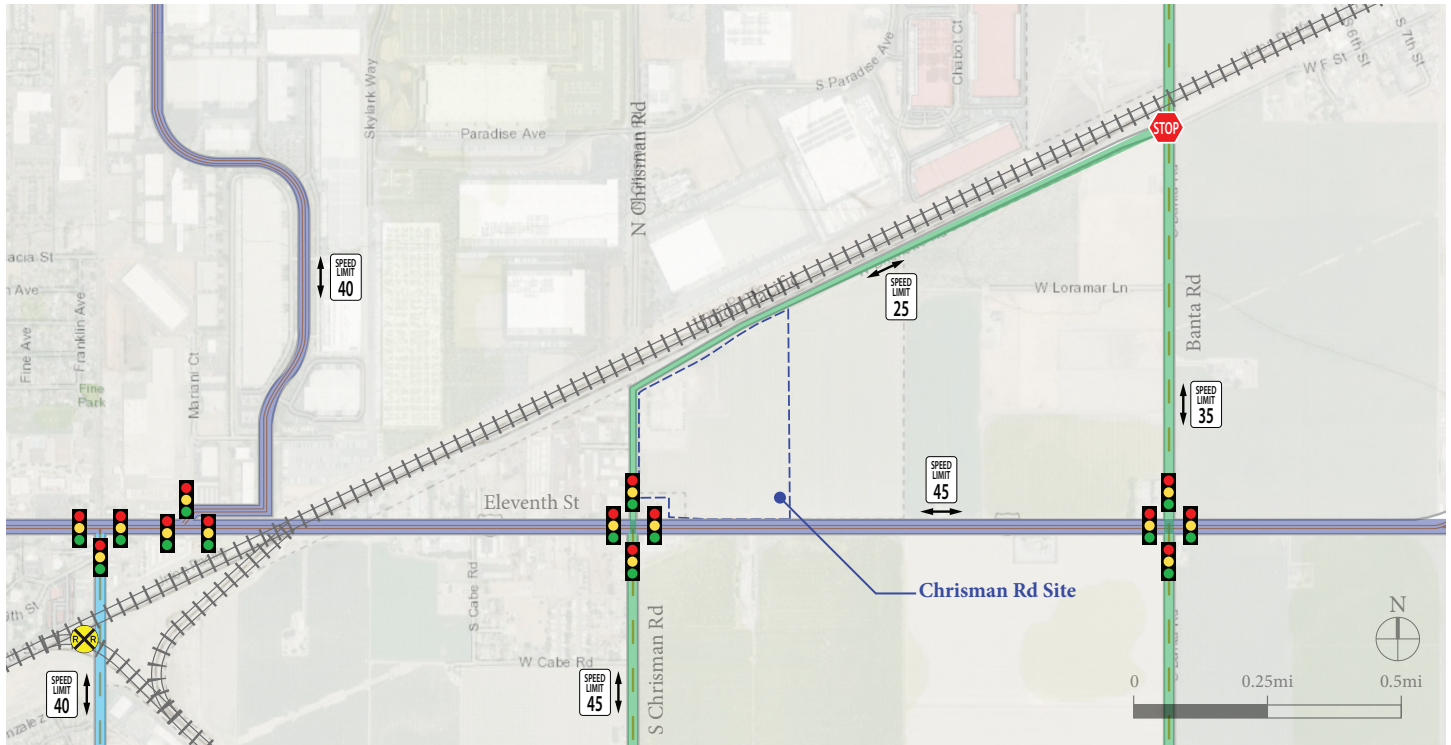
## HABITAT MITIGATION | **CHRISMAN RD**



## FLOOD ZONES | **CHRISMAN RD**



## TRAFFIC | CHRISMAN RD

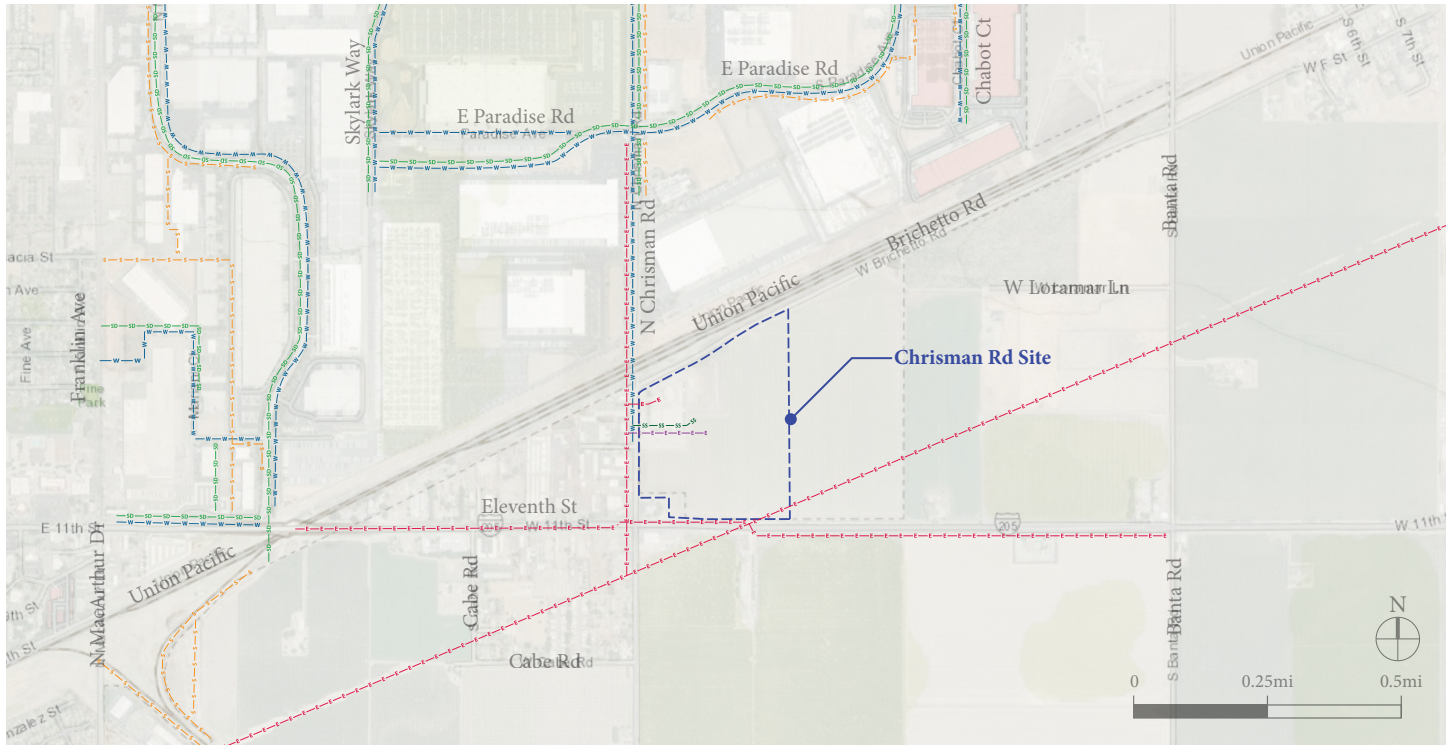


### Legend

- ↔ Direction of Travel
- 4- Lane: Improved Roadway
- 2- Lane: Improved Roadway
- 2- Lane: Existing Roadway
- Speed Limit
- Stop Sign
- Traffic Light



## UTILITIES | CHRISMAN RD



### Legend

Note:

Utility access availability is based on public information and should be verified with City staff and appropriate utility providers.

- W— Water Line
- RW— Recycled Water Line
- S— Sewer Line
- SS— Sanitary Sewer Line
- SD— Storm Drain Line
- E— Power - 12 kV
- E— Power - Lammers-Kasson-10451 (115 kV)
- E— Power - Schulte SW STA-Kasson-Manteca-10475 (115 kV)
- E— Power - Kasson-Carbona-60415 (60 kV)

### Available Utilities Summary

	Directly Adjacent	Not Currently Available	Extension Needed Beyond Site
Water			X
Recycled Water		X	
Sewer		X	
Storm Drain		X	
Power	X*		

\*Power demand assumption - 3,000A pending further analysis.



**FEASIBILITY STUDY | CHRISMAN RD**



## PROS & CONS MATRIX | **CHRISMAN RD**

	PRO	CON
<b>LOCATIONS &amp; OPERATIONS</b>		
Location	<ul style="list-style-type: none"> <li>• 2.1 miles to Tracy Transit Station</li> <li>• Closest proximity of three considered sites</li> </ul>	<ul style="list-style-type: none"> <li>• Directly adjacent to a childcare facility on corner of 11th Street and Chrisman Road</li> </ul>
Parcel Information	<ul style="list-style-type: none"> <li>• Single 56 acre parcel.</li> <li>• Additional City owned 59 acre parcel adjacent on east side.</li> <li>• General Plan indicates Public Use.</li> </ul>	
<b>UTILITIES &amp; INFRASTRUCTURE</b>		
Utility Availability	<ul style="list-style-type: none"> <li>• 2024 Citywide Water System Master Plan indicates 24" recycled water main in Chrisman at recycled water system buildout.</li> </ul>	<ul style="list-style-type: none"> <li>• Water extension required: City water on Chrisman at entrance to Fire Training Facility. No City water south of Fire Training Facility or on 11th Street.</li> <li>• Sewer extension required: No City sewer collection south of UPRR. Approximately 2,000 foot extension, jack &amp; bore under UPRR right-of-way and lift station may be required.</li> <li>• Recycled water: not available.</li> <li>• Fire training facility has sewer stub to Chrisman for connection to future sewer collection system. Currently utilizing holding tank.</li> <li>• Storm Drain: Fire Training site is self-retaining with basin</li> </ul>
Power Availability	<ul style="list-style-type: none"> <li>• PG&amp;E: Overhead 12KV Power available on west side of Chrisman Road (utilized by Fire Training Facility and Chrisman water tank site).</li> </ul>	<ul style="list-style-type: none"> <li>• PG&amp;E power transmission easement with transmission towers cross site from southwest to northeast.</li> </ul>
<b>SITE ENGINEERING &amp; DEVELOPMENT</b>		
Existing Structures		<ul style="list-style-type: none"> <li>• PG&amp;E power transmission tower easement will require coordination with PG&amp;E for improvements.</li> <li>• South San Joaquin County Fire Authority training facility.</li> <li>• Chrisman Water Storage Tank facility.</li> </ul>
Groundwater	Site El. ±45 MSL	<ul style="list-style-type: none"> <li>• Shallow ground-water: Existing tile drains must be maintained or replaced with alternate groundwater management system to maintain groundwater depth.</li> </ul>

