TRACY CITY COUNCIL

REGULAR MEETING AGENDA

Tuesday, December 16, 2025, 7:00 P.M.

Tracy City Hall, Council Chambers, 333 Civic Center Plaza, Tracy, CA 95376
Web Site: www.cityoftracy.org

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

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

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

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

***Remote Public Comment**:*

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

- *Comments via:*
  - **Online by visiting** https://cityoftracyevents.webex.com and using the following **Event Number 2557 732 8798** and **Event Password**: TracyCC
  - ***If you would like to participate in the public comment anonymously***, you may submit your comment in Webex by typing "Anonymous" when prompted to provide a First and Last Name and inserting Anonymous@example.com when prompted to provide an email address.
  - Join by phone by dialing +1-408-418-9388, enter 25577328798#8722922# Press *3 to raise the Hand icon to speak on an item.

- *Protocols for commenting via Webex:*
  - *If you wish to comment on the "Consent Calendar," "Items from the Audience/Public Comment," or "Regular Agenda" portions of the agenda:*
    1) *Listen for the Mayor to open that portion of the agenda for discussion, then raise your hand to speak by clicking on the Hand icon on the Participants panel to the right of your screen.*
    2) *If you no longer wish to comment, you may lower your hand by clicking on the Hand icon again.*

Date Posted: December 12, 2025

- *Comments for the "Consent Calendar," "Items from the Audience/Public Comment," or "Regular Agenda" portions of the agenda will be accepted until the public comment for that item is closed.*
- *Comments received on Webex outside of the comment periods outlined above will not be included in the record.*

Americans With Disabilities Act - The City of Tracy complies with the Americans with Disabilities Act and makes all reasonable accommodations for persons with disabilities to participate in Council meetings. Persons requiring assistance or auxiliary aids should submit a request to the City Clerk's Office by emailing cityclerk@cityoftracy.org or calling (209) 831-6105 at least 24 hours prior to the meeting.

Requests for Language Interpretation and Translation – Requests for language interpretation and translation may be arranged by submitting a request to the City Clerk's Office by emailing cityclerk@cityoftracy.org or calling (209) 831-6105 at least 24 hours prior to the meeting.

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

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

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

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

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

Date Posted: December 12, 2025

CALL TO ORDER

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

ROLL CALL AND DECLARATION OF CONFLICTS

PLEDGE OF ALLEGIANCE

INVOCATION

PRESENTATIONS

1. Certificate of Appointment for Environmental Sustainability Commission Member (Adult)

ORDER OF BUSINESS

1. CONSENT CALENDAR

1.A. Adoption of Minutes of the November 18, 2025 Regular Meeting and December 2, 2025 Special Meeting.

1.A - 11-18-2025 - Regular Meeting Minutes.pdf
1.A - 12-02-2025 - Special Meeting Minutes.pdf

1.B. Staff recommends that the City Council adopt an Ordinance amending Article 2, Definitions, and Article 30, Development Review, of Chapter 10.08, Zoning Regulations, adopt a new Chapter, Chapter 10.10, Housing Regulations, consisting of new articles, Article 1, Qualifying Housing Streamlined Review, Article 2, Multiple-Unit and Mixed-Use Objective Design Standards, Article 3, Community Care Facilities, Article 4, Transitional and Supportive Housing, and Article 5, Emergency Homeless Shelters and Low Barrier Navigation Centers, and repeal and relocate Section 10.08.3195, Day care home, and Section 10.08.3197, Standards for emergency homeless shelters, to Chapter 10.10, Housing Regulations, of Title 10, Planning and Zoning, of the Tracy Municipal Code.

1.B - Staff Report - Ordinance 2nd Read - Housing Policy Implementation Part 1.pdf
1.B - Ordinance A - Housing Policy Implementation Part I.pdf
1.B - Ordinance B - Housing Policy Implementation Part I.pdf
1.B - Ordinance C - Housing Policy Implementation Part I.pdf
1.B - Ordinance D - Housing Policy Implementation Part I.pdf
1.B - Ordinance E - Housing Policy Implementation Part I.pdf

1.C. Staff recommends that the City Council adopt an Ordinance amending Article 8 – Medium Density Cluster Zone, Article 9 – Medium Density Residential Zone, Article 9.5 – Small Lot Residential Zone, Article 11 – High Density Residential Zone, Article 19 – General Highway Commercial Zone, and adding a "density" definition to Article 2 of Title 10, Planning and Zoning, of the Tracy Municipal Code.

1.C - Staff Report - Ordinance 2nd Read - Housing Policy Implementation - Density Increase.pdf
1.C - Ordinance - Housing Policy Implementation - Density Increase.pdf

1.D. Staff recommends that the City Council adopt an Ordinance adding Chapter 3.56-Temporary Memorials, sections 3.56.010 through 3.56.110, to Title 3 - Public Safety of the Tracy Municipal Code.

1.D - Staff Report - Ordinance 2nd Read - Temporary Memorials.pdf
1.D - Ordinance - Temporary Memorials.pdf

1.E. Staff recommends that the City Council adopt a resolution approving the City's Development Impact Fee Annual Report for Fiscal Year 2024-2025 on Development Impact Fee revenues and expenditures, in accordance with the Mitigation Fee Act.

1.E - Staff Report - AB 1600 FY 24-25.pdf
1.E - Resolution - AB 1600 FY 24-25.pdf

1.F. Staff recommends that the City Council 1) adopt a resolution approving a General Services Agreement with Interstate Sales for purchasing roadway marking materials used for striping of City streets, in an amount not to exceed $100,000 per fiscal year and an initial term of one (1) year and 2) authorize the City Manager to extend the agreement up to an additional four (4) years.

1.F - Staff Report - GSA Interstate Sales.pdf
1.F - Resolution - GSA Interstate Sales.pdf

1.G. Staff recommends City Council adopt a resolution approving Amendment No. 2 to the Professional Services Agreement with West Yost & Associates, Inc. to provide Program Management for CIP No. 74168 Recycled Water Expansion Project authorizing:

1) A term extension from March 1, 2026, to December 31, 2026; and
2) An increase in billing rates from 3% to 4.5% annually, effective January 1, 2026

1.G - Staff Report - Amendment 2 West Yost.pdf
1.G - Resolution - Amendment 2 West Yost.pdf

1.H. Staff recommends that the City Council 1) authorize the purchase of seven (7) 35-foot low floor electric-diesel hybrid buses for Tracer fixed route service for a total of $8,437,044 from Gillig, LLC through the California Association for Coordinated Transportation/Morongo Basin Transit Authority Purchasing Cooperative Contract #23-01, pursuant to Tracy Municipal Code section 2.20.210 and 2) approve a contingency amount of $350,000 for change orders necessary resulting during production.

1.H - Staff Report - Gillig Bus Purchase.pdf
1.H - Resolution - Gillig Bus Purchase.pdf

1.I. Staff recommends that the City Council adopt a resolution approving a General Services Agreement with Bear Electrical Solutions LLC for on-call electrical services for traffic signal and streetlight repair, in an amount not to exceed $200,000 per fiscal year, and authorize the City Manager, upon the recommendation of the Director of Public Works, to extend the agreement for up to an additional four (4) years, for a maximum total term of six (6) years, and not to exceed up to $1,200,000 over six (6) years.

1.I - Staff Report - GSA Bear Electric.pdf
1.I - Resolution - GSA Bear Electric.pdf

1.J. Staff recommends that the City Council adopt a resolution approving a General Services Agreement with B.I.C. BICSEC SECURITY, INC. dba B.I.C. Security Systems for the provision, installation, and monitoring of security and fire alarm systems for City facilities, for a term of two (2) years from January 1, 2026 through December 31, 2027, in the amount of $371,006, and authorize the City Manager to extend the agreement for up to an additional four (4) years, upon the recommendation of the Director of Public Works. Staff further recommends authorizing the City Manager to approve an annual price adjustment not to exceed three percent (3%) based on the Consumer Price Index (CPI).

1.J - Staff Report - GSA BIC Security Systems.pdf
1.J - Resolution - GSA BIC Security Systems.pdf

1.K. Staff recommends that the City Council adopt a resolution approving a General Services Agreement with R&S Erection Tri-County, Inc. for on-call service and repair of garage doors and gates, in an amount not-to-exceed $100,000 per fiscal year for two (2) years and authorize the City Manager, upon the recommendation of the Director of Public Works, to extend the agreement for up to an additional four (4) years, for a maximum total term of six (6) years, and a not-to-exceed up to $600,000 over the six (6) years.

1.K - Staff Report - GSA RS Erection.pdf
1.K - Resolution - GSA RS Erection.pdf

1.L. Staff recommends that the Tracy City Council adopt a resolution:
(1) determining that compliance with standard procurement processes is not in the best interests of the City pursuant to Tracy Municipal Code 2.20.180 (b)(4) and dispensing such requirement for the actions herein, and
(2) authorizing the purchase of a Mobile Command Vehicle in the amount of $1,317,198.99 from LDV Custom Specialty Vehicles.
(3) authorizing the acceptance of the San Joaquin County Office of Emergency Services, Homeland Security grant totaling $500,000 and appropriating the funds to the police department operational budget.
(4) authorizing $217,198.99 from the police department's Supplemental Law Enforcement Services Funds (SLESF) and the appropriating funds to the police department operational budget.
(5) approving a city match of the remaining balance of $600,000, appropriating general funds reserves (F101) to the police department's operational budget.

1.L - Staff Report - LDV Mobile Command Vehicle.pdf
1.L - Resolution - LDV Mobile Command Vehicle.pdf

1.M. Staff recommends that the City Council adopt a resolution:
(1) Determining that compliance with standard procurement processes is not in the best interests of the City pursuant to Tracy Municipal Code 2.20.140 (b)(6) and dispensing such requirement for the actions herein, and;
(2) Approving a Professional Services Agreement with Hinderliter de Llamas and Associates DBA HdL Companies for full scope Cannabis Management Services including cost recovery fee analysis, supplemental background checks, compliance inspections, permit reviews, and technical assistance and subject matter expertise for a term of three-years and a total not-to-exceed amount of $120,000.

1.M - Staff Report - HdL Companies.pdf
1.M - Resolution - HdL Companies.pdf

1.N. Staff recommends that the City Council adopt a resolution rejecting request to file late claim.

1.N - Staff Report - Reject Late Claim.pdf
1.N - Resolution - Reject Late Claim.pdf

1.O. Formal request by the City of Tracy to have the Tri-Valley San Joaquin Regional Rail Authority return to the City of Tracy any and all rights and/or interest in and clear all title regarding APN 209 -230-29, 15580 W. Schulte Road, Tracy, California 95337 (Approximately fifty (50) acres).

1.O - Staff Report - Formal Request to Return Valley Link Parcel.pdf
1.O - Resolution - Formal Request to Return Valley Link Parcel.pdf

1.P. Staff recommends that the City Council adopt a resolution (1) approving the execution of a Master Professional Services Agreement for On-Call Utility Design Services with West Yost & Associates, Inc. for an initial term of three years, with a retroactive effective date as of November 1, 2025, for a total not-to-exceed amount of $1,000,000 per fiscal year, and (2) granting the City Manager the authority to administratively extend the term of the Master Professional Services Agreement, for up to two, one-year terms based on performance, if needed.

1.P - Staff Report - MPSA West Yost.pdf
1.P - Resolution - MPSA West Yost.pdf

1.Q. Staff recommends that the City Council adopt a Resolution authorizing the City Attorney to execute a legal services agreement with Redwood Public Law LLP for an amount not to exceed $200,000.

1.Q - Staff Report - Legal Services Agrement.pdf
1.Q - Resolution - Legal Services Agrement.pdf

1.R. Staff recommends that the City Council adopt a resolution (1) approving a new Capital Improvement Project 72128 for the Traffic Signal Installation at Tracy Boulevard and Gandy Dancer Drive, and (2) authorizing an appropriation of $415,855 from the Core Traffic Fees (F375) to the Capital Improvement Project 72128 and (3) authorizing an appropriation of $384,145 from the General Fund Reserves (F101) to the Capital Improvement Project 72128.

1.R - Staff Report - Traffic Signal at Tracy Blvd and Gandy Dancer.pdf
1.R - Resolution - Traffic Signal at Tracy Blvd and Gandy Dancer.pdf

2. ITEMS FROM THE AUDIENCE

3. PUBLIC HEARINGS

3.A. Approval of actions necessary to form Community Facilities District No. 2025-1 (The Avenues): conduct public hearings to consider the formation of the district and the issuance of bonds and other debt: form the district; declare the necessity to incur bonds and other debt; approve the form of an acquisition agreement and authorize execution of such agreement; accept the community facilities district report; conduct property owner election; and consider, waive the first reading by substitution of title, and introduce Ordinance entitled “An Ordinance of the City Council of the City of Tracy Levying Special Taxes Within City of Tracy Community Facilities District No. 2025-1 (The Avenues).”

3.A - Staff Report - Avenues CFD.pdf
3.A - Resolution 1 - Avenues CFD.pdf
3.A - Resolution 2 - Avenues CFD.pdf

3.B. Staff and Planning Commission recommends the City Council conduct a public hearing and take the following actions:

1. Adopt a Resolution determining that this project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15378 (not a "project" within the meaning of CEQA) and 15061(b)(3) ("common sense" exemption); and

2. Waive the first reading by substitution of title and introduce an ordinance amending Article 5 – Use Groups for All Zones, Article 18 - Central Business District Zone, and Article 26 – Off-Street Parking Requirements, of Chapter 10.08, Zoning Regulations, of Title 10, Planning and Zoning, of the Tracy Municipal Code, to amend the Central Business District Zone to allow Use Group 33 as a permitted use, establish a building height limit, add language regarding the ministerial review process, and eliminate parking requirements.

3.B - Staff Report - CBD DGG.pdf
3.B - Resolution - CBD DGG.pdf
3.B - Presentation - CBD DGG.pdf

4. REGULAR AGENDA

4.A. Staff recommends that the City Council waive the first reading by substitution of title and introduce an ordinance amending Section 3.08.580, Article 12 of the Tracy Municipal Code, to establish speed limits on specific street segments in accordance with the California Vehicle Code.

4.A - Staff Report - Engineering and Traffic Speed Survey.pdf
4.A - Presentation - Engineering and Traffic Speed Survey.pdf

4.B. Staff recommends that the City Council discuss and, by motion, authorize all 2025 appointments of City Council Members as representatives on City Council Committees and regional and multi-agency Committees, Boards, and Commissions to continue in effect until the City Council appoints representatives for these bodies for calendar year 2026.

4.B - Staff Report - 2025 City Council Appointments.pdf

5. ITEMS FROM THE AUDIENCE

6. STAFF ITEMS

7. COUNCIL ITEMS AND COMMENTS

8. ADJOURNMENT

TRACY CITY COUNCIL REGULAR MEETING MINUTES

November 18, 2025, 7:00 p.m.

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

Mayor Arriola called the Meeting to order at 7:00 p.m.

There were no actions taken pursuant to AB 2449.

Roll Call and Declaration of Conflicts – Council Members Bedolla, Evans, and Nygard; Mayor Pro Tem Abercrombie; and Mayor Arriola were present. The City Council had no declarations of conflict.

Mayor Arriola led the Pledge of Allegiance.

Deacon Jack Ryan, St. Bernard's Catholic Church, offered the invocation.

Presentations – There were no presentations.

1. PUBLIC HEARING – DISTRICTING

1.A. Staff recommends that the City Council conduct a public hearing and during such hearing, (1) receive a report from staff and the City's demographic consultant on the districting process, permissible criteria to be considered to draw City Council Member election district boundaries, and public outreach; (2) provide and receive input from the public on the composition of voting districts before maps are drafted; and (3) provide initial direction to the demographic consultant on composition of draft maps.

Mayor Arriola opened the Public Hearing.

April Quintanilla, City Clerk, and Michael Wagaman, Wagaman Strategies, provided the staff report.

Council Members offered questions.

Robin Cole thanked the City Council for being proactive in the districting process and indicated that Tracy does not need another lawsuit.

Judy Simsky shared that the City's responsibility is to protect public funds; expressed support for districting, indicating that by-district elections potentially opens more doors for those who want to run for election and ensures fiscal responsibility, fairness and better community representation.

Council Members offered comments and questions.

Mayor Arriola closed the Public Hearing.

ACTION: Motion was made by Mayor Pro Tem Abercrombie and seconded by Council Member Evans (1) receive a report from staff and the City's demographic consultant on the districting process, permissible criteria to be considered to draw City Council Member election district boundaries, and public outreach; (2) provide and receive input from the public on the composition of voting districts before maps are drafted; and (3) provide initial direction to the demographic consultant on composition of draft maps. Roll call found Council Member Bedolla, Evans, and Nygard, Mayor Pro Tem Abercrombie; and Mayor Arriola all in favor; passed and so ordered.

2. CONSENT CALENDAR – Staff removed Item 2.D from the Consent Calendar for return to the City Council at a later date.

ACTION: Motion was made by Mayor Pro Tem Abercrombie and seconded by Council Member Evans to adopt the Consent Calendar, excluding Item 2.D. Roll call found Council Members Bedolla, Evans, and Nygard; Mayor Pro Tem Abercrombie; and Mayor Arriola all in favor; passed and so ordered.

2.A. Adoption of November 4, 2025 Special Meeting - Closed Session Minutes. **– Minutes were adopted**

2.B. Staff recommends that the City Council adopts a resolution:
1. Determining that compliance with standard procurement processes is not in the best interests of the City pursuant to Tracy Municipal Code 2.20.180 (b)(4) and dispensing such requirement for the actions herein, and;
2. Approving a Purchase Agreement with Motorola, Inc. for the purchase of the police department's specified equipment, accessories and warranties for a total not-to-exceed amount of $165,500. **– Resolution 2025-282**

2.C. Staff recommends that the City Council adopt a resolution (1) approving the Offsite Improvement Agreement between the City and Prologis, L.P. for offsite improvements on Capital Parks Drive, (2) authorizing the City Clerk to accept land dedications, and (3) authorizing the City Clerk to file the conveyance documents with the San Joaquin County Recorder. **– Resolution 2025-283**

2.D. Staff recommends that the City Council adopt a resolution approving and authorizing recordation of three (3) Right-of-way, three (3) Public Utility Easement Dedications; and two (2) Right-of-way, and two (2)

Public Utility Easement quit claims at the International Park of Commerce. **ITEM PULLED**

3. ITEMS FROM THE AUDIENCE – Conrad Levoit requested that a commemoration take place for the 70th anniversary of the train that is located at Dr. Powers Park and that the train be restored.

4. PUBLIC HEARINGS

4.A Staff recommends that the City Council:

A. Waive the first reading by substitution of title and introduce an ordinance:1)Amending Title 9 of the Tracy Municipal Code, Building Regulations, to adopt, with local amendments, the 2025 California Building Standards Code and the California Fire Code, 2) Adopting Appendices C,F,H,I,J,K,P, and Q under the Building Code; Appendices B, BB, C, CC, D, F, H, L, N, O, and P under the Fire Code; Appendices BF, CH, BH, BI, BF, BM, CI, CK, and CJ under the Residential Code, Appendices, A,B,C,D,E,G,H,I,J, and K under the Plumbing Code, Appendices D and F under the Mechanical Code, and codifying the same as Tracy Municipal Code Title 9, and 3) Creating Tracy Municipal Code Chapter 9.18, Wildland-Urban Interface Code; and

B. Adopt a Resolution making an express finding that proposed modifications are reasonably necessary because of local climatic, geological or topographical conditions (Exempt from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines sections 15061 (b)(3) (no potential to adversely impact the environment) and 15268 (ministerial building permit exemption)).

Mayor Arriola opened the Public Hearing.

Dennis Canright, Building Official, and Forrest Ebbs, Director of Community and Economic Development, provided the staff report.

There was no public comment.

Mayor Arriola closed the Public Hearing.

There were no comments or questions offered by the City Council.

April B. A. Quintanilla, City Clerk read the title of proposed Ordinance aloud.

ACTION: Motion was made by Mayor Pro Tem Abercrombie and seconded by Council Member Nygard to waive the first reading by substitution of title and introduce an ordinance:1) Amending Title 9 of the Tracy Municipal Code, Building Regulations, to adopt, with local amendments, the 2025 California Building Standards Code and the California Fire Code, 2) Adopting Appendices C,F,H,I,J,K,P, and Q under the Building Code; Appendices B, BB, C, CC, D, F,

H, L, N, O, and P under the Fire Code; Appendices BF, CH, BH, BI, BF, BM, CI, CK, and CJ under the Residential Code, Appendices, A,B,C,D,E,G,H,I,J, and K under the Plumbing Code, Appendices D and F under the Mechanical Code, and codifying the same as Tracy Municipal Code Title 9, and 3) Creating Tracy Municipal Code Chapter 9.18, Wildland-Urban Interface Code. Roll call found Council Members Bedolla, Evans and Nygard; Mayor Pro Tem Abercrombie; and Mayor Arriola all in favor; passed and so ordered.

ACTION: Motion was made by Mayor Pro Tem Abercrombie and seconded by Council Member Nygard to adopt **Resolution 2025-285**, setting forth findings to support local amendments to the 2025 California Code of Regulations, Title 24 Parts 1-12, by the Building Safety Division of the Community and Economic Development Department and the Community Risk Reduction Division of the South San Joaquin County Fire Authority. the adoption of this ordinance is exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15061 (b)(3), THE "Common Sense" Exemption because adding and clarifying language related to the applicability of building codes affects the processing and issuance of ministerial permits. Ministerial permits are also exempt from CEQA under CEQA Guidelines Section 15268. Roll call found Council Members Bedolla, Evans and Nygard; Mayor Pro Tem Abercrombie; and Mayor Arriola all in favor; passed and so ordered.

4.B. Staff recommends that the Tracy City Council:

1. Waive the first reading by substitution of title and introduce an Ordinance amending Chapter 4.12 – Palmistry, sections 4.12.070 through 4.12.190, of the Tracy Municipal Code, to add a permitting program and makes it a requirement that all persons practicing fortunetelling, palmistry or related practices for compensation in the City of Tracy obtain a permit from the Tracy Police Department, requires a criminal background investigation for all palmistry permit applicants, establishes permit and background investigation fees and specifies enforcement remedies for violations of the ordinance; and

2. Adopt a Resolution authorizing the Tracy Police Department to access criminal history information of palmistry permit applicants for permitting purposes;

3. Adopt a Resolution establishing fees related to Palmistry permit applications and background investigations

Mayor Arriola opened the Public Hearing.

Lacy Starling, Code Enforcement Officer, provided the staff report.

Daniella Green, Assistant City Attorney, noted the following regarding the proposed Ordinance: (1) Section 4.12.100, should read “the City,” not “the City of Tracy;” and (2) the hours of operation were flipped in the proposed

Ordinance – the businesses should only operate between 8:00 a.m. – 10:00 p.m.

There was no public comment.

Mayor Arriola closed the Public Hearing.

There were no comments or questions offered by the City Council.

April B. A. Quintanilla, City Clerk read the title of proposed Ordinance aloud.

ACTION: Motion was made by Mayor Pro Tem Abercrombie and seconded by Council Member Evans to waive the first reading by substitution of title and introduce an Ordinance, as amended, amending Chapter 4.12 – Palmistry, sections 4.12.070 through 4.12.190, of the Tracy Municipal Code, to add a permitting program and makes it a requirement that all persons practicing fortunetelling, palmistry or related practices for compensation in the City of Tracy obtain a permit from the Tracy Police Department, requires a criminal background investigation for all palmistry permit applicants, establishes permit and background investigation fees and specifies enforcement remedies for violations of the ordinance. Roll call found Council Members Bedolla, Evans and Nygard; Mayor Pro Tem Abercrombie; and Mayor Arriola all in favor; passed and so ordered.

ACTION: Motion was made by Mayor Pro Tem Abercrombie and seconded by Council Member Evans to adopt **Resolution 2025-286**, establishing fees related to palmistry permit applications and background investigations. Roll call found Council Members Bedolla, Evans and Nygard; Mayor Pro Tem Abercrombie; and Mayor Arriola all in favor; passed and so ordered.

ACTION: Motion was made by Mayor Pro Tem Abercrombie and seconded by Council Member Evans to adopt **Resolution 2025-287**, authorizing the Tracy Police Department to access criminal history information of palmistry permit applicants for permitting purposes. Roll call found Council Members Bedolla, Evans and Nygard; Mayor Pro Tem Abercrombie; and Mayor Arriola all in favor; passed and so ordered.

4.C. Staff recommends that the Tracy City Council:

1. Waive the first reading by substitution of title and introduce an Ordinance amending Chapter 4.20 - Massage Establishments and Therapists of the Tracy Municipal Code to add a permitting program to regulate massage establishments, require a background investigation for all massage establishment owners who are not certified by the California Massage Therapy Council, establish permit and background investigation fees and operational requirements consistent with current law

2. Adopt a Resolution authorizing the Tracy Police Department to access criminal history information for permitting purposes related to massage establishment permit applicants who are not certified by the California Massage Therapy Council; and

3. Adopt a Resolution establishing fees related to massage establishment permit applications and background investigations

Mayor Arriola opened the Public Hearing.

Nestor Mejia, Police Sergeant, provided the staff report.

Conrad Levoit requested information regarding the amount of massage establishments in Tracy, how many establishments have committed violations in the past year, and the demographical statistics.

Sergeant Mejia provided some information and shared that there are ongoing investigations.

Mayor Arriola closed the Public Hearing.

April B. A. Quintanilla, City Clerk read the title of proposed Ordinance aloud.

Council Members offered comments and questions.

ACTION: Motion was made by Mayor Pro Tem Abercrombie and seconded by Council Member Evans to waive the first reading by substitution of title and introduce an Ordinance amending Chapter 4.20 - Massage Establishments and Therapists of the Tracy Municipal Code to add a permitting program to regulate massage establishments, require a background investigation for all massage establishment owners who are not certified by the California Massage Therapy Council, establish permit and background investigation fees and operational requirements consistent with current law. Roll call found Council Members Bedolla, Evans and Nygard; Mayor Pro Tem Abercrombie; and Mayor Arriola all in favor; passed and so ordered.

ACTION: Motion was made by Mayor Pro Tem Abercrombie and seconded by Council Member Evans to adopt **Resolution 2025-288**, authorizing the Tracy Police Department to access criminal history information to perform background investigations for massage establishment permit applicants who do not possess massage therapist certification by the California Massage Therapy Council. Roll call found Council Members Bedolla, Evans and Nygard; Mayor Pro Tem Abercrombie; and Mayor Arriola all in favor; passed and so ordered.

ACTION: Motion was made by Mayor Pro Tem Abercrombie and seconded by Council Member Evans to adopt **Resolution 2025-289**, establishing fees for massage establishment permit applicants for new, renewal and amended applications

that are certified through the California Massage Therapy Council and establishing fees for massage establishment permit applicants for new, renewal and amended applications that are not certified through the California Massage Therapy council. Roll call found Council Members Bedolla, Evans and Nygard; Mayor Pro Tem Abercrombie; and Mayor Arriola all in favor; passed and so ordered.

4.D. Staff recommends that the Tracy City Council conduct a public hearing and upon conclusion adopt a Resolution 1) approving and adopting the proposed Citywide Master Fee Schedule effective as of January 2, 2026 and 2) Rescinding Resolution 2025-096 effective January 2, 2026.

Mayor Arriola opened the Public Hearing.

David Nefouse, City Attorney, provided the staff report.

There was no public comment.

Mayor Arriola closed the Public Hearing.

There were no comments or questions offered by the City Council.

ACTION: Motion was made by Mayor Pro Tem Abercrombie and seconded by Council Member Nygard to adopt **Resolution 2025-290**, (A) approving and adopting, effective as of January 2, 2026, the proposed city of Tracy FY 25-26 citywide master fee schedule, and (B) rescinding , effective as of January 2, 2026, Resolution No. 2025-096, that approved the current citywide master fee schedule. Roll call found Council Members Bedolla, Evans and Nygard; Mayor Pro Tem Abercrombie; and Mayor Arriola all in favor; passed and so ordered.

5. REGULAR AGENDA

5.A. Staff recommends that the City Council adopt a Resolution (1) adopting the Regular Meeting Calendar of the Tracy City Council for Calendar Year 2026; and (2) authorizing all City Boards, Committees, and Commissions to adopt the City Council's 2026 Legislative Recess Periods as Indicated in the Regular Meeting Calendar of the Tracy City Council for Calendar Year 2026.

April B. A. Quintanilla, City Clerk, provided the staff report.

There were no comments offered by the public.

Council Members offered comments and questions.

ACTION: Motion was made by Mayor Arriola and seconded by Council Member Evans to adopt **Resolution 2025-291**, (1) adopting the regular meeting calendar of the Tracy City Council for calendar year 2026, removing the November 3, 2025

meeting; and (2) authorizing all City Boards, Committees, and Commissions to adopt the City Council's 2026 legislative recess periods as indicated in the regular meeting calendar of the Tracy City Council for calendar year 2026. Roll call found Council Members Bedolla, Evans and Nygard and Mayor Arriola in favor; Mayor Pro Tem Abercrombie opposed; passed and so ordered.

5.B. Staff recommends that the City Council vote in favor of sending a letter to Governor Gavin Newsom to support building a new Tracy Courthouse.

David Nefouse, City Attorney, provided the staff report.

Mary Mitracos shared the challenges faced in doing business as a property manager and having to travel to neighboring cities to conduct legal business. Mary Mitracos also urged the City Council to send a letter to Governor Newsom, the current Assembly Woman, and current Senator.

Council Members offered comments and questions.

ACTION: Motion was made by Mayor Pro Tem Abercrombie and seconded by Council Member Nygard in favor of sending a letter to Governor Gavin Newsom to support building a new Tracy Courthouse. Roll call found Council Members Bedolla, Evans and Nygard; Mayor Pro Tem Abercrombie; and Mayor Arriola all in favor; passed and so ordered.

5.C. Staff recommends that the City Council receive an informational update on the current status of the Valley Link rail project.

Ed Lovell, Transit Manager, and Kevin Sheridan, Executive Director of Valley Link, provided the staff report.

Conrad Levoit expressed frustration regarding the increased traffic for Tracy residents that commute and urged the City Council to figure out how to make the project happen to help improve quality of life.

Mary Mitracos expressed support for Valley Link; urged the City Council to notify San Joaquin Council of Government (SJCOG) of their support for Valley Link; and requested information regarding how much money SJCOG has contributed to the Valley Link project.

Council Members offered comments and questions.

ACTION: Motion was made by Mayor Pro Tem Abercrombie and seconded by Council Member Nygard to accept presentation from Valley Link. Roll call found Council Members Bedolla, Evans and Nygard; Mayor Pro Tem Abercrombie; and Mayor Arriola all in favor; passed and so ordered.

6. ITEMS FROM THE AUDIENCE – There were no comments offered by the public.

7. STAFF ITEMS: Midori Lichtwardt provided the following updates:

- An update that was requested by Council Member Bedolla and seconded by Mayor Pro Tem Abercombie regarding the intersection of Gandy Dancer and Tracy Boulevard: Staff will return in December or January to create a Capital Improvement Project (CIP) for an intersection to be evaluated and funded potentially; there are interim safety measures that staff will be implementing; design and construction would take another 18 months and, in the interim, there will be two electronic boards added at the north and southbound lanes; the Police Department will conduct a light survey at night for visibility and deploy extra patrols; the Public Works Department will check for obstructions, sight distance assessment such as furniture in the roadway and overgrown landscaping for enhanced visibility; in the interim, refresh the crosswalk at the exit or the entrance to Rockport Court; staff will return with more definitive steps within the next 60 to 90 days.

- Thanksgiving Week Reminder: Garbage will not be picked up on Thursday (Thanksgiving Day); it is very important that residents maintain the leaves and make sure that leaves are staying out of the gutter so when it rains, the leaves do not clog up the gutters and create a flood.

- Road Closures: Check the website for closures at International Parkway and Downtown; there will be a downtown street closure on Saturday November 22, 2025 for a private event – the downtown ornament stroll hosted by the Tracy City Center Association.

- The Tracy Grand was recognized at the San Joaquin Historical Museum's Century Business Dinner for 100 years of service in the community.

8. COUNCIL ITEMS – Council Member Evans requested support for staff to look at the restoration of the train at Dr. Powers Park. Council Member Bedolla supported the request.

Council Member Nygard shared that she will attend the National League of Cities event in Utah and noted that she looks forward to bringing back information regarding what other cities are doing to address homelessness, economic growth, and transit needs. Council Member Nygard requested that staff bring back a resolution for Council consideration in support of Valley Link. Council Member Bedolla supported the request. Council Member Nygard also requested that a resolution be brought to Council for consideration and support of a joint bill – AB 1243 and SB 684, regarding California's Polluter Pay Climate Super Fund Act. Council Member Bedolla supported the request. Council Member Nygard wished everyone a Happy Holiday.

Mayor Pro Tem Abercrombie invited the community to attend a presentation by Kylie Van Oss, who is a Tracy High graduate currently enrolled at the United States Military Academy at West Point. Mayor Pro Tem Abercrombie noted that Kylie Van Oss will share her experiences on November 24, 2025, at 9:00 a.m. and noted that there are decorated barrels around town for Brighter Christmas, extending an invitation to donate. Mayor Pro Tem Abercrombie wished everyone a Happy Thanksgiving.

Mayor Arriola thanked staff for all their hard work and wished everyone a Happy Thanksgiving.

9. ADJOURNMENT: 9:36 p.m.

ACTION: Motion was made by Mayor Pro Tem Abercrombie and seconded by Council Member Nygard to adjourn. Roll call found Council Members Bedolla, Evans and Nygard; Mayor Pro Tem Abercrombie; and Mayor Arriola all in favor; passed and so ordered.

The above agenda was posted at the Tracy City Hall on November 14, 2025. The above are action minutes. A recording is available at the office of the City Clerk

_____
Mayor

ATTEST:

_____
City Clerk

TRACY CITY COUNCIL - SPECIAL MEETING MINUTES

December 2, 2025, 6:30 p.m.

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

1. Mayor Arriola called the Meeting to order at 6:30 p.m.

2. There were no actions taken pursuant to AB 2449.

3. Roll Call and Declaration of Conflicts – Council Members Bedolla, Evans, and Nygard; Mayor Pro Tem Abercrombie; and Mayor Arriola were present. The City Council had no declarations of conflict.

4. Items from the Audience – There were no items from the audience.

5. Request to Conduct Closed Session at 6:32 p.m.

   5.A. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION

   Case Name: City of Tracy v. Surland Communities, LLC et al.; Surland LLC et al. v. City of Tracy et al.

   Case No.: STK-CV-UBC-2024-0002338 (County of San Joaquin, Superior Court)

   Government Code Section: 54956.9(d)(1)

   [The City Council finds, based on advice from legal counsel, that discussion in open session will prejudice the position of the City in the litigation

ACTION: Motion was made by Mayor Pro Tem Abercrombie and seconded by Council Member Evans to adjourn to closed session. Roll call found Council Members Bedolla, Evans and Nygard; Mayor Pro Tem Abercrombie; and Mayor Arriola all in favor; passed and so ordered.

6. Reconvene to Open Session at 7:00 p.m.

7. Report of Final Action, If Any – Mayor Arriola announced that the City Council has provided unanimous direction for the City Attorney to bring item back at the December 16, 2025 City Council meeting in response to this item.

8. Council Items and Comments – There were no Council items or comments.

9. Adjournment: Time: 7:01 p.m.

ACTION: Motion was made by Mayor Pro Tem Abercrombie and seconded by Council Member Nygard to adjourn. Roll call found Council Members Bedolla, Evans and Nygard; Mayor Pro Tem Abercrombie; and Mayor Arriola all in favor; passed and so ordered.

The above agenda was posted at Tracy City Hall on November 26, 2025. The above are action minutes. A recording is available at the office of the City Clerk.

_____
Mayor

ATTEST:

_____
City Clerk

December 16, 2025

Agenda Item 1.B

RECOMMENDATION

Staff recommends that the City Council adopt an Ordinance amending Article 2, Definitions, and Article 30, Development Review, of Chapter 10.08, Zoning Regulations, adopt a new Chapter, Chapter 10.10, Housing Regulations, consisting of new articles, Article 1, Qualifying Housing Streamlined Review, Article 2, Multiple-Unit and Mixed-Use Objective Design Standards, Article 3, Community Care Facilities, Article 4, Transitional and Supportive Housing, and Article 5, Emergency Homeless Shelters and Low Barrier Navigation Centers, and repeal and relocate Section 10.08.3195, Day care home, and Section 10.08.3197, Standards for emergency homeless shelters, to Chapter 10.10, Housing Regulations, of Title 10, Planning and Zoning, of the Tracy Municipal Code.

BACKGROUND AND LEGISLATIVE HISTORY

At its December 2, 2025, regular meeting, the City Council unanimously approved the introduction of five Ordinances (Attachment A-E) on a first reading. Additional background regarding the proposed Ordinances is set forth in the staff report provided for that item in the agenda packet for the December 2, 2025, regular City Council Meeting. The staff report may be accessed via the City's website at https://www.cityoftracy.org/government/city-council/council-meeting-agendas , or in person at the City Clerk's Office.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council adopt an Ordinance amending Article 2, Definitions, and Article 30, Development Review, of Chapter 10.08, Zoning Regulations, adopt a new Chapter, Chapter 10.10, Housing Regulations, consisting of new articles, Article 1, Qualifying Housing Streamlined Review, Article 2, Multiple-Unit and Mixed-Use Objective Design Standards, Article 3, Community Care Facilities, Article 4, Transitional and Supportive Housing, and Article 5, Emergency Homeless Shelters and Low Barrier Navigation Centers, and repeal and relocate Section 10.08.3195, Day care home, and Section 10.08.3197, Standards for emergency homeless shelters, to Chapter 10.10, Housing Regulations, of Title 10, Planning and Zoning, of the Tracy Municipal Code.

Prepared by: Necy Lopez, Deputy City Clerk

Reviewed by: David Nefouse, City Attorney
Arturo M. Sanchez, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

Attachments:

A: Ordinance
B: Ordinance
C: Ordinance
D: Ordinance
E: Ordinance

Attachment A

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

ORDINANCE NO. _____

AN ORDINANCE 1) DETERMINING THAT THE ORDINANCE IS NOT A PROJECT WITHIN THE MEANING OF SECTION 15378 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES BECAUSE IT HAS NO POTENTIAL FOR RESULTING IN PHYSICAL CHANGE IN THE ENVIRONMENT, EITHER DIRECTLY OR ULTIMATELY. IN THE EVENT THAT THE ORDINANCE IS FOUND TO BE A PROJECT UNDER CEQA, IT IS EXEMPT FROM CEQA PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3) BECAUSE IT CAN BE SEEN WITH CERTAINTY TO HAVE NO POSSIBILITY OF A SIGNIFICANT EFFECT ON THE ENVIRONMENTAND 2) APPROVING AN AMENDMENT TO SECTION 10.08.3950 AND SECTION 10.08.3960, AND ADDING A NEW ARTICLE, ARTICLE 1, QUALIFYING HOUSING STREAMLINED REVIEW, TO A NEW CHAPTER, CHAPTER 10.10, HOUSING REGULATIONS TO THE TRACY MUNICIPAL CODE.

WHEREAS, on September 29, 2017, the State Legislature adopted Senate Bill (SB) 35, codified as Government Code (Gov't. Code) Sections 65582.1 and 65913.4, requiring a streamlined application review process for qualifying multiple-unit and mixed-use housing projects; and

WHEREAS, on October 11, 2023, the State Legislature adopted SB 423, codified as Gov't. Code Section 65913.4, to, among other updates, establish requirements for a public meeting in the review process for qualifying streamlined housing projects, and extend the provisions of SB 35 to expire on January 1, 2036, in place of the original expiration date of January 1, 2026; and

WHEREAS, on September 27, 2024, the State Legislature adopted AB 3122, codified as Gov't. Code Section 65913.4, to, among other updates, establish new qualifications to process a subdivision map ministerially with an SB 35 application, further clarify modification processing, and establish timelines for a response to a resubmittal for qualifying housing projects subject to streamlined review; and

WHEREAS, on July 1, 2025, Tracy City Council adopted the 2023-2031 Housing Element Update, requiring staff to implement the objectives, policies, and programs set forth in the Housing Plan to provide housing that fulfills the diverse needs of the community; and

WHEREAS, the proposed ordinance would bring the City of Tracy into compliance with the state laws mentioned above and implement Program 14, Zoning Ordinance, of the City of Tracy's 2023-2031 Housing Element Update; and

WHEREAS, on November 5, 2025, the Planning Commission conducted a public hearing and recommended that the City Council adopt the ordinance; and

WHEREAS, the ordinance is not a project within the meaning of Section 15378 of the California Environmental Quality Act (CEQA) Guidelines (14 Cal. Code Regs. § 15378) because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that the ordinance is found to be a project under CEQA, it is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) (14 Cal. Code Regs. § 15061(b)(3)) because it can be seen with certainty to have no possibility of a significant effect on the environment; and

WHEREAS, on _____,_____, the City Council conducted a public hearing regarding the proposed amendments to Section 10.08.3950 and Section 10.08.3960 and the proposed Article 1, Qualifying Housing Streamlined Review, of proposed Chapter 10.10, Housing Regulations, of the Tracy Municipal Code; and

WHEREAS, the proposed revisions to Tracy Municipal Code Sections 10.08.3950 and 10.08.3960, and the proposed Chapter 10.10 are <u>underlined</u> below.

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

SECTION 1. Incorporation of Recitals/Findings. The City Council finds and determines the foregoing recitals are true and correct and are hereby incorporated herein as findings and determinations of the City.

SECTION 2. Amendment to Section 10.08.3950. The City Council hereby amends Tracy Municipal Code Section 10.08.3950, Approval Authority, to read as follows:

10.08.3950 – Approval Authority.

Each development review application will be considered in one of three tiers, depending on the nature of the application, as follows:

…

(c) Tier 3. A Tier 3 application is reviewed by the Director and occurs when not covered by Tier 1 or Tier 2, above. The Director may refer review and approval of

an application to the Planning Commission, unless the application qualifies for a streamlined ministerial approval without discretionary review, as permitted in Chapter 10.10, Housing Regulations.

The Director will consider a development review permit application after notice and a public hearing, unless the application qualifies for a streamlined ministerial approval without discretionary review, as permitted in Chapter 10.10, Housing Regulations.

SECTION 3. Amendment to Section 10.08.3960. The City Council hereby amends Tracy Municipal Code Section 10.08.3960, Decision and findings, to read as follows:

10.08.3960 – Decision and findings.

The reviewing body will consider the following factors: 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.

Before approving a development review permit, the reviewing body (under section 10.08.3950) must make written findings that:

(1) 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.
(2) the proposal conforms to this chapter, the general plan, any applicable specific plan, the Design Goals and Standards, any applicable Infrastructure Master Plans, and other City regulations.

Qualifying projects subject to streamlined review shall only be subject to objective design standards, in which case the proposal shall conform to applicable objective standards and policies per Tracy's Title 10 Planning and Zoning Code and the City's General Plan, any applicable Infrastructure Master Plans, and other City regulations.

SECTION 4. Amendment to add Chapter 10.10, Housing Regulations. The City Council hereby amends Tracy Municipal Code to add Chapter 10.10, Housing Regulations, to Title 10, Planning and Zoning, of the Tracy Municipal Code.

SECTION 5. Amendment to add Article 1, Qualifying Housing Streamlined Review. The City Council hereby amends Tracy Municipal Code to add Article 1, Qualifying Housing Streamlined Review, to Chapter 10.10, Housing Regulations, to read as follows:

Article 1- Qualifying Housing Streamlined Review

Sections:

10.10.010 – Purpose and Intent

10.10.020 – Objective Zoning and Design Standards

10.10.030 – Exceptions Prohibited

10.10.040 – Review Process

10.10.010 – Purpose and Intent

(a) *Purpose and Intent.* The purpose of this Article is to implement a streamlined application review process for "qualifying streamlined housing projects", consistent with the requirements of state law. It is intended that the provisions of this Article be interpreted, as needed, to comply with the requirements of Government Code Section 65913.4.

(b) *Applicability.* The provisions of this Article apply to applications deemed complete before January 1, 2036, that meet the criteria for "qualifying streamlined housing projects". The City will not accept any application under this Article after January 1, 2036, unless the State extends Government Code Section 65913.4. This Article shall not apply if the state has determined that the City is not subject to the streamlined ministerial approval process based on its housing element annual progress report or shall apply only to projects with specific affordability restrictions under specific circumstances as described in Government Code Section 65913.4(a)(4). The provisions of this Article 1 will become null and void, and are repealed, once the last application deemed completed before January 1, 2036 is fully processed.

(c) *Qualifying Streamlined Housing Projects.* For purposes of this Chapter, "qualifying streamlined housing projects" means housing development projects that satisfy all of the standards set forth in Government Code Section 65913.4(a).

10.10.020 – Objective Zoning and Design Standards

Qualifying streamlined housing projects must comply with all objective land use regulations, development standards, and design review standards including but not

limited to objective design standards provided in Article 2, Multiple-Unit and Mixed-Use Housing Objective Design Standards, of Chapter 10.10, Housing Regulations. The objective standards applied to the project shall be those in effect at the time a notice of intent in the form of a complete preliminary application is submitted pursuant to Subsection 10.10.040(a). Qualifying streamlined housing projects are eligible for parking exemptions under certain circumstances as described in Government Code Section 65913.4(e)(1). Qualifying streamlined housing projects do not require a conditional use permit or other discretionary review or approval.

10.10.030 – Exceptions Prohibited

Qualifying streamlined housing projects may not include a request for an exception to objective standards by applying for a variance, modification, exception, waiver, or other discretionary approval for height, density, setbacks, open yard, land use, development plan approval, or similar development standard, other than modifications granted as part of a density bonus concession or incentive pursuant to Article 36.5 – Density Bonus or State Density Bonus Law.

10.10.040 – Review Process

(a) *Preliminary Application/Notice of Intent.* Before submitting an application for a development subject to this Section, the applicant must submit a notice of intent in the form of a preliminary application that includes all of the information described in Government Code Section 65941.1.

(b) *Public Meeting.* Public meetings are required following submittal of a notice of intent for certain projects. See Government Code Section 65913.4(q) for definitions and implementation requirements.

(c) *Scoping Consultation.* Upon receipt of a notice of intent, the City will engage in a scoping consultation with any California Native American tribe that is traditionally and culturally affiliated with the geographic area, as described in Public Resources Code Section 21080.3.1, according to the timelines and procedures established by state law and described in Government Code Section 65913.4(b). After concluding the scoping consultation as described in Government Code Section 65913.4(b)(2)(D), the applicant and any California Native American tribe that is a party to that scoping consultation will be notified as follows:

(1) The applicant may submit an application for review if it is either determined that no potential tribal cultural resource could be affected by the proposed development, or if all parties enter into an enforceable agreement establishing the methods, measures, and conditions for treatment of the tribal cultural resource. The agreement shall be included in the requirements and conditions for the proposed development.

(2) The development is not eligible for approval under this Section if it is determined that a potential tribal cultural resource could be affected by the proposed development, and all parties do not reach an enforceable agreement on methods, measures, and conditions to avoid or address impacts to tribal cultural resources. Additionally, the development is not eligible if any of the reasons included in Government Code Section 65913.4(b)(5)(A) apply.

If the development or environmental setting substantially changes after the completion of the scoping consultation, the Department shall notify the California Native American tribes that were party to the original scoping consultation of the changes and engage in a subsequent scoping consultation if requested by the California Native American tribes.

(d) *Consistency Determination.* After receiving notification pursuant to Subsection (c)(1) above, the applicant may submit a complete application. After an application is determined to be complete, the Director will review the application for consistency with the applicable criteria required for streamlined housing projects and for compliance with applicable objective zoning, subdivision, and design review standards. If it is determined that the project is in conflict with any of the applicable objective standards, the applicant will be provided with written documentation of which standard or standards the development conflicts with, and an explanation for the reason or reasons the development conflicts with that standard or standards. This notification will be issued within 60 days of a complete application submittal if the development contains 150 or fewer housing units or within 90 days of a complete application submittal if the development contains more than 150 housing units. Notification will be issued within 30 days of a submittal that was resubmitted to address written feedback provided by the Director.

(e) *Design Review.* Design review will be completed within the scope of the Director's review and shall not be subject to separate design review approval.

(f) *Project Approval.* The Director must approve a project that meets all the requirements of state law and this Section, and complies with all applicable objective standards within 90 days of a complete application submittal if the development contains 150 or fewer housing units, or within 180 days of a complete application submittal if the project contains more than 150 housing units.

(g) *Subdivision Application.* An application for a subdivision pursuant to the Subdivision Map Act shall be exempt from the requirements of the California Environmental Quality Act and shall be subject to the timelines set forth in

Section 10.10.040(f) above, so long as the development is consistent with the requirements of this section and all objective subdivision standards.

(h) *Expiration.* Projects approved pursuant to this Section shall not have that approval expire as long as the project includes public investment in housing affordability beyond tax credits and at least 50 percent of the project units are affordable to households making at or below 80 percent of the area median income. For projects that do not meet these requirements, the project approval shall remain valid for three years from the date of final action subject to the limitations and allowances under Government Code Section 65913.4(g).

(i) *Modifications.* An applicant may request a modification to a development that has been approved under the streamlined, ministerial approval process if that request is submitted before the issuance of the final building permit required for the construction of the development. Modifications will be considered in accordance with Government Code Section 65913.4(h).

SECTION 6. CEQA Determination. The City Council finds and determines this Ordinance is not a project within the meaning of section 15378 of the CEQA Guidelines because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that this Ordinance is found to be a project under CEQA, it exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty to have no possibility of a significant effect on the environment.

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 Chapter. 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.

SECTION 8. Typographical or Clerical (Scrivener's) Errors. Any typographical errors in this Ordinance may be remedied by the City Attorney with the assistance of the City Clerk and shall not constitute an alteration.

SECTION 9. Effective Date. This ordinance shall become effective upon the thirtieth (30th) day after final adoption.

SECTION 10. Publication. The City Clerk is directed to publish this ordinance in a manner required by law.

SECTION 11. Codification. This Ordinance shall be codified in the Tracy Municipal Code.

* * * * * * * * * * * * *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the 2nd day of December 2025, and finally adopted on the_____ day of _____, 2025, by the following vote:

AYES –
NOES –
ABSENT –
ABSTENTION –

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the City of Tracy, California

Date of Attestation: _____

Attachment B

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

ORDINANCE NO. _____

AN ORDINANCE 1) DETERMINING THAT THE ORDINANCE IS NOT A PROJECT WITHIN THE MEANING OF SECTION 15378 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES BECAUSE IT HAS NO POTENTIAL FOR RESULTING IN PHYSICAL CHANGE IN THE ENVIRONMENT, EITHER DIRECTLY OR ULTIMATELY. IN THE EVENT THAT THE ORDINANCE IS FOUND TO BE A PROJECT UNDER CEQA, IT IS EXEMPT FROM CEQA PURSUANT TO GUIDELINES SECTION 15061(B)(3) BECAUSE IT CAN BE SEEN WITH CERTAINTY TO HAVE NO POSSIBILITY OF A SIGNIFICANT EFFECT ON THE ENVIRONMENTAND 2) APPROVING AN AMENDMENT TO ADD A NEW ARTICLE, ARTICLE 2, MULTIPLE-UNIT AND MIXED-USE HOUSING OBJECTIVE DESIGN STANDARDS, TO CHAPTER 10.10, HOUSING REGULATIONS, OF TITLE 10, PLANNING AND ZONING, OF THE TRACY MUNICIPAL CODE.

WHEREAS, on September 29, 2017, the State Legislature adopted Senate Bill (SB) 35, codified as Government Code (Gov't. Code) Sections 65582.1 and 65913.4, requiring a streamlined application review process for qualifying multiple-unit and mixed-use housing projects, with a provision that qualifying projects shall be subject to objective design standards; and

WHEREAS, on September 26, 2018, the State Legislature adopted Assembly Bill (AB) 2162, codified as Gov't. Code Sections 65650 through 65656 and 65583, requiring ministerial approval of supportive housing that meets specific eligibility criteria, with a provision that qualifying projects shall be subject to objective design standards; and

WHEREAS, on July 31, 2019, the State Legislature adopted Assembly Bill 101 codified as Gov't. Code Sections 65660 through 65666, requiring ministerial approval of qualifying low barrier navigation centers, with a provision that qualifying projects shall be subject to objective design standards; and

WHEREAS, on October 11, 2023, the State Legislature adopted SB 423, codified as Gov't. Code Section 65913.4, to, among other updates, extend the provisions of SB 35 to expire on January 1, 2036, in place of the original expiration date of January 1, 2026; and

WHEREAS, on July 1, 2025, Tracy City Council adopted the 2023-2031 Housing Element Update, requiring staff to implement the objectives, policies, and programs set forth in the Housing Plan to provide housing that fulfills the diverse needs of the community; and

WHEREAS, the proposed ordinance would establish objective design standards for multiple-unit and mixed-use housing to bring the City of Tracy into compliance with the state laws mentioned above and implement Program 15, Objective Design/Development Standards, of the City of Tracy's 2023-2031 Housing Element Update; and

WHEREAS, on November 5, 2025, the Planning Commission conducted a public hearing and recommended that the City Council adopt the ordinance; and

WHEREAS, the ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that the ordinance is found to be a project under CEQA, it is subject to the CEQA exemption contained in CEQA Guidelines Section 15061(B)(3) because it can be seen with certainty to have no possibility of a significant effect on the environment; and

WHEREAS, on _____,_____, the City Council conducted a public hearing regarding the proposed amendment to add Article 2, Multiple-Unit and Mixed-Use Housing Objective Design Standards, to Chapter 10.10, Housing Regulations, of the Tracy Municipal Code; and

WHEREAS, the proposed addition of Chapter 10.10 to Tracy Municipal Code are underlined below.

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

SECTION 1. Incorporation of Recitals/Findings. The City Council finds and determines the foregoing recitals are true and correct and are hereby incorporated herein as findings and determinations of the City.

SECTION 2. Amendment to add Article 2, Multiple-Unit and Mixed-Use Housing Objective Design Standards. The City council hereby amends Tracy Municipal Code to add Article 2, Multiple-Unit and Mixed-Use Housing Objective Design Standards, to Chapter 10.10, Housing Regulations, of Title 10, Planning and Zoning, to read as follows:

Article 2 - Multiple-Unit and Mixed-Use Housing Objective Design Standards.

Sections:

10.10.050 – Purpose and Intent

10.10.060 – Building Design

10.10.070 – Site Design

10.10.080 – Mixed-Use Standards

10.10.090 – Utilitarian Elements

10.10.050 - Purpose and Intent.

(a) **Purpose and Intent**. The purpose of this Article is to provide the public, building and design professionals, and decision-makers with objective criteria for multiple-unit and mixed-use housing development projects in the City of Tracy. The intent is to provide clear design direction that enhances an area's sense of place, respects existing neighborhood compatibility and privacy, and ensures a high-quality living environment. It is also intended that this Article establish "objective" design standards, as that term is defined under state housing law, that apply to multiple-unit residential and mixed-use development projects where state housing law restricts City review of such projects to objective standards, to the fullest extent permitted under state housing law.

(b) **Applicability**. The provisions of this Article apply to multiple-unit residential and mixed-use development in all Zone Districts, including such development that constitutes a "housing development project" under Government Code Section 65589.5 (Housing Accountability Act), qualifying "multifamily housing development" under Government Code Section 65913.4 (SB 423), "transitional or supportive housing" under Government Code Section 65651 (AB 2162), and "farmworker housing" under Health and Safety Code Section 50199.7, as well as any other multiple-unit residential or mixed-use development project for which the Department may require compliance with "objective" standards under applicable state housing law.

(c) **Consistency with All Objective Standards**. In addition to the objective design standards established in this Article, multiple-unit residential and mixed-use development projects shall also comply with all other applicable objective standards and policies, including all adopted design guidelines, per Tracy's Title 10 Planning and Zoning Code and the City's General Plan.

(1) **Exception**. Applicants may request concessions, incentives, or waivers of development standards pursuant to Article 36.5 (Density Bonus).

(2) **Conflicting Standards**. If there is any conflict between the objective standards set forth in this Article and any existing City or State objective standards, the more restrictive objective standard shall apply.

Nothing in this Article is intended to limit the City's discretion, to the fullest extent permitted under law, to condition the approval of multiple-unit residential and mixed-use development projects, as authorized under state housing law and this code.

(d) **Design Standards Compliance.** Department staff may consult with a design professional to assist in determining a project's compliance with the objective design standards contained in this Article.

10.10.060 - Building Design.

(a) Building Form, Massing, and Articulation.

(1) **Building Form and Vertical Hierarchy.** Buildings that are three stories or more in height shall be designed to differentiate between a defined base; a middle or body; and a top, cornice, or parapet cap. Buildings two stories or less shall include a defined base and a top, cornice, or parapet cap. All buildings shall achieve this effect through at least two of the following:

i. Color, texture, or material changes.
ii. Variations, projections, or reveals in the wall plane.
iii. Variations in fenestration size or pattern.
iv. Decorative architectural details, such as cornices and columns.

(2) **Wall Plane Variation.** Building façades visible from the primary street shall not extend more than 50 feet in length without either an architectural element or a two-foot variation in depth in the wall plane. Architectural elements include: building entrances, front porches, balconies, upper-story setbacks, projections, and recessions, such as stoops, bay windows, overhangs, and trellises.

(3) **All-Sided Architecture.** Buildings shall be designed and articulated with common details, articulation, materials, and elements on all sides.

(4) **Corner Lots.** Buildings located on corner lots shall include one or more of the following features on both street-facing facades, located within 25 feet of the corner of the building closest to the intersection:

i. An entrance to a ground-floor use or a primary building entrance.
ii. A different material application, color, or fenestration pattern of windows and doors from the rest of the façade.
iii. A change in height of at least 18 inches from the height of the abutting façade.

(5) **Roof Line Variation.** Roof lines shall not extend more than a length of 50 feet without at least one prominent change as described below:

i. Variation in roof form, such as hip, mansard, gable, shed, and flat with parapet.

ii. Variation in architectural elements, such as parapets or varying cornices.

iii. Variation of roof height of at least 24 inches for buildings of two stories or less and 30 inches for buildings of three stories or more (as measured from the highest point of each roof line).

(6) **Roof Slopes.** For buildings of three or more stories or roof spans of 30 feet or greater, sloped roofs shall have a minimum pitch of 4:12.

(7) **Flat Roofs and Parapets.**

i. A parapet shall be provided that is a minimum of twelve inches taller than all roof-top equipment.

ii. Interior side of parapet walls shall not be visible from a common open space or public right-of-way.

iii. Parapets shall be capped with precast treatment, continuous banding, projecting cornices, dentils, or similar edge treatment.

(b) Building and Dwelling Unit Entrances. See Subsection 10.10.070(a) for orientation of building and dwelling unit entrances within a site.

(1) Primary Building Entrance.

i. **Street-Facing Entrance.** Buildings located within 20 feet of the primary street right-of-way shall have a ground-level primary building entrance facing the primary street.

(2) Exterior Individual Dwelling Unit Entrance

i. **General Requirement.** All individual unit entrances shall have either a projected sheltering element or be recessed from the main facade; the projection or recess shall have a minimum depth of 24 inches.

ii. **Visibility.** All individual unit entrances shall be illuminated or shall face towards a common area or public street.

iii. **Street-Facing Unit Entrance.** Each dwelling unit located within 20 feet of a primary street right-of-way shall include at least one street-facing porch, balcony, or patio unless a setback of five feet or less is provided.

iv. **Upper-Floor Unit Entrance.** Exterior entrances to individual dwelling units on upper floors are permitted.

(3) **Architectural Treatments**. Entrances for buildings and individual dwelling units shall incorporate at least two of the following:

i. Feature window details
ii. Towers
iii. Columns
iv. Decorative veneer or siding
v. Porches or stoops

vi. Changes in roof line or wall plane

(c) Windows.