### PROS & CONS MATRIX | CHRISMAN RD

	PRO	CON
<b>COMMUNITY COMPATIBILITY</b>		
Residential Proximity	<ul style="list-style-type: none"> <li>• No planned residential development in this area.</li> <li>• Primarily light industrial north of 11th</li> </ul>	<ul style="list-style-type: none"> <li>• Directly adjacent to a small childcare facility on corner of 11th Street and Chrisman Road.</li> </ul>
Current Traffic	<ul style="list-style-type: none"> <li>• Low traffic on Chrisman Road.</li> <li>• Limited through traffic on Chrisman Road due to conditions of Brichetto and Banta Roads.</li> <li>• Existing standard 2-lane county road with roadside drainage.</li> <li>• Existing signal with left turn lane to Chrisman from 11th can facilitate bus traffic.</li> </ul>	
<b>FUTURE DEVELOPMENT COMPATIBILITY</b>		
Future Traffic	<ul style="list-style-type: none"> <li>• Future widening of Chrisman to 6 lane expressway from 11th to Grant Line Road with above grade crossing at UPRR right-of-way per 2022 Draft Transportation Masterplan Update.</li> </ul>	<ul style="list-style-type: none"> <li>• Future road widening may impact site circulation for bus entrance and exits routes at site.</li> </ul>
<b>ENTITLEMENTS &amp; RISKS</b>		
Topography & Flood Zone	<ul style="list-style-type: none"> <li>• Flat or gently sloping</li> <li>• Not in flood hazard area</li> </ul>	
Habitat Mitigation		<ul style="list-style-type: none"> <li>• Agricultural Habitat per San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP): Mitigation Fee approx. \$17K per acre.</li> </ul>
Zoning	<ul style="list-style-type: none"> <li>• Re-zoning not required. Zoned for Public Facilities</li> </ul>	
Environmental Mitigation	<ul style="list-style-type: none"> <li>• No concerning information noted. Further investigation required.</li> </ul>	
<b>EMERGING TECHNOLOGIES</b>		
Hydrogen Availability	<ul style="list-style-type: none"> <li>• Space available for potential hydrogen storage on-site (Subject to restrictions due to proximity to existing development and Child Care Center).</li> </ul>	<ul style="list-style-type: none"> <li>• Hydrogen must be trucked in.</li> </ul>

### SITE DEVELOPMENT COST ESTIMATE | CHRISMAN RD

Description & Breakdown		QTY	Unit	Unit Price	Cost	SUBTOTAL
<b>DESIGN</b>						
	Design	1	LS	\$ 2,700,000.00	\$ 2,700,000.00	
SUBTOTAL - DESIGN					\$ 2,700,000.00	\$ 2,700,000.00
<b>ENVIRONMENTAL IMPACT REPORT</b>						
	Environmental Impact Report	1	LS	\$ 350,000.00	\$ 350,000.00	
SUBTOTAL - ENVIRONMENTAL IMPACT REPORT					\$ 350,000.00	\$ 350,000.00
<b>HABITAT MITIGATION FEES (SAN JOAQUIN COUNTY)</b>						
	Habitat Mitigation Fees (20 Acres)	1	LS	\$ 340,000.00	\$ 340,000.00	
SUBTOTAL - HABITAT MITIGATION FEES					\$ 340,000.00	\$ 340,000.00
<b>SITE IMPROVEMENTS</b>						
	Demo - clear vegetation	1	LS	\$ 1,650,000.00	\$ 1,650,000.00	
	Grading	1	LS	\$ 1,400,000.00	\$ 1,400,000.00	
	Paving	1	LS	\$ 3,000,000.00	\$ 3,000,000.00	
	Parking Elements	1	LS	\$ 1,000,000.00	\$ 1,000,000.00	
	Curbing and Circulation	1	LS	\$ 2,000,000.00	\$ 2,000,000.00	
	Pathways	1	LS	\$ 1,500,000.00	\$ 1,500,000.00	
	Plazas	1	LS	\$ 1,500,000.00	\$ 1,500,000.00	
	Landscaping	1	LS	\$ 1,250,000.00	\$ 1,250,000.00	
	Fencing	1	LS	\$ 1,300,000.00	\$ 1,300,000.00	
	Gates	1	LS	\$ 500,000.00	\$ 500,000.00	
SUBTOTAL - SITE IMPROVEMENTS					\$ 15,100,000.00	\$ 15,100,000.00
<b>NEW BUILDING CONSTRUCTION</b>						
	Maintenance Facility	1	LS	\$ 23,850,000.00	\$ 23,850,000.00	
	Wash Station	1	LS	\$ 4,500,000.00	\$ 4,500,000.00	
	Administrative Facility	1	LS	\$ 6,300,000.00	\$ 6,300,000.00	
	Building Utilities & HVAC	1	LS	\$ 2,500,000.00	\$ 2,500,000.00	
SUBTOTAL - NEW BUILDING CONSTRUCTION					\$ 37,150,000.00	\$ 37,150,000.00
<b>CHARGING INFRASTRUCTURE</b>						
	EV Chargers - Buses	1	LS	\$ 3,000,000.00	\$ 3,000,000.00	
	EV Chargers - Employee Vehicles	1	LS	\$ 300,000.00	\$ 300,000.00	
SUBTOTAL - CHARGING INFRASTRUCTURE					\$ 3,300,000.00	\$ 3,300,000.00
<b>HYDROGEN INFRASTRUCTURE</b>						
	Hydrogen Storage	1	LS	\$ 1,800,000.00	\$ 1,800,000.00	
	Hydrogen Fueling	1	LS	\$ 1,500,000.00	\$ 1,500,000.00	
SUBTOTAL - HYDROGEN INFRASTRUCTURE					\$ 3,300,000.00	\$ 3,300,000.00
<b>UTILITIES</b>						
	Power	1	LS	\$ 1,000,000.00	\$ 1,000,000.00	
	Water	1	LS	\$ 850,000.00	\$ 850,000.00	
	Sewer (including offsite extension)	1	LS	\$ 4,500,000.00	\$ 4,500,000.00	
	Other Misc *	1	LS	\$ 1,000,000.00	\$ 1,000,000.00	
	Onsite Wastewater Treatment & Storage*	1	ls	\$ 2,500,000.00		
SUBTOTAL - UTILITIES					\$ 7,350,000.00	\$ 7,350,000.00



### SITE DEVELOPMENT COST ESTIMATE | CHRISMAN RD

Description & Breakdown	QTY	Unit	Unit Price	Cost	SUBTOTAL
<b>DESIGN</b>					\$ 2,700,000.00
ENVIRONMENTAL IMPACT REPORT					\$ 350,000.00
HABITAT MITIGATION FEES (SAN JOAQUIN COUNTY)					\$ 340,000.00
<b>SITE IMPROVEMENTS</b>					\$ 15,100,000.00
NEW BUILDING CONSTRUCTION					\$ 37,150,000.00
CHARGING INFRASTRUCTURE					\$ 3,300,000.00
HYDROGEN INFRASTRUCTURE					\$ 3,300,000.00
UTILITIES					\$ 7,350,000.00
UTILITIES - with ONSITE WASTEWATER TREATMENT & STORAGE (OWTS)					\$ 5,350,000.00
<b>TOTAL COST - TRACY TRANSIT MAINTENANCE FACILITY (CHRISMAN RD)</b>					\$ 69,590,000.00
CONSTRUCTION CONTINGENCY (10%)					\$ 6,959,000.00
DESIGN OVERSIGHT DURING CONSTRUCTION - CA (5%)					\$ 3,479,500.00
CONSTRUCTION MANAGEMENT (10%)					\$ 6,959,000.00
<b>GRAND TOTAL COST - TRACY TRANSIT MAINTENANCE FACILITY (CHRISMAN RD)</b>					\$ 86,987,500.00
<b>TOTAL COST - TRACY TRANSIT MAINTENANCE FACILITY (CHRISMAN RD) - with OWTS</b>					\$ 67,590,000.00
CONSTRUCTION CONTINGENCY (10%)					\$ 6,759,000.00
DESIGN OVERSIGHT DURING CONSTRUCTION - CA (5%)					\$ 3,379,500.00
CONSTRUCTION MANAGEMENT (10%)					\$ 6,759,000.00
<b>GRAND TOTAL COST - CHRISMAN RD with ONSITE WASTEWATER TREATMENT &amp; STORAGE</b>					\$ 84,487,500.00
*Onsite treatment system including separate domestic septic holding tank and vehicle wash water recirculation, treatment and holding tank. Additional recurring maintenance costs for tank pumpouts. Feasibility of onsite domestic wastewater treatment and disposal system TBD					

#### Note:

Cost estimate is provided in 2026 construction dollars. Depending on the actual timeline of Transit Maintenance Facility construction, the construction cost will escalate to align with future construction markets. Shown below is a cost escalation table depicting an approximate annual escalation of 4%. The estimated cost for the Chrisman Road Transit Maintenance Facility ranges from \$84.5M in 2026 construction dollars to \$98.8M in 2030 construction dollars.

TRANSIT SITE ANALYSIS   ESCALATED COST TABLE					
Site	Cost				
Year	2026	2027	2028	2029	2030
Escalation (annual % increase)	Base estimate	4% escalation	4% escalation	4% escalation	4% escalation
Chrisman Road	\$ 86,987,500	\$ 90,467,000	\$ 94,085,680	\$ 97,849,107	\$ 101,763,071

## BUS MAINTENANCE FACILITY SITING | CHRISMAN RD



## BUS MAINTENANCE FACILITY ACCESS & PARKING STUDY | CHRISMAN RD





## PROJECT SUMMARY | CHRISMAN RD

The City of Tracy has identified a need for a new Transit Bus Maintenance Facility to support the growing TRACER transit system. The facility is anticipated to include expanded bus parking and storage, maintenance bays, electric and hydrogen fueling, wash facility, and an administrative building for staff training, fare collection and day-to-day employee operations. Additional site improvements will provide security lighting, perimeter fencing, circulation and roadway access, and capacity for future growth.

The proposed facility at 1276 N. Chrisman Road will consolidate transit operations near industrial and distribution centers along with the Tracy Civic Center. The new facility will replace existing leased space, provide straightforward access to the Tracy Transit Station, exist in close proximity to existing TRACER bus routes and provide modern infrastructure to support long-term fleet expansion and alternative fuel technologies.

## TITLE VI REQUIREMENTS | CHRISMAN RD

### DETERMINATION OF SITE OR LOCATION OF FACILITIES (FTA Circular 4702.1B)

Title 49 CFR Section 21.9(b)(3) states,

“In determining the site or location of facilities, a recipient or applicant may not make selection with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part.”

Title 49 CFR part 21, Appendix C, Section (3)(iv) provides,

“The location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin.”

For purposes of this requirement, “facilities” does not include bus shelters, as these are transit amenities and are covered in Chapter IV, nor does it include transit stations, power substations, etc., as those are evaluated during project development and the NEPA process. Facilities included in this provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc.

In order to comply with the regulations:

1. The recipient shall complete a Title VI equity analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color, or national origin. Recipients shall engage in outreach to persons potentially impacted by the siting of facilities. The Title VI equity analysis must compare the equity impacts of various siting alternatives, and the analysis must occur before the selection of the preferred site.
2. When evaluating locations of facilities, recipients should give attention to other facilities with similar impacts in the area to determine if any cumulative adverse impacts might result. Analysis should be done at the Census tract or block group where appropriate to ensure that proper perspective is given to localized impacts.
3. If the recipient determines that the location of the project will result in a disparate impact on the basis of race, color, or national origin, the recipient may only locate the project in that location if there is a substantial legitimate justification for locating the project there, and where there are no alternative locations that would have a less disparate impact on the basis of race, color, or national origin. The recipient must show how both tests are met; it is important to understand that in order to make this showing, the recipient must consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative.

## PROPOSED SITE | CHRISMAN RD

City staff has identified a site located at 1276 N. Chrisman Road, Tracy, CA 95304 (APN 25003007) for development of the Transit Bus Maintenance Facility. The overall parcel (56.6 acres) is City-owned, and currently zoned as Agricultural. The project will require rezoning to M-1 Light Industrial to support transit and maintenance uses. The site is situated within an area characterized by industrial, warehousing and distribution facilities, with adjacency to businesses such as logistics centers, manufacturers and food processors. One sensitive receptor, a childcare facility at the corner of 11th Street and Chrisman Road, is located nearby and will be included in outreach and impact considerations. The site offers direct roadway and TRACER route access, and the site is only 2.1 miles from the Tracy Transit Station. The site is not included in the 100-Yr or 200-Yr Flood Plain and contains flat or gently sloping terrain suitable for development. Utility connections will require extensions (water and sewer) and infrastructure coordination, but a nearby PG&E high-voltage transmission line exists nearby and power extension is feasible. Sewer utility will require coordination with Union Pacific Railroad for easement and construction considerations as the nearest City sewer connection is North of the nearby railroad tracks. Hydrogen fueling will require onsite storage and recurring delivery by truck. Because the parcel is already under City ownership and is surrounded primarily by compatible industrial land uses, the Chrisman Road site provides a strategic location that minimizes right-of-way complications and avoids concentrated residential neighborhoods, reducing the likelihood of disproportionate impacts on protected populations.

## ALTERNATIVE SITES | CHRISMAN RD

City staff reviewed other potential locations for the Transit Bus Maintenance Facility, including sites at W. Schulte Road and Holly Drive. City staff determined that neither site fully met the operational requirements of the project. These alternative sites failed to provide one or more of the key project needs:

### W. Schulte Road Site

- Located approximately 6.2 miles from the Tracy Transit Station, making it the most distant option.
- Located outside the City limits which requires additional planning and support for annexation and rezoning.
- Subject to overlapping future development plans for the Valley Link Rail project (Tracy Operations & Maintenance Facility), which may limit availability of certain site areas.
- Current utility constraints including lack of storm drain infrastructure and lack of high voltage transmission lines in the area
- Requirement to maintain existing easements on the property for high pressure natural gas/oil transmission mains.
- Greater traffic concerns due to existing truck traffic in the area and current private construction of additional industrial facilities

### Holly Drive Site

- Located within 100-YR Flood Plain, requiring additional construction measures including compliance with Federal Transit Administration and City of Tracy flood plain construction considerations.
- Primarily adjacent to agricultural and farming operations, with poor road surfaces on access roads including Tracy Boulevard, Sugar Road and Holly Drive.
- Adjacent access roads are also within 100-YR Flood Plain which may cause TRACER vehicles to become unusable in emergency flood events.



## FINDINGS | CHRISMAN RD

The proposed project site:

- **Ownership & Size:** Is a City-owned, 56.6-acre parcel without further acquisition costs and provides sufficient space for all facility program elements including potential future expansion for other City facilities or functions.
- **Proximity to Operations:** Is the closest of the proposed sites to the Tracy Transit Station (2.1 miles), supporting efficient fleet circulation and access to the City's core TRACER transit services.
- **Surrounding Land Use:** Is located within an industrial and distribution corridor, with adjacent manufacturing and warehousing facilities, and substantially avoids concentrated residential areas that could be disproportionately affected by the new transit maintenance facility.
- **Equity Considerations:** Will require engagement with one sensitive receptor (a childcare facility) near the site; however, no evidence indicates that siting at Chrisman Road would result in disparate impacts on the basis of race, color, or national origin.
- **Environmental & Infrastructure:** Features flat terrain and is without Flood Plain impacts, though habitat mitigation under the San Joaquin County Multi-Species Habitat Conservation Plan will be required. Water, sewer, and storm drain extensions will be necessary, but straightforward connectivity to PG&E power is anticipated.
- **Comparative Assessment:** Outperforms other alternatives (W. Schulte Road and Holly Drive) and highlights close proximity to the existing transit routes, Tracy Transit Station and Civic Center.

The Chrisman Road site meets Title VI requirements for equitable siting. With proper outreach to nearby stakeholders and implementation of any required environmental mitigations, the site avoids disparate impacts and represents a non-discriminatory site recommendation for the City of Tracy's Transit Bus Maintenance Facility.



## *SITE ANALYSIS & FEASIBILITY STUDY*

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*Holly Dr*

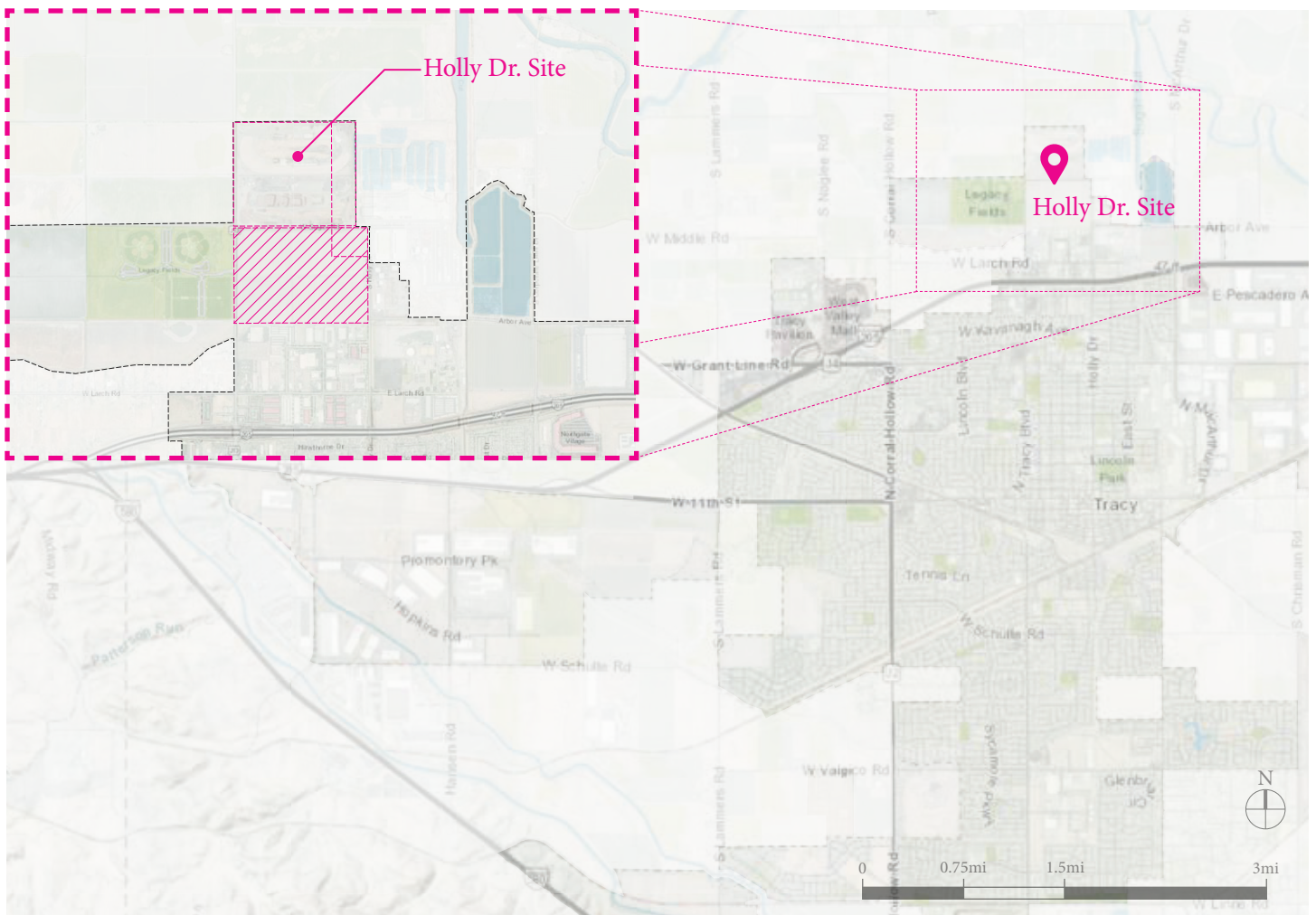
## SITE OVERVIEW | **HOLLY DR**

The parcel located at 201550 S. Tracy Blvd is another viable option for the Transit Maintenance Facility. This site is located North of the 205 Freeway adjacent to private industrial, agricultural and farming businesses. The Holly Drive site is unique in that it offers multiple locations and flexibility related to site access and entry. The site exists between Tracy Blvd and Holly Drive which allows this flexibility. The site is also located adjacent to a hydrogen production facility which may be utilized to power future TRACER hydrogen buses.

The site's location within the 100 YR flood plan requires incorporation of specific flood considerations within future planning and design stages. Specific construction requirements are defined by the Federal Transit Administration and City of Tracy.



*Holly Dr. Site Photo*



*Holly Dr. Location*

## SITE ANALYSIS SUMMARY | **HOLLY DR**



### **PARCELS**

- ☒ City Owned
- ☒ More than 100 acres
- ☐ Single Parcel



### **ZONING**

- ☒ M-1 Light Industrial Zoning
- ☐ Variance Needed



### **ACCESS**

- ☒ Appropriate Road Access



### **HABITAT MITIGATION**

- ☐ Urban Zone
- ☒ Habitat Mitigation Required



### **TOPOGRAPHY**

- ☒ Flat or Gently Sloping Terrain
- ☒ Existing Natural Slopes for Drainage



### **FLOOD ZONE**

- ☒ Located on 100 Year Flood Plain
- ☒ Located on 200 Year Flood Plain
- ☐ Exempt from FTA Flood Zone Requirements



### **LANDSCAPE**

- ☐ Stable Soil
- ☐ Minimal Vegetation Presence



### **TRAFFIC**

- ☒ Limited Through-Traffic
- ☐ Limited Truck-Traffic



### **TRACER BUS ROUTE**

- ☐ Less than 3 Miles to Transit Station
- ☒ Less than 1.5 Miles to TRACER Routes
- ☒ Less than 1.5 Miles to to Tracer Commuter Route



### **UTILITIES**

- ☒ Available Water
- ☒ Available Recycled Water
- ☐ Available Sewer
- ☐ Available Storm Drain
- ☒ Available Power