(1) Privacy. Where windows are proposed within 10 feet of a window on another building, the design and placement shall avoid unfiltered/direct views into the adjacent site and shall be designed with one or more of the following:

i. Use non-transparent or obscured glazing, such as frosted/patterned glass. Reflective glazing is not permitted.

ii. Provide permanent architectural screens or affixed louvers at windows.

iii. Offset windows horizontally at least 12 inches from any windows in adjacent buildings (edge to edge), so as not to have a direct line-of-sight into adjacent units.

iv. Permanent landscaping screening.

(2) Window Treatment.

i. **Design Treatment.** Windows shall either be recessed at least three inches from the plane of the surrounding exterior wall or shall have a trim or windowsill at least one-half inch in depth.

ii. **Windows Facing a Public Street.** Windows facing a public street shall feature enhanced window treatments, such as decorative architectural brackets, trim, shutters, awnings, and/or trellises.

(d) Materials and Colors.

(1) Wall Material. The primary exterior siding material for buildings shall be wood, composite wood, stone, stone veneer, granite, slate, brick, brick veneer, stucco, plaster, fiber cement, vinyl, or metal including aluminum or steel. The use of exposed plywood or glass curtain walls is prohibited. Buildings shall not be comprised wholly of metal.

(2) Window Consistency. Window frame materials and color shall be used on all elevations.

(3) Material and Color Transition. Changes in material or color shall occur at inside corners of intersecting walls or at architectural features that break up the wall plane, such as columns.

(4) Accent Material. Use of two or more accent materials, such as glass, tile, brick, stone, concrete, wood, metal, or plaster, shall be incorporated to highlight building features.

(5) Architectural Consistency. Affordable units and market rate units in the same development shall be constructed of the same exterior materials and details such that the units are not distinguishable from one another in quality and detail.

(e) Parking Structures.

(1) Wall Plane Variation. Building façades visible from the primary street shall not extend more than 50 feet in length without at least one of the following: a two-foot variation in depth in the wall plane, architectural element, or other prominent feature that provides visual interest.

(2) Materials and Colors. The parking structure shall utilize the same colors and materials as the primary buildings.

(3) Articulation. The exterior of the parking structure shall apply at least one of the following as articulation:

i. Applied materials, such as brick, stone, and/or siding, which extend at least two inches from the face of the structure to the face of the applied materials. Painted concrete, smooth concrete, or stucco walls shall not be considered sufficient articulation.

ii. Decorative architectural features, such as cut metal screens, awnings, trellises, louvers, and/or decorative security grills.

(4) Vertical Plantings. Vertical plantings shall be located between openings, entrances, and architectural accent features. Plantings shall be evergreen vegetation that will grow to a minimum height equivalent to 75 percent of the height of the parking structure; container size shall be selected to achieve a height of at least 50 percent of the height of the parking structure within at least two years from the time of installation.

(f) Garages and Carports.

(1) Garages.

i. Garage doors shall be recessed a minimum of five feet from the surrounding wall plane when facing a public right of way.

ii. Garages shall feature at least one of the following treatments:

a. Garage door windows.

b. Paneled garage door surface.

c. Two different colors.

d. Alternative architectural materials, finishes, or treatments.

(2) Carports. Carports shall incorporate the same colors and materials as the primary residential or mixed-use building design.

10.10.070 - Site Design.

(a) Building Placement and Orientation.

(1) Street Façade. If buildings on adjacent properties establish a contiguous street facade along the primary street frontage, new buildings shall be located to maintain the contiguous street wall, with allowances for variation in facade and entrances which are projected or recessed.

(2) Visibility of Entrances. On all lots 60 feet or less in width, at least one primary building entrance or individual unit entrance shall be visible from the front or street side lot line. See Subsection 10.10.070(c).

(3) Buffer for Adjacent Single-Family Homes. When developing multi-family buildings of three or more stories adjacent to single-family residential zones, site design shall utilize parking areas, common open space, landscaping, and/or other site features to provide a buffer for adjacent development.

(b) Vehicular Parking and Access. Vehicular parking and access shall comply with the provisions of the California Building Code, California Fire Code, and Article 26 (Off-Street Parking Requirements), of this Code. In addition, projects shall provide the following:

(1) Primary Access. Side street or alley access shall serve as the primary vehicular access to parking areas, if available. If not available, the primary street shall serve vehicular access.

(2) Number of Access Points.

i. **Interior Lots.** A maximum of one vehicle access point from the street is permitted per 100 feet of street frontage.

ii. **Corner Lots.**

a. One vehicular access point is permitted per lot where all street frontages are less than 100 linear feet.

b. Two vehicular access points are permitted on lots where at least one street has a frontage of 100 linear feet or more.

(3) Parking Location. Parking areas shall not be located within any front or street side setback.

(4) Mixed-Use Loading and Service Areas. In addition to the provisions below, loading and service areas shall comply with the standards of Article 26 (Off-Street Parking Requirements), as applicable.

i. All required loading and service areas shall be located adjacent to a façade other than the primary street frontage.

ii. Loading and service areas shall be located so as to not disrupt or block the flow of on-site and off-site vehicular traffic.

iii. Loading and service areas shall not be located adjacent to residential dwelling units or common open space areas.

iv. Loading and service areas shall be screened from view with walls, solid fencing, and/or landscape privacy screening as described in Subsection 10.10.070(e) Landscaping.

v. On-Site Loading Spaces. Every nonresidential use shall provide and maintain on-site loading, unloading, and service spaces for vehicles as required by this Section:

Table 10.10-1 Number of Spaces Required

Gross Floor Area (Square Feet)	Number of Spaces
Office	
5,000-36,000	**1**
36,000 and greater	**2**
Commercial	
5,000-24,000	**1**
24,000-60,000	**2**

Table 10.10-2 Minimum Dimensions for Loading Spaces

Gross Floor Area (Square Feet) of Commercial Space	Minimum Length (feet)	Minimum Width (feet)	Required Vertical Clearance (feet)
5,000 or less	**20**	**10**	**14**
5,000 or more	**25**	**12**	**14**

(5) Enhanced Paving for Entrance Driveways. Paving treatment using patterned and/or colored pavers, brick, or decorative colored and/or scored concrete shall be used for entrance driveways, a minimum of 14 feet in length, and spanning the width of the entrance driveway.

(6) Vehicle Light Intrusion. Vehicle headlights shall be obstructed from direct alignment with habitable interior spaces with a minimum 3-foot high evergreen shrub or vine and/or features such as fencing or walls.

(c) Pedestrian Circulation and Access.

(1) General. The following pedestrian walkways shall be provided and interconnected within the site:

i. Pedestrian walkways shall connect residential dwelling units to areas throughout the site, such as vehicle parking areas, bicycle parking areas, common open space, waste and recycling enclosures, and other amenities.

ii. Pedestrian walkways shall connect public sidewalks, building entrances, and vehicle parking areas.

iii. Pedestrian walkways shall connect building entrances and vehicle parking areas through the site interior to all transit stops directly adjacent to the site.

(2) Pedestrian Walkways. Pedestrian walkways shall be provided with a minimum width of four feet along their entire length and shall be designed as follows:

i. **Through Lot Connection.** Through lots located more than 300 feet from a street intersection, measured from the closest point of the lot, shall provide a publicly accessible sidewalk or walkway connecting the two streets.

ii. **Materials.** Walkways shall be constructed of firm, stable, and slip-resistant materials, such as poured-in-place concrete (including stamped concrete), permeable paving, decomposed granite, or concrete pavers.

iii. **Paving for Pedestrian Crossings.** Where an intersection of pedestrian and vehicle access exists, enhanced paving treatment using patterned and/or colored pavers, brick, or decorative colored and scored concrete shall be used. Pedestrian crossings shall feature enhanced paving a minimum width of five feet and span the length of the intersecting drive area.

iv. **Maintenance.** Pedestrian walkways shall be maintained in good condition for the life of the project and shall not be allowed to fall into disrepair so as to constitute a nuisance or hazard to the public.

(3) Enhanced Paving for Building Entrances. Primary building entrances shall provide decorative and accent paving that contrast in color and texture with the adjacent walkway paving. Grasscrete is prohibited.

(d) Common Open Space. Common open spaces for multiple-unit developments shall provide a minimum usable open space of 100 square feet for each of the first ten (10) dwelling units, fifty (50) square feet for each of the second ten units, and twenty-five square feet for each unit in excess of twenty (20). Rooftops may be used to satisfy up to 75% of the common open space requirements. The open space shall not include the required front yard or street side yard, off-street parking, driveways, or service areas.

(e) Landscaping. Landscaping shall be used for all outdoor areas that are not specifically used for parking, driveways, walkways, or open space.

(1) Additional Landscaping Requirements. Landscaping must comply with all requirements of the City of Tracy Municipal Water Management Plan and the

State and City's Water Efficient Landscape Ordinance (WELO), including the submittal of irrigation plans and landscape plans. Landscape plans shall include paving materials, finishes, plant palettes, notes, call-outs, details, the type of irrigation technology, the total square footage of the area to be landscaped and irrigated, all existing utilities, and a WELO checklist.

(2) Plant Materials. Plant materials shall be limited to native, climate adapted and large stature species.

(3) Parking and Loading Area Landscaping. Parking and loading area landscaping must comply with Subsection 10.08.3560 (Landscaping Requirements for Parking Areas)

(4) Landscape Buffer. A landscape buffer of a minimum width of seven feet shall include plants for screening and noise buffering between adjacent non-residential and residential uses. A landscape strip shall be planted along lot lines to separate different land uses, unless adjacent sites have the same land use type.

(5) Pedestrian Walkways. Pedestrian walkways shall be flanked on at least one side with landscaping, and may include a mix of trees, shrubs, and groundcover. Trees shall be provided along walkways in order to shade at least 40 percent of the overall walkway length at maturity.

(6) Number of Plants. A minimum of two 24-inch box trees or three 15-gallon trees shall be planted per every 1,000 square feet of landscaped area.

(7) Groundcover and Shrubs. Groundcover and shrubs shall be sized and located to cover a minimum of 35 percent of all landscape areas that are not planted with trees prior to final inspection of certificate of occupancy. Organic wood mulch shall only be used within shrub and groundcover areas and shall be installed at a minimum of three-inch depth.

(8) Plant Selection. Artificial or synthetic plants, except for turf, are prohibited. Artificial turf or a natural lawn substitute shall be limited to a maximum of 30 percent of the front landscape area.

(9) Solar Access. Landscaping shall not obstruct solar access to adjacent solar collectors for water heating, space heating or cooling, or electricity generation.

(10) Privacy. Landscape screening shall obscure direct sight lines into dwelling units and open space areas from communal areas such as parking areas, common mailboxes, and pedestrian walkways. Landscape screening may be used in combination with walls, fencing, and/or trellises to screen views.

i. **Location.** Landscape screening shall fit within associated planting areas and canopy sizes must not overlap with building foundations or eaves.

ii. **Plant Selection.** Landscape screening shall use trees, shrubs, and/or vines located and sized to buffer views. Deciduous species, perennials, and grasses or grass-like plants are not permitted for privacy screening.

iii. **Minimum Sizes.** Landscape screening and vegetation shall use the following minimum container sizes at the time of planting:

a. Trees: 24-inch box

b. Shrubs: 5-gallon size

c. Vines: 1-gallon at 10 feet

10.10.080 - Mixed-Use Standards

(a) Ground Floor Height. The ground floor of a mixed-use building shall have a minimum floor height of 12 feet, measured from the finished ground floor to the bottom of the finished second floor.

(b) Ground Floor Transparency. Exterior walls facing a public street shall include transparent windows and doors for at least 50 percent of the building wall area located between three and seven feet above the elevation of the sidewalk. Parking garages are not required to meet the ground floor transparency requirement.

(c) Street-Facing Setbacks. Street-facing setbacks shall be landscaped and/or prepared for use by pedestrians. The setback area on each lot shall contain at least two amenities per 50 linear feet, such as benches, drinking fountains, shade structures, or other design element (e.g., public art, planters, kiosks, etc.).

(d) Street-Facing Entrance. Mixed-use buildings located within 20 feet of a primary street right-of-way shall incorporate at least one primary building entrance directly from the public sidewalk or right-of-way. The primary building entrance shall include weather protection that is a minimum of six feet wide and four feet deep by recessing the entrance or providing an awning or similar weather protection element.

10.10.090 - Utilitarian Elements

(a) Bicycle Parking. Bicycle parking shall comply with the California Building Code in effect at the time a project is submitted, specifically with regards to the number of spaces required both per dwelling unit and overall, and shall be provided as follows:

(1) Parking Location. Bicycle parking must be located on the same lot as the use it serves.

i. Located at surface levels near main pedestrian entrances to nearby facilities or structures, or in the parking garages of such facilities or structures;

ii. Located as not to obstruct pedestrian and auto access;
iii. Access to nearby public streets and sidewalks for the bicycle users;
iv. Accessible only to residents and owners, operators, and managers of a residential facility when the involved use is residential.

(2) Size and Accessibility. Each bicycle parking space must be a minimum of five and one-half feet long and two and one-half feet wide and must be accessible without moving another bicycle. Bicycle parking shall be at least five feet from vehicle parking spaces and two feet from adjacent walls, landscaping, and pedestrian ways.

(3) Anchoring and Security.

i. Bicycle parking must be located in one or more of the following:
   a. An enclosed bicycle locker;
   b. An illuminated, fenced, covered, and locked or guarded bicycle storage area;
   c. A secure area within a building or structure.
ii. Bicycle Locker. When using bicycle lockers, they shall be:
   a. Of sufficient size to hold an entire bicycle; and
   b. Securely anchored to a permanent surface.
iii. Bicycle Rack. When using bicycle racks, they shall be:
   a. Located and installed to support an entire bicycle, including the frame and wheels, so that the frame and wheels can be locked without damage when using a customary, heavy-duty cable, or U-shaped bicycle lock, or any other security device.

(b) Trash, Recycling, and Green Waste Container Enclosures. Enclosures for recycling, green waste, and any other waste containers required by law are required for multiple-unit and mixed-use developments. Enclosures shall be located within a building, incorporated into the exterior building design, or located within a detached enclosure designed and placed as follows:

(1) Location. The enclosure shall be located to the rear or side of the building(s) and located outside of or screened from view from a public right-of-way.

(2) Materials. The enclosure shall incorporate the materials and colors of the primary residential or mixed-use building design.

(c) Fences and Walls. Fences and walls shall comply with the provisions of Section 10.08.3250 (Wall, fence and hedge requirements) of this Code.

(d) Lighting. Lighting shall be compatible with building and site design and shall have a 40’ maximum height for a freestanding light pole. Accent lighting shall be used to enhance the appearance of a structure and define open spaces and pathways. Lighting fixtures shall be fully shielded with cut-off fixtures and shall not impact adjacent development or residences.

(e) Screening of Mechanical Equipment. The following development standards shall apply to new development projects subject to this Chapter, as well as to the replacement or provision of new equipment that is added to serve existing building(s) that are subject to this Chapter.

(1) General Requirements. All exterior mechanical equipment, whether on a roof, on the side of a structure, or located on the ground, must be screened from public view. Exterior mechanical equipment to be screened includes, without limitation, heating, ventilation, air conditioning, refrigeration equipment, plumbing lines, ductwork, transformers, smoke exhaust fans, water meters, backflow preventers, service entry sections, and similar utility devices.

(2) Requirements for Specific Types of Mechanical Equipment. The following additional screening standards apply to the specified types of mechanical equipment.

i. **Ground-Mounted Equipment.** Ground-mounted equipment that faces a public viewing area must be screened to a height of 12 inches above the equipment and designed and painted to blend in with the surrounding area, unless such screening conflicts with utility access, in which case screening shall comply to the greatest extent that is technically feasible. Acceptable screening devices consist of decorative walls, berms, and/or plant materials.

ii. **Exterior Wall Equipment.** Screening for wall-mounted equipment, (e.g., electrical meters, cable-connection boxes, electrical distribution cabinets, etc.) must incorporate elements of the building design (e.g., shape, color, texture, material, etc.). For screen walls that are three feet in height or lower, vegetative materials may be substituted for the screening device. This requirement does not apply to equipment that has accessibility and visibility requirements for health and safety.

(f) Vents and Exhaust. All wall-mounted vent and exhaust elements shall be located at interior corners of building walls or behind building elements that conceal them from public view. All flashing, sheet metal vents, exhaust fans or ventilators, and pipe stacks shall be painted a color to match the adjacent roof or wall material.

SECTION 3. CEQA Determination. The City Council finds and determines this Ordinance is not a project within the meaning of section 15378 of the CEQA Guidelines because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that this Ordinance is found to be a project under CEQA,

it is exempt from CEQA pursuant to CEQA Guidelines section 15061(b)(3) because it can be seen with certainty to have no possibility of a significant effect on the environment.

SECTION 4. 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 Chapter. 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.

SECTION 5. Typographical or Clerical (Scrivener's) Errors. Any typographical errors in this Ordinance may be remedied by the City Attorney with the assistance of the City Clerk and shall not constitute an alteration.

SECTION 6. Effective Date. This ordinance shall become effective upon the thirtieth (30^{th}) day after final adoption.

SECTION 7. Publication. The City Clerk is directed to publish this ordinance in a manner required by law.

SECTION 8. Codification. This Ordinance shall be codified in the Tracy Municipal Code.

* * * * * * * * * * * * *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the 2nd day of December 2025, and finally adopted on the_____ day of _____, 2025, by the following vote:

AYES –
NOES –
ABSENT –
ABSTENTION –

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the City of Tracy, California

Date of Attestation: _____

Attachment C

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

ORDINANCE NO. _____

AN ORDINANCE 1) DETERMINING THAT THE ORDINANCE IS NOT A PROJECT WITHIN THE MEANING OF SECTION 15378 OF THE CEQA GUIDELINES BECAUSE IT HAS NO POTENTIAL FOR RESULTING IN PHYSICAL CHANGE IN THE ENVIRONMENT, EITHER DIRECTLY OR ULTIMATELY. IN THE EVENT THAT THE ORDINANCE IS FOUND TO BE A PROJECT UNDER CEQA, IT IS SUBJECT TO THE CEQA EXEMPTION CONTAINED IN CEQA GUIDELINES SECTION 15061(B)(3) BECAUSE IT CAN BE SEEN WITH CERTAINTY TO HAVE NO POSSIBILITY OF A SIGNIFICANT EFFECT ON THE ENVIRONMENTAND 2) APPROVING AN AMENDMENT TO REVISE ARTICLE 2, DEFINITIONS, REPEAL AND RELOCATE SECTION 10.08.3195, DAY CARE HOME, AND ADD A NEW ARTICLE, ARTICLE 3, COMMUNITY CARE FACILITIES, TO CHAPTER 10.10, HOUSING REGULATIONS, OF TITLE 10, PLANNING AND ZONING, OF THE TRACY MUNICIPAL CODE.

WHEREAS, California Health and Safety Code Section 1566.3 requires residential care facilities serving six or fewer persons to be considered as a residential use of property and that its residents be considered a family for zoning purposes, with the use being treated as a single-family dwelling; and

WHEREAS, on June 19, 2012, Tracy City Council adopted Ordinance No. 1171, to add a new section, Section 10.08.3195, Day care home, to the Tracy Municipal Code; and

WHEREAS, on November 17, 2015, Tracy City Council adopted Ordinance No. 1202, to amend the definition of family as described in Tracy Municipal Code Section 10.08.320; and

WHEREAS, on July 1, 2025, Tracy City Council adopted the 2023-2031 Housing Element Update, requiring staff to implement the objectives, policies, and programs set forth in the Housing Plan to provide housing that fulfills the diverse needs of the community; and

WHEREAS, the proposed ordinance would revise the definition of family, and establish a new article for community care facilities, consisting of day care homes and residential care facilities, to bring the City of Tracy into compliance with the state laws mentioned above and implement Program 14, Zoning Ordinance, of the City of Tracy's 2023-2031 Housing Element Update; and

WHEREAS, on November 5, 2025, the Planning Commission conducted a public hearing and recommended that the City Council adopt the ordinance; and

WHEREAS, the ordinance is not a project within the meaning of Section 15378 of the California Environmental Quality Act (CEQA) Guidelines because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that the ordinance is found to be a project under CEQA, it is exempt from CEQA pursuant CEQA Guidelines Section 15061(B)(3) because it can be seen with certainty to have no possibility of a significant effect on the environment; and

WHEREAS, on _____,_____, the City Council conducted a public hearing regarding the proposed amendment to revise Section 10.08.320, Family, repeal and relocate Section 10.08.3195, Day care home, and add Article 3, Community Care Facilities, to Chapter 10.10, Housing Regulations, of the Tracy Municipal Code; and

WHEREAS, the proposed revisions to Tracy Municipal Code Sections 10.08.320, repeal and relocation of Section 10.08.3195, and the proposed additions to Chapter 10.10 are underlined below.

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

SECTION 1. Incorporation of Recitals/Findings. The City Council finds and determines the foregoing recitals are true and correct and are hereby incorporated herein as findings and determinations of the City.

SECTION 2. Amendment to revise Section 10.08.320. Article 2, Definitions, of Chapter 10.08, Zoning Regulations, of Title 10, Planning and Zoning, of the Tracy Municipal Code, is hereby amended to revise Section 10.08.320, Family, to read as follows:

10.08.320 - Family.

"Family" shall mean one or more persons occupying a single dwelling unit not operated for profit, as distinguished from two or more persons occupying a boarding or lodging house, hotel, club, or similar structure used for residential purposes. A family shall not include a fraternal, religious, social, or business organization. A family shall be deemed to include the clients and operators of a residential facility licensed by the State that serves six or fewer clients.

SECTION 3. Amendment to add Section 10.08.772. Article 2, Definitions, of Chapter 10.08, Zoning Regulations, of Title 10, Planning and Zoning, of the Tracy Municipal Code is hereby amended to add Section 10.08.772, Residential care facility, to add the definition of "Residential care facility" to read as follows:

10.08.772 – Residential care facility.

"Residential care facility" shall mean any family home, group care facility, or similar facility for 24-hour nonmedical care of persons in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual.

SECTION 4. Amendment to add Article 3, Community Care Facilities. The City Council hereby amends Tracy Municipal Code to add Article 3, Community Care Facilities, to Chapter 10.10, Housing Regulations, of Title 10, Planning and Zoning.

SECTION 5. Amendment to repeal Section 10.08.3195. Section 10.08.3195, Day care home, of Article 23, General Provisions, Conditions, and Exceptions, of Chapter 10.08, Zoning Regulations, of Title 10, Planning and Zoning of the Tracy Municipal code is hereby repealed in its entirety.

~~**10.08.3195 – Day care home.**~~

~~A small family day care home, as defined by Health and Safety Code section 1596.78, or a large family day care home, as defined by Health and Safety Code section 1596.78, is permitted on any residentially zoned property: RE, LDR, MDC, MDR, HDR, or PUD.~~

~~(Ord. No. 1171, § 4, 6-19-2012)~~

SECTION 6. Amendment to add Section 10.10.100. The City Council hereby amends Tracy Municipal Code to add Section 10.10.100, Day care homes, to Article 3, Community Care Facilities, of Chapter 10.10, Housing Regulations, to read as follows:

10.10.100 – Day care home.

A small family day care home, as defined by Health and Safety Code section 1596.78, or a large family day care home, as defined by Health and Safety Code section 1596.78, is permitted on any residentially zoned property: RE, LDR, MDC, MDR, HDR, or PUD.

SECTION 7. Amendment to add Section 10.10.110. The City Council hereby amends Tracy Municipal Code to add Section 10.10.110, Residential Care Facilities, to Article 3, Community Care Facilities, to Chapter 10.10, Housing Regulations, to read as follows:

10.10.110 Residential Care Facilities.

(a) *Purpose.* The purpose of this Section is to establish permit procedures for residential care facilities serving six or fewer persons in compliance with California Health and Safety Code Section 1566.3. This Section establishes a use by right permit process for residential care facilities serving six or fewer persons in all residential zones.

(b) *Definitions*. See Section 10.08.320 for the definition of Family and Section 10.08.772 for the definition of Residential care facility.

(c) *Residential care facilities serving six or fewer persons.*

(1) *Considered a residential use.* A residential care facility licensed by the State that serves six or fewer persons shall be considered a residential use of property, and the residents and operators of the facility shall be considered a family. A family dwelling includes single-family dwellings, units in multifamily dwellings, inclusive of units in duplexes and apartments, mobile homes, inclusive of mobile homes in mobile home parks, units in cooperatives, units in condominiums, units in townhouses, and units in planned unit developments.

(2) *Considered a dwelling.* A residential care facility serving six or fewer persons does not differ in any other way from a family dwelling. Such facilities shall not be included with the definition of a boarding house, rooming house, institution or home for the care of minors, the aged, or persons with mental health disorders, foster care home, guest home, rest home, community residence, or other similar term that implies the residential care facility is a business run for profit.

(3) *Allowable Restrictions.*

i. Restrictions on structure height, setbacks, lot dimensions, or placement of signs of a residential care facility serving six or fewer persons shall be identical to those applied to other family dwellings of the same type in the same zone.

ii. A residential care facility serving six or fewer persons shall comply with City ordinance that deal with health and safety, building standards, environmental impact standards, or any other matter within the jurisdiction of the City, including the imposition of fines and other penalties associated with violations of local ordinances.

(4) *Fees.* Such facilities shall be subject to the fees to which other dwellings of the same type in the same zone are subject to. Such facilities shall not be subject to any business taxes, local registration fees, use permit fees, or other fees to which other dwellings of the same type in the same zone are not subject to.

(5) *Not a change in occupancy.* Use of a family dwelling for purposes of a residential care facility serving six or fewer persons shall not constitute a change of occupancy for purposes of local building codes.

(6) *Application Processing.* No conditional use permit shall be required of a residential care facility serving six or fewer persons that is not required of a family dwelling of the same type in the same zone.

(d) *Reasonable Accommodation.* The requirements of this Section may be modified in compliance with Section 10.08.3199 (Reasonable accommodation) if necessary to comply with the Federal Fair Housing Act and the California Fair Employment and Housing Act relating to accommodations necessary for disabled residents.

SECTION 8. CEQA Determination. The City Council finds and determines this Ordinance is not a project within the meaning of section 15378 of the CEQA Guidelines because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that this Ordinance is found to be a project under CEQA, it is exempt from CEQA pursuant to CEQA Guidelines section 15061(b)(3) because it can be seen with certainty to have no possibility of a significant effect on the environment.

SECTION 9. 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 Chapter. 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.

SECTION 10. Typographical or Clerical (Scrivener's) Errors. Any typographical errors in this Ordinance may be remedied by the City Attorney with the assistance of the City Clerk and shall not constitute an alteration.

SECTION 11. Effective Date. This ordinance shall become effective upon the thirtieth (30^{th}) day after final adoption.

SECTION 12. Publication. The City Clerk is directed to publish this ordinance in a manner required by law.

SECTION 13. Codification. This Ordinance shall be codified in the Tracy Municipal Code.

* * * * * * * * * * * * *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the ___ day of _____ 2025, and finally adopted on the 2nd day of December 2025, by the following vote:

AYES –
NOES –
ABSENT –
ABSTENTION –

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the City of Tracy, California

Date of Attestation: _____

Attachment D

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

ORDINANCE NO. _____

AN ORDINANCE 1) DETERMINING THAT THE ORDINANCE IS NOT A PROJECT WITHIN THE MEANING OF SECTION 15378 OF THE CEQA GUIDELINES BECAUSE IT HAS NO POTENTIAL FOR RESULTING IN PHYSICAL CHANGE IN THE ENVIRONMENT, EITHER DIRECTLY OR ULTIMATELY. IN THE EVENT THAT THE ORDINANCE IS FOUND TO BE A PROJECT UNDER CEQA, IT IS EXEMPT FROM CEQUA PURSUAN TO CEQA GUIDELINES SECTION 15061(B)(3) BECAUSE IT CAN BE SEEN WITH CERTAINTY TO HAVE NO POSSIBILITY OF A SIGNIFICANT EFFECT ON THE ENVIRONMENTAND 2) APPROVING AN AMENDMENT TO REVISE SECTION 10.08.852 AND SECTION 10.08.861 OF ARTICLE 2, DEFINITIONS, AND ADD A NEW ARTICLE, ARTICLE 4, TRANSITIONAL AND SUPPORTIVE HOUSING, TO CHAPTER 10.10, HOUSING REGULATIONS, OF TITLE 10, PLANNING AND ZONING, OF THE TRACY MUNICIPAL CODE.

WHEREAS, on November 17, 2015, Tracy City Council adopted Ordinance No. 1202, to add the definitions of supportive housing facility and transitional housing facility to Tracy Municipal Code Section 10.08.852 and Section 10.08.861; and

WHEREAS, on September 26, 2018, the State Legislature adopted Assembly Bill (AB) 2162, codified as Government Code (Gov't. Code) Sections 65650 through 65656 and 65583, requiring ministerial approval of supportive housing meeting specific eligibility criteria in zones where multifamily and mixed-uses are permitted, with a provision that qualifying projects shall be subject to objective design standards; and

WHEREAS, on September 26, 2019, the State Legislature adopted Senate Bill 744, codified as Gov't. Code Sections 65650 through 65656, to, among other updates, expand the exemption for the ministerial approval for qualifying supportive housing projects under CEQA; and

WHEREAS, on September 27, 2024, the State Legislature adopted AB 1801, codified as Gov't. Code Sections 65650 through 65656, to revise supportive housing floor area requirements for onsite supportive services and specify that supportive housing includes transitional housing for youth and young adults for purposes of the use by right provisions; and

WHEREAS, on July 1, 2025, Tracy City Council adopted the 2023-2031 Housing Element Update, requiring staff to implement the objectives, policies, and programs set forth in the Housing Plan to provide housing that fulfills the diverse needs of the community; and

WHEREAS, the proposed ordinance would revise the definitions of supportive housing and transitional housing and establish a new article for transitional and supportive housing to bring the City of Tracy into compliance with the state laws mentioned above and implement Program 14, Zoning Ordinance, of the City of Tracy's 2023-2031 Housing Element Update; and

WHEREAS, on November 5, 2025, the Planning Commission conducted a public hearing and recommended that the City Council adopt the ordinance; and

WHEREAS, the ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that the ordinance is found to be a project under CEQA, it is subject to the CEQA exemption contained in CEQA Guidelines Section 15061(B)(3) because it can be seen with certainty to have no possibility of a significant effect on the environment; and

WHEREAS, on _____,_____, the City Council conducted a public hearing regarding the proposed amendment to revise definitions in Section 10.08.852, Supportive housing facility, and Section 10.08.861, Transitional housing facility, and add a new article, Article 4, Transitional and Supportive Housing, to Chapter 10.10, Housing Regulations, of the Tracy Municipal Code; and

WHEREAS, the proposed revisions to Tracy Municipal Code Sections 10.08.852 and 10.08.861, and the proposed Chapter 10.10 are <u>underlined</u> below.