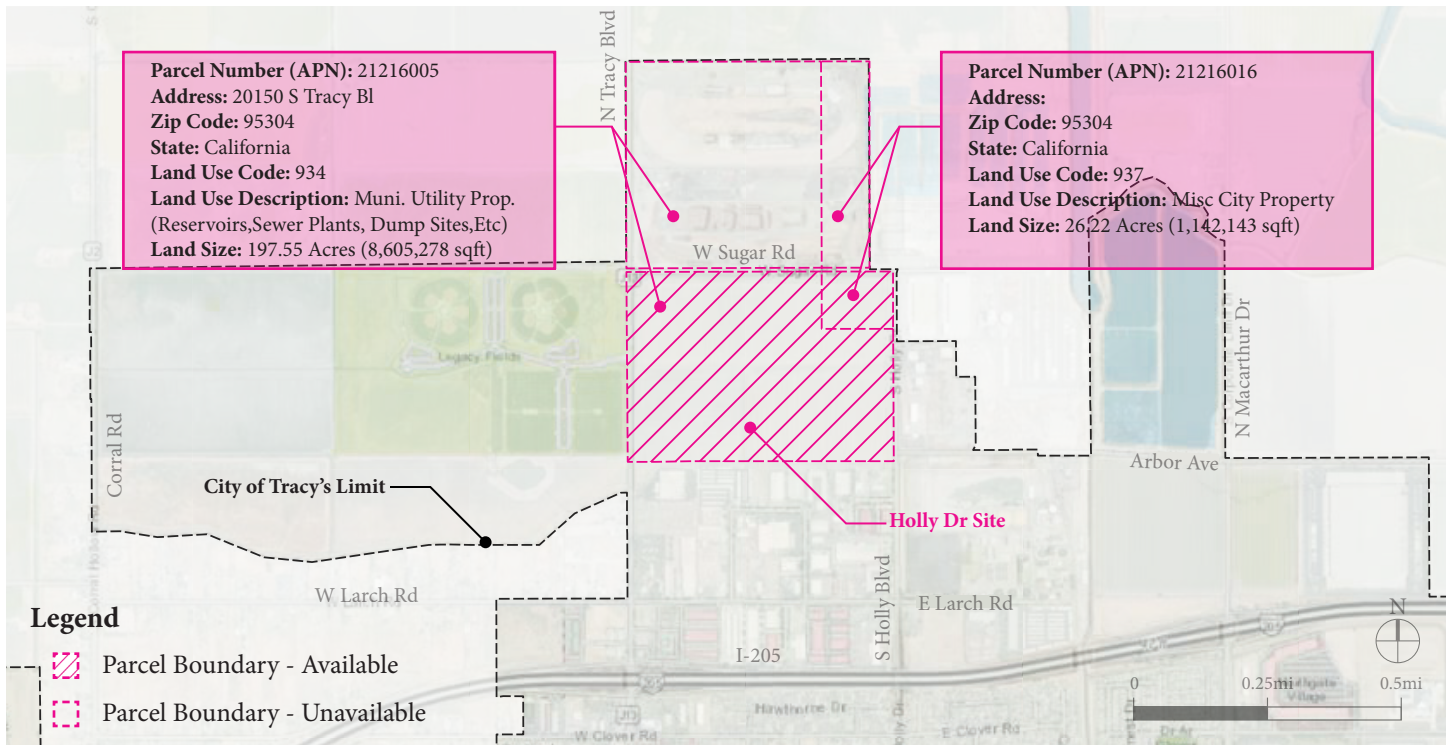


### **ADJACENCIES**

- ☒ Adjacent to Industrial & Manufacturing
- ☒ Adjacent to Supportive Businesses
- ☒ Adjacent to Residential Areas



## PARCELS | **HOLLY DR**



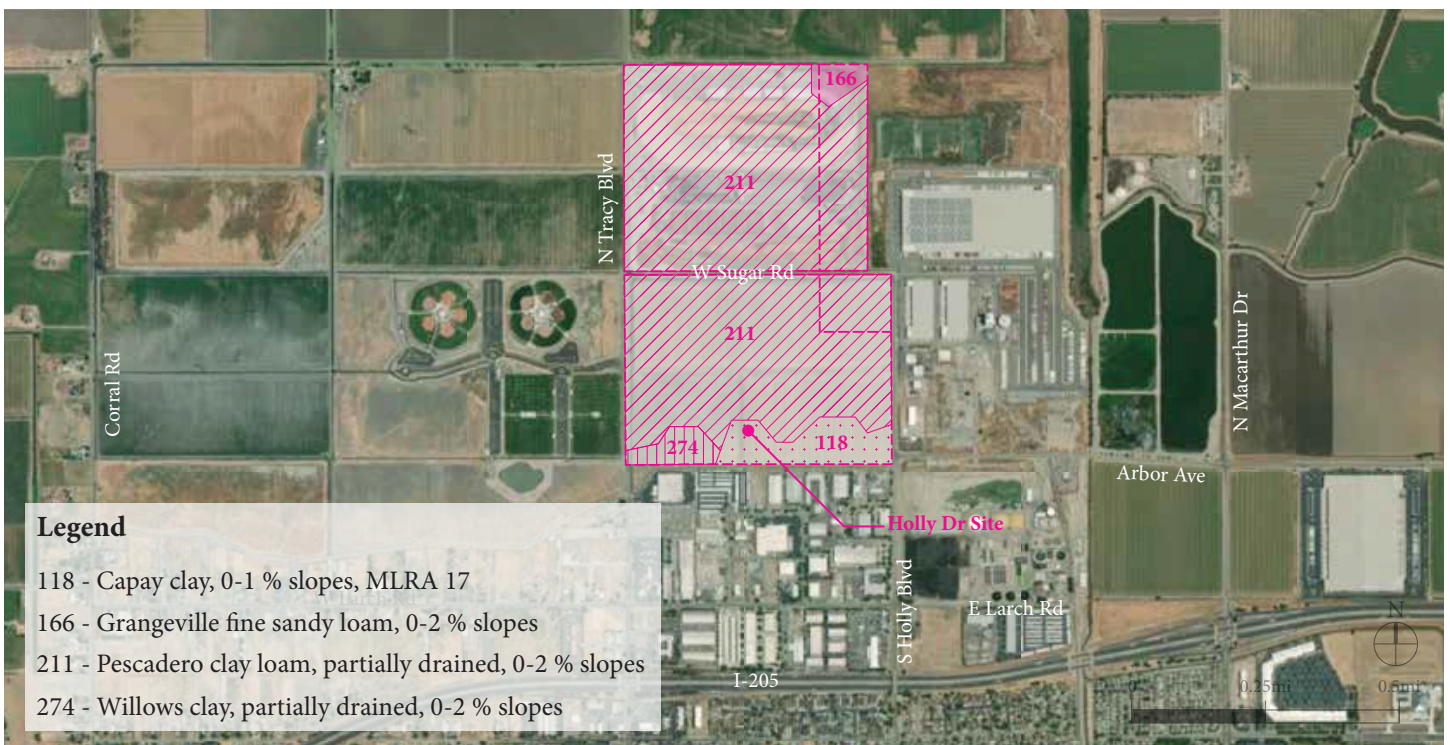
## ACCESS | **HOLLY DR**



## TOPOGRAPHY | **HOLLY DR**

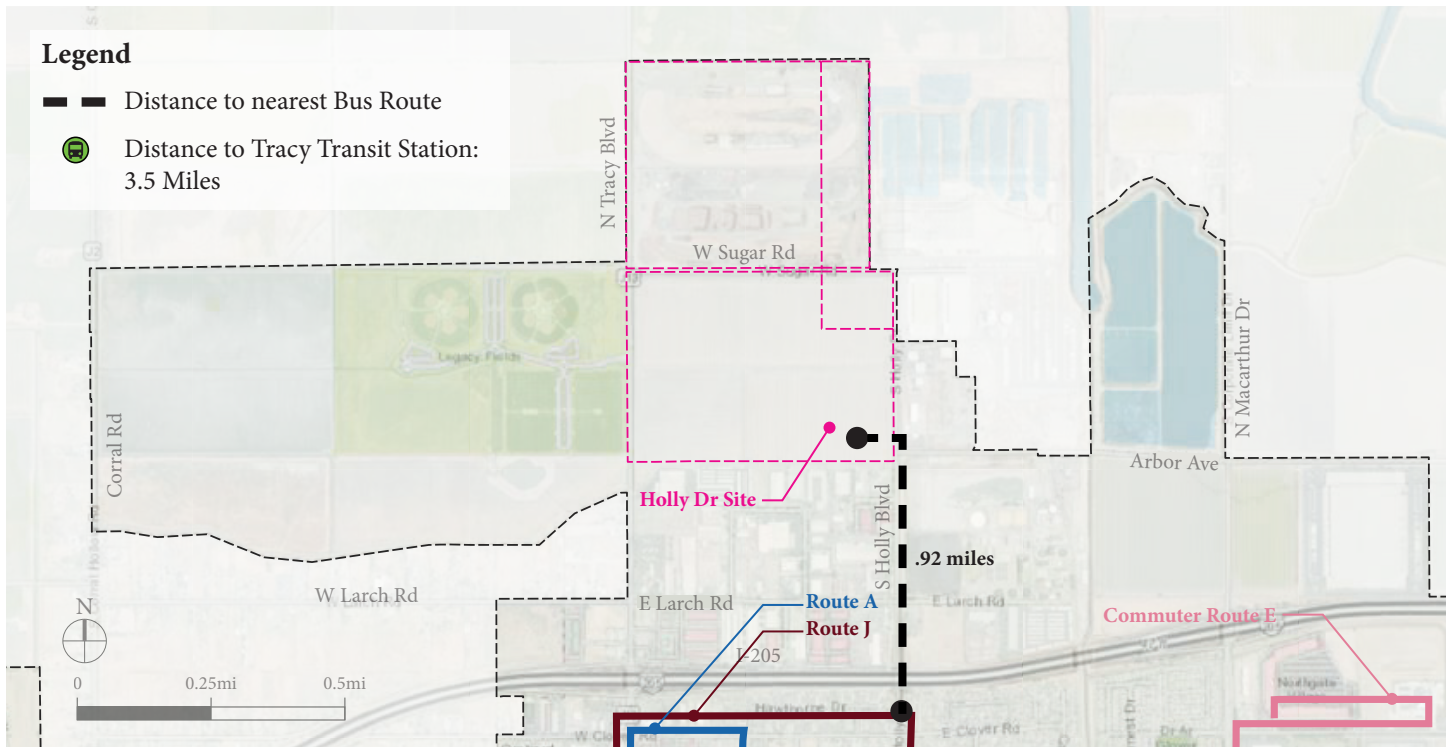


## LANDSCAPE | **HOLLY DR**

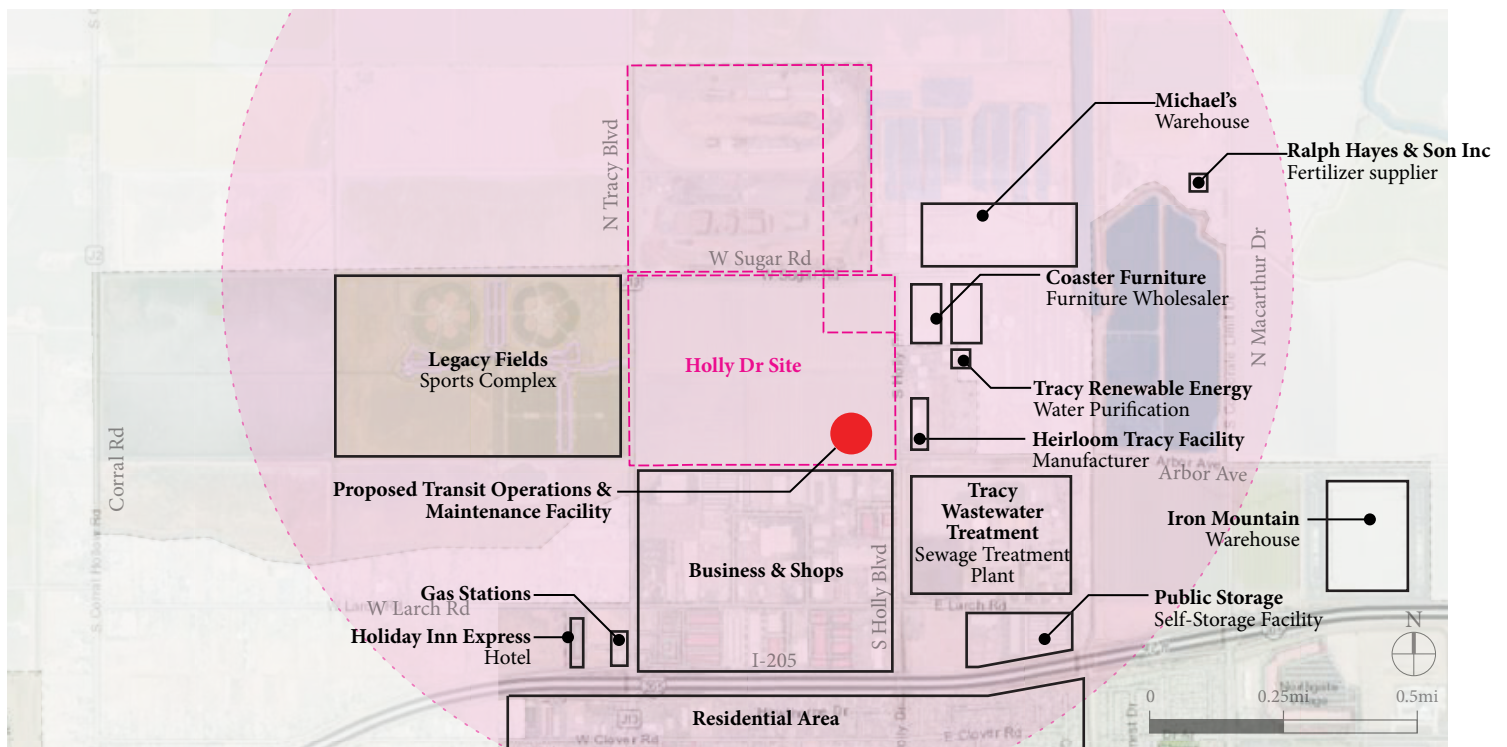




## TRACER BUS ROUTES | **HOLLY DR**

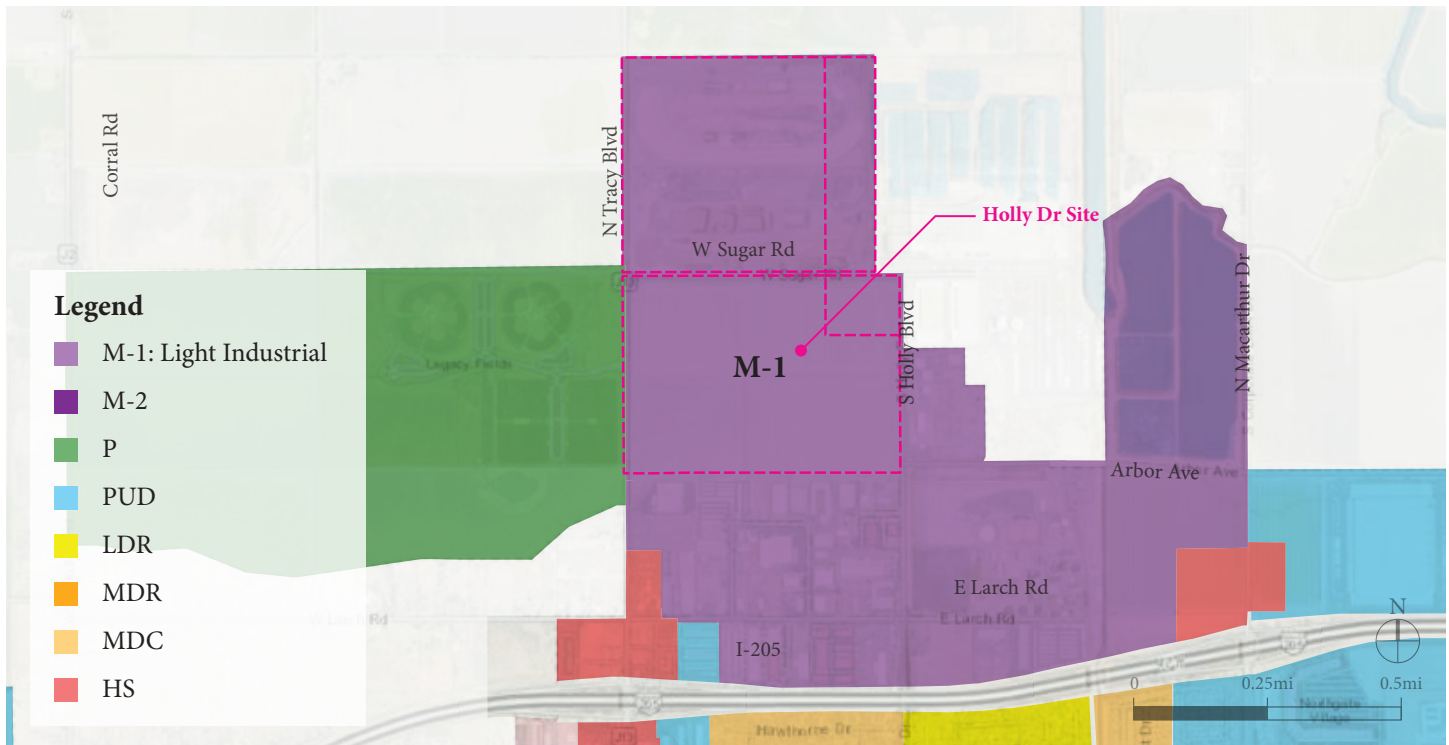


## ADJACENT BUSINESSES | **HOLLY DR**

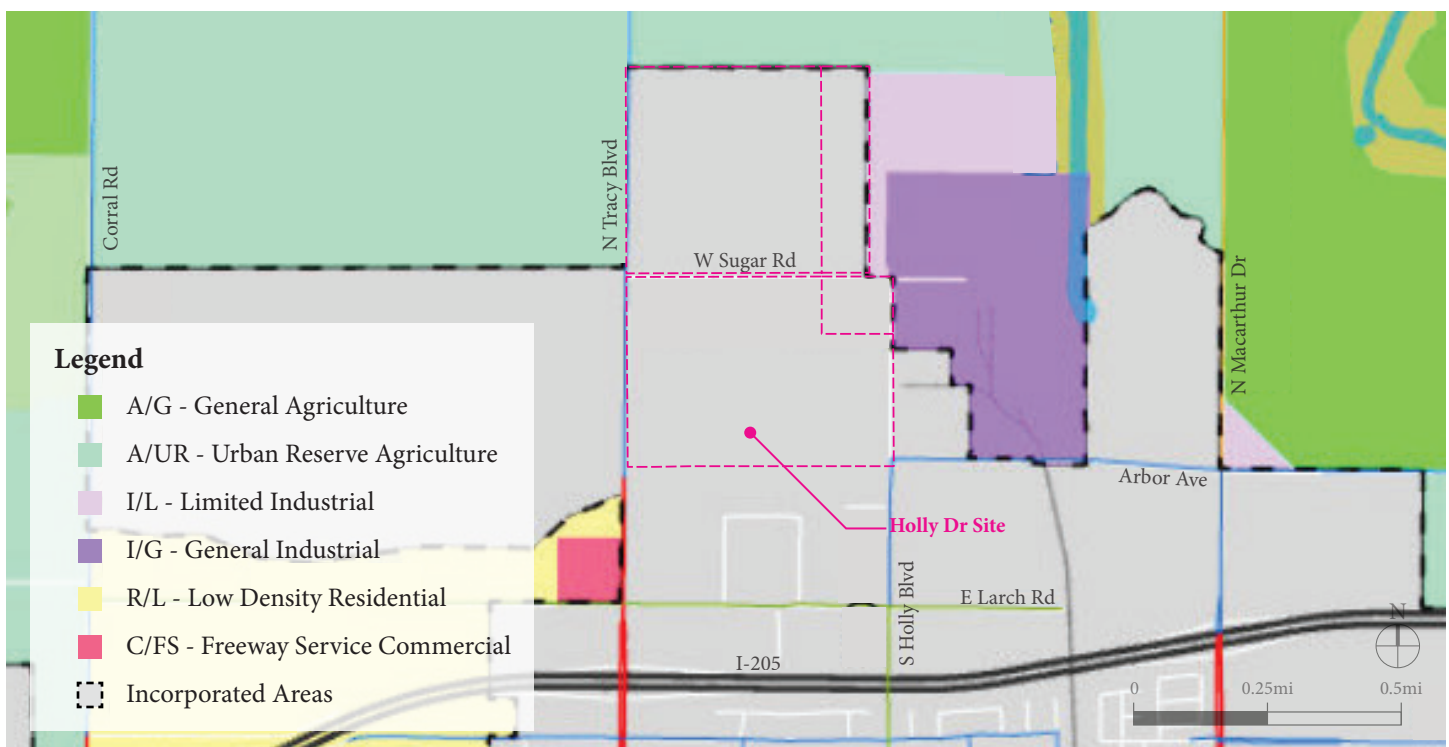




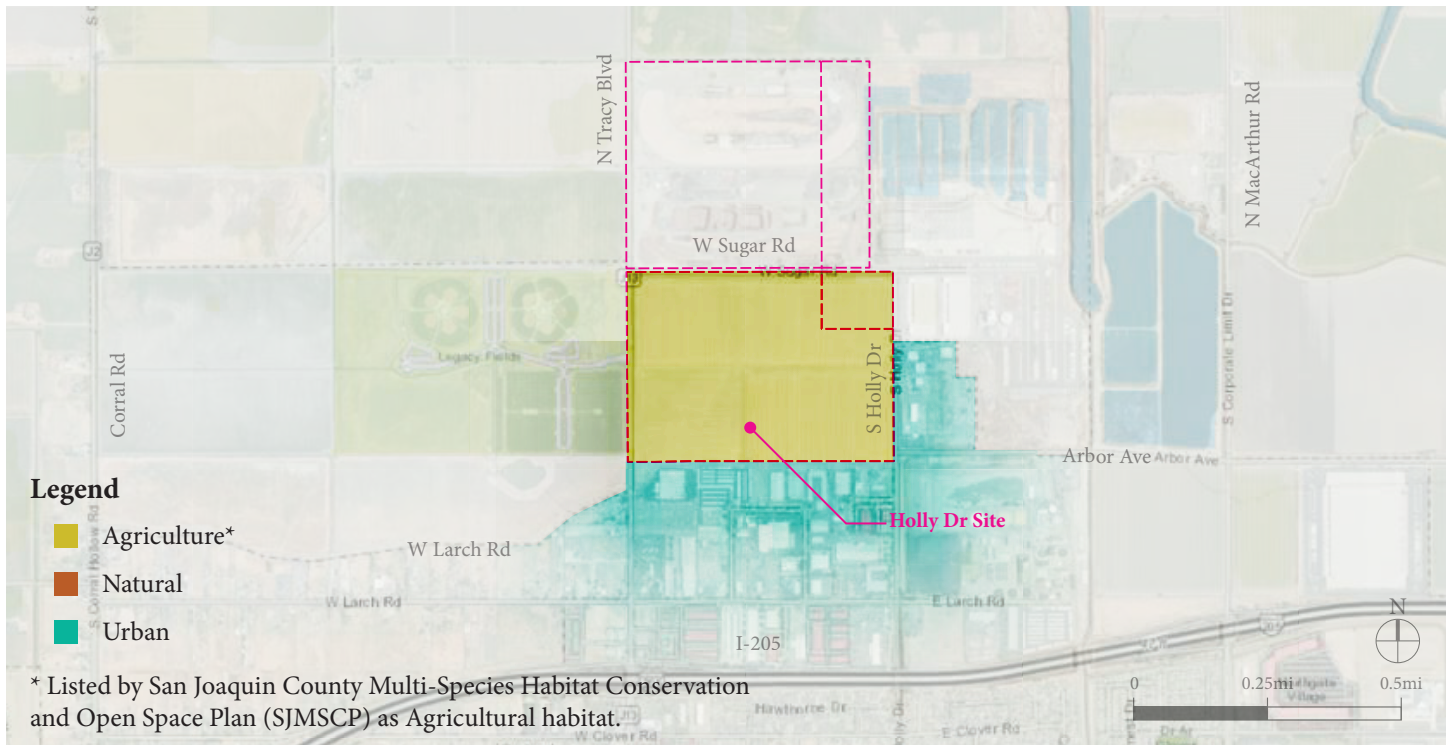
## CITY ZONING | **HOLLY DR**



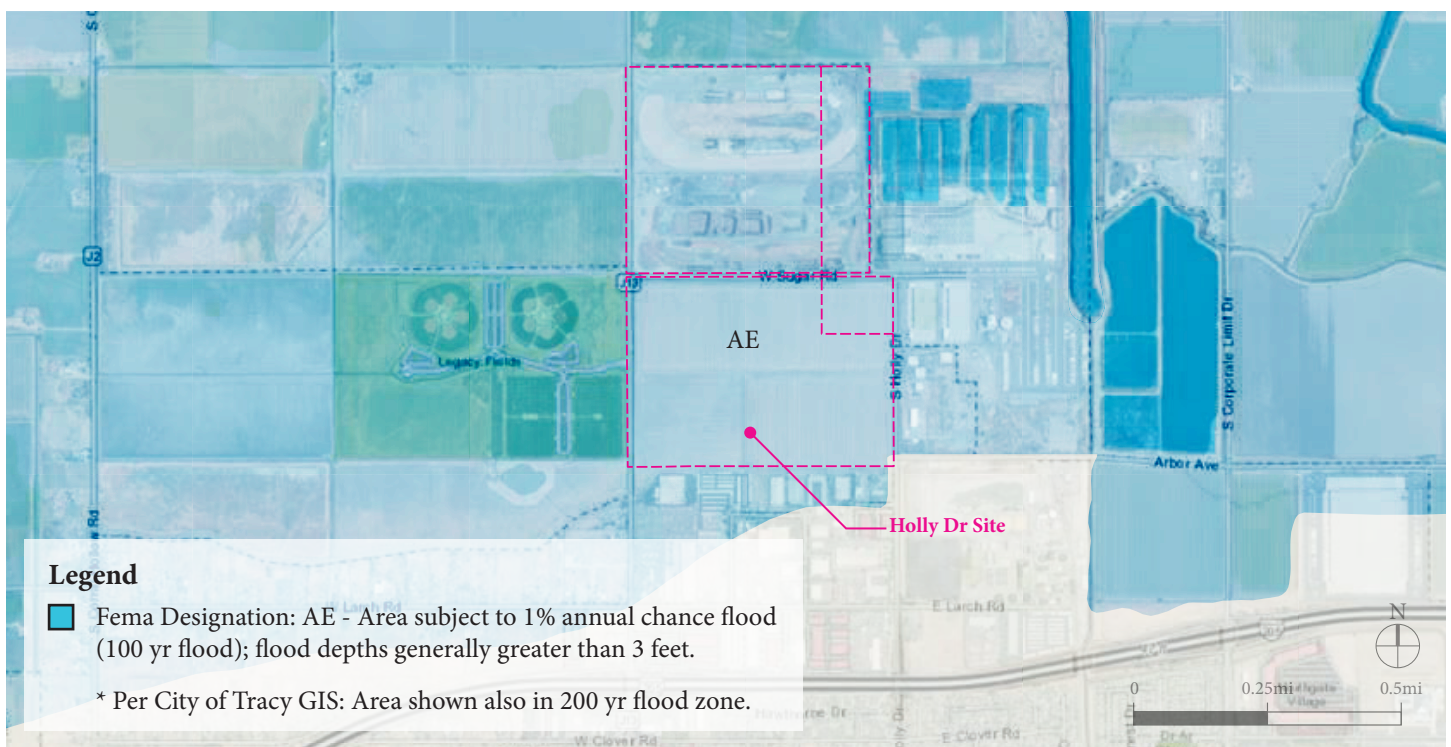