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

SECTION 1. Incorporation of Recitals/Findings. The City Council finds and determines the foregoing recitals are true and correct and are hereby incorporated herein as findings and determinations of the City.

SECTION 2. Amendment to revise Section 10.08.852. Article 2, Definitions, of Chapter 10.08, Zoning Regulations, of Title 10, Planning and Zoning, of the Tracy Municipal Code is hereby amended to revise Section 10.08.852, Supportive housing facility, to read as follows:

10.08.852 – Supportive housing.

"Supportive housing" shall mean housing with no limit on length of stay, that is occupied by the target population, and that is linked to onsite or offsite services that assist the supportive housing resident in retaining the housing, improving their health status, and maximizing their ability to live and, when possible, work in the community. (Government Code Section 65582(n)). This includes nonresidential uses and administrative office space as provided in paragraph (5) of subdivision (a) of Government Code Section 65651. Supportive housing specifically includes transitional housing for youth and young adults (Government Code Section 65650(b)).

SECTION 3. Amendment to revise Section 10.08.861. Article 2, Definitions, of Chapter 10.08, Zoning Regulations, of Title 10, Planning and Zoning, of the Tracy Municipal Code is hereby amended to revise Section 10.08.861, Transitional housing facility, to read as follows:

10.08.861 – Transitional housing.

"Transitional housing" shall mean buildings configured as rental housing developments but operated under program requirements that require the termination of assistance and recirculating of the assisted unit to another eligible program recipient at a predetermined future point in time that shall be no less than six months from the beginning of the assistance. (Government Code Section 65582(q)).

SECTION 4. Amendment to add Article 4, Transitional and Supportive Housing. The City Council hereby amends Tracy Municipal Code to add Article 4, Transitional and Supportive Housing, to Chapter 10.10, Housing Regulations, of Title 10, Planning and Zoning, to read as follows:

Article 4 – Transitional and Supportive Housing

10.10.120 - Transitional and Supportive Housing.

(a) *Purpose.* The purpose of this Section is to establish permit procedures and development standards for transitional and supportive housing projects and identify the criteria that must be met for supportive housing to qualify for ministerial review and the requirements associated with qualifying projects. This Section is intended to promote the development of transitional and supportive housing. This Section establishes compliance with Government Code Section 65650 through 65656, and 65583(c)(3).

(b) *Considered a residential use.* Transitional and supportive housing shall be considered a residential use of property. Supportive housing specifically includes transitional housing for youth and young adults for the purposes of the use by right provisions described in Subsection d.

(c) *Application Requirements.* The following application and processing requirements shall apply to applications for transitional and/or supportive housing, except for

projects that qualify for a streamlined, ministerial review as described under Subsection 10.10.120(d), (By Right Supportive Housing Requirements) below:

(1) *Permit Required.* Prior to the development of a new building or use of an existing building for transitional housing, an applicant shall submit an application for a Building Permit.

(2) Transitional and supportive housing shall be allowed in any dwelling allowed in a specific zone, subject to the same permit requirements that apply to the dwelling that will be used for transitional and supportive housing.

(3) No Conditional Use Permit, Variance, or other planning permit shall be required for transitional or supportive housing that is not required for a dwelling of the same type in the same zone.

(4) When transitional or supportive housing is proposed to be located in a zone where the residential use requires a Conditional Use Permit, an additional Conditional Use Permit is not required if the existing residential use has obtained the necessary Conditional Use Permit.

(d) *By Right Supportive Housing Requirements.* An application for supportive housing shall be considered ministerially without discretionary review or hearing if the project meets all the following requirements in accordance with Government Code Section 65651(a):

(1) *Zoning.* The project is located within a zone where multiple-family and mixed uses are permitted, including non-residential zones permitting multiple-family uses, and zones where multiple-family and mixed uses are permitted with a Conditional Use Permit. For the purposes of this Section, multiple-family uses shall include two-family dwellings (i.e., “Dwelling, two-family” as defined in Section 10.08.270(b) of Article 2. Definitions).

Zones permitting two-family dwellings, multiple-family dwellings, and/or mixed uses
Medium Density Cluster (MDC) Zone
Medium Density Residential (MDR) Zone
High Density Residential (HDR) Zone
Professional Office and Medical (POM) Zone
Planned Unit Development (PUD) Zone
Agricultural (A) Zone
Central Business District (CBD) Zone
General Highway Commercial (GHC) Zone

(2) *Lower income housing.* One hundred percent of the units, excluding managers' units, within the project shall be dedicated to lower income households and are, or will be, receiving public funding, and are subject to a recorded affordability restriction for 55 years. For purposes of this paragraph, "lower income households" has the same meaning as defined in Section 50079.5 of the Health and Safety Code.

(3) *Minimum number of supportive housing units.* At least 25 percent of the units in the project or 12 units, whichever is greater, are restricted to residents in supportive housing who meet criteria of the target population. If the project consists of fewer than 12 units, then 100 percent of the units, excluding managers' units, in the project shall be restricted to residents in supportive housing.

(4) *Supportive services.* Projects shall include onsite supportive services limited to tenant use that may include, but are not limited to, community rooms, case management offices, computer rooms, and community kitchens that comply with the following square footage requirements:

i. Projects with 20 or fewer total units shall provide at least 90 square feet for onsite supportive services.

ii. Projects with more than 20 units shall provide at least 3 percent of the total nonresidential floor area for onsite supportive services.

iii. Administrative office space shall not exceed 25 percent of the total floor area.

(5) *Dwelling unit facilities.* All dwelling units, excluding managers' units, shall include at least one bathroom and a kitchen or other cooking facilities, including, at minimum, a stovetop, a sink, and a refrigerator.

(6) *Replacement units.* The applicant shall replace any existing dwelling units on the site of the supportive housing project in the manner provided in Government Code Section 65915(c)(3) or successor statutes.

(7) *Fewer than 50 units.* The project shall consist of 50 units or fewer in accordance with Government Code Section 65651(d).

(e) *Development Standards.* Transitional and supportive housing projects shall be subject to the same development standards, policies, and occupancy restrictions that apply to other dwellings of the same type in the same zone, except as described in subsection 10.10.120(e)(1) (Exceptions for ministerial projects) and subsection 10.10.120(e)(2) (Parking) below and in Government Code Section 65589.5(f).

(1) *Exceptions for ministerial projects.* Projects that qualify for ministerial review in compliance with Subsection d (By right supportive housing requirements) above shall only be subject to objective development standards and policies that apply to other multifamily development within the same zone, and the objective design standards in Article 2 of Chapter 10.10, (Multiple-Unit and Mixed-Use Housing Objective Design Standards).

(2) *Parking.* If the supportive housing project qualifies for ministerial review in compliance with Subsection 10.10.120(d) (By right supportive housing requirements) above and is located within one-half mile of a public transit stop, minimum parking requirements will not be imposed for the units occupied by supportive housing residents.

(f) *Supportive services.* Supportive services provided onsite shall only serve residents of that particular housing project.

(g) *Application Processing Requirements.*

(1) If required based on the permit type, notice of the application and pending decision on a permit for transitional or supportive housing shall be given in compliance with Section 10.08.4170 (Hearings – Notices).

(2) *Supportive services plan.* For all transitional or supportive housing projects, the applicant shall submit a written plan for providing supportive services with documentation demonstrating that supportive services will be provided onsite to residents in the project, as required by Government Code Section 65651 or successor statute, and describing those services, which shall include all of the following:

i. *Services Provider*. The name of the proposed entity or entities that will provide supportive services.

ii. *Funding Source*. The proposed funding source or sources for the provided onsite supportive services.

iii. *Staffing*. Proposed staffing levels.

(3) *Deadlines for by right supportive housing.* Projects that qualify for ministerial review in conformance with Subsection 10.10.120(d) (By right supportive housing requirements) above shall be subject to the following processing deadlines:

i. *Completeness determination deadline.* Within 30 days of receipt of an application to develop supportive housing, the Department shall notify an applicant whether the applicant's application is complete. If the Department does not make a written determination within 30 days, the application shall be deemed complete, pursuant to Government Code Section 65943, or successor statute.

ii. *Decision deadline.* The Director shall complete their review of the application to develop supportive housing within 60 days after the application is complete for a project with 50 or fewer units, or within 120 days after the application is complete for a project with more than 50 units.

(h) *Limits on disapproval.*

(1) Pursuant to Government Code Section 65589.5(d), the Department shall not disapprove a transitional or supportive housing project for very low, low-, or moderate-income households, or condition approval in a manner that renders the project infeasible for development for the use of very low, low-, or moderate-income households, including through the use of design review standards, unless it makes written findings, based upon a preponderance of the evidence in the record, as to one of the findings in Government Code Sections 65589.5(d)(1) through (6) or successor statute.

(2) Pursuant to Government Code Section 65589.5(j) or successor statute, if the Department proposes to disapprove a transitional or supportive housing project or approve it upon the condition that the project be developed at a lower density, the Department shall base its decision regarding the proposed project upon written findings supported by substantial evidence on the record that both of the conditions in Government Code Section 65589.5(j)(1) and (2) or successor statutes exist.

(i) *Fees.* Transitional and supportive housing shall not be subject to any fees to which other dwellings of the same type in the same zone are not likewise subject.
(j) *Not a change in occupancy.* The use of an existing dwelling for purposes of transitional or supportive housing shall not constitute a change of occupancy for purposes of local building codes.
(k) *Future changes in occupancy.* The required number of units in a supportive housing project dedicated to the target population may be reduced if termination of the operating subsidy or project-based rental assistance occurs at no fault of the project owner and if all conditions outlined in Government Code Section 65651(c) or successor statutes are met.
(l) *Reasonable accommodation.* The requirements of this Development Code may be modified in compliance with Section 10.08.3199 (Reasonable Accommodation) if necessary to comply with the Federal Fair Housing Act and the California Fair Employment and Housing Act relating to accommodations for persons with disabilities including allowances for structural installations that are necessary to accommodate disabled residents (e.g., handrails, lifts, and ramps).
(m) *Conflicts with other Sections of this Development Code.* Where there are conflicts between the standards in this Section 10.10.120 and other requirements of this Development Code, the provisions of this Section shall prevail.

SECTION 5. CEQA Determination. The City Council finds and determines this Ordinance is not a project within the meaning of section 15378 of the CEQA Guidelines because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that this Ordinance is found to be a project under CEQA, it is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty to have no possibility of a significant effect on the environment.

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 Chapter. 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.

SECTION 7. Typographical or Clerical (Scrivener's) Errors. Any typographical errors in this Ordinance may be remedied by the City Attorney with the assistance of the City Clerk and shall not constitute an alteration.

SECTION 8. Effective Date. This ordinance shall become effective upon the thirtieth (30th) day after final adoption.

SECTION 9. Publication. The City Clerk is directed to publish this ordinance in a manner required by law.

SECTION 10 Codification. This Ordinance shall be codified in the Tracy Municipal Code.

* * * * * * * * * * * * *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the 2nd day of December 2025, and finally adopted on the_____ day of _____, 2025, by the following vote:

AYES –
NOES –
ABSENT –
ABSTENTION –

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the City of Tracy, California

Date of Attestation: _____

Attachment E

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

ORDINANCE NO. _____

AN ORDINANCE 1) DETERMINING THAT THE ORDINANCE IS NOT A PROJECT WITHIN THE MEANING OF SECTION 15378 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES BECAUSE IT HAS NO POTENTIAL FOR RESULTING IN PHYSICAL CHANGE IN THE ENVIRONMENT, EITHER DIRECTLY OR ULTIMATELY. IN THE EVENT THAT THE ORDINANCE IS FOUND TO BE A PROJECT UNDER CEQA, IT IS EXEMPT FROM CEQA PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3) BECAUSE IT CAN BE SEEN WITH CERTAINTY TO HAVE NO POSSIBILITY OF A SIGNIFICANT EFFECT ON THE ENVIRONMENTAND 2) APPROVING AN AMENDMENT TO REPEAL AND RELOCATE SECTION 10.08.3197, STANDARDS FOR EMERGENCY HOMELESS SHELTERS, OF ARTICLE 23, GENERAL PROVISIONS, CONDITIONS, AND EXCEPTIONS, AND ADD A NEW ARTICLE, ARTICLE 5, EMERGENCY HOMELESS SHELTERS AND LOW BARRIER NAVIGATION CENTERS, TO CHAPTER 10.10, HOUSING REGULATIONS, OF TITLE 10, PLANNING AND ZONING, OF THE TRACY MUNICIPAL CODE.

WHEREAS, on November 17, 2015, Tracy City Council adopted Ordinance No. 1202, to add a new section, Section 10.08.3197, Standards for Emergency Homeless Shelters, to Tracy Municipal Code; and

WHEREAS, on July 31, 2019, the State Legislature adopted Assembly Bill 101, codified as Government Code (Gov't. Code) Sections 65660 through 65666, requiring ministerial approval of qualifying low barrier navigation centers in areas zoned for mixed use and nonresidential zones permitting multifamily uses, with a provision that qualifying projects shall be subject to objective design standards; and

WHEREAS, on September 19, 2024, the State Legislature adopted SB 1395, codified as Gov't. Code Sections 65660 through 65666, to, among other updates, permanently establish low barrier navigation centers as a use by right and expand CEQA exemptions for local agencies' actions related to low barrier navigation centers; and

WHEREAS, on July 1, 2025, Tracy City Council adopted the 2023-2031 Housing Element Update, requiring staff to implement the objectives, policies, and programs set

forth in the Housing Plan to provide housing that fulfills the diverse needs of the community; and

WHEREAS, the proposed ordinance would relocate standards for emergency homeless shelters and establish standards for low barrier navigation centers to bring the City of Tracy into compliance with the state laws mentioned above, create consistency, and implement Program 14, Zoning Ordinance, of the City of Tracy's 2023-2031 Housing Element Update; and

WHEREAS, on November 5, 2025, the Planning Commission conducted a public hearing and recommended that the City Council adopt the ordinance; and

WHEREAS, the ordinance is not a project within the meaning of Section 15378 of the California Environmental Quality Act (CEQA) Guidelines because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that the ordinance is found to be a project under CEQA, it is exempt from CEQA pursuant to CEQA Guidelines Section 15061(B)(3) because it can be seen with certainty to have no possibility of a significant effect on the environment; and

WHEREAS, on _____,_____, the City Council conducted a public hearing regarding the proposed amendment to repeal and relocate Section 10.08.3197, Standards for emergency homeless shelters, and include new standards for low barrier navigation centers, in a new article, Article 5, Emergency Homeless Shelters and Low Barrier Navigation Centers, within Chapter 10.10, Housing Regulations, of the Tracy Municipal Code; and

WHEREAS, the proposed revisions to Tracy Municipal Code Sections 10.08.3950 and 10.08.3960, and the proposed Chapter 10.10 are <u>underlined</u> below.

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

SECTION 1. Incorporation of Recitals/Findings. The City Council finds and determines the foregoing recitals are true and correct and are hereby incorporated herein as findings and determinations of the City.

SECTION 2. Amendment to add Section 10.08.592. Article 2, Definitions, of Chapter 10.08, Zoning Regulations, of Title 10, Planning and Zoning, of the Tracy Municipal Code is hereby amended to add Section 10.08.592, Low Barrier Navigation Center, to add the definition of "Low Barrier Navigation Center" to read as follows:

10.08.592 <u>– Low Barrier Navigation Center.</u>

<u>"Low Barrier Navigation Center" shall mean a Housing First, low-barrier, service-enriched shelter focused on moving people into permanent housing that provides temporary living facilities while case managers connect individuals experiencing</u>

homelessness to income, public benefits, health services, shelter, and housing. The shelter may be non-congregate and relocatable.

(a) "Low Barrier" means best practices to reduce barriers to entry, and may include, but is not limited to, the following:
   i. The presence of partners if it is not a population-specific site, such as for survivors of domestic violence or sexual assault, women, or youth.
   ii. Pets
   iii. The storage of possessions
   iv. Privacy, such as partitions around beds in a dormitory setting or in larger rooms containing more than two beds, or private rooms.

(b) "Coordinated entry system" means a centralized or coordinated assessment system developed pursuant to Section 576.400(d) or Section 578.7(a)(8), of Title 24 of the Code of Federal Regulations, as those sections read on January 1, 2020, and any related requirements, designed to coordinate program participant intake, assessment, and referrals.

SECTION 3. Amendment to add Article 5, Emergency Homeless Shelters and Low Barrier Navigation Centers. The City Council hereby amends Tracy Municipal Code to add Article 5, Emergency Homeless Shelters and Low Barrier Navigation Centers, to Chapter 10.10, Housing Regulations, of Title 10, Planning and Zoning.

SECTION 4. Amendment to repeal Section 10.08.3197 in its entirety. Section 10.08.3197, Standards for emergency homeless shelters, of Article 23, General Provisions, Conditions, and Exceptions, of Chapter 10.08, Zoning Regulations, of Title 10, Planning and Zoning, of the Tracy Municipal Code is hereby repealed in its current section to read as follows:

~~**10.08.3197 – Standards for emergency homeless shelters.**~~

~~(a) *General.* Emergency homeless shelters are permitted in the MDR, HDR and MDC Zoning Districts, subject to the requirements of this section.~~

~~(b) *Requirements for emergency homeless shelters*.~~

~~(1) *Concentration*. An emergency homeless shelter may not be located closer than 300 feet from another emergency homeless shelter.~~

~~(2) *On-site resident manager*. An emergency homeless shelter shall have a resident, on-site manager.~~

~~(Ord. No. 1202, Exh. A § 21, 12-1-2015)~~

SECTION 5. Amendment to add Section 10.10.130. Section 10.10.130, Standards for emergency homeless shelters, is proposed to be added to Article 5, Emergency Homeless Shelters and Low Barrier Navigation Centers, of Chapter 10.10, Housing Regulations, of Title 10, Planning and Zoning, of the Tracy Municipal Code to read as follows:

10.10.130 – Standards for emergency homeless shelters.

(a) *General.* Emergency homeless shelters are permitted in the MDR, HDR and MDC Zoning Districts, subject to the requirements of this section.

(b) *Requirements for emergency homeless shelters*.

(1) *Concentration*. An emergency homeless shelter may not be located closer than 300 feet from another emergency homeless shelter.

(2) *On-site resident manager*. An emergency homeless shelter shall have a resident, on-site manager.

SECTION 6. Amendment to add Section 10.10.140. The City Council hereby amends Tracy Municipal Code to add Section 10.10.140, Low Barrier Navigation Centers, to read as follows:

10.10.140 - Low Barrier Navigation Centers.

(a) *Purpose.* The purpose of this Section is to establish streamlined permit procedures and development standards for Low Barrier Navigation Centers to help create permanent solutions for the City's homeless population. This Section establishes compliance with Government Code Sections 65660 through 65666.

(b) *Definitions*. See Section 10.08.592 for the definition of a Low Barrier Navigation Center.

(c) *Application Requirements*. The following application and processing requirements shall apply to applications for Low Barrier Navigation Centers:

(1) *Permit Required*. Prior to the development of a new building or use of an existing building as a Low Barrier Navigation Center, an applicant shall submit an application for a Development Review Permit subject to a streamlined ministerial review.

(2) *Completeness Determination.* Within 30 days of receipt of an application for a Low Barrier Navigation Center, the Department shall notify an applicant whether the application is complete. If the Department does not make a written determination within 30 days, the application shall be deemed complete.

(3) *Decision Deadline.* Upon deeming an application complete, the Director shall approve, conditionally approve, or deny the application for a Low Barrier Navigation Center within 30 days.

(4) *Ministerial Review.* The Director shall consider an application for a Low Barrier Navigation Center ministerially without discretionary review or hearing. Ministerial review does not apply to actions to facilitate the lease, conveyance, or encumbrance of land owned by a public agency or to provide financial assistance to a Low Barrier Navigation Center.

(5) *Conflicts with other Sections of Tracy Municipal Code.* Where there are conflicts between the standards in this Section 10.10.140 (Low Barrier Navigation Centers) and other requirements of this Development Code, the provisions of this Section shall prevail.

(d) *Development Standards.* A Low Barrier Navigation Center that complies with all of the following development standards shall be allowed with a Development Review Permit subject to a streamlined ministerial review.

(1) *Zoning.* A Low Barrier Navigation Center shall only be located within mixed-use zones and nonresidential zones permitting two-family and multiple-family uses, which consist of the following zones:

i. Central Business District (CBD)

ii. Professional Office and Medical Zone (POM)

iii. Agricultural Zone (A)

iv. General Highway Commercial Zone (GHC)

(2) *Services Plan.* The applicant shall submit a written services plan that identifies staffing services and demonstrates that the Low Barrier Navigation Center will offer services to connect people to permanent housing.

(3) *Coordinated entry system.* A Low Barrier Navigation Center shall be linked to a coordinated entry system, so that staff in the facility may conduct assessments and provide services to connect people to permanent housing. If the proposed project will receive funding from the City of Tracy, the applicant shall submit a memorandum of understanding consistent with the City's coordinated entry system procedures. If the proposed project will not receive funding from the City, the applicant shall demonstrate compliance with the coordinated entry system requirements set forth in Government Code Section 65662(b), or successor statute.

(4) *Housing First policies.* A Low Barrier Navigation Center shall comply with Chapter 6.5 (commencing with Section 8255) of Division 8 of the Welfare and Institutions Code.

(5) *Information collection.* A Low Barrier Navigation Center shall have a system for entering information regarding client stays, client demographics, client income, and exit destination through the local Homeless Management Information System as defined by Section 578.3 of Title 24 of the Code of Federal Regulations.

(6) *Objective design review.* A Low Barrier Navigation Center shall not require discretionary review but shall be subject to the objective design standards applicable to multiple-unit dwellings and mixed-use development in Article 2, Multiple-Unit and Mixed-Use Housing Objective Design Standards, of Chapter 10.10, Housing Regulations. For purposes of this Section 10.10.140 (Low Barrier Navigation Centers), new buildings, existing buildings, and as applicable, additions to existing buildings, shall also comply with the following design review standards:

i. *Fences and walls*. A Low Barrier Navigation Center shall comply with the fences and walls regulations in Section 10.08.3250 (Wall, fence and hedge requirements).

ii. *Height*. A Low Barrier Navigation Center shall comply with height limitations of the applicable zone and the height measurement, exceptions, and limitations in Section 10.08.3200 (Height limitations). This standard shall not apply to existing permitted buildings.

iii. *Signs*. A Low Barrier Navigation Center shall comply with the sign standards in Article 35 (Signs).

iv. *Setbacks*. A Low Barrier Navigation Center shall comply with the setback requirements of the applicable zone. This standard shall not apply to existing permitted buildings.

v. *Lot coverage*. A Low Barrier Navigation Center shall comply with any lot coverage standards of the applicable zone. This standard shall not apply to existing permitted buildings.

vi. *Open space*. A Low Barrier Navigation Center shall comply with any open space standards of the applicable zone. This standard shall not apply to existing permitted buildings.

(e) *Exempt from other development standards.* Other than the development standards in this Subsection 10.10.140(d), A Low Barrier Navigation Center shall not be

subject to any other objective or discretionary development standards or other provisions in the General Plan or this Development Code, including parking requirements.

SECTION 7. CEQA Determination. The City Council finds and determines this Ordinance is not a project within the meaning of section 15378 of the CEQA Guidelines because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that this Ordinance is found to be a project under CEQA, it is exempt from CEQA pursuant to CEQA Guidelines section 15061(b)(3) because it can be seen with certainty to have no possibility of a significant effect on the environment.

SECTION 8. 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 Chapter. 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.

SECTION 9. Typographical or Clerical (Scrivener's) Errors. Any typographical errors in this Ordinance may be remedied by the City Attorney with the assistance of the City Clerk and shall not constitute an alteration.

SECTION 10. Effective Date. This ordinance shall become effective upon the thirtieth (30^{th}) day after final adoption.

SECTION 11. Publication. The City Clerk is directed to publish this ordinance in a manner required by law.

SECTION 12. Codification. This Ordinance shall be codified in the Tracy Municipal Code.

* * * * * * * * * * * * *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the 2nd day of December 2025, and finally adopted on the_____ day of _____, 2025, by the following vote:

AYES –
NOES –
ABSENT –
ABSTENTION –

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the City of Tracy, California

Date of Attestation: _____

December 16, 2025

Agenda Item 1.C

RECOMMENDATION

Staff recommends that the City Council adopt an Ordinance amending Article 8 – Medium Density Cluster Zone, Article 9 – Medium Density Residential Zone, Article 9.5 – Small Lot Residential Zone, Article 11 – High Density Residential Zone, Article 19 – General Highway Commercial Zone, and adding a "density" definition to Article 2 of Title 10, Planning and Zoning, of the Tracy Municipal Code.

BACKGROUND AND LEGISLATIVE HISTORY

At its December 2, 2025, regular meeting, the City Council unanimously approved the introduction of an Ordinance (Attachment A) on a first reading. Additional background regarding the proposed Ordinance is set forth in the staff report provided for that item in the agenda packet for the December 2, 2025, regular City Council Meeting. The staff report may be accessed via the City's website at https://www.cityoftracy.org/government/city-council/council-meeting-agendas, or in person at the City Clerk's Office.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council adopt an Ordinance amending Article 8 – Medium Density Cluster Zone, Article 9 – Medium Density Residential Zone, Article 9.5 – Small Lot Residential Zone, Article 11 – High Density Residential Zone, Article 19 – General Highway Commercial Zone, and adding a "density" definition to Article 2 of Title 10, Planning and Zoning, of the Tracy Municipal Code.

Prepared by: Necy Lopez, Deputy City Clerk

Reviewed by: David Nefouse, City Attorney
Arturo M. Sanchez, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

Attachments:
A: Ordinance

Attachment A

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

ORDINANCE NO. _____

AN ORDINANCE 1) DETERMINING THAT THE ORDINANCE IS NOT A PROJECT WITHIN THE MEANING OF SECTION 15378 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES BECAUSE IT HAS NO POTENTIAL FOR RESULTING IN PHYSICAL CHANGE IN THE ENVIRONMENT, EITHER DIRECTLY OR ULTIMATELY. IN THE EVENT THAT THE ORDINANCE IS FOUND TO BE A PROJECT UNDER CEQA, IT IS EXEMPT FROM CEQA PURSUANT TO CEQA GUIDELINES SECTION 15061(B)(3) BECAUSE IT CAN BE SEEN WITH CERTAINTY TO HAVE NO POSSIBILITY OF A SIGNIFICANT EFFECT ON THE ENVIRONMENT; AND 2) APPROVING AN AMENDMENT TO ARTICLE 8 – MEDIUM DENSITY CLUSTER ZONE, ARTICLE 9 – MEDIUM DENSITY RESIDENTIAL ZONE, ARTICLE 9.5 – SMALL LOT RESIDENTIAL ZONE, ARTICLE 11 – HIGH DENSITY RESIDENTIAL ZONE, ARTICLE 19 – GENERAL HIGHWAY COMMERCIAL ZONE, AND ADDING A DENSITY DEFINITION TO ARTICLE 2 OF CHAPTER 10.08, ZONING REGULATIONS, OF TITLE 10, PLANNING AND ZONING, OF THE TRACY MUNICIPAL CODE.

WHEREAS, State law requires the City of Tracy to adopt a General Plan containing mandatory elements including housing, and that the Housing Element is required to be updated and is subject to statutory requirements and mandatory review by the California Department of Housing and Community Development (HCD); and

WHEREAS, the 2023 – 2031 Housing Element was prepared in coordination with the California Department of Housing and Community Development; and

WHEREAS, the update to the Housing Element has provided residents and other interested parties with opportunities to review draft documents and proposed policies, and to provide recommendations for consideration by decision-makers; and

WHEREAS, the 2023 – 2031 Housing Element public participation efforts included an online housing survey in both English and Spanish, stakeholder focus group interviews, dedicated webpage on City website, an email list, community workshops, joint Planning Commission and City Council study session and several Planning Commission and City Council public hearings; and

WHEREAS, on July 1, 2025, Tracy City Council adopted the 2023-2031 Housing Element Update, requiring staff to implement the objectives, policies, and programs set forth in the Housing Plan to provide housing that fulfills the diverse needs of the community; and

WHEREAS, the California Department of Housing and Community Development provided tentative certification on August 11, 2025, on the 2023 – 2031 Housing Element subject to various implementation programs and polies being updated and enacted; and

WHEREAS, the 2023 – 2031 Housing Element requires increasing the allowable density ranges in the Medium Density Residential, Medium Density Cluster, High Density Residential and General Highway Commercial zone districts; and

WHEREAS, the 2023 – 2031 Housing Element requires the creation of a density definition in the Article 2 definitions; and

WHEREAS, the Small Lot Residential zone density is be amended to be consistent with the Housing Element and the Medium Density Residential, Medium Density Cluster, and High Density Residential zone districts; and

WHEREAS, the ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that the ordinance is found to be a project under CEQA, it is subject to the CEQA exemption contained in CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty to have no possibility of a significant effect on the environment; and

WHEREAS, the Planning Commission considered this matter at a duly noticed public hearing held on November 5, 2025, and recommended that the City Council adopt the ordinance; and

WHEREAS, The City Council considered this matter at a duly noticed public hearing held on December 2, 2025; and

WHEREAS, the proposed revisions to the Tracy Municipal Code are in track changes or with ~~deletions stricken~~ and **additions in bold and underline** in the below referenced Exhibits.