## ADJACENT COUNTY ZONING | **HOLLY DR**



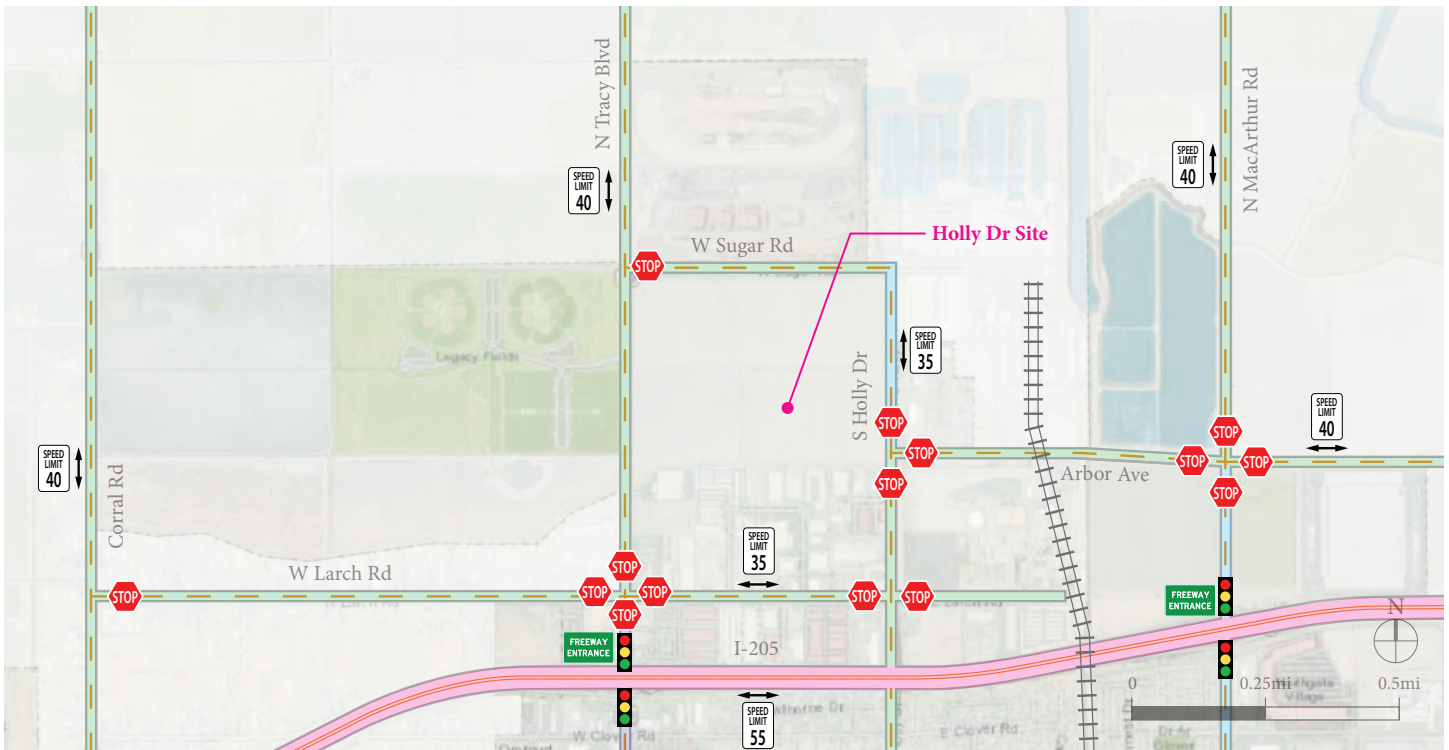
## HABITAT MITIGATION | **HOLLY DR**



## FLOOD ZONES | **HOLLY DR**



## TRAFFIC | HOLLY DR

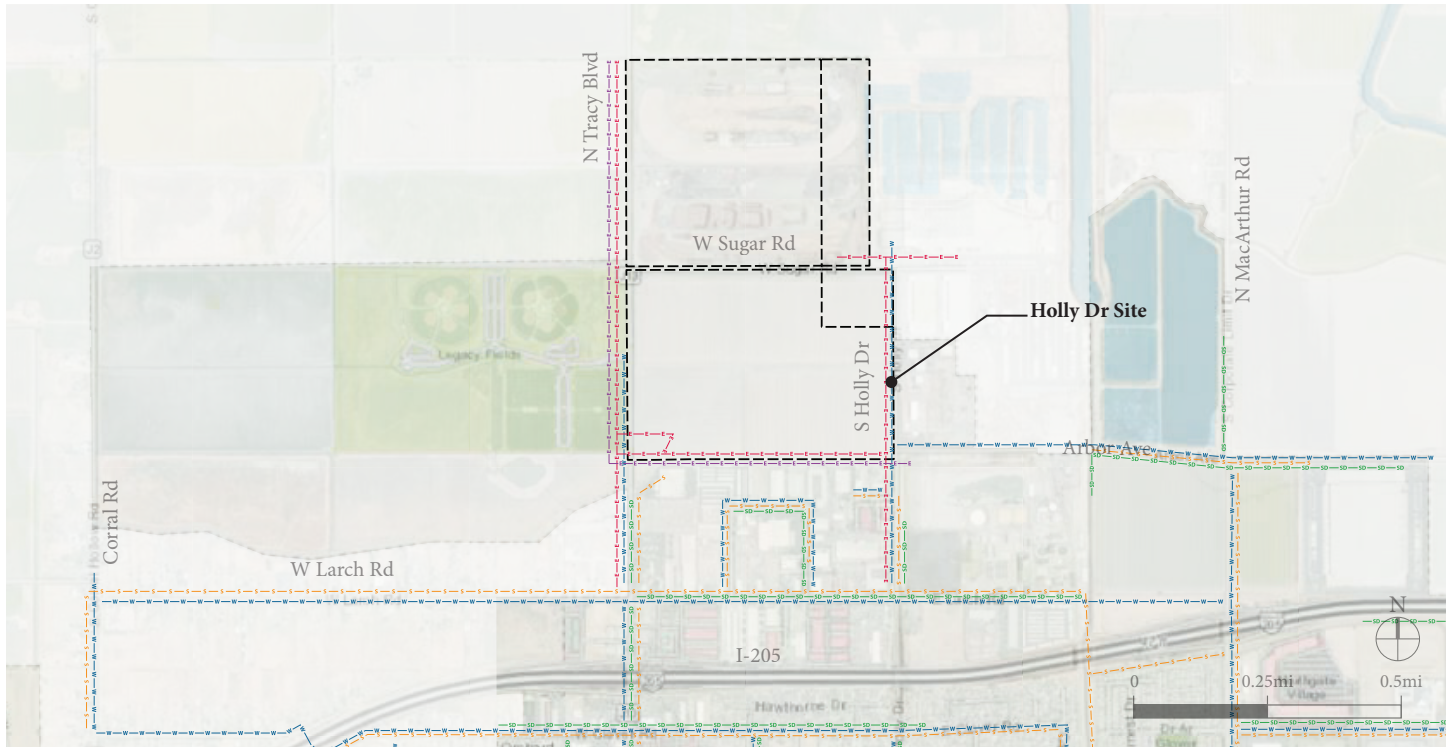


### Legend

- ↔ Direction of Travel
- I-205 - Freeway
- 2- Lane: Improved Roadway
- 4- Lane: Improved Roadway
- 2- Lane: Existing Roadway
- SPEED LIMIT 45
- STOP
- Traffic Light



## UTILITIES | **HOLLY DR**



### Legend

Note:

Utility access availability is based on public information and should be verified with City staff.

- W— Water Line
- RW— Recycled Water Line
- S— Sewer Line
- SD— Storm Drain Line
- E— Power - 12 kV
- E— Power - Tesla-Tracy-10338 (115 kV)

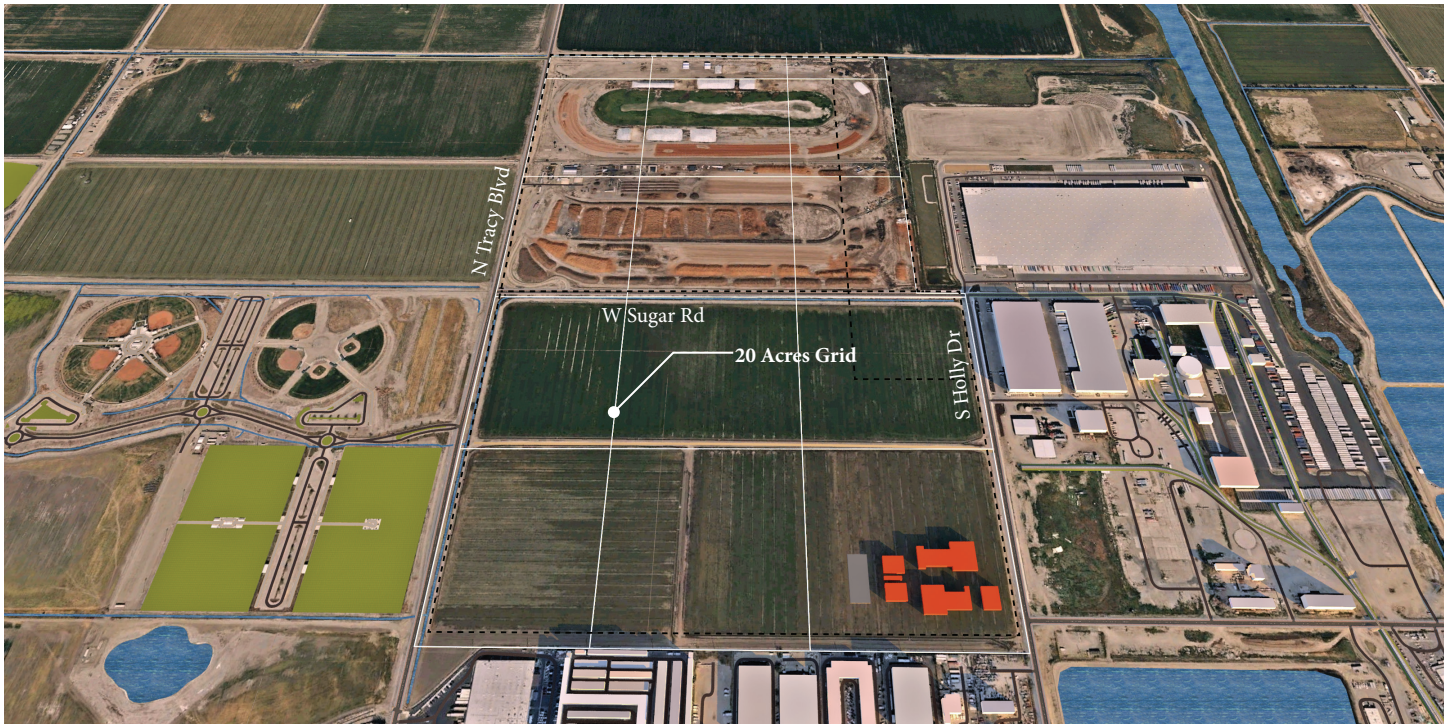
### Available Utilities Summary

	Directly Adjacent	Not Currently Available	Extension Needed Beyond Site
Water	X		
Recycled Water	X		
Sewer		X	
Storm Drain		X	
Power	X*		

\*Power demand assumption - 3,000A pending further analysis.



## FEASIBILITY STUDY | **HOLLY DR**



## PROS & CONS MATRIX | **HOLLY DR**

	PRO	CON
<b>LOCATIONS &amp; OPERATIONS</b>		
Location	<ul style="list-style-type: none"> <li>• Proximity (roughly 1 mile) to current Transit Maintenance contractor (503 W. Larch Rd) allows route &amp; location familiarity by staff.</li> <li>• 3.5 miles to Tracy Transit Station.</li> <li>• Close to Tracer bus route.</li> <li>• Supports access to Industrial &amp; distribution facilities.</li> <li>• Away from neighborhoods.</li> </ul>	<ul style="list-style-type: none"> <li>• North side of freeway I-205.</li> <li>• Land secured by Utilities for location of future WWTP expansion.</li> </ul>
Parcel Information	<ul style="list-style-type: none"> <li>• Split parcels - 26 Acres &amp; 197 Acres.</li> </ul>	
<b>UTILITIES &amp; INFRASTRUCTURE</b>		
Utility Availability	<ul style="list-style-type: none"> <li>• Water available: Existing 12" water in Holly to Sugar, or Tracy Blvd to Legacy Fields entrance.</li> <li>• Recycled Water Distribution Main: Existing along south side of parcels.</li> </ul>	<ul style="list-style-type: none"> <li>• No sewer collection system north of Larch Road in Holly.</li> <li>• Extension of sewer collection system north of Larch would require collection pipe and lift station, sewer collection by gravity not feasible.</li> <li>• Storm Drain: Not available, currently all drainage is roadside ditches.</li> </ul>
Power Availability	<ul style="list-style-type: none"> <li>• PG&amp;E: 12KV Power available</li> </ul>	
<b>SITE ENGINEERING &amp; DEVELOPMENT</b>		
Existing Structures	<ul style="list-style-type: none"> <li>• No structures - Cultivated field with irrigation ditches, irrigation controls and roadside drainage</li> </ul>	
Groundwater		<ul style="list-style-type: none"> <li>• Shallow groundwater conditions.</li> <li>• Site El. ±15 MSL</li> </ul>
<b>COMMUNITY COMPATIBILITY</b>		
Residential Proximity	<ul style="list-style-type: none"> <li>• Away from residential neighborhoods, schools &amp; daycares</li> </ul>	
Current Traffic	<ul style="list-style-type: none"> <li>• Limited through traffic.</li> <li>• Light truck traffic.</li> </ul>	
<b>FUTURE DEVELOPMENT COMPATIBILITY</b>		
Future Traffic	<ul style="list-style-type: none"> <li>• Holly &amp; adjacent roads remain unchanged in future per 2022 Draft Transportation Masterplan Update</li> </ul>	<ul style="list-style-type: none"> <li>• Truck traffic may increase with future development.</li> </ul>

### PROS & CONS MATRIX | HOLLY DR

	PRO	CON
<b>ENTITLEMENTS &amp; RISKS</b>		
Topography & Flood Zone	<ul style="list-style-type: none"> <li>Flat or gently sloping</li> </ul>	<ul style="list-style-type: none"> <li>Within the FEMA flood zone: AE - Area subject to 1% annual chance flood (100 yr flood); flood depth generally greater than 3 feet.</li> <li>Within 200-year Flood Zone, Urban Level Flood Protection criteria required.</li> <li>Federal Transit Administration (FTA) flood zone requirements apply: Creation of EIA (Environmental Impact Statement), Floodplain management, and Emergency Relief program which allows FTA to assist public transit operators with repairs, damage &amp; loss as a result of natural disaster including floods. Project may receive funding to implement protective measures to reduce future damage.</li> </ul>
Habitat Mitigation		<ul style="list-style-type: none"> <li>Agricultural Habitat per San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP): Mitigation Fee approx. \$17K per acre.</li> </ul>
Zoning	<ul style="list-style-type: none"> <li>M-1 Light Industrial: no Re-zoning required.</li> </ul>	
Environmental Mitigation	<ul style="list-style-type: none"> <li>No concerning information noted. Further investigation required.</li> </ul>	
<b>EMERGING TECHNOLOGIES</b>		
Hydrogen Availability	<ul style="list-style-type: none"> <li>Hydrogen production at Tracy Renewable Energy directly across South Holly Drive.</li> </ul>	



### SITE DEVELOPMENT COST ESTIMATE | HOLLY DR

Description & Breakdown		QTY	Unit	Unit Price	Cost	SUBTOTAL
<b>DESIGN</b>						
	Design	1	LS	\$ 3,000,000.00	\$ 3,000,000.00	
<b>SUBTOTAL - DESIGN</b>					<b>\$ 3,000,000.00</b>	<b>\$ 3,000,000.00</b>
<b>ENVIRONMENTAL IMPACT REPORT</b>						
	Environmental Impact Report	1	LS	\$ 350,000.00	\$ 350,000.00	
<b>SUBTOTAL - ENVIRONMENTAL IMPACT REPORT</b>					<b>\$ 350,000.00</b>	<b>\$ 350,000.00</b>
<b>HABITAT MITIGATION FEES (SAN JOAQUIN COUNTY)</b>						
	Habitat Mitigation Fees (20 Acres)	1	LS	\$ 340,000.00	\$ 340,000.00	
<b>SUBTOTAL - HABITAT MITIGATION FEES</b>					<b>\$ 340,000.00</b>	<b>\$ 340,000.00</b>
<b>SITE IMPROVEMENTS</b>						
	Demo - clear vegetation	1	LS	\$ 150,000.00	\$ 150,000.00	
	Grading	1	LS	\$ 3,550,000.00	\$ 3,550,000.00	
	Paving	1	LS	\$ 3,000,000.00	\$ 3,000,000.00	
	Parking Elements	1	LS	\$ 1,000,000.00	\$ 1,000,000.00	
	Curbing and Circulation	1	LS	\$ 2,000,000.00	\$ 2,000,000.00	
	Pathways	1	LS	\$ 1,500,000.00	\$ 1,500,000.00	
	Plazas	1	LS	\$ 1,500,000.00	\$ 1,500,000.00	
	Landscaping	1	LS	\$ 1,250,000.00	\$ 1,250,000.00	
	Fencing	1	LS	\$ 1,300,000.00	\$ 1,300,000.00	
	Gates	1	LS	\$ 500,000.00	\$ 500,000.00	
<b>SUBTOTAL - SITE IMPROVEMENTS</b>					<b>\$ 15,750,000.00</b>	<b>\$ 15,750,000.00</b>
<b>NEW BUILDING CONSTRUCTION</b>						
	Maintenance Facility	1	LS	\$ 23,850,000.00	\$ 23,850,000.00	
	Wash Station	1	LS	\$ 4,500,000.00	\$ 4,500,000.00	
	Administrative Facility	1	LS	\$ 6,300,000.00	\$ 6,300,000.00	
	Building Utilities & HVAC	1	LS	\$ 2,500,000.00	\$ 2,500,000.00	
<b>SUBTOTAL - NEW BUILDING CONSTRUCTION</b>					<b>\$ 37,150,000.00</b>	<b>\$ 37,150,000.00</b>
<b>CHARGING INFRASTRUCTURE</b>						
	EV Chargers - Buses	1	LS	\$ 3,000,000.00	\$ 3,000,000.00	
	EV Chargers - Employee Vehicles	1	LS	\$ 300,000.00	\$ 300,000.00	
<b>SUBTOTAL - CHANGING INFRASTRUCTURE</b>					<b>\$ 3,300,000.00</b>	<b>\$ 3,300,000.00</b>
<b>HYDROGEN INFRASTRUCTURE</b>						
	Hydrogen Storage - N/A	1	LS	\$ -	\$ -	
	Hydrogen Fueling	1	LS	\$ 2,750,000.00	\$ 2,750,000.00	
<b>SUBTOTAL - HYDROGEN INFRASTRUCTURE</b>					<b>\$ 2,750,000.00</b>	<b>\$ 2,750,000.00</b>
<b>UTILITIES</b>						
	Power	1	LS	\$ 1,500,000.00	\$ 1,500,000.00	
	Water	1	LS	\$ 1,500,000.00	\$ 1,500,000.00	
	Sewer (including offsite extension)	1	LS	\$ 3,500,000.00	\$ 3,500,000.00	
	Other Misc.*	1	LS	\$ 1,000,000.00	\$ 1,000,000.00	
	Onsite Wastewater Treatment & Storage*	1	ls	\$ 2,500,000.00		
<b>SUBTOTAL - UTILITIES</b>					<b>\$ 7,500,000.00</b>	<b>\$ 7,500,000.00</b>