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

SECTION 1. Incorporation of Recitals/Findings. The foregoing recitals are true and correct and are incorporated herein as findings.

SECTION 2. CEQA Determination. The City Council finds and determines this Ordinance is not a project within the meaning of section 15378 of the CEQA Guidelines

because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that this Ordinance is found to be a project under CEQA, it is exempt from CEQA pursuant to CEQA Guidelines section 15061(b)(3) because it can be seen with certainty to have no possibility of a significant effect on the environment.

SECTION 3. **Amendment to Tracy Municipal Code, Title 10, Chapter 8, Article 8.** The City Council hereby approves the zoning text amendment to Article 8 – Medium Density Cluster Zone as attached to this Ordinance as Exhibit "A" and incorporated by reference as if fully set forth herein. This zoning text amendment made by this ordinance shall be codified in the Tracy Municipal Code.

SECTION 4. **Amendment to Tracy Municipal Code Title 10, Chapter 8, Article 9.** The City Council hereby approves the zoning text amendment to Article 9 – Medium Density Residential Zone as attached to this Ordinance as Exhibit "B" and incorporated by reference as if fully set forth herein. This zoning text amendment made by this ordinance shall be codified in the Tracy Municipal Code.

SECTION 5. **Amendment to Tracy Municipal Code, Title 10, Chapter 8, Article 9.5.** The City Council hereby approves the zoning text amendment to Article 9.5 – Small Lot Residential Zone as attached to this Ordinance as Exhibit "C" and incorporated by reference as if fully set forth herein. This zoning text amendment made by this ordinance shall be codified in the Tracy Municipal Code.

SECTION 6. **Amendment to Tracy Municipal Code, Title 10, Chapter 8, Article 11.** The City Council hereby approves the zoning text amendment to Article 11 – High Density Residential Zone as attached to this Ordinance as Exhibit "D" and incorporated by reference as if fully set forth herein. This zoning text amendment made by this ordinance shall be codified in the Tracy Municipal Code.

SECTION 7. **Amendment to Tracy Municipal Code, Title 10, Chapter 8, Article 19.** The City Council hereby approves the zoning text amendment to Article 19 – General Highway Commercial Zone as attached to this Ordinance as Exhibit "E" and incorporated by reference as if fully set forth herein. This zoning text amendment made by this ordinance shall be codified in the Tracy Municipal Code.

SECTION 8. **Amendment to Tracy Municipal Code, Adding Section 10.08.256.** The City Council hereby approves the zoning text amendment to Article 2 – Definitions, adding section 10.08.256 – Density, as attached to this Ordinance as Exhibit "F" and incorporated by reference as if fully set forth herein. This zoning text amendment made by this ordinance shall be codified in the Tracy Municipal Code.

SECTION 9. Effective Date. This Ordinance shall take effect 30 days after its final passage and adoption.

SECTION 10. Publication This Ordinance shall either (1) be published once in a newspaper of general circulation, within 15 days after its final adoption, or (2) be published

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

SECTION 11. **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.

SECTION 12. **Typographical or Clerical (Scrivener's) Error.** Any typographical errors in this Ordinance may be remedied by the City Attorney with the assistance of the City Clerk and shall not constitute an alteration.

* *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the 2nd day of December 2025, and finally adopted on the ___ day of _____ 202_, by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy

ATTEST: _____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the City of Tracy

Date of Attestation: _____

Exhibit 1 – Article 8 – Medium Density Cluster Zone
Exhibit 2 – Article 9 – Medium Density Residential Zone
Exhibit 3 – Article 9.5 – Small Lot Residential Zone
Exhibit 4 – Article 11 – High Density Residential Zone
Exhibit 5 – Article 19 – General Highway Commercial Zone

Exhibit 6 – Article 2 – 10.08.256 – adding a “Density” definition

- **Article 8. - Medium Density Cluster Zone (MDC)**
- **10.08.1270 - Purpose (MDC).**

  The Medium Density Cluster (MDC) Zone classification is designed to provide for single- and two-family dwellings, dwelling groups, and supporting uses and to be utilized in appropriate locations within the areas designated medium density residential with a density range of five and nine-tenths (5.9) to **twenty (20**) ~~twelve and no/tenths (12.0)~~ dwelling units per gross acre by the General Plan.

  (Prior code § 10-2.800)

- **10.08.1280 - Permitted uses (MDC).**

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

  (1) **Single-family, two-family, or multiple-family dwelling, dwelling group, or apartment house; Accessory dwelling unit, subject to TMC section 10.08.3180;**

  ~~Single-family, two-family, or three-family dwelling or dwelling group composed of such dwellings; 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) Crop and tree farming;

  (5) Public park, building or school; and

  (6) 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 MDC 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 of one- and two-family dwellings;

  (3) (Not used);

  (4) Off-street parking to serve an adjacent commercial or office use;

  (5) Church and church related use;

(6) Educational, cultural, institutional or recreational use;

(7) Private school, nursery school or day care center;

(8) Hospital, convalescent hospital, rest home or nursing home;

(9) Board and care facility;

(10) Mortuary; and

(11) Single-Room Occupancy Facility ("SROs"), subject to TMC section 10.08.3197.

(Prior code § 10-2.801)

(Ord. No. 1202, Exh. A § 15, 12-1-2015; Ord. No. 1254, § 5, 5-1-2018)

- **10.08.1290 - Lot area and width (MDC).**

There shall be no minimum lot size for this district.

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

~~(a) The minimum lot area shall be 3,500 square feet.~~

~~(b) The minimum lot width shall be forty-five (45') feet at the front lot line, including cul-de-sacs and knuckles; except where the driveway to the lot is from an alley and there is no curb cut for a driveway along the front lot line in which event a minimum of thirty-five (35') foot frontage at the front lot line shall be allowed.~~

~~(c) The requirement for a minimum frontage of forty-five (45') feet on all MDC lots as described in (b) above shall not apply to projects having approved tentative subdivision maps and/or approved Development Review applications prior to the first reading of the ordinance codified in this section. Such projects shall provide a minimum frontage of thirty-five (35') feet and the corner lot width shall be at least forty (40') feet; provided, however, lots on cul-de-sacs or knuckles shall have a minimum frontage of at least twenty-five (25') feet and a width at a twenty (20') foot building line of at least thirty (30') feet.~~

(Prior code § 10-2.802)

- **10.08.1300 - Density (MDC).**

~~There shall be at least 3,500 square feet of net lot area for each dwelling unit in the MDC Zone.~~

The areas designated medium density cluster shall have a density range of five and nine-tenths (5.9) to twenty (20) dwelling units per gross acre by the General Plan.

The density of a project may be averaged as a sole parcel or combination of adjacent touching parcels, if part of the overall project.

The clustering of differentiating product types is allowed as long as the minimum density is maintained. A site or project may include multiple product types if allowed in section 10.08.1380 - Permitted uses

(Prior code § 10-2.803)

- **10.08.1310 - Minimum yards (MDC).**

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

(a) Front:

(1) For lots created on or after July 7, 2016, the minimum front yard shall be ten (10') feet, except for the garage door, which shall be setback a minimum of twenty (20') feet;

(2) For lots created before July 7, 2016, the minimum front yard shall be at least fifteen (15') feet to at least twenty (20') feet, including garage structure from the existing or planned sidewalk with at least a two (2') foot differential between neighboring main buildings. Garage setbacks fifteen (15') feet to eighteen (18') feet from the property line shall have roll-up doors;

(b) Side:

(1) Interior lots: Seven (7') feet on one side and four (4') feet on the other with a minimum distance of eleven (11') feet between neighboring main buildings;

(2) Corner lots: Ten (10') feet on the street side and four (4') feet on the interior side; with no four (4') foot side yard abutting another four (4') foot side yard with a minimum distance of eleven (11') feet between neighboring main buildings;

(3) Interior lots ten (10') feet on one side with zero (0') feet on interior side. On corner lots the ten (10') foot side yard shall be on the street side;

(c) Rear:

(1) For lots created on or after July 7, 2016, the minimum rear yard shall be ten (10') feet with at least 450 square feet of open space in the rear yard;

(2) For lots created before July 7, 2016, the minimum rear yard shall be ten (10') feet with an average distance of fifteen (15') feet and at least six hundred seventy-five (675') square feet of open space in the rear yard;

(d) Distance between buildings: Six (6') feet between accessory buildings and between an accessory and main building; and the minimum distance between main buildings shall be the average height of the two main buildings;

(e) Accessory buildings not exceeding one-story in height may be located in any required rear or interior side yard provided they are on the rear one-half (½) of the lot or at least sixty (60') feet from the front property line;

(f) The requirements for side (b) and rear (c) yards described above shall not apply to projects having an approved Development Review and/or Tentative Subdivision Map application prior to October 3, 1989. Such projects shall provide a side yard area of seven (7') feet on one side and three (3') feet on the other side, with a rear yard setback of ten (10') feet.

(Prior code § 10-2.804)

(Ord. No. 1218, § 1, 6-7-2016)

- **10.08.1320 - Height (MDC).**

The maximum height in the MDC Zone shall be two and one-half (2½) stories or thirty-five (35') feet, whichever is less. Second story elevations facing the street shall have windows or other significant architectural features.

(Prior code § 10-2.805)

- **10.08.1330 - Lot coverage (MDC).**

The maximum coverage of all buildings in the MDC Zone shall not exceed ~~forty-five (45%)~~ **sixty-five (65%)**percent of the net lot area.

No garage shall exceed one-half (½) of the lot width unless the driveway enters from an alley.

Those projects having approved development review and/or tentative subdivision map applications prior to the first reading of the ordinance codified in this section shall be exempt from the above standards. Said projects shall not require single-family residential to be subject to Development Review.

(Prior code § 10-2.806)

- **10.08.1340 - Off-street parking (MDC).**

Off-street parking in the MDC Zone shall be provided as required by Article 26 of this chapter.

(Prior code § 10-2.807)

- **10.08.1350 - Development review (MDC).**

Development approval of all uses, buildings, and site development in the MDC Zone requiring a building permit shall be required as provided in Article 30 of this chapter.

Those projects having approved development review and/or tentative subdivision map applications prior to the first reading of the ordinance codified in this section shall be exempt from the above standards. Said projects shall comply with the standards of the provisions in effect before the effective date of the ordinance codified in this section.

(Prior code § 10-2.808)

Multifamily Residential or Medium Density Residential projects of five (5) or more units that include a minimum twenty percent (20%) of units affordable to lower-income households (in accordance with Government Code Section 65583.2(c)) shall be a permitted use by right; however, projects must comply with the Multiple-Unit and Mixed-Use Housing Objective Design Standards in Section 10.10.050. For purposes of this section, "use by right" has the same meaning as provided in Government Code Section 65583.2(i). Residential projects of five (5) or more units not containing a minimum of twenty percent (20%) of affordable units shall require staff level review. Projects that include an entitlement that requires Planning Commission approval, will have the Development Review approved by the Planning Commission.

- **10.08.1360 - Abutting RE (MDC).**

Design of new lots abutting an RE Zone shall be such that each RE lot has two or less neighboring lots for every 100 feet of frontage of the RE lot and no street shall abut the RE Zone lots. Such lots shall be separated by a fence with a two (2') foot high masonry base, with a five (5') foot high wood top, for a total height of seven (7') feet along the RE Zone. Said durable fence shall also be on any borders of a school and or park with an RE Zone.

Those projects having approved development review and/or tentative subdivision map applications prior to the first reading of the ordinance codified in this section shall be exempt from the above standards. Said projects shall comply with the standards of the provisions in effect before the effective date of the ordinance codified in this section.

(Prior code § 10-2.809)

- **10.08.1370 - On-street parking (MDC).**

At least one and one-half (1½) on-street parking space shall be provided per dwelling unit. Said parking spaces shall be located on the same street as that which the dwelling unit it is intended to provide parking for is located.

Those projects having approved development review and/or tentative subdivision map applications prior to the first reading of the ordinance codified in this section shall be exempt from the above standards. Said project shall comply with the standards of the provisions in effect before the effective date of the ordinance codified in this section.

(Prior code § 10-2.810)

- **Article 9. - Medium Density Residential Zone (MDR)**

- **10.08.1380 - Purpose (MDR).**

  The Medium Density Residential (MDR) Zone is designed to provide for apartments, multiple-family dwellings, dwelling groups, and supporting uses and to be utilized in appropriate locations within the areas designated medium-density residential with a density range of five and nine-tenths (5.9) to **twenty (20)** ~~twelve and no/tenths (12.0)~~ dwelling units per gross acre by the General Plan.

  (Prior code § 10-2.900)

- **10.08.1390 - Permitted uses (MDR).**

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

  (1) Single-family, two-family, or multiple-family dwelling, dwelling group, or apartment house; 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 as provided in section 10.08.1080 of Article 5 of this chapter.

  (b) The following conditional uses shall be permitted in the MDR 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) (Not used);

  (4) Off-street parking to serve an adjacent commercial or office use;

  (5) Church and church-related use;

  (6) Educational, cultural, institutional or recreational use;

  (7) Private school, nursery school or day care center;

(8) Hospital, convalescent hospital or rest and nursing home;

(9) Board and care facility; and

(10) Mortuary.

(Prior code § 10-2.901)

(Ord. No. 1202, Exh. A § 16, 12-1-2015; Ord. No. 1254, § 5, 5-1-2018)

- **10.08.1400 - Lot area and width (MDR).**

There shall be no minimum lot size for this district.

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

~~(a) The minimum lot area shall be 6,000 square feet.~~

~~(b) The minimum lot width shall be sixty (60') feet; provided, however, lots on cul-de-sacs or knuckles shall have a minimum frontage of at least thirty-five (35') feet and a width at the twenty (20') foot building line of at least forty-five (45') feet.~~

~~(c) The requirements set forth in this section may be increased or decreased for conditional uses.~~

(Prior code § 10-2.902)

- **10.08.1410 - Density (MDR).**

The areas designated medium density residential shall have a density range of five and nine-tenths (5.9) to twenty (20) dwelling units per gross acre by the General Plan.

~~There shall be at least 2,900 square feet of net lot area for each dwelling unit in the MDR Zone.~~

The density of a project may be averaged as a sole parcel or combination of adjacent touching parcels, if part of the overall project.

The clustering of differentiating product types is allowed as long as the minimum density is maintained. A site or project may include multiple product types if allowed in section 10.08.1380 - Permitted uses

(Prior code § 10-2.903)

- **10.08.1420 - Minimum yards (MDR).**

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

(a) Front: Fifteen (15') feet, except garage structures which shall be twenty (20') feet;

(b) Side:

(1) Interior lots: Ten (10') feet on one side; three (3') feet on the other side. Lots recorded prior to June 1, 1965, and less than sixty (60') feet wide may utilize five (5') foot side yards;

(2) Corner lots: Three (3') feet on the interior side; ten (10') feet on the street side; provided, however, fifteen (15') feet shall be required on reverse corner lots; and

(3) Detached accessory buildings on the rear one-third (⅓) of the lot or seventy (70') feet from the front property line may be located in a required side yard other than a street side yard;

(c) Rear: Ten (10') feet, except detached accessory buildings which may be located in a required rear yard; and

(d) Distance between buildings: Six (6') feet between accessory buildings and between an accessory and a main building; and the minimum distance between main buildings shall be the average height of the two (2) main buildings.

(Prior code § 10-2.904)

- **10.08.1430 - Height (MDR).**

The maximum height in the MDR Zone shall be two and one-half (2½) stories or thirty-five (35') feet, whichever is less.

(Prior code § 10-2.905)

- **10.08.1440 - Lot coverage (MDR).**

The maximum aggregate coverage of all buildings in the MDR Zone shall not exceed **sixty-five (65%)**~~forty-five (45%)~~ percent of the lot.

(Prior code § 10-2.906)

- **10.08.1450 - Usable open space (MDR).**

Residential uses in the MDR Zone shall provide minimum usable open space of 100 square feet for each of the first ten (10) dwelling units, fifty (50) square feet for each of the second ten (10) units, and twenty-five (25) square feet for each unit in excess of twenty (20).

For the purposes of this section, "usable open space" shall mean an on-site ground level area, not less than twenty (20') feet in width, of lawn, pool, or garden courts with

concrete paving accessible to all dwelling units via a walk, path, or stairway easily used and intended to be used by pedestrians. The space shall not include the required front yard or street side yard, off-street parking, driveways, or service areas. There shall be no obstruction above the space, except for devices to enhance the usability of the space.

(Prior code § 10-2.907)

- **10.08.1460 - Off-street parking (MDR).**

  Off-street parking in the MDR Zone shall be provided as required by Article 26 of this chapter.

  (Prior code § 10-2.908)

- **10.08.1470 - Development review (MDR).**

  Development approval for all uses, buildings, structures, and site development in the MDR Zone, except a single- or two-family residence and accessory structures on a single lot, shall be required as provided in Article 30 of this chapter.

  ~~(Prior code § 10-2.909)~~

  Multifamily Residential or Medium Density Residential projects of five (5) or more units that include a minimum twenty percent (20%) of units affordable to lower-income households (in accordance with Government Code Section 65583.2(c)) shall be a permitted use by right; however, projects must comply with the Multiple-Unit and Mixed-Use Housing Objective Design Standards in Section 10.10.050. For purposes of this section, "use by right" has the same meaning as provided in Government Code Section 65583.2(i). Residential projects of five (5) or more units not containing a minimum of twenty percent (20%) of affordable units shall require staff level review. Projects that include an entitlement that requires Planning Commission approval, will have the Development Review approved by the Planning Commission.

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 **twenty (20)** ~~twelve (12)~~ dwelling units per gross acre or Residential High with a density range of **twenty (20) to thirty-five (35)** ~~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.

Multifamily Residential or Medium to High Density Residential projects of five (5) or more units that include a minimum twenty percent (20%) of units affordable to lower-income households (in accordance with Government Code Section 65583.2(c)) shall be a permitted use by right; however, projects must comply with the Multiple-Unit and Mixed-Use Housing Objective Design Standards in Section 10.10.050. For purposes of this section, "use by right" has the same meaning as provided in Government Code Section 65583.2(i). Residential projects of five (5) or more units not containing a minimum of twenty percent (20%) of affordable units shall require staff level review. Projects that include an entitlement that requires Planning Commission approval, will have the Development Review approved by the Planning Commission.

- **Article 11. - High Density Residential Zone (HDR)**

- **10.08.1570 - Purpose (HDR).**

  The High Density Residential (HDR) Zone classification is designed to provide for apartments, multiple-family dwellings, dwelling groups, and supporting uses and to be utilized in appropriate locations within the areas designated high-medium density residential with a density range of **twenty (20) to thirty-five (35**) ~~twelve (12) to twenty-five (25)~~dwelling units per gross acre by the General Plan.

  (Prior code § 10-2.1100)

- **10.08.1580 - Permitted uses (HDR).**

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

  (1) Single-family, two-family, or multiple-family dwelling, dwelling group, or apartment house; 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 as provided in section 10.08.1080 of Article 5 of this chapter.

  (b) The following conditional uses shall be permitted in the HDR 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) (Not used);

  (4) Off-street parking to serve an adjacent commercial or office use;

  (5) Church and church-related use;

  (6) Educational, cultural, institutional or recreational use;

  (7) Private school, nursery school or day care center;

(8) Board and care facility;

(9) Hospital, convalescent hospital, rest home or nursing home; and

(10) Mortuary.

(Prior code § 10-2.1101)

(Ord. No. 1202, Exh. A § 17, 12-1-2015; Ord. No. 1254, § 5, 5-1-2018)

- **10.08.1590 - Lot area and width (HDR).**

There shall be no minimum lot size for this district.

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

~~(a) The minimum lot area shall be 6,000 square feet.~~

~~(b) The minimum lot width shall be sixty (60') feet; provided, however, lots on cul-de-sacs or knuckles shall have a minimum frontage of at least thirty-five (35') feet and a width at the twenty (20') foot building line of at least forty-five (45') feet.~~

~~(c) The requirements set forth in this section may be increased or decreased for conditional uses.~~

(Prior code § 10-2.1102)

- **10.08.1600 - Density (HDR).**

The areas designated high density residential shall have a density range of twenty (20) to thirty-five (35) dwelling units per gross acre by the General Plan

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

The density of a project may be averaged as a sole parcel or combination of adjacent touching parcels, if part of the overall project.

The clustering of differentiating product types is allowed as long as the minimum density is maintained. A site or project may include multiple product types if allowed in section 10.08.1580 - Permitted uses

(Prior code § 10-2.1103)

- **10.08.1610 - Minimum yards (HDR).**

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

(a) Front: Fifteen (15') feet, except garage structures which shall be twenty (20') feet;

(b) Side:

(1) Interior lots: Five (5') feet on each side; provided, however, this requirement shall be increased by four (4') feet for every story above the second story;

(2) Corner lots: Ten (10') feet on the street side; the interior side shall be the same as set forth in subsection (1) of this subsection; and

(3) Detached accessory buildings not exceeding one story in height on the rear one-third (⅓) of the lot or set back at least seventy (70') feet from the front line whichever is less, may be located in a required side yard other than a street side yard;

(c) Rear:

(1) Main buildings: Ten (10') feet; provided, however, this requirement shall be increased by four (4') feet for every story above the second story; and

(2) Accessory buildings: Detached accessory buildings not exceeding one story in height may be located in the rear yard; and

(d) Distance between buildings: Six (6') feet between accessory buildings and between an accessory and main building; and the minimum distance between main buildings shall also be six (6') feet.

(Prior code § 10-2.1104)

(Ord. No. 1179, § 1, 1-15-2013)

- **10.08.1620 - Height (HDR).**

  There shall be no height limit in the HDR Zone.

  (Prior code § 10-2.1105)

- **10.08.1630 - Lot coverage (HDR).**

  The maximum aggregate coverage of all buildings in the HDR Zone shall not exceed **seventy (70%)**~~forty-five (45%)~~ percent of the lot.

  (Prior code § 10-2.1106)

- **10.08.1640 - Usable open space (HDR).**

  Residential uses in the HDR Zone shall provide minimum usable open space of 100 square feet for each of the first ten (10) dwelling units, fifty (50) square feet for each of the second ten (10) units, and twenty-five (25) square feet for each unit in excess of twenty (20).

For the purposes of this section, "usable open space" shall mean an on-site ground level area, not less than twenty (20') feet in width, of lawn, pool, or garden courts with concrete paving accessible to all dwelling units via a walk, path, or stairway easily used and intended to be used by pedestrians. The space shall not include the required front yard or street side yard, off-street parking, driveways, or service areas. There shall be no obstruction above the space, except for devices to enhance the usability of the space.

(Prior code § 10-2.1107)

- **10.08.1650 - Off-street parking (HDR).**

  Off-street parking in the HDR Zone shall be provided as required by Article 26 of this chapter.

  (Prior code § 10-2.1108)

- **10.08.1660 - Development review (HDR).**

  Development approval for all uses, buildings, structures, and site development in the HDR Zone, except a single- or two-family residence and accessory structures on a single lot, shall be required as provided in Article 30 of this chapter.

  ~~**(Prior code § 10-2.1109)**~~

  Multifamily Residential or High Density Residential projects of five (5) or more units that include a minimum twenty percent (20%) of units affordable to lower-income households (in accordance with Government Code Section 65583.2(c)) shall be a permitted use by right; however, projects must comply with the Multiple-Unit and Mixed-Use Housing Objective Design Standards in Section 10.10.050. For purposes of this section, "use by right" has the same meaning as provided in Government Code Section 65583.2(i). Residential projects of five (5) or more units not containing a minimum of twenty percent (20%) of affordable units shall require staff level review. Projects that include an entitlement that requires Planning Commission approval, will have the Development Review approved by the Planning Commission.

Article 19. General Highway Commercial Zone (GHC)

10.08.2490 Purpose (GHC).

The General Highway Commercial (GHC) Zone is to provide areas for commercial activities which are automobile-oriented or for those uses which seek independent locations outside shopping centers or other business clusters. The GHC Zone is not to be confused with the Highway Service (HS) Zone which is applicable to freeway interchanges only.

(Prior code § 10-2.1900)

10.08.2500 Descriptive regulations (GHC).

The GHC Zone is intended to permit a pattern of varied automobile-oriented uses of property adjacent to major arterial streets. The provisions of this article are intended to control the site layout and design so as to:

(a) Promote a free traffic flow on major arterial streets;

(b) Assure compatibility among the uses along major arterial streets and with existing and future uses in adjacent areas;

(c) Provide an area for commercial activities which are of an automobile-oriented nature or for those which seek an independent location outside of shopping centers and can prosper as well in such areas as in a shopping center; and

(d) Encourage development of an open, uncrowded nature which will enhance the major arterials of the City and discourage developments which will extend unplanned commercial strips.

(Prior code § 10-2.1901)

10.08.2510 Permitted uses (GHC).

(a) In the GHC Zone, only automobile-oriented uses which are included in the following use groups shall be permitted without conditional approval:

Group 1	Minor public service uses;
Group 4	Temporary buildings and uses;
Group 23	**Multi-family uses;**
Group 29	Accessory uses;
Group 30	Educational, cultural, institutional and recreational uses (neighborhoods);
Group 31	Educational, cultural, institutional and recreational uses serving the greater community;
Group 40	Traveler's living accommodations, except trailer parks and uses listed as (c-2), Eating and/or drinking establishment that serves alcohol and provides entertainment after 11:00 p.m.;
Group 41	Business offices/professional offices and laboratories, excluding dwelling units;
Group 42	Retail trade establishment, convenience or goods; food stores, except supermarkets;

Group 43	Consumer services and retail trade establishments, except (a), (c-2), (e), and (f);
Group 44	Consumer services and retail trade;
Group 45	General consumer and business services;
Group 46	Special retail trade and consumer establishments;
Group 47	Special business, consumer, and miscellaneous repair services;
Group 50	Farm equipment sales and services; and
Group 51	Wholesale trade establishments.

(b) In the GHC Zone, automobile uses which are included in the following use groups shall be permitted only with conditional approval:

Group 2	Local public service and utility installations;
~~**Group 23**~~	~~**Multi-family uses;**~~
Group 25	Institutional uses with residential accommodations;
Group 40	Traveler's living accommodations, except trailer parks and uses listed as (c-2), Eating and/or drinking establishment that serves alcohol and provides entertainment after 11:00 p.m.;
Group 41	Business offices and professional offices and laboratories including one owner-occupied dwelling unit per business;
Group 42	Food stores and supermarkets;
Group 43	Consumer services and retail trade including (a), (c-2), (e) and (f);
Group 48	Commercial amusement and entertainment establishments (requiring large sites and generating large traffic volumes);
Group 52	Contract construction; and
Group 53	Warehousing and storage.

(Prior code § 10-2.1902, as amended by § 1, Ord. 947 C.S., eff. Oct. 31, 1996)

(Ord. No. 1177, § 11, 1-15-2013)

10.08.2520 Uses to be conducted within buildings (GHC).

All uses established within the GHC Zone shall be conducted wholly within a building, except such uses as drive-in restaurants, gasoline service stations, plant material nurseries, plumbing shops, and similar enterprises deemed by the Commission to be customarily conducted in the open, with the exception that live plant materials and nursery supplies may be displayed outside provided no more than an area equal to twenty (20%) percent of the lineal footage of the building front is occupied by such displays.

(Prior code § 10-2.1903)

10.08.2530 Screening (GHC).

A screening fence six (6') feet in height, measured from the finished grade of the GHC property line, separating the GHC Zone property from adjoining residential or agricultural zones, shall be required. On corner lots adjoining such zoning districts across a minor connecting side street, a screening fence six (6') feet in height shall be constructed to enclose storage areas, trash bins, and delivery areas. The design and location of such screening shall be approved during the site plan review (see Article 30 of this chapter).

(Prior code § 10-2.1904)

10.08.2540 Driveways (GHC).

(a) All existing lots of record within the GHC Zone as of August 8, 1972, and all lots created within another zoning district prior to reclassification to the GHC Zone, shall be permitted access to the major street in accordance with the following:

(1) Lots with less than 120 feet in width along the frontage of the major arterial street shall be allowed one curb cut with a maximum width of thirty-five (35') feet. The location of such curb cut shall be approved by the Community Development Director concurrently with the approval of the development plans.

(2) Those lots with 120 feet or more in width along the major arterial street shall be provided access in accordance with the standards set forth in sub.section (b) of this section.

(b) All lots created within the GHC Zone subsequent to August 8, 1972, shall be permitted access in accordance with the following standards:

(1) One curb cut only shall be permitted for each sixty (60') foot increment of lot width along the major arterial street up to a width of 125 feet.

(2) Curb cuts shall be a maximum of thirty-five (35') feet from the top of the curb to the top of the curb.

(Prior code § 10-2.1905)

10.08.2550 Building site area (GHC).

There shall be no site area requirements in the GHC Zone.

(Prior code § 10-2.1906)

10.08.2560 Lot area (GHC).

All lots in the GHC Zone located along major arterials shall have a minimum frontage along the major arterial of 125 feet, except lots that have combined parking areas with common ingress and egress.

~~(Prior code § 10-2.1907; Ord. No. 1241, § 1, 9-19-2017)~~

10.08.2565 Multi-family Density.

The areas designated GHC shall allow high density multi-family housing residential with a density range of twenty (20) to thirty-five (35) dwelling units per gross acre by the General Plan.

The density of a project may be averaged as a sole parcel or combination of adjacent touching parcels, if part of the overall project.

The clustering of differentiating product types is allowed as long as the minimum density is maintained. A site or project may include multiple product types if allowed in section 10.08.2580 - Permitted uses

10.08.2570 Yard areas (GHC).

Minimum yards: in the GHC Zone shall be as follows:

(a) Front yards. Every lot within the GHG Zone shall have a front yard of not less than fifteen (15') feet; and

(b) Side and rear yards. Each lot within the GHC Zone shall have side and rear yards of not less than fifteen (15') feet, except where adjacent to commercial or industrial zones, in which case there shall be no requirements.

(Prior code § 10-2.1908)

10.08.2580 Height (GHC).

There shall be no height requirements in the GHC Zone.

(Prior code § 10-2.1909)

10.08.2590 Permissible lot coverage (GHC).

There shall be no lot coverage requirements in the GHC Zone.