## SITE DEVELOPMENT COST ESTIMATE | HOLLY DR

Description & Breakdown	QTY	Unit	Unit Price	Cost	SUBTOTAL
<b>DESIGN</b>					<b>\$ 3,000,000.00</b>
ENVIRONMENTAL IMPACT REPORT					\$ 350,000.00
HABITAT MITIGATION FEES (SAN JOAQUIN COUNTY)					\$ 340,000.00
SITE IMPROVEMENTS					\$ 15,750,000.00
NEW BUILDING CONSTRUCTION					\$ 37,150,000.00
CHARGING INFRASTRUCTURE					\$ 3,300,000.00
HYDROGEN INFRASTRUCTURE					\$ 2,750,000.00
UTILITIES					\$ 7,500,000.00
UTILITIES - with ONSITE WASTEWATER TREATMENT & STORAGE (OWTS)					\$ 6,500,000.00
<b>TOTAL COST - TRACY TRANSIT MAINTENANCE FACILITY (HOLLY DR)</b>					<b>\$ 70,140,000.00</b>
CONSTRUCTION CONTINGENCY (10%)					\$ 7,014,000.00
DESIGN OVERSIGHT DURING CONSTRUCTION - CA (5%)					\$ 3,507,000.00
CONSTRUCTION MANAGEMENT (10%)					\$ 7,014,000.00
<b>GRAND TOTAL COST - TRACY TRANSIT MAINTENANCE FACILITY (HOLLY DR)</b>					<b>\$ 87,675,000.00</b>
<b>TOTAL COST - TRACY TRANSIT MAINTENANCE FACILITY (HOLLY DR) with OWTS</b>					<b>\$ 69,140,000.00</b>
CONSTRUCTION CONTINGENCY (10%)					\$ 6,914,000.00
DESIGN OVERSIGHT DURING CONSTRUCTION - CA (5%)					\$ 3,457,000.00
CONSTRUCTION MANAGEMENT (10%)					\$ 6,914,000.00
<b>GRAND TOTAL COST - HOLLY DR with ONSITE WASTEWATER TREATMENT &amp; STORAGE</b>					<b>\$ 86,425,000.00</b>
*Onsite treatment system including separate domestic septic holding tank and vehicle wash water recirculation, treatment and holding tank. Additional recurring maintenance costs for tank pumpouts. Feasibility of onsite domestic wastewater treatment and disposal system TBD					

### Note:

Cost estimate is provided in 2026 construction dollars. Depending on the actual timeline of Transit Maintenance Facility construction, the construction cost will escalate to align with future construction markets. Shown below is a cost escalation table depicting an approximate annual escalation of 4%. The estimated cost for the Holly Drive Transit Maintenance Facility ranges from \$86.4M in 2026 construction dollars to \$101.1M in 2030 construction dollars.

TRANSIT SITE ANALYSIS   ESCALATED COST TABLE					
Site	Cost				
Year	2026	2027	2028	2029	2030
Escalation (annual % increase)	Base estimate	4% escalation	4% escalation	4% escalation	4% escalation
Holly Drive	\$ 87,675,000	\$ 91,182,000	\$ 94,829,280	\$ 98,622,451	\$ 102,567,349



## BUS MAINTENANCE FACILITY SITING | HOLLY DR



## BUS MAINTENANCE FACILITY ACCESS & PARKING STUDY | HOLLY DR





## PROJECT SUMMARY | HOLLY DR

The City of Tracy has identified a need for a new Transit Bus Maintenance Facility to support the growing TRACER transit system. The facility is anticipated to include expanded bus parking and storage, maintenance bays, electric and hydrogen fueling, wash facility, and an administrative building for staff training, fare collection and day-to-day employee operations. Additional site improvements will provide security lighting, perimeter fencing, circulation and roadway access, and capacity for future growth.

The proposed facility at 20150 S. Tracy Blvd will consolidate transit operations near industrial and distribution centers along with the Tracy Civic Station. The new facility will replace existing leased space, provide straightforward access to the Tracy Transit Station, exist in close proximity to existing TRACER bus routes and provide modern infrastructure to support long-term fleet expansion and alternative fuel technologies.

## TITLE VI REQUIREMENTS | HOLLY DR

### DETERMINATION OF SITE OR LOCATION OF FACILITIES (FTA Circular 4702.1B)

Title 49 CFR Section 21.9(b)(3) states,

“In determining the site or location of facilities, a recipient or applicant may not make selection with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part.”

Title 49 CFR part 21, Appendix C, Section (3)(iv) provides,

“The location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin.”

For purposes of this requirement, “facilities” does not include bus shelters, as these are transit amenities and are covered in Chapter IV, nor does it include transit stations, power substations, etc., as those are evaluated during project development and the NEPA process. Facilities included in this provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc.

In order to comply with the regulations:

1. The recipient shall complete a Title VI equity analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color, or national origin. Recipients shall engage in outreach to persons potentially impacted by the siting of facilities. The Title VI equity analysis must compare the equity impacts of various siting alternatives, and the analysis must occur before the selection of the preferred site.
2. When evaluating locations of facilities, recipients should give attention to other facilities with similar impacts in the area to determine if any cumulative adverse impacts might result. Analysis should be done at the Census tract or block group where appropriate to ensure that proper perspective is given to localized impacts.
3. If the recipient determines that the location of the project will result in a disparate impact on the basis of race, color, or national origin, the recipient may only locate the project in that location if there is a substantial legitimate justification for locating the project there, and where there are no alternative locations that would have a less disparate impact on the basis of race, color, or national origin. The recipient must show how both tests are met; it is important to understand that in order to make this showing, the recipient must consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative.

## PROPOSED SITE | HOLLY DR

City staff has identified a site located at 20150 S. Tracy Blvd, Tracy, CA 95304 (APN 21216005 & APN 21216016) for development of the Transit Bus Maintenance Facility. The overall parcels (197 acres; 26 acres) are City-owned, and currently zoned as Agricultural. The project will not require rezoning. The site is situated within an area characterized by industrial, warehousing and distribution facilities, with adjacency to businesses such as logistics centers, manufacturers and food processors. Specific sensitive receptors are not identified, and no sensitive receptors are anticipated. No negative impacts to businesses in the area are anticipated but local businesses will be included in outreach and impact considerations for confirmation. The site offers direct roadway and TRACER route access, and the site is near the Tracy Transit Station at 3.5 miles away. The site is included in the 100-Yr Flood Plain but additional construction measures will be incorporated to comply with FTA and local Flood Plan requirements. The site contains largely flat terrain suitable for development. Utility connections will require extensions (water, power and sewer) and infrastructure coordination, but a nearby PG&E high-voltage transmission line exists nearby and power extension is feasible. Hydrogen fueling may allow for onsite storage and recurring delivery by truck, but a separate consideration involves piping hydrogen from a production facility directly adjacent to the site, across Holly Drive. Portions of the large site (APN 21216005) are leased to nearby businesses for materials storage but the large parcel size is ample for construction of the transit maintenance facility while maintaining existing land leases to local businesses. Because the parcel is already under City ownership and is surrounded primarily by compatible industrial land uses, the Holly Drive/S. Tracy Blvd site provides a strategic location that minimizes right-of-way complications and avoids concentrated residential neighborhoods, reducing the likelihood of disproportionate impacts on protected populations.

## ALTERNATIVE SITES | HOLLY DR

City staff reviewed other potential locations for the Transit Bus Maintenance Facility, including sites at W. Schulte Road and Chrisman Road. City staff determined that neither site fully met the operational requirements of the project. These alternative sites failed to provide one or more of the key project needs:

### W. Schulte Road Site

- Located approximately 6.2 miles from the Tracy Transit Station, making it the most distant option.
- Located outside the City limits which requires additional planning and support for annexation and rezoning.
- Subject to overlapping future development plans for the Valley Link Rail project (Tracy Operations & Maintenance Facility), which may limit availability of certain site areas.
- Current utility constraints including lack of storm drain infrastructure and lack of high voltage transmission lines in the area
- Requirement to maintain existing easements on the property for high pressure natural gas/oil transmission mains.
- Greater traffic concerns due to existing truck traffic in the area and current private construction of additional industrial facilities

### Chrisman Road Site

- Already under development for adjacent City of Tracy Fire Training Facility which impacts possibilities related to placement and access for the Transit Maintenance Facility
- Lack of sewer infrastructure in the area is magnified due to the fact that the closest City sewer system is located North of the adjacent railroad tracks and construction of sewer infrastructure requires coordination with Union Pacific Railroad and a subsequent easement
- Within close proximity to Child Daycare Center which may be negatively affected and impacted by construction of an adjacent Transit Maintenance Facility.
- Future road widening may impact site circulation and bus entrance locations.
- No close proximity to existing hydrogen infrastructure requires onsite storage and delivery.

## FINDINGS | HOLLY DR

The proposed project site:

- **Ownership & Size:** Parcels are City-owned, 223 acres in total area and are without further acquisition costs. The site provides sufficient space for all facility program elements including potential future expansion for other City facilities or functions.
- **Proximity to Operations:** Is in close proximity to the Tracy Transit Station (3.5 miles), supporting efficient fleet circulation and access to the City's core TRACER transit services.
- **Surrounding Land Use:** Is located within an industrial and distribution corridor, with adjacent manufacturing and warehousing facilities, and substantially avoids concentrated residential areas that could be disproportionately affected by the new transit maintenance facility.
- **Equity Considerations:** Will require engagement with local businesses, but no known sensitive receptors are located near the site; no evidence indicates that siting at Holly Drive/S. Tracy Blvd would result in disparate impacts on the basis of race, color, or national origin.
- **Environmental & Infrastructure:** Features flat terrain and although the site is located within the 100-Yr Flood Plain, design and construction measures may be taken to mitigate these impacts. Habitat mitigation under the San Joaquin County Multi-Species Habitat Conservation Plan will be required. Water, sewer, and storm drain extensions will be necessary, but straightforward connectivity to PG&E power is anticipated.
- **Comparative Assessment:** Outperforms other alternatives (W. Schulte Road and Chrisman Road) and highlights close proximity to the existing transit routes, Tracy Transit Station and Civic Center.

The Holly Drive/S. Tracy Blvd site meets Title VI requirements for equitable siting. With proper outreach to nearby stakeholders and implementation of any required environmental mitigations, the site avoids disparate impacts and represents a non-discriminatory site recommendation for the City of Tracy's Transit Bus Maintenance Facility.