(Prior code § 10-2.1910)

10.08.2600 Floor area (GHC).

There shall be no floor area requirements in the GHC Zone.

(Prior code § 10-2.1911)

10.08.2610 Off-street parking (GHC).

See Article 26 of this chapter. In addition, when two (2) or more uses combine their parking into a single adjoining parking lot with common ingress and egress, they may receive a twenty-five (25%) percent reduction in the required number of spaces. The proposed common parking lot shall be subject to site plan and architectural review at the time of the development plan review.

(Prior code § 10-2.1912)

10.08.2620 Development review (GHC).

All uses requiring a building permit shall obtain development review compliance, except as provided in Article 30 of this chapter and the CEQA Guidelines adopted by the City, prior to being established in the GHC Zone.

Multifamily Residential or High Density Residential projects of five (5) or more units that include a minimum twenty percent (20%) of units affordable to lower-income households

(in accordance with Government Code Section 65583.2(c)) shall be a permitted use by right; however, projects must comply with the Multiple-Unit and Mixed-Use Housing Objective Design Standards in Section 10.10.050. For purposes of this section, "use by right" has the same meaning as provided in Government Code Section 65583.2(i). Residential projects of five (5) or more units not containing a minimum of twenty percent (20%) of affordable units shall require staff level review. Projects that include an entitlement that requires Planning Commission approval, will have the Development Review approved by the Planning Commission.

EXHIBIT 6

Article 2 – Definitions

10.08.256 - Density

The “Density” of a parcel or project area shall be the number of units divided by the gross area in acres. The density of a project may be averaged as a sole parcel or combination of adjacent touching parcels, if part of the overall project. The clustering of differentiating product types is allowed as long as the minimum density is maintained. A site or project may include multiple product types if allowed as a permitted or conditionally permitted use.

December 16, 2025

Agenda Item 1.D

RECOMMENDATION

Staff recommends that the City Council adopt an Ordinance adding Chapter 3.56- Temporary Memorials, sections 3.56.010 through 3.56.110, to Title 3 - Public Safety of the Tracy Municipal Code.

BACKGROUND AND LEGISLATIVE HISTORY

At its December 2, 2025, regular meeting, the City Council unanimously approved the introduction of five Ordinances (Attachment A-E) on a first reading. Additional background regarding the proposed Ordinances is set forth in the staff report provided for that item in the agenda packet for the December 2, 2025, regular City Council Meeting. The staff report may be accessed via the City's website at https://www.cityoftracy.org/government/city-council/council-meeting-agendas, or in person at the City Clerk's Office.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council adopt an Ordinance adding Chapter 3.56- Temporary Memorials, sections 3.56.010 through 3.56.110, to Title 3 - Public Safety of the Tracy Municipal Code.

Prepared by: Necy Lopez, Deputy City Clerk

Reviewed by: David Nefouse, City Attorney
Arturo M. Sanchez, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

Attachments:
A: Ordinance

Attachment A

APPROVED AS TO FORM AND LEGALITY

_____

CITY ATTORNEY'S OFFICE

CITY OF TRACY
ORDINANCE NO._____

AN ORDINANCE OF THE CITY OF TRACY ADDING CHAPTER 3.56-TEMPORARY MEMORIALS, SECTIONS 3.56.010 THROUGH 3.56.110, TO TITLE 3- PUBLIC SAFETY, OF THE TRACY MUNICIPAL CODE

WHEREAS, the City of Tracy recognizes that residents should be afforded a reasonable opportunity to express their grief when tragedy and loss of life occur; and

WHEREAS, the City of Tracy does not currently have a Temporary Memorial Ordinance; and

WHEREAS, the purpose of this ordinance is to promote public health, safety, and welfare by regulating temporary memorials on public property; and

WHEREAS, the city wishes to balance the grieving period with public health and safety, and establish an acceptable duration of time to display the temporary memorials on public property so that they do not become permanent and/or cause a public nuisance or hazards; and

WHEREAS, the city must also balance maintaining public rights-of-way both properly and safely; and

WHEREAS, the City Council considered this matter at a duly noticed public hearing held on December 2, 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 Tracy City Council hereby approves the amendment to Title 3 - Public Safety, adding Chapter 3.56 - Temporary Memorials, Sections 3.56.010 through 3.56.110 of the Tracy Municipal Code, as listed below. The amendment to Title 3 - Public Safety with the addition of Chapter 3.56 - Temporary Memorials shall be codified in the Tracy Municipal Code.

Title 3-PUBLIC SAFETY
Chapter 3.56 – TEMPORARY MEMORIALS

3.56.010- Purpose.

The purpose of this chapter is to promote public health, safety, and welfare by regulating temporary memorials on public property. Specifically, this chapter is intended to:

(a) Afford citizens a reasonable opportunity to express their grief and condolences when tragedies occur;

(b) Establish the acceptable duration and contents of temporary memorials;

(c) Reduce hazards to the public, city personnel, and public property;

(d) Enhance and protect the physical appearance of the city; and

(e) Allow the city to properly and safely maintain public rights-of-way, streets, sidewalks, easements or other areas of thoroughfare, parks, trails, and other public property.

3.56.020-Definitions.

For purposes of this chapter, the following words shall have the meanings set forth in this section:

“City” means the City of Tracy, California.

"Public property" means any public street, right-of-way, sidewalk, curb, easement or thoroughfare, alleyway, parking lot or parking garage, park, trail, open space, or other property owned or controlled by the city.

"Temporary memorial" means the placement, at or near the site of a tragic event, of a single item or collection of items, including, but not limited to, real or plastic flowers, crosses, or other mementos made of any material, in memory of, or as a tribute to, a victim of a tragic event.

3.56.030- Duration of Temporary Memorial.

Any temporary memorial placed on public property shall be allowed to remain no more than forty-five (45) days from the date on which the incident giving rise to the temporary memorial occurred. The city shall have the sole discretion to remove the temporary memorial at any time thereafter.

3.56.040- Compliance with other applicable laws.

Nothing contained in this chapter shall be construed to exempt any person from complying with the provisions of any other applicable law, ordinance, rule or regulation or to exempt a temporary memorial or any similar collection of items, from the requirements under any zoning, nuisance, licensing, or other building ordinances, rules or regulations.

3.56.050- Physical restrictions of temporary memorials.

A temporary memorial shall be no more than thirty (30) inches in height, measured from the paved surface, two (2) feet in width, measured along the roadway or sidewalk, and one (1) foot in depth, measured perpendicular to the roadway or sidewalk.

3.56.060- Unauthorized or safe displays – immediate removal.

The city reserves the right to immediately remove and dispose of a temporary memorial prior to the expiration of the forty-five (45) day period, without notice of any kind or liability to any person or entity, upon the determination that a temporary memorial violates any of the following standards:

(a) Temporary memorials shall not create hazards to the public, city personnel, or others. This includes but is not limited to, posing a distraction to motorists; obstructing sight lines for motorists or pedestrians; or obstructing the free movement of motorists or pedestrians on any public street, sidewalk, or bike lane.

(b) Temporary memorials shall not threaten the surrounding property, including, but not limited to, by having flammable or hazardous materials.

(c) Temporary memorials shall not interfere with routine maintenance activities of the city, such as landscaping, mowing, irrigation, painting, tree removal, or related activities. Temporary memorials shall not be allowed in any permitted construction or maintenance work zone, or in any area where the city has granted an easement to a public utility company.

(d) Temporary memorials shall not cause any type of damage to public property or any personal property located on public property, including, without limitation, trees, signs, or traffic control devices.

(e) Temporary memorials shall not emit music or amplified sound.

(f) Temporary memorials shall not damage or deface public property or be permanently affixed to the site.

(g) Temporary memorials shall not be constructed from, contain, or include any glass items, including, but not limited to, picture frames, bottles, and candles, or any other item with or containing the potential for an open flame

(h) Temporary memorials shall not include any perishable food, drugs or alcohol, nor contain vulgar or obscene language or images.

3.56.070- Abandoned property – Removal, storage, and disposal.

(a) All items placed at a temporary memorial that remain after the aforementioned forty-five (45) day period shall be considered abandoned, shall immediately become the property of the city, and such items may be removed and disposed of in any manner at the city's sole discretion.

(b) All perishable items, including, but not limited to, food and flowers, shall be discarded. All nonperishable items will be placed for storage with the Tracy Police Department. Items collected by the city will be released to family members of the temporary memorial honoree upon written request. All items will be discarded by the city if not claimed within thirty (30) calendar days of storage.

3.56.080- Posted notice prior to removal.

Prior to the removal of a temporary memorial, but no later than five calendar days before the removal of the temporary memorial or the expiration of the 45-day period, whichever is later, the City shall post in a conspicuous place near the temporary memorial a notice reading substantially as follows:

CITY OF TRACY
NOTICE OF INTENT TO
REMOVE AND DISCARD TEMPORARY MEMORIAL
(T.M.C. Chapter 3.56)

In order to provide an avenue to memorialize or pay tribute to victims of tragic accidents or loss of life, while at the same time helping to protect the public health, safety, and welfare of the community, temporary memorials are permitted on public property for up to 45 calendar days from the date on which the incident occurred that gave rise to the temporary memorial, or the date on which the City received notice, whichever is later. Thereafter, all items are considered abandoned, become the property of the City, and may be removed and disposed of in any manner at the City's sole discretion.

Persons who place any item at a temporary memorial are unequivocally indicating that they do not intend to retain the item and that it may be discarded by the City. The City shall not be responsible for the loss or theft of any item placed at a temporary memorial.

NOTICE IS HEREBY GIVEN that on or after _____ ("Removal Date"), the City will remove and dispose of all items that comprise or are a part of this temporary memorial. Any person who wishes to recover any item that comprises or is a part of this temporary memorial should remove such item prior to the Removal Date. Items remaining after the Removal Date shall be considered abandoned property, shall become the property of the City of Tracy, and may be removed and disposed of in any manner at the City's sole discretion.

The city manager or his/her designee is authorized to approve revisions to this notice, so long as the notice remains consistent with the terms of this chapter.

3.56.090-Temporary memorials on private property.

Temporary memorials are prohibited on private property without the consent of the property owner.

3.56.100- Penalties for violation.

Violations of any provision of this chapter may be enforced by any one or more of the following methods:

(a) Administrative citations and penalties pursuant to Chapter 1.28-Administrative Citations and Penalties of this code;

(b) Criminal penalties pursuant to Chapter 1.04- Penalty Provisions of this code; or

(c) Any other lawful authority.

3.56.110- Severability.

The provisions of this chapter are hereby declared to be severable. If any provision, clause, word, sentence, or paragraph of this chapter or the application thereof to any person, establishment, or circumstance shall be held invalid, such invalidity shall not affect the other provisions or application of this chapter.

SECTION 3. The City Council determines the amendment creating Chapter 3.56-Temporary memorials 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 4. 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 Chapter. 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.

SECTION 5. Any typographical errors in this Ordinance may be remedied by the City Attorney with the assistance of the City Clerk and shall not constitute an alteration.

SECTION 6. This Ordinance shall take effect 30 days after its final passage and adoption.

SECTION 7. 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 8. This Ordinance shall be codified in the Tracy Municipal Code.

* * * * * * * * * * * * *

The foregoing Ordinance ___ was introduced at a regular meeting of the Tracy City Council on the 2nd day of December 2025 and finally adopted on the___ day of December 2025, by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of
the City of Tracy, California

Date of Attestation:

December 16, 2025

Agenda Item 1.E

RECOMMENDATION

Staff recommends that the City Council adopt a resolution approving the City's Development Impact Fee Annual Report for Fiscal Year 2024-2025 on Development Impact Fee revenues and expenditures, in accordance with the Mitigation Fee Act.

EXECUTIVE SUMMARY

The AB 1600: Development Impact Fee Annual Report Fiscal Year 2024-2025 (FY24-25) is included as Attachment A. Government Code Sections 66006(b)(1) and (2) under the California Mitigation Fee Act requires that the City make this information available for public review within 180 days after the end of each fiscal year, present it at the next regularly scheduled public meeting, and make it publicly available no less than 15 days prior to that public meeting. Staff's timely publication of the report on the City's website and presentation of this item at this City Council meeting satisfy the annual reporting requirements.

BACKGROUND AND LEGISLATIVE HISTORY

Development Impact Fees (DIFs) are established by the City and imposed upon development projects for the purpose of mitigating the impact that the development projects have upon the City's ability to provide specified public facilities. DIFs are one-time fees that are generally collected at building permit issuance and vary based on the fee area and the development type. The DIF studies identify projects that are eligible for funding from each fund. The City is required by state law to issue an annual fiscal report identifying the information required in Government Code Section 66006(b)(1).

Government Code Section 66006(b)(1) requires the City to prepare and make available to the public annual information for each separate account or fund, including:

(a) a brief description of the fee;
(b) the amount of the fee;
(c) the beginning and ending balance;
(d) the amount of the fees collected and interest earned;
(e) an identification of each public improvement on which fees were expended, the amount of expenditures on each improvement including the total percentage of the cost that was funded with fees;
(f) an identification of an approximate date by which the construction of the public improvement will begin if the city determines sufficient funds have been collected;

(g) a description of each interfund transfer or loan, including the public improvements on which the transferred or loaned fees will be expended, and, in the case of an interfund loan, the date on which the loan will be repaid and the rate of interest; and
(h) the amount of refunds made, if any.

On October 11, 2023, California Governor Gavin Newsom signed into law AB516 which amended certain portions of the Mitigation Fee Act related to the annual and five-year reporting requirements. Under AB516, Requirements (f) and (h) have been expanded to include the following:

(f)a. Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted
(f)b. For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable
(h)a. For any refunds made, the number of persons or entities identified to receive those refunds

For the fifth fiscal year following the first deposit into the account or fund, and every five years thereafter, the City must make the following findings with respect to any remaining funds in the fee account, regardless of whether those funds are committed or uncommitted:

(a) An identification of the purpose to which the fee is to be put
(b) A demonstration of a reasonable relationship between the fee and the purpose for which it is charged
(c) An identification of all sources and amounts of funding anticipated to complete financing of incomplete improvements in the fee program
(d) A designation of the approximate dates on which the funding is expected to be deposited into the appropriate account or fund

The Report is intended to satisfy the annual reporting requirements for FY24-25. The City must make this information available for public review within 180 days after the end of each fiscal year and must present it at the next regularly scheduled public meeting no less than 15 days after this information is made available to the public.

Historically, the City has complied with this requirement through the City Council's acceptance of the Development Impact Fee Annual Report containing the required information and adopting a resolution confirming acceptance of the report.

ANALYSIS

The AB 1600: Development Impact Fee Annual Report FY24-25 was made publicly

available within 180 days of the end of the fiscal year, and not less than 15 days prior to this City Council Meeting when it was published to the City's website. A resolution approving the report will memorialize the City's publication and presentation of the annual fiscal report in compliance with California law.

Summary of Report:
During FY24-25, the City maintained 31 different DIF funds, with combined collected development impact fees of $22,037,771 in FY24-25. Development impact fee total expenditures and transfer for FY24-25 totaled $21,452,542.
The main fee areas are the Core Fees, Master Plan Fees, and the Ellis Fees. Gateway Phase 1 will be consolidated with the City Master Plan Area in the future. AB1600: Development Impact Fee Annual Report for FY24-25 (Attachment A) analyzes each fee program and reports on the required AB1600 requirements.

For Council consideration is the resolution approving the Report and the findings as to the unexpended development impact fees.

FISCAL IMPACT

There is no fiscal impact related to approving the report.

COORDINATION

Staff coordinated with the Finance Department.

STRATEGIC PLAN

The agenda item is mandated by state law and does not have bearing on the City Council's Strategic Plans.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council adopt a resolution approving the City's Development Impact Fee Annual Report for Fiscal Year 2024-2025 on Development Impact Fee revenues and expenditures, in accordance with the Mitigation Fee Act.

Prepared by: Veronica Child, Management Analyst II

Reviewed by: Forrest Ebbs, Community and Economic Development Director

Sara Castro, Finance Director
L. David Nefouse, City Attorney
Arturo M. Sanchez, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

ATTACHMENTS

Attachment A – AB1600: Development Impact Fee Annual Report (Fiscal Year 24-25)

Attachment A

AB1600: Development Impact Fee Annual Report

Fiscal Year 24-25

City of Tracy

Prepared By:

Harris & Associates

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Section 1 Executive Summary

Development Impact Fees are fees imposed by a local government on new or proposed development projects to ensure public services and infrastructure will be sufficient to serve those new development projects. California state law requires local agencies, on an annual basis, to prepare a report on the status of their Development Impact Fee (DIF) program in accordance with California Assembly Bill 1600 (AB1600). Additionally, every five years following the first deposit into the account or fund, the City must make additional findings. In 2023, AB 516 was signed into law and amended certain portions of the Mitigation Fee Act related to the annual and five-year reporting requirements. This report will serve as the City of Tracy's AB1600 report for the fiscal year starting July 1, 2024 and ending June 30, 2025. The City last completed the five-year reporting requirements along with the AB1600 report for the fiscal year starting July 1, 2021 and ending June 30, 2022. The next five-year report will be completed with the AB1600 report for the fiscal year starting July 1, 2026 and ending June 30, 2027.

The City of Tracy maintains three main fee areas: the Ellis Fees, the Master Plan Fees, and the Core Fees. Gateway Phase 1 will be consolidated with the City Master Plan Area in the future.

The Ellis Program Area

The Ellis Program Area (Ellis) is located between Lammers Road and Corral Hollow Road along the north side of the Union Pacific rail line. The infrastructure needed to serve the Ellis Program Area along with Ellis' fair share of the facilities in the City and the resulting fees required to mitigate the impacts of the Ellis development are outlined in the "Ellis Program Area Finance and Implementation Plan" adopted August 2013.

The Citywide Master Plan Area

As new development occurred throughout the years, specific plans were developed and technical studies were completed to identify the infrastructure necessary to serve the new development. Each specific plan area developed a Finance and Implementation Plan (FIP) to establish the development impact fees that would be required to fund the new infrastructure and summarize the required improvements. In 2012, the City completed Citywide Infrastructure Master Plans and established citywide development impact fees for the Master Planned Area, known as the "Master Plan Fees". The areas within the old, previously established specific plan areas with FIPs, were not included as a part of these new master plans and fee studies.

The Core Area

Many of the old FIPs established in the 1990's are largely built-out. The City found that implementing and updating eight different sets of fees has been burdensome, especially as

the areas approach build-out. The Core Fees Development Impact Fee Study adopted on January 18, 2022 through resolution consolidated the old impact fee programs areas into a single fee area called the "Core Fees".

The following are the development impact fee program areas in the City that were incorporated into the Core Fees:

- I-205 Development Area (I-205)
- Infill Development (Infill)
- Industrial Specific Plan-South (ISP South)
- Northeast Industrial Area - Phase I (NEI I)
- Northeast Industrial Area - Phase II (NEI II)
- Plan C Development (Plan C)
- Presidio Planning Area (Presidio)
- South MacArthur Planning Area (SMPA)

Development impact fee capital total expenditures and transfers across all DIF funds for FY24-25 totaled approximately $21.5 million.

While the fee revenues collected from DIFs can be used by the City to build improvements, they are largely used as a credit and reimbursement mechanism for developers who fund the construction of the improvements within their project development area.

The following sections provide the legal context for this annual report, required reporting information for each of the City's DIFs.

Section 2 Requirements of Mitigation Fee Act (AB1600)

Assembly Bill 1600 (AB1600), commonly known as the Mitigation Fee Act, was enacted by the state of California in 1987 and created Section 66000 et. seq. of the Government Code. AB1600 requires the City to report fee information annually with additional information reported every fifth year. Within 180 days after the last day of each fiscal year, the City must make available the following information from the prior fiscal year:

1. Brief description of the type of fee in the account or fund
2. Amount of the fee
3. Beginning and ending balance in the account or fund
4. Amount of fees collected and the interest earned during the previous year
5. Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees
6. An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete
7. Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each loan will be repaid and the rate of interest the account will receive on the loan
8. Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects

On October 11, 2023, California Governor Gavin Newsom signed into law AB 516 which amended certain portions of the Mitigation Fee Act related to the annual and five-year reporting requirements. Under AB 516, Requirements 6 and 8 have been expanded to include the following:

6a. Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted

6b. For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable

8a. For any refunds made, the number of persons or entities identified to receive those refunds

For the fifth fiscal year following the first deposit into the account or fund, and every five years thereafter, the City must make the following findings with respect to any remaining funds in the fee account, regardless of whether those funds are committed or uncommitted:

1. An identification of the purpose to which the fee is to be put
2. A demonstration of a reasonable relationship between the fee and the purpose for which it is charged
3. An identification of all sources and amounts of funding anticipated to complete financing of incomplete improvements in the fee program
4. A designation of the approximate dates on which the funding is expected to be deposited into the appropriate account or fund

This report is intended to satisfy the annual reporting requirements for FY24-25. The City must make this information available for public review and must present it at the next regularly scheduled public meeting no less than 15 days after this information is made available to the public.

Section 3 City of Tracy Development Impact Fees

Table 1 lists the fees and corresponding fund numbers that comprises the City of Tracy's current DIF fee program.

Table 1: City of Tracy DIF Funds

Fund Number	Fee(s)
316	Infill Area, Downtown Improvements Parking
331	Ellis Program Area, Traffic
332	Ellis Program Area, Drainage
333	Ellis Program Area, Parks
334	Ellis Program Area, Public Buildings
335	Ellis Program Area, Water
336	Ellis Program Area, Recycled Water
337	Ellis Program Area, Wastewater
350	NEI, Storm Drain
356	Tracy Gateway Area: Arterials, Storm Drain, Pub Buildings, Water, Wastewater
358	Ellis Program Area, Program Management
360	Citywide Master Plan Fees, Public Safety Comm
361	Citywide Master Plan Fees, Parks
362	Citywide Master Plan Fees, Storm Drain
363	Citywide Master Plan Fees, Traffic
364	Citywide Master Plan Fees, Wastewater
365	Citywide Master Plan Fees, Water
366	Citywide Master Plan Fees, Public Facilities
367	Citywide Master Plan Fees, Public Safety PD
368	Citywide Master Plan Fees, Recycled Water
369	Citywide Master Plan Fees, Public Safety Fire
371	Core Public Facilities
372	Core Public Safety Fire
373	Core Public Safety Police
374	Core Public Safety Comm Facilities
375	Core Traffic
376	Core Wastewater
377	Core Water
378	Core Parks
379	Core Storm Drain
391	Urban Management Plan, Program Management

Section 4 Overview of Development Impact Fees

Below outlines the required information for each DIF fund.

Infill

The following section describes the fees imposed on new developments in the Infill area, based on the updated Infill Finance and Implementation Plan (FIP) adopted by City Council on April 3, 2012 by Resolution 2012-060. Most of the Infill fees were eliminated following the adoption of the Core Fee Program on January 18, 2022. The remaining Infill, Downtown Improvements Parking fee was closed out in FY22-23, however excess funds remained after the final audit was completed in FY22-23 and will be closed out in FY25-26.

Fund 316 – Infill Area, Downtown Improvements Parking

Requirement 1: Brief description of the type of fee

In conjunction with the adoption of Tracy Municipal Code chapter 6.20 regarding the Downtown Incentive Program, and TMC section 10.08.3470(d)(3), regarding off-street parking requirements within the Downtown Incentive Area, development impact fees were established to offset the City's costs in upgrading parking and streetscape improvements in the Downtown Incentive Area.

Requirement 2: Amount of fee

To spur revitalization of the Downtown, the **Infill Area,** Downtown Improvements Parking Fee had been reduced to $0 by Resolution 2015-168, adopted on October 6, 2015.

Requirement 3: Beginning and ending balance in the fund

Table 2 summarizes the beginning and ending fund balances for the Infill Area, Downtown Improvements Parking for FY24-25. The remaining fund balance will be transferred out as there are no future planned projects and the fund will be closed out. Consistent with Mitigation Fee Act (AB1600) and AB 516, the City will ensure that any remaining funds are properly accounted for, transferred to eligible project funds, or refunded in accordance with Government Code Sections 66001(d) and 6606(b). This ensures compliance with State requirements and transparency in the management of the development impact fee revenues.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 2 summarizes the fees collected and the interest earned for the Infill Area, Downtown Improvements Parking Fee for FY24-25.

Table 2: Infill Area, Downtown Improvements Parking Fund Summary

Infill, Parking	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 2,478.00
Revenues	
Fees Collected	$ -
Interest/Investment Earnings	$ -
Other Revenues	$ -
Total Revenues	$ -
Expenses	
Project Expenses	$ -
Other Expenses	$ -
Total Expenses	$ -
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 2,478.00

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

There were no expenses from this fund during FY24-25.

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

There are no future projects planned under this fund, the fund will be closed and the remaining fund balance will be transferred out. Consistent with the Mitigation Fee Act (AB1600) and AB 516, the City will ensure that any remaining funds are properly accounted for, transferred to eligible project funds, or refunded in accordance with Government Code Sections 66001(d) and 6606(b). This ensures compliance with State requirements and transparency in the management of the development impact fee revenues.

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this fund during FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Ellis

The following sections describe the fees imposed on new developments in the Ellis Specific Plan area, based on the Ellis Finance and Implementation Plan adopted by City Council on August 20, 2013 by Resolution 2013-136. The Public Building Fees were further updated on September 16, 2014, by Resolution 2014-158.

Fund 331 – Ellis Program Area, Traffic

Requirement 1: Brief description of the type of fee

The purpose of the Ellis Program Area, Traffic Fee is to fund the intersection and roadways that are necessary to mitigate the traffic impacts created by new development within the Ellis Program Area. To accommodate this increased growth and travel demand, new or expanded intersections and roadways will be constructed as outlined in the Ellis Finance and Implementation Plan. The County traffic fee gets remitted to the Joint Power Authority to fund regional transportation improvements.

Requirement 2: Amount of fee

Table 3 identifies the Ellis Program Area, Traffic and County Traffic fee for FY24-25.

Table 3: Ellis Program Area, Traffic and County Traffic Fee

Land Use	Traffic Fee	County Traffic Fee
Residential (per unit)		
Low Density	$ 2,693.00	$ 1,500.00
Medium Density	$ 2,693.00	$ 1,500.00
High Density	$ 1,293.00	$ 720.00
Non-Residential (per acre)		
Commercial/Retail	$ 42,825.00	$ -
Storage	$ 2,693.00	$ -

Requirement 3: Beginning and ending balance in the fund

Table 4 summarizes the beginning and ending fund balances for the Ellis Program Area, Traffic fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 4 summarizes the fees collected and the interest earned for the Ellis Program Area, Traffic fund for FY24-25. This includes both the Traffic Fee and the County Traffic Fee. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 4: Ellis Program Area, Traffic Fund Summary

Ellis Area Traffic	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 1,794,771.49
Revenues	
Fees Collected	$ -
Interest/Investment Earnings[2]	$ 86,752.00
Other Revenues	$ -
Total Revenues	$ 86,752.00
Expenses	
Project Expenses	$ (257,717.06)
Other Expenses	$ -
Total Expenses	$ (257,717.06)
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 1,623,806.43

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees

Table 5 summarizes FY24-25 Ellis Program Area, Traffic expenditures, including funding allocated to the traffic signal installation and roadway widening at Corral Hollow Road and Valpico Road intersection project (CIP # 72095).

Table 5 : Ellis Program Area, Traffic Project Expenditures

Project	CIP #	Amount Expended	Percent of Project Funded by Fund
TS: CHR & Valpico	72095	$ (257,717.06)	10%
Total		**$ (257,717.06)**	

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The improvements below in **Table 6** are compiled from the Ellis FIP and the City's CIP Budget FY25-26 and are currently in construction or soon to be constructed by the developer in exchange for fee credits and reimbursements. The developer will work with the City to determine timing of improvements based upon construction progress and project need. The County traffic fee gets remitted to the Joint Power Authority to fund regional transportation improvements. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 6: Ellis Program Area, Traffic CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
Corral Hollow/ Linne Rd - Signalize. Convert intersection to T with no EB Approach, widen WB approach to add 1 LT and 1 TR lane, widen NB approach to provide 2 Thru lanes and 1 RT lane, Widen SB approach to provide 1 LT and 2 Thru lanes.	72104	$ 8,394.00	In Progress	4%	242 - Transp Sales Tax 261 - Grant 363 - TIMP Traffic
Corral Hollow/Valpico Rd - Signalize & widen SB approach to provide 1 TL and 1 TR Lane	72095	$ 146,765.00	In Progress	10%	375 - Core Traffic 363 - TIMP Traffic
Corral Hollow Road - 2 lanes to 4 lane arterial (Linne to Old Schulte)	73144	$ 432,021.00	In Progress	3%	242 - Transp Sales Tax 245 - Gas Tax 363 - TIMP Traffic 392 - Reg Transport Impact
Corral Hollow Road - Rural to 4 lane Arterial (I580 - Linne)	73161	$ 821,260.00	In Progress	25%	301 - General Projects 363 - TIMP Traffic
Valpico Road - Rural to 4 lane Arterial	73190	$ 147,987.00	2025/2026	2%	375 - Core Traffic
Corral Hollow / I-580 Interchange Widening Improvements	73198	$ 63,032.77	In Progress	0.2%	375 - Core Traffic 363 - TIMP Traffic
Total		**$ 1,619,459.77**			

Table 7 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 7: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Corral Hollow/ Linne Rd - Signalize. Convert intersection to T with no EB Approach, widen WB approach to add 1 LT and 1 TR lane, widen NB approach to provide 2 Thru lanes and 1 RT lane, Widen SB approach to provide 1 LT and 2 Thru lanes.	72104	In Progress	NA	NA
Corral Hollow/Valpico Rd - Signalize & widen SB approach to provide 1 TL and 1 TR Lane	72095	In Progress	NA	NA
Corral Hollow Road - 2 lanes to 4 lane arterial (Linne to Old Schulte)	73144	In Progress	NA	NA
Corral Hollow Road - Rural to 4 lane Arterial (I580 - Linne)	73161	In Progress	NA	NA
Valpico Road - Rural to 4 lane Arterial	73190	2025/2026	NA	Delay due to ROW acquisition issues.

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this fund during FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 332 – Ellis Program Area, Storm Drainage

Requirement 1: Brief description of the type of fee

This fee is collected from development located within the Ellis Program Sub-basin to fund master plan drainage infrastructure needs and to pay for the use of excess capacity in existing downstream storm drainage facilities as outlined in the Ellis Finance and Implementation Plan and the Ellis Program Sub-Basin Reevaluation of Program Storm Drainage Infrastructure Memo prepared by Storm Water Consulting Inc. on August 4, 2015.

Requirement 2: Amount of fee

Table 8 identifies the Ellis Program Area, Storm Drainage Fee for FY24-25.

Table 8: Ellis Program Area, Storm Drainage Fee

Land Use	Fee
Residential (per unit)	
Low Density	$ 1,797.00
Medium Density	$ 981.00
High Density	$ 2,229.00
Non-Residential (per acre)	
Commercial/Retail	$ 23,836.00
Storage	$ 6,691.00

Requirement 3: Beginning and ending balance in the fund

Table 9 summarizes the beginning and ending fund balances for the Ellis Program Area, Storm Drainage Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 9 summarizes the fees collected and the interest earned for the Ellis Program Area, Storm Drainage Fee for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 9: Ellis Program Area, Storm Drainage Fund Summary

Ellis Area Drainage	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 2,748,650.15
Revenues	
Fees Collected	$ 1,206.32
Interest/Investment Earnings[2]	$ 138,215.00
Other Revenues	$ -
Total Revenues	$ 139,421.32
Expenses	
Project Expenses	$ -
Other Expenses	$ -
Total Expenses	$ -
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 2,888,071.47

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

No expenses were made from this fund in FY24-25

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The list of improvements in **Table 10** are identified in the Ellis FIP. The developer is currently working with the City to process reimbursements for completed projects, which will be reimbursed in accordance with the City's Municipal Code and applicable agreements. Consistent with Mitigation Fee Act (AB 1600) and AB 516, the City will ensure that any reimbursements and remaining funds are properly accounted for in accordance with Government Code Sections 66001(d) and 66006(b).

Table 10: Ellis Program Area, Storm Drainage CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
Detention Basin 3A (36 AF plus 36 AF add'l excavation)	Developer Build	$ 972,000.00	Completed, Reimbursement Pending	100%	
2,800 LF of 12" SD (100 LF of Bore & Jack)	Developer Build	$ 351,000.00	Completed, Reimbursement Pending	100%	
2,640 LF of 60" SD	Developer Build	$ 1,960,200.00	Completed, Reimbursement Pending	100%	
660 LF of 66" SD (Valpico Road)	Developer Build	$ 579,150.00	Completed, Reimbursement Pending	100%	
2,100 LF of 66" SD (to DET 3A)	Developer Build	$ 1,842,750.00	Completed, Reimbursement Pending	100%	
Total		**$ 5,705,100.00**			

Table 11 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 11: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Detention Basin 3A (36 AF plus 36 AF add'l excavation)	76PP-XXX	Completed, Reimbursement Pending	NA	NA
2,800 LF of 12" SD (100 LF of Bore & Jack)	Developer Build	Completed, Reimbursement Pending	NA	NA
2,640 LF of 60" SD	76PP-XXX	Completed, Reimbursement Pending	NA	NA
660 LF of 66" SD (Valpico Road)	76PP-XXX	Completed, Reimbursement Pending	NA	NA
2,100 LF of 66" SD (to DET 3A)	76PP-XXX	Completed, Reimbursement Pending	NA	NA

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this fund during FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 333 – Ellis Program Area, Parks and Recreation

Requirement 1: Brief description of the type of fee

The purpose of the Ellis Program Area, Parks and Recreation Fee is to fund the park and recreation needs generated by growth in the Ellis Program Area. Each new resident creates a demand for additional park and recreation facilities such as neighborhood parks and community parks. The City's adopted standard is to provide three acres of Neighborhood Park and one acre of Community Park for each 1,000 new residents. In order to accommodate these needs, new facilities will be built and/or existing facilities will be expanded. The developer receives park credits for the construction of parks.

Requirement 2: Amount of fee

Table 12 identifies the Ellis Program Area, Parks and Recreation Fee for FY24-25.

Table 12: Ellis Program Area, Parks and Recreation Fee

Land Use	Fee
Residential (per unit)	
Low Density	$ 8,128.00
Medium Density	$ 6,651.00
High Density	$ 5,419.00

Requirement 3: Beginning and ending balance in the fund

Table 13 summarizes the beginning and ending fund balances for the Ellis Program Area, Parks and Recreation Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 13 summarizes the fees collected and the interest earned for the Ellis Program Area, Parks and Recreation fund for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 13: Ellis Program Area, Parks and Recreation Fund Summary

Ellis Area Parks	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 192,862.29
Revenues	
Fees Collected	$ -
Interest/Investment Earnings[2]	$ 9,697.00
Other Revenues	$ -
Total Revenues	$ 9,697.00
Expenses	
Project Expenses	$ -
Other Expenses	$ -
Total Expenses	$ -
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 202,559.29

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

There were no expenses from this fund during FY24-25.

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The developer is building and dedicating neighborhood park improvements in exchange for fee credits, thus, this fund is not anticipated to fund any projects in the near future. Developer will work with the City to determine timing of improvements based upon construction progress and project need. In compliance with the Mitigation Fee Act (AB 1600) and AB 516 reporting requirements, the City will ensure that any remaining unexpended or uncommitted funds are used for eligible project or refunded, as applicable, consistent with Government Code Sections 66001(d) and 66006(b). No projects were identified in last year's report to report on.

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this fund during FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 334 – Ellis Program Area, Public Buildings

Requirement 1: Brief description of the type of fee

The purpose of the Ellis Program Area, Public Buildings Fee is to fund their fair share portion of the City Hall & Public Works facility, community center, library, and public safety facility projects that are needed to serve new development within the Ellis Program Area. In order to accommodate these needs, new facilities will be built or existing facilities will be expanded. The facilities are identified in the Ellis Finance and Implementation Plan.

Requirement 2: Amount of fee

Table 14 identifies the Ellis Program Area, Public Buildings Fee for FY24-25.

Table 14: Ellis Program Area, Public Buildings Fee

Land Use	Fee[1]
Residential (per unit)	
Low Density	$ 3,479.00
Medium Density	$ 2,846.00
High Density	$ 2,319.00
Non-Residential (per acre)	
Commercial/Retail	$ 2,369.00
Storage	$ 2,369.00

1 Ellis met their Communication Tower and Equipment fee obligation by paying $155,141.50 at the first final map, as such, fees do not include the Communication Tower and Equipment fee.

Requirement 3: Beginning and ending balance in the fund

Table 15 summarizes the beginning and ending fund balances for the Ellis Program Area, Public Buildings Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 15 summarizes the fees collected and the interest earned for the Ellis Program Area, Public Buildings fund for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 15: Ellis Program Area, Public Buildings Fund Summary

Fund Summary

Ellis Area Public Bldgs	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 3,052,595.70
Revenues	
Fees Collected	$ -
Interest/Investment Earnings[2]	$ 104,935.00
Other Revenues	$ -
Total Revenues	$ 104,935.00
Expenses	
Project Expenses	$ -
Other Expenses	$ -
Total Expenses	$ -
Transfers	$ (2,506,799.00)
Ending Fund Balance (June 30, 2025)	$ 650,731.70

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

There were no expenses from this fund during FY24-25.

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

Table 16 shows the current prioritization of funds which includes a multi-generational recreation facility which will include a police substation. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 16: Ellis Program Area, Public Buildings CIP Projects

Project	CIP #	Project Cost	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources
Public Safety Facilities - Multigenerational Center (PD Substation)	78178	$ 1,753,220.00	In Progress	5%	307 - Measure V 366 - TIMP Public Facilities
Total		**$ 1,753,220.00**			

Table 17 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 17: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Multi-Generational Rec Center	78178	In Progress	NA	Project in progress. Funding from Fund 334 has been transferred to the project.
Public Safety Facilities - Multigenerational Center (PD Substation)	78178	In Progress	NA	NA

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

Table 18 summarizes the interfund transfer for the Ellis Program Area, Public Building Fund to cover expenses for the Multi-Generational Recreation Center (CIP #78178).

Table 18: Interfund Transfer From Ellis Area Public Buildings

Description of Transfer	Transfer To	Transfer From	Amount
Multi-Generational Rec Center	308	334	$ (2,506,799.00)
Total			**$ (2,506,799.00)**

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 335 – Ellis Program Area, Water

Requirement 1: Brief description of the type of fee

The purpose of the Ellis Program Area, Water Fee is to fund the water conveyance, water supply, and water treatment facilities that are necessary to provide water to the future new development in the Ellis Program Area. In order to accommodate this increased demand, new facilities must be built and/or existing facilities expanded as shown in the Ellis Finance and Implementation Plan.

Requirement 2: Amount of fee

Table 19 identifies the Ellis Program Area, Water Fee for FY24-25.

Table 19: Ellis Program Area, Water Fee

Land Use	Fee
Residential (per unit)	
Low Density	$ 7,058.00
Medium Density	$ 6,070.00
High Density	$ 4,094.00
Non-Residential (per acre)	
Commercial/Retail	$ 39,736.00
Storage	$ 39,736.00

Requirement 3: Beginning and ending balance in the fund

Table 20 summarizes the beginning and ending fund balances for the Ellis Program Area, Water Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 20 summarizes the fees collected and the interest earned for the Ellis Program Area, Water Fund for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets. The fund balance includes interest collected from prior funds before reimbursements were made. These funds will be reallocated to the other Ellis funds.

Table 20: Ellis Program Area, Water Fund Summary

Ellis Area Water	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 25,281.26
Revenues	
Fees Collected	$ -
Interest/Investment Earnings[2]	$ 1,270.00
Other Revenues	$ -
Total Revenues	$ 1,270.00
Expenses	
Project Expenses	$ -
Other Expenses	$ -
Total Expenses	$ -
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 26,551.26

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

There were no expenses from this fund during FY24-25.

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The developer is building and dedicating improvements in exchange for fee credits, thus, this fund is not anticipated to fund any projects in the near future. The Developer will coordinate with the City to determine timing of improvements based upon construction progress and project need. In compliance with the Mitigation Fee Act (AB 1600) and AB 516 reporting requirements, the City will ensure that any remaining unexpended or uncommitted funds are used for eligible project or

refunded, as applicable, consistent with Government Code Sections 66001(d) and 66006(b). There were no projects listed in last year's report to provide an update on.

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this fund during FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 336 – Ellis Program Area, Recycled Water

Requirement 1: Brief description of the type of fee

The purpose of the Ellis Program Area, Recycled Water Fee is to fund the recycled water facilities that are necessary to provide recycled water to the future new development in the Ellis Program Area. To accommodate this increased demand, new facilities must be built and/or existing facilities expanded.

Requirement 2: Amount of fee

Table 21 identifies the Ellis Program Area, Recycled Water Fee for FY24-25.

Table 21: Ellis Program Area, Recycled Water Fee

Land Use	Fee
Residential (per unit)	
Low Density	$ 2,654.00
Medium Density	$ 2,282.00
High Density	$ 1,539.00
Non-Residential (per acre)	
Commercial/Retail	$ 14,942.00
Storage	$ 14,942.00

Requirement 3: Beginning and ending balance in the fund

Table 22 summarizes the beginning and ending fund balances for the Ellis Program Area, Recycled Water Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 22 summarizes the fees collected and the interest earned for the Ellis Program Area, Recycled Water fund for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets. Ellis receives credits for building their recycled water improvements.

Table 22: Ellis Program Area, Recycled Water Fund Summary

Ellis Area Recylced Water	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 37,333.34
Revenues	
Fees Collected	$ -
Interest/Investment Earnings[2]	$ 1,875.00
Other Revenues	$ -
Total Revenues	$ 1,875.00
Expenses	
Project Expenses	$ -
Other Expenses	$ -
Total Expenses	$ -
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 39,208.34

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

There were no expenses from this fund during FY24-25.

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

Ellis funds a fair share of the improvements identified in the Recycled Water Master Plan. Ellis has built infrastructure and received fee credits and reimbursements. **Table 23** identifies the current prioritization of funds. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The

percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 23: Ellis Program Area, Recycled Water CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
Citywide Recycled Water Contribution	74168	$ 5,617,291.00	2025/2026	19%	368 - TIMP Recycled Water 525 - Grants
Total		**$ 5,617,291.00**			

Table 24 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 24: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Citywide Recycled Water Contribution	74168	2025/2026	NA	NA

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this fund during FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 337 – Ellis Program Area, Wastewater

Requirement 1: Brief description of the type of fee

The purpose of the Ellis Program Area, Wastewater System Fee is to fund the wastewater facilities and improvements that are needed to serve new development within the Ellis Program Area. In order to accommodate the increase wastewater generated by new development, new facilities will be built and/or existing facilities will be expanded as outlined in the Ellis Finance and Implementation Plan.

Requirement 2: Amount of fee

Table 25 identifies the Ellis Program Area, Wastewater Fee for FY24-25.

Table 25: Ellis Program Area, Wastewater Fee

Land Use	Fee
Residential (per unit)	
Low Density	$ 8,337.00
Medium Density	$ 6,753.00
High Density	$ 5,586.00
Non-Residential (per acre)	
Commercial/Retail	$ 43,352.00
Storage	$ 3,168.00

Requirement 3: Beginning and ending balance in the fund

Table 26 summarizes the beginning and ending fund balances for the Ellis Program Area, Wastewater Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 26 summarizes the fees collected and the interest earned for the Ellis Program Area, Wastewater Fund for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 26: Ellis Program Area, Wastewater Fund Summary

Ellis Area Wastewater	Total *
Beginning Fund Balance (July 1, 2024)[1]	$ 3,590,435.84
Revenues	
Fees Collected	$ -
Interest/Investment Earnings[2]	$ 180,537.00
Other Revenues	$ -
Total Revenues	$ 180,537.00
Expenses	
Project Expenses	$ -
Other Expenses	$ -
Total Expenses	$ -
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 3,770,972.84

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

There were no expenses from this fund during FY24-25.

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

Table 27 identifies the Ellis Program Area, Wastewater CIP projects identified in the Ellis FIP and FY25-26 CIP budget updated with remaining project costs. Fees will continue to be collected for contribution to the WWTP expansion future phases. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 27: Ellis Program Area, Wastewater CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
Sewer Capacity Upgrade - Corral Hollow between Schulte & 11th	74165	$ 1,207,636.00	In Progress	11%	364 - TIMP Wastewater
Tracy WWTP Expansion Future Phase 2C	74169	$ 9,043,404.00	In Progress	34%	523 - Wastewater Capital 364 - TIMP Wastewater 376 - Core Wastewater
Total		**$ 10,251,040.00**			

Table 28 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 28: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Sewer Capacity Upgrade - Corral Hollow between Schulte & 11th	74165	In Progress	NA	NA
Tracy WWTP Expansion Future Phase 2C	74169	In Progress	NA	NA

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this fund during FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 350 - Northeast Industrial Area, Storm Drain

Requirement 1: Brief description of the type of fee

This fee is collected from Northeast Industrial Area and Eastside Industrial Area, to contribute to the construction of Storm Drain facilities as identified in Storm Drainage Impact Fee Study for the expanded Northeast Industrial Area and Eastside Industrial Area adopted on October 2, 2018 by Resolution 2018-204.

Requirement 2: Amount of fee

Table 29 identifies the Northeast Industrial Area, Storm Drain Fee for FY24-25.

Table 29: Northeast Industrial Area, Storm Drain Fee

Land Use	Fee
Residential (per unit)	
Very Low Density	$ 3,807.00
Low Density	$ 2,631.00
Medium Density	$ 1,625.00
High Density	$ 1,496.00
Non-Residential (per acre)	
Commercial/Retail	$ 44,581.00
Office	$ 44,581.00
Industrial	$ 44,581.00

Requirement 3: Beginning and ending balance in the fund

Table 30 summarizes the beginning and ending fund balances for the Northeast Industrial Area, Storm Drain Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 30 summarizes the fees collected and the interest earned for the Northeast Industrial Area, Storm Drain Fee for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 30: Northeast Industrial Area, Storm Drain Fund Summary

NEI Storm Drain	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 2,668,367.94
Revenues	
Fees Collected	$ 214,944.10
Interest/Investment Earnings[2]	$ 135,366.00
Other Revenues	$ -
Total Revenues	$ 350,310.10
Expenses	
Project Expenses	$ -
Other Expenses	$ -
Total Expenses	$ -
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 3,018,678.04

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

There were no expenses from this fund during FY24-25.

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The improvements in **Table 31** are identified in the updated expanded Northeast Industrial Area and Eastside Industrial Area Storm Drainage Fees adopted on October 2, 2018 through Resolution No. 2018-204. The City has purchased land for DET NEI and developers are constructing the improvements, including the pump station and force main, and will receive fee credits/reimbursement for their costs per the City's Municipal Code and applicable agreements. DET 16 is the next anticipated project that will be developer built and funded through this fee program.

Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The City will continue to evaluate storm drainage infrastructure needs as part of future CIP updates, and any new or expanded improvements identified in future CIPs may be considered for inclusion in an updated Nexus Study and corresponding impact fee program, if warranted.

The percentage of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds. In compliance with the Mitigation Fee Act (AB 1600) and AB 516 reporting requirements, the City will ensure that any remaining unexpended or uncommitted funds are accounted for in future fee updates, used for eligible project or refunded, as applicable, consistent with Government Code Sections 66001(d) and 66006(b).

Table 31: Northeast Industrial Area, Storm Drain CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund
Eastside Channel Lining from Grant Line Road to MacArthur	76087	$ 2,467,711.00	In Progress	100%
DET NEI (128 AF, plus 22 AF add'l excavation) - Reimbursement Remaining	Developer Build	$ 377,825.96	Completed, Awaiting Reimbursement	100%
DET NEI, DET NEI Pump Station, SDFM, and Dewatering - Reimbursement Remaining	Developer Build	$ 3,272,190.23	Completed, Awaiting Reimbursement	100%
Total		**$ 6,117,727.19**		

Table 32 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 32: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Eastside Channel Lining from Grant Line Road to MacArthur	76087	In Progress	NA	NA
DET NEI (128 AF, plus 22 AF add'l excavation) - Reimbursement Remaining	Developer Build	Completed, Awaiting Reimbursement	NA	NA

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this fund during FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 356 – Tracy Gateway Phase 1 Area

Requirement 1: Brief description of the type of fee

This fee is collected from the Tracy Gateway Phase 1 Area to contribute to the construction of Arterials, Storm Drain, Public Buildings, Water, Wastewater facilities as identified in the Finance and Implementation Plan adopted on July 17, 2007 by Resolution No. 2007-175. The Public Building Fees were further updated on September 16, 2014, by Resolution 2014-158.

Requirement 2: Amount of fee

Table 33 identifies the Tracy Gateway Phase 1 Area Fees for FY24-25.

Table 33: Tracy Gateway Phase 1 Area Fee

Fee	Retail[1,2]	Office (without Deferral)[2]	Office (with Deferral)[2]	Hotel (200 room)
Non-Residential (per unit)				
Public Buildings	$ 7,385.02	$ 17,806.41	$ 17,806.41	$ 15,306.59
Streets & Highways	$ 36,952.18	$ 25,610.00	$ 1,626.10	$ 34,605.86
Wastewater	$ 28,176.43	$ 40,705.90	$ 1,106.02	$ 123,567.20
Non-Potable Water	$ 35,076.84	$ 50,674.77	$ 6,739.46	$ 153,828.79
Water[3]	$ 45,382.07	$ 65,562.52	$ 65,562.52	$ 199,022.19
Storm	$ 9,549.40	$ 9,549.40	$ 4,350.19	$ 5,199.20

1 Cost for the Second Floor Office and Hotel (150 room) are included in the Retail land use category.

2 Cost for The Golf Course Club House, Golf Course, and Golf Maintenance Facilities have been spread to other Phase 1 land uses. Spread is based on Percent of fees paid.

3 Costs for Water reflect costs for Over-sizing of facilities that Gateway will need to construct upfront. Over-sizing costs may be reimbursable to the developer.

Requirement 3: Beginning and ending balance in the fund

Table 34 summarizes the beginning and ending fund balances for the Tracy Gateway Phase 1 Area for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 34 summarizes the fees collected and the interest earned for the Tracy Gateway Phase 1 Area Fees for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 34: Tracy Gateway Phase 1 Area Fund Summary

Gateway	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 2,064,849.78
Revenues	
Fees Collected	$ -
Interest/Investment Earnings[2]	$ 103,826.00
Other Revenues	$ -
Total Revenues	$ 103,826.00
Expenses	
Project Expenses	$ -
Other Expenses	$ -
Total Expenses	$ -
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 2,168,675.78

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

There were no expenses from this fund during FY24-25.

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The list of improvements in **Table 35** is identified in the Tracy Gateway Phase 1 Finance and Implementation Plan and have had a portion of the project funding collected through fees from Sutter Hospital. Additional fees are needed to complete funding for the listed projects. Approximate construction start dates are not included in the table because the City may condition developers to construct specific improvements as part of their development projects as growth occurs. As a result, the timing of construction depends on the pace and location of private development rather than a pre-determined City capital schedule. An updated approximate start date is not provided because these projects will proceed in coordination with future development

activity, which is undetermined at this time. The collection of these impact fees remains necessary to ensure funding is available for the construction of these facilities when needed to support future development.

The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds. In compliance with the Mitigation Fee Act (AB 1600) and AB 516 reporting requirements, the City will ensure that any remaining unexpended or uncommitted funds are accounted for in future fee updates, used for eligible projects, or refunded, as applicable, consistent with Government Code Sections 66001(d) and 66006(b). The City will continue to evaluate the infrastructure needs, and any new or expanded improvements may be considered for inclusion in an updated Nexus Study and corresponding impact fee program, if warranted.

Table 35: Tracy Gateway Area CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
Wastewater Conveyance to Tracy Hills Wastewater Reclamation Facility (WRF), Tracy Hills WRF Fair Share	74PP-064	$ 2,147,479.00	Pending additional project funding	23%	364 - TIMP Wastewater
Pressure Regulating Valve (PRV) in Lammers, In tract Program Water Transmission Lines, Off-site Water Transmission Pipelines Zone 1 and Zone 2	75085	$ 5,337,928.00	Pending additional project funding	100%	
Water Pump Station	75PP-082	$ 1,620,000.00	Pending additional project funding	100%	
Emergency Well	75PP-083	$ 2,430,000.00	Pending additional project funding	100%	
Total		**$ 11,535,407.00**			

Table 36 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 36: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Wastewater Conveyance to Tracy Hills Wastewater Reclamation Facility (WRF), Tracy Hills WRF Fair Share	74PP-064	Pending additional project funding	N/A	NA
Pressure Regulating Valve (PRV) in Lammers, In tract Program Water Transmission Lines, Off-site Water Transmission Pipelines Zone 1 and Zone 2	75085	Pending additional project funding	N/A	NA
Water Pump Station	75PP-082	Pending additional project funding	N/A	NA
Emergency Well	75PP-083	Pending additional project funding	N/A	NA

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this fund during FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 358 – Ellis Program Area, Program Management

Requirement 1: Brief description of the type of fee

The monies associated with the Ellis Project Management fund are collected under other fee programs as part of the five percent mark-ups and transferred to this account after they have been collected to fund costs related to the oversight and management of the fee program.

Requirement 2: Amount of fee

The fees are collected as part of the individual fees, calculated as a mark-up of five percent on the project costs. The five percent is then Transferred to the program management fund. **Table 37** identifies the Ellis Program Area, Program Management Fee is calculated.

Table 37: Ellis Program Area, Program Management Fee

Land Use	Fee
Residential (per unit)	
Low Density	Fee * 0.05
Medium Density	Fee * 0.05
High Density	Fee * 0.05
Non-Residential (per acre)	
Commercial/Retail	Fee * 0.05
Storage	Fee * 0.05

Requirement 3: Beginning and ending balance in the fund

Table 38 summarizes the beginning and ending fund balances for the Ellis Program Area, Program Management Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 38 summarizes the fees collected and the interest earned for the Ellis Program Area, Program Management fund for FY24-25. The Interest/Investment Earnings include cash fair market value offsets.

It should be noted that the amount of $765,729.75 represents the development impact fees that were previously held in separate deposit accounts for tracking purposes. These funds have been reclassified into this Ellis Program Management Fund to reflect the Ellis Program Management Fees collected.

Table 38: Ellis Program Area, Program Management Fund Summary

Ellis Area Prgrm Mgmt	Total
Beginning Fund Balance (July 1, 2024)[1]	$ (96,361.28)
Revenues	
Fees Collected[2]	$ 765,729.75
Interest/Investment Earnings[3]	$ 33,267.00
Other Revenues	$ -
Total Revenues	$ 798,996.75
Expenses	
Project Expenses	$ (49,965.50)
Other Expenses	$ -
Total Expenses	$ (49,965.50)
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 652,669.97

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Fees collected represents the program management development impact fees that were previously held in separate deposit accounts and have been reclassified into the Program Management Fund to reflect the total program management fees.

3 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

Table 39 identifies the Ellis Program Area, Program Management Expenditures for FY24-25. Program management fees cover the cost of legal, accounting, administration support, revenue collection, revenue and cost accounting, mandated AB1600 annual and five-year public reporting, and fee justification analysis for the Ellis fee program.

Table 39: Ellis Program Area, Program Management Project Expenditures

Project	CIP #	Amount Expended	Percent of Project Funded by Fund
Ellis Area Program Management	79211	$ (49,965.50)	100%
Total		**$ (49,965.50)**	

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously

identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

This fund is used for program administrative costs, no public capital improvements are identified. Program management fees cover the cost of legal, accounting, administration support, revenue collection, revenue and cost accounting, mandated AB1600 annual and five-year public reporting, and fee justification analysis for the Ellis fee program and are not tied to specific projects.

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this fund in FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 360 – Citywide Master Plan Fees, Public Safety - Communication Facilities

Requirement 1: Brief description of the type of fee

The purpose of the Citywide Master Plan Fees, Public Safety Fee – Communication Facilities is to fund additional communication facilities that are needed to serve new development in Master Plan Fee program area. Each new resident and worker generate the need for the City to expand their facilities in order to provide adequate response times and improve the City's emergency communication facilities. To accommodate these needs, new facilities will be built or existing facilities will be expanded as identified in the Public Safety Impact Fee Update adopted on October 1, 2019, by Resolution 2019-196.

Requirement 2: Amount of fee

Table 40 identifies the Citywide Master Plan Fees, Public Safety - Communication Facilities Fee for FY24-25. It should be noted that an additional 5% program management fee is deposited in Fund 391 - Urban Management Plan- Program Management.

Table 40: Citywide Master Plan Fees, Public Safety - Communication Facilities Fee

Land Use	Fee
Residential (per unit)	
Very Low Density	$ 325.00
Low Density	$ 325.00
Medium Density	$ 268.00
High Density	$ 217.00
Non-Residential (per 1,000 sf)	
Commercial/Retail	$ 98.83
Office	$ 164.71
Industrial	$ 32.94

Requirement 3: Beginning and ending balance in the fund

Table 41 summarizes the beginning and ending fund balances for the Citywide Master Plan Fees, Public Safety - Communication Facilities for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 41 summarizes the fees collected and the interest earned for the Citywide Master Plan Fees, Public Safety - Communication Facilities Fund for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 41: Citywide Master Plan Fees, Public Safety - Comm Facilities Fund Summary

TIMP, Pub Safety Comm	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 1,053,808.30
Revenues	
Fees Collected	$ 132,569.60
Interest/Investment Earnings[2]	$ 54,837.00
Other Revenues	$ -
Total Revenues	$ 187,406.60
Expenses	
Project Expenses	$ -
Other Expenses	$ -
Total Expenses	$ -
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 1,241,214.90

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

There were no expenses from this fund during FY24-25.

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The Public Safety – Communication Facilities Impact Fees adopted on October 1, 2019, outlines the facilities necessary to mitigate new development's impact on the City's Communication Facilities. **Table 42** identifies the Radio Communications Tower project that will utilize funds collected by this fee. The project still requires additional funding to commence. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

In compliance with the Mitigation Fee Act (AB 1600) and AB 516 reporting requirements, the City will ensure that any remaining unexpended or uncommitted funds are accounted for in future fee updates, used for eligible projects funds, or refunded, as applicable, consistent with Government Code Sections 66001(d) and 66006(b). The City will continue to evaluate the infrastructure needs as part of future master plans, and any new or expanded improvements identified may be considered for inclusion in an updated Nexus Study and corresponding impact fee program, if warranted.

Table 42: Citywide Master Plan Fees, Public Safety - Communication Facilities CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
Radio Communications Tower	TBD	$ 2,234,930.00	FY 30/31	51%	TBD
Total		**$ 2,234,930.00**			

Table 43 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay. The previously identified project still does not have adequate funding to commence.

Table 43: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Radio Communications Tower	TBD	TBD	FY 30/31	Pending additional funding

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this account this FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 361 – Citywide Master Plan Fees, Parks

Requirement 1: Brief description of the type of fee

The City standard for parks is 1 acre per 1,000 residents for Community Parks and 3 acres per 1,000 residents for Neighborhood parks. The Park fee is collected from new development within the master plan area based on the Park Development Impact Fees adopted on January 7, 2014, by Resolution 2014-10.

Requirement 2: Amount of fee

Table 44 identifies the Citywide Master Plan Fees, Parks Fee for FY24-25. It should be noted that the fee includes a 5% program management fee that is deposited in Fund 391 - Urban Management Plan- Program Management.

Table 44: Citywide Master Plan Fees, Parks Fee

Land Use	Fee
Residential (per unit)	
Very Low Density	$ 10,654.00
Low Density	$ 10,654.00
Medium Density	$ 8,717.00
High Density	$ 7,103.00

Requirement 3: Beginning and ending balance in the fund

Table 45 summarizes the beginning and ending fund balances for the Citywide Master Plan Fees, Parks Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 45 summarizes the fees collected and the interest earned for the Citywide Master Plan Fees, Parks Fund for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 45: Citywide Master Plan Fees, Parks Fund Summary

TIMP, Parks	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 12,732,804.23
Revenues	
Fees Collected	$ 1,451,719.64
Interest/Investment Earnings[2]	$ 665,762.00
Other Revenues	$ -
Total Revenues	$ 2,117,481.64
Expenses	
Project Expenses	$ (25,647.70)
Other Expenses	$ -
Total Expenses	$ (25,647.70)
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 14,824,638.17

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

Table 46 summarizes FY24–25 Citywide Master Plan Fee Park expenditures, including funding allocated to Gretchen Talley Park Phase III (CIP # 78170).

Table 46: Citywide Master Plan Fees, Parks Expenditures

Project	CIP #	Amount Expended	Percent of Project Funded by Fund
Gretchen Tally Park Phase III	78170	$ (25,647.70)	27%
Total		**$ (25,647.70)**	

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The Parks Master Plan outlines the park needs and costs to serve new development. The Master Plan Area infrastructure project needs have recently been updated through Master Plan updates.

Table 47 lists the projects currently in progress and anticipated to begin within the next 5 years. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 47: Citywide Master Plan Fees, Parks CIP Project

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
Gretchen Tally Park Phase III	78170	$ 2,159,008.00	In Progress	27%	271 - LMD 301 - General Projects 391 - Prgm Mngmt
Future 15-Acre Community Park (Tracy Hills)	78PP-XXX	$ 17,226,000.00	2026/2027	100%	
Total		**$ 19,385,008.00**			

Table 48 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 48: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Gretchen Tally Park Phase III	78170	In Progress	NA	NA
Future 15-Acre Community Park (Tracy Hills)	78PP-XXX	2025/2026	2026/2027	Start date is based on the estimated issuance of the 2,900th building permit for Tracy Hills, per the Tracy Hills DA

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this account this FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 362 – Citywide Master Plan Fees, Storm Drainage

Requirement 1: Brief description of the type of fee

The purpose of the Citywide Master Plan Fees, Storm Drain Fee is to fund storm drain facilities included in the Citywide Storm Drainage Master Plan, and subsequent amendments, that are needed to serve future development in the Master Plan Fee program area. The Storm Drainage fees were adopted on January 7, 2014 by resolution 2014-10 and updated on October 2, 2018 by resolution 2018-204 and on July 1, 2020 by Resolution 2019-217.

Requirement 2: Amount of fee

Table 49 identifies the Citywide Master Plan Fees, Storm Drainage Fee for FY24-25. It should be noted that the fee includes a 5% program management fee that is deposited in Fund 391 - Urban Management Plan- Program Management.

Table 49: Citywide Master Plan Fees, Storm Drainage Fee

Land Use	Keenan	Westside Residential	NW WSO	Larch Clover	Eastside Industrial	South MacArthur and Rocha	Mountain House[1]	Lammers Watershed[1]	Kagehiro and West Larch Clover[2]
Residential (per unit)									
Very Low Density	NA	NA	NA	NA	NA	$ 6,860.00	NA	$ 2,071.00	$ 866.00
Low Density	$ 3,019.00	$ 6,443.00	NA	NA	NA	$ 6,300.00	NA	$ 1,902.00	$ 751.00
Medium Density	$ 2,039.00	$ 4,317.00	NA	NA	NA	$ 4,189.00	NA	$ 1,265.00	$ 528.00
High Density	$ 1,822.00	$ 3,850.00	NA	NA	NA	$ 3,749.00	NA	$ 1,133.00	$ 470.00
Non-Residential (per acre)									
Commercial/Retail	NA	NA	$ 23,096.00	$ 14,175.00	$ 55,703.00	$ 114,893.00	$ 22,792.00	$ 34,731.00	NA
Office	NA	NA	$ 23,096.00	NA	NA	NA	$ 22,792.00	$ 34,731.00	NA
Industrial	NA	NA	$ 23,096.00	NA	$55,703.00	NA	$ 22,792.00	$ 34,731.00	NA

Please see the storm drainage shed fee studies for the split between outfall versus program infrastructure.

1 Updated Lammers and Mountain House Watershed Storm Drainage Fees were adopted on November 5, 2019 through Resolution No. 2019-217. Fees have been adjusted by ENR in 2020, 2021, 2022, 2023, and 2024.

2 Kagehiro and West Larch Clover only pay the Westside Outfall fee. No additional program infrastructure is required by Kagehiro and the West Larch Clover area is discharged directly to the existing detention basin.

Requirement 3: Beginning and ending balance in the fund

Table 50 summarizes the beginning and ending fund balances for the Citywide Master Plan Fees, Storm Drainage Fund for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 50 summarizes the fees collected and the interest earned for the Citywide Master Plan Fees, Storm Drainage Fund for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 50: Citywide Master Plan Fees, Storm Drain Fund Summary

TIMP, Strm Drn	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 14,025,965.74
Revenues	
Fees Collected	$ 216,665.25
Interest/Investment Earnings[2]	$ 713,337.00
Other Revenues	$ -
Total Revenues	$ 930,002.25
Expenses	
Project Expenses	$ -
Other Expenses	$ -
Total Expenses	$ -
Transfers	$ 432,877.40
Ending Fund Balance (June 30, 2025)	$ 15,388,845.39

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

No expenditures were made from this fund in FY24-25.

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The Storm Drainage Master Plan and subsequent amendments, outline the facilities necessary to mitigate new development's impact on the storm drainage system. The Master Plan Area infrastructure project needs are currently being updated. **Table 51** identifies the priority projects that will utilize funds collected by this fee within the next five years. The timing of project commencement and funding contributions will be prioritized and evaluated through the City's CIP process pending the Master Plan updates. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project

life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

In compliance with the Mitigation Fee Act (AB 1600) and AB 516 reporting requirements, the City will ensure that any remaining unexpended or uncommitted funds are accounted for in future fee updates, utilized for eligible projects, or refunded, as applicable, consistent with Government Code Sections 66001(d) and 66006(b). The City will continue to evaluate the infrastructure needs as part of future Master Plan updates, and any new or expanded improvements identified may be considered for inclusion in an updated Nexus Study and corresponding impact fee program, if warranted.

Table 51: Citywide Master Plan Fees, Storm Drain CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
Eastside Concrete Channel Lining	TBD	$11,529,000.00	In Progress	100%	TBD
DET 10/11 (240 AF needed for storage)	TBD	$ 1,746,150.00	2026/2027	15%	TBD
DET 10/11 Pump Station (30.0 cfs capacity)	TBD	$ 543,450.00	2026/2027	15%	TBD
DET 10/11 Landscaping – Low Visibility	TBD	$ 158,700.00	2026/2027	15%	TBD
DET 10/11 Spillway & Outfall improvements	TBD	$ 70,950.00	2026/2027	15%	TBD
DET 10/11 30" SD Force Main outlet from DET 10/11	TBD	$ 5,806,000.00	2026/2027	15%	TBD
Total		**$19,854,250.00**			

Table 52 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 52: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Storm Drain Master Plan	76086	In Progress	NA	NA
Eastside Concrete Channel Lining	TBD	In Progress	NA	In design
DET 10/11 (240 AF needed for storage)	TBD	2026/2027	NA	NA
DET 10/11 Pump Station (30.0 cfs capacity)	TBD	2026/2027	NA	NA
DET 10/11 Landscaping – Low Visibility	TBD	2026/2027	NA	NA
DET 10/11 Spillway & Outfall improvements	TBD	2026/2027	NA	NA

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

The Storm Drainage Master Plan and subsequent amendments, outline the facilities necessary to mitigate new development's impact on the storm drainage system. The Storm Drainage Master Plan is currently being updated. Funds were transferred from Fund 391, Urban Management Plan – Program Management into Fund 362 for CIP#76086, the update of the Storm Drain Master Plan.

Table 53 summarizes the interfund transfer from the Urban Management Plan – Program Management Fund into the Citywide Master Plan, Storm Drain fund.

Table 53: Interfund Transfer into Citywide Master Plan Fees, Storm Drain

Description of Transfer	Transfer To	Transfer From	Amount
Storm Drain Master Plan	362	391	$ 432,877.40
Total			**$ 432,877.40**

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 363 – Citywide Master Plan Fees, Transportation

Requirement 1: Brief description of the type of fee

The purpose of the Citywide Master Plan Fees, Traffic Fee is to fund transportation facilities included in the Transportation Master Plan to serve future development in the Master Plan Fee program area. The facilities are identified in the Transportation Impact Fees adopted on January 7, 2014, by Resolution 2014-10.

Requirement 2: Amount of fee

Table 54 identifies the Citywide Master Plan Fees, Transportation Fee for FY24-25. It should be noted that the fee includes a 5% program management fee that is deposited in Fund 391 - Urban Management Plan- Program Management.

Table 54: Citywide Master Plan Fees, Transportation Fee

Land Use	Fee
Residential (per unit)	
Very Low Density	$ 7,312.00
Low Density	$ 7,312.00
Medium Density	$ 4,461.00
High Density	$ 4,461.00
Non-Residential (per acre)	
Commercial/Retail	$ 223,275.00
Office	$ 178,093.00
Industrial	$ 101,840.00

Requirement 3: Beginning and ending balance in the fund

Table 55 summarizes the beginning and ending fund balances for the Citywide Master Plan Fees, Transportation Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 55 summarizes the fees collected and the interest earned for the Citywide Master Plan Fees, Transportation for FY24-25. The Interest/Investment Earnings includes cash fair market value offsets. The City had erroneously included fair share payments in the Other Revenues category which represented the fair share payments from Prologis of $10,847.76 for the Chrisman Road and 11th Street intersection and Woodside of $329,631.90 for the Valpico Road and Summit Drive intersection. These are not impact fees and are not included in our accounting. This amount will be transferred to the appropriate funds.

Table 55: Citywide Master Plan Fees, Transportation Fund Summary

TIMP, Traffic	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 25,151,023.56
Revenues	
Fees Collected	$ 2,920,092.17
Interest/Investment Earnings[2]	$ 1,308,849.00
Other Revenues	$ -
Total Revenues	$ 4,228,941.17
Expenses	
Project Expenses	$ (2,870,621.19)
Other Expenses	$ -
Total Expenses	$ (2,870,621.19)
Transfers	$ 550,112.64
Ending Fund Balance (June 30, 2025)	$ 27,059,456.18

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

3 Other Revenues included $340,479.66, but because this amount is not an impact fee, it is not reflected in the table. This amount will be transferred to the appropriate funds.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

Table 56 summarizes the Citywide Master Plan Fees, Transportation expenditures for FY24-25. The percent of project funded may fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 56: Citywide Master Plan Fees, Transportation Project Expenditures

Project	CIP #	Amount Expended	Percent of Project Funded by Fund
TS: CHR & Valpico	72095	$ (273,746.24)	68%
IC: I205 & Paradise	73109	$ (1,504.60)	68%
AW: Cor Hol Rd, Linne to Old Schult	73144	$ (175,841.91)	21%
I-205/Mtn House Overcrossing	73146	$ (1,971.74)	40%
I-580/Mtn House Overcrossing	73147	$ (2,277,095.76)	39%
Intrnl Pkwy Bridge Replace/Exp DMC	73148	$ (21,093.06)	100%
Widening - Corral Hollow I580/Linne	73161	$ (13,379.82)	16%
Transportation Master Plan	73173	$ (105,988.06)	69%
Total		**$ (2,870,621.19)**	

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The Transportation Master Plan and Fee Study outline the facilities that are needed to serve new development in the City. The Master Plan Area infrastructure project needs are currently being updated. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 57 summarizes the projects currently programmed in the City's FY25-26 budget and the anticipated priority projects that will utilize funds collected through this fee program.

Table 57: Citywide Master Plan Fees, Transportation CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
Intersection Improvements - Corral Hollow & Linne	72104	$ -	In Progress	4%	242 - Transp Sales Tax 331 - Ellis Area Traffic
Interchange: I205 & Paradise	73109	$ -	2030/2031	68%	245 - Gas Tax
Avenue Widening: Cor Hol Rd, Linne to Old Schult	73144	$ 848,840.00	In Progress	21%	242 - Transp Sales Tax 331 - Ellis Area Traffic 245 - Gas Tax 392 - Reg Transport Impact
Overcrossing Upgrade - I205 & Mt House Pkwy	73146	$ 539.00	In Progress	40%	392 - Reg Transport Impact
Overcrossing Upgrade - I580 & International Pkwy	73147	$ 19,204,100.00	In Progress	39%	242 - Trans Sales Tax 245 - Gas Tax 261 - ISTEA 392 - Reg Transport Impact
International Parkway Bridge Replacement & Expansion Project at DMC	73148	$ 8,122,310.55	In Progress	46%	Grants Developer Contribution
Bridge Widening: DMC & OLD Schulte Rd	73149	$ -	2030/2031	100%	
Bridge Widening: DM Canal & Old Schulte	73150	$ -	2030/2031	100%	
Widening - Corral Hollow I580/Linne	73161	$ 474,016.00	In Progress	16%	301 - General Projects 331 - Ellis Area Traffic
Transportation Master Plan	73173	$ 534,533.00	In Progress	69%	391 - Program Management
TS: CHR & Valpico	72095	$ 2,341,456.00	In Progress	68%	331 - Ellis Area Traffic 354 - Core DIF 375 - Core Traffic
Total		**$ 31,525,794.55**			

Table 58 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 58: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Intersection Improvements - Corral Hollow & Linne	72104	In Progress	NA	NA
Median & Crosswalk Improvements at Grant Line & MacArthur	72121	Completed	NA	NA
Interchange: I205 & Paradise	73109	In Progress	2030/2031	CalTrans is prioritizing the I-205 & MH Parkway Interchange. Pending additional funding
Avenue Widening: Cor Hol Rd, Linne to Old Schult	73144	In Progress	NA	NA
Overcrossing Upgrade - I205 & Mt House Pkwy	73146	In Progress	NA	NA
Overcrossing Upgrade - I580 & International Pkwy	73147	In Progress	NA	NA
International Parkway Bridge Replacement & Expansion Project at DMC	73148	In Progress	NA	NA
Bridge Widening: DMC & OLD Schulte Rd	73149	In Progress	2030/2031	Pending additional funding
Bridge Widening: DM Canal & Old Schulte	73150	In Progress	2030/2031	Pending additional funding
Widening - Corral Hollow I580/Linne	73161	In Progress	NA	NA
Transportation Master Plan	73173	In Progress	NA	NA
TS: CHR & Valpico	72095	2024/2025	In Progress	In Progress

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

The Transportation Master Plan and Fee Study, outline the facilities that are needed to serve new development in the City. The Transportation Master Plan Area is currently being updated. Funds were transferred from Fund 391, Urban Management Plan – Program Management into Fund 363 for CIP#73173, the update of the Transportation Master Plan.

Table 59 summarizes the interfund transfer from the Urban Management Plan – Program Management Fund into the Citywide Master Plan, Transportation Fund.

Table 59: Fund 363 Interfund Transfer – Transportation Master Plan

Description of Transfer	Transfer To	Transfer From	Amount
Transportation Master Plan	363	391	$ 550,112.64
Total			**$ 550,112.64**

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 364 – Citywide Master Plan Fees, Wastewater

Requirement 1: Brief description of the type of fee

The purpose of the Wastewater Conveyance and Wastewater Treatment Fees (Wastewater Fees) is to fund the facilities in each category that are necessary to provide wastewater services to future development in the Master Plan Fee program area. The facilities are identified in the Tracy Wastewater Conveyance and Treatment Development Impact Fee Study adopted on January 7, 2014, by Resolution 2014-10.

Requirement 2: Amount of fee

Table 60 identifies the Citywide Master Plan Fees, Wastewater Fees for FY24-25. It should be noted that the fee includes a 5% program management fee that is deposited in Fund 391 - Urban Management Plan- Program Management.

Table 60: Citywide Master Plan Fees, Wastewater Fee

Land Use	Treatment Plant	East Conveyance	West Conveyance
Residential (per unit)			
Very Low Density	$ 9,483.00	$ 3,390.00	$ 2,269.00
Low Density	$ 9,483.00	$ 3,390.00	$ 2,269.00
Medium Density	$ 7,759.00	$ 2,775.00	$ 1,857.00
High Density	$ 6,323.00	$ 2,260.00	$ 1,513.00
Non-Residential (per acre)			
Commercial/Retail	$ 40,950.00	$ 14,641.00	$ 9,801.00
Office	$ 40,950.00	$ 14,641.00	$ 9,801.00
Industrial	$ 37,932.00	$ 13,562.00	$ 9,079.00

Requirement 3: Beginning and ending balance in the fund

Table 61 summarizes the beginning and ending fund balances for the Citywide Master Plan Fees, Wastewater Fund for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 61 summarizes the fees collected and the interest earned for the Citywide Master Plan Fees, Wastewater Fund for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 61: Citywide Master Plan Fees, Wastewater Fund Summary

TIMP, Wastewater	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 37,469,228.13
Revenues	
Fees Collected	$ 6,358,717.61
Interest/Investment Earnings[2]	$ 1,994,479.00
Other Revenues	$ -
Total Revenues	$ 8,353,196.61
Expenses	
Project Expenses	$ (219,870.88)
Other Expenses	$ -
Total Expenses	$ (219,870.88)
Transfers	$ 569,891.00
Ending Fund Balance (June 30, 2025)	$ 46,172,444.86

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

Table 62 summarizes FY 2024–25 Citywide Master Plan Fees, Wastewater expenditures, including funding allocated to Sewer Capacity Upgrade in Corral Hollow Road between Schulte Road and 11th Street (CIP # 74165).

Table 62: Citywide Master Plan Fees, Wastewater Project Expenditures

Project	CIP #	Amount Expended	Percent of Project Funded by Fund
Sewer Capacity Upgrade-CH/Schulte/11	74165	$ (219,870.88)	34%
Total		**$ (219,870.88)**	

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The Wastewater Master Plan and Fee Study outline the facilities that are needed to serve new development in the City. The Master Plan Area infrastructure project needs are currently being updated through Master Plan updates. Updated infrastructure project costs will be determined and the timing of project commencement will be prioritized through the City's CIP process.

Table 63 highlights the projects currently programmed in the City's FY25-26 budget and in the early design stages with City staff that will utilize this fund balance. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 63: Citywide Master Plan Fees, Wastewater CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
Wastewater Master Plan	74159	$ -	In Progress	100%	
Sewer Capacity Upgrade - Corral Hollow between Schulte & 11th	74165	$ 3,106,033.00	In Progress	34%	337 - Ellis Area Wastewater 376 - Core Wastewater 523 - Wastewater Capital
Tracy WWTP Expansion Future Phase 2c	74169	$ 25,956,596.00	In Progress	74%	337 - Ellis Area Wastewater 376 - Core Wastewater 523 - Wastewater Capital
Tracy WWTP Expansion Future Phase 3	TBD	$ 51,700,000.00	TBD - Based on prior WWTP Expansion phases	TBD	
West Catchment Conveyance Lines: 4W.1 to Existing 24" in Lammers	TBD	$ 6,221,248.71	Pending additional WW Conveyance funding	100%	
Hansen Pump Station to Tracy WWTP (24 Inch Pipe)	TBD	$ 5,882,011.93	Pending additional WW Conveyance funding	100%	
West Schulte Pump Station	TBD	$ 973,236.41	Pending additional WW Conveyance funding	100%	
Total		**$ 93,839,126.05**			

Table 64 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 64: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Wastewater Master Plan	74159	In Progress	NA	NA
Sewer Capacity Upgrade - Corral Hollow between Schulte & 11th	74165	In Progress	NA	NA
Tracy WWTP Expansion Future Phase 2c	74169	In Progress	NA	NA

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

The Wastewater Master Plan and Fee Study, outline the facilities that are needed to serve new development in the City. The Wastewater Master Plan Area infrastructure project needs are currently being updated. Funds were transferred from Fund 391, Urban Management Plan – Program Management into Fund 364 for CIP#74159, the update of the Wastewater Master Plan.

Table 65 summarizes the interfund transfer from the Urban Management Plan – Program Management Fund into the Citywide Master Plan, Wastewater fund.

Table 65: Interfund Transfer into TIMP, Wastewater

Description of Transfer	Transfer To	Transfer From	Amount
Wastewater Master Plan	364	391	$ 569,891.00
Total			**$ 569,891.00**

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 365 – Citywide Master Plan Fees, Water

Requirement 1: Brief description of the type of fee

The purpose of the Water Supply, Water Distribution and Water Treatment Fees (Water Fee) is to fund the facilities in each category that are necessary to provide water to future development in the Master Plan Fee program area. The facilities are identified in the Citywide Water System Master Plan – Tier 1 Development Impact Fee Analysis for the Backbone Buildout Potable and Recycled Water Systems memo adopted on January 7, 2014, by Resolution 2014-10.

Requirement 2: Amount of fee

Table 66 identifies the Citywide Master Plan Fees, Water Fees for FY24-25. It should be noted that the fee includes a 5% program management fee that is deposited in Fund 391 - Urban Management Plan- Program Management.

Table 66: Citywide Master Plan Fees, Water Fee

Land Use	Distribution	Supply	Treatment
Residential (per unit)			
Very Low Density	$ 5,972.00	$ 2,555.00	$ 4,646.00
Low Density	$ 5,972.00	$ 2,555.00	$ 4,646.00
Medium Density	$ 4,299.00	$ 1,840.00	$ 3,344.00
High Density	$ 3,044.00	$ 1,304.00	$ 2,368.00
Non-Residential (per acre)			
Commercial/Retail	$ 24,841.00	$ 10,633.00	$ 19,322.00
Office	$ 18,630.00	$ 7,973.00	$ 14,492.00
Industrial	$ 18,630.00	$ 7,973.00	$ 14,492.00

Requirement 3: Beginning and ending balance in the fund

Table 67 summarizes the beginning and ending fund balances for the Citywide Master Plan Fees, Water Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 67 summarizes the fees collected and the interest earned for the Citywide Master Plan Fees, Water Fee for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 67: Citywide Master Plan Fees, Water Fund Summary

TIMP, Water	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 22,960,104.43
Revenues	
Fees Collected	$ 2,961,379.69
Interest/Investment Earnings[2]	$ 1,286,451.00
Other Revenues	$ -
Total Revenues	$ 4,247,830.69
Expenses	
Project Expenses	$ (3,858,665.96)
Other Expenses	$ -
Total Expenses	$ (3,858,665.96)
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 23,349,269.16

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

Table 68 summarizes FY 2024–25 Citywide Master Plan Fees, Water expenditures, including funding allocated to Water Lines Lammers Rd (CIP # 75160).

Table 68: Citywide Master Plan Fees, Water Project Expenditures

Project	CIP #	Amount Expended	Percent of Project Funded by Fund
Water Lines Lammers Rd	75160	$ (3,858,665.96)	95%
Total		**$ (3,858,665.96)**	

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The Water Master Plan and Fee Study outline the facilities that are needed to serve new development in the City. The Master Plan Area infrastructure project needs are currently being re-evaluated and updated through Master Plan updates. Infrastructure projects to be constructed by this fund will be determined through the updates and the timing of project commencement will be prioritized through the City's CIP process.

Table 69 highlights the projects currently programmed in the City's FY25-26 budget and priority projects the City anticipates starting within the next five years. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 69: Citywide Master Plan Fees, Water CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
Water Lines Lammers Rd	75160	$ 3,712,232.04	In Progress	95%	368 - TIMP Recycled Water
BF Sisk Dam Buy In	75175	$ 66,249.00	In Progress	67%	513 - Water Capital
ASR Expansion Study	TBD	$ 350,000.00	2026/2027	100%	
Tracy Blvd Pipeline Improvements (Replace 12-in diameter pipelines)	TBD	$ 1,149,000.00	2026/2027	100%	
Tracy Blvd Jack and Bore Improvements (18-in diameter, 24-in casing)	TBD	$ 200,000.00	2026/2027	100%	
Groundwater Wells Improvements (ammonia addition)	TBD	$ 2,745,000.00	2026/2027	100%	
JJWTP Storage Reservoir (1.0 MG Clearwell No. 3)	TBD	$ 5,506,000.00	2026/2027	100%	
ASR Groundwater Well	TBD	$ 7,138,000.00	2026/2027	100%	
Lammers Road Transmission Main Additional Costs	TBD	$ 1,356,000.00	2026/2027	100%	
SCADA Improvements (Well No. 8)	TBD	$ 229,000.00	2026/2027	100%	
SCADA Improvements (Pressure Regulating Station No. 1)	TBD	$ 229,000.00	2026/2027	100%	
SCADA Improvements (Pressure Regulating Station No. 2)	TBD	$ 229,000.00	2026/2027	100%	
SCADA Improvements (Pressure Regulating Station No. 3)	TBD	$ 229,000.00	2026/2027	100%	
SCADA Improvements (Pressure Regulating Station No. 4)	TBD	$ 229,000.00	2026/2027	100%	
SCADA Improvements (Pressure Regulating Station No. 5)	TBD	$ 229,000.00	2026/2027	100%	
SCADA Improvements (Pressure Regulating Station No. 6)	TBD	$ 229,000.00	2026/2027	100%	
Total		**$ 23,825,481.04**			

Table 70 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay. Several projects were delayed due to capacity of staff resources and pending adoption of the updated Master Plan and Fee Study.

Table 70: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Water Lines Lammers Rd	75160	In Progress	NA	NA
BF Sisk Dam Buy In	75175	In Progress	NA	NA
Los Vaqueros Reservoir	75174	In Progress	Cancelled	Cancelled by Contra Costa Water District
ASR Expansion Study	TBD	2024/2025	2026/2027	Project deferred
Tracy Blvd Pipeline Improvements (Replace 12-in diameter pipelines)	TBD	2024/2025	2026/2027	Project deferred
Tracy Blvd Jack and Bore Improvements (18-in diameter, 24-in casing)	TBD	2024/2025	2026/2027	Project deferred
Groundwater Wells Improvements (ammonia addition)	TBD	2024/2025	2026/2027	Project deferred
JJWTP Storage Reservoir (1.0 MG Clearwell No. 3)	TBD	2024/2025	2026/2027	Project deferred
ASR Groundwater Well	TBD	2024/2025	2026/2027	Project deferred

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this account this FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 366 – Citywide Master Plan Fees, Public Facilities

Requirement 1: Brief description of the type of fee

The purpose of the Citywide Master Plan Fees, Public Facilities Fee is to fund public facilities needed to serve new development in the Master Plan program area. In order to accommodate these needs, new facilities will be built or existing facilities will be expanded. Each new resident and worker creates a demand for additional public facilities: such as additional space at City Hall or expansion of the Corporation Yard. In addition, new residents create the additional need for recreational facilities such as an aquatic center, library, and recreation center. These facilities are further defined in the City's Public Facilities Master Plan and Impact Fee Technical Memo adopted on January 7, 2014, by Resolution 2014-10.

Requirement 2: Amount of fee

Table 71 identifies the Citywide Master Plan Fees, Public Facilities Fee for FY24-25. It should be noted that the fee includes a 5% program management fee that is deposited in Fund 391 - Urban Management Plan- Program Management.

Table 71: Citywide Master Plan Fees, Public Facilities Fee

Land Use	Fee
Residential (per unit)	
Very Low Density	$ 4,163.00
Low Density	$ 4,163.00
Medium Density	$ 3,405.00
High Density	$ 2,776.00
Non-Residential (per 1,000 sf)	
Commercial/Retail	$ 108.11
Office	$ 180.20
Industrial	$ 36.05

Requirement 3: Beginning and ending balance in the fund

Table 72 summarizes the beginning and ending fund balances for the Citywide Master Plan Fees, Public Facilities Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 72 summarizes the fees collected and the interest earned for the Citywide Master Plan Fees, Public Facilities Fund for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 72: Citywide Master Plan Fees, Public Facilities Fund Summary

TIMP, Public Fac	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 7,495,894.26
Revenues	
Fees Collected	$ 1,647,499.25
Interest/Investment Earnings[2]	$ 297,866.00
Other Revenues	$ -
Total Revenues	$ 1,945,365.25
Expenses	
Project Expenses	$ -
Other Expenses	$ -
Total Expenses	$ -
Transfers	$ (5,264,362.00)
Ending Fund Balance (June 30, 2025)	$ 4,176,897.51

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

No expenditures were made from this account for FY24-25.

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The Public Facilities Master Plan and Fee Study identified the facilities necessary to serve new development. The City is currently planning for the construction of a bus maintenance / corp yard as identified in **Table 73** which will utilize funds collected to date from this fee program. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 73: Citywide Master Plan Fees, Public Facilities CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
Multi-Generational Recreation Center	78178	$ -	In Progress	0%	241 - Trans Dev Act 301 - General Projects 307 - Measure V 334 - Ellis Public Bldgs Grants Developer Contribution 371 - Core Public Bldgs 373 - Core Pub Safety
Bus Maintenance/Corp Yard	77586	$ 14,148,443.63	In Progress - Under Study	39%	241 - Trans Dev Act 301 - General Projects 307 - Measure V 334 - Ellis Public Bldgs Grants Developer Contribution 371 - Core Public Bldgs 573 - Transit Capital
Total		**$ 14,148,443.63**			

Table 74 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 74: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Multi-Generational Recreation Center	78178	In Progress	NA	Funds transferred to project.

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

The Public Facilities Master Plan and Fee Study identified the facilities necessary to serve new development. The City is currently constructing a multi-generational facility. A transfer was made from this fund in the amount of $5,264,362.00 toward the Multi-Generational Recreation Center & Park Improvements (CIP#78178).

Table 75 summarizes the interfund transfer between the Citywide Master Plan Fees, Public Facilities Fee to contribute towards the Multi-Generational Recreation Center and Park Improvements (CIP#78178).

Table 75: Interfund Transfer from TIMP, Public Facilities for Multi-Generational Rec Center

Description of Transfer	Transfer To	Transfer From	Amount
Multi-Generational Rec Center	308	366	$ (5,264,362.00)
Total			**$ (5,264,362.00)**

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 367 – Citywide Master Plan Fees, Public Safety - Police

Requirement 1: Brief description of the type of fee

The purpose of the Citywide Master Plan Fees, Public Safety Fee - Police is to fund additional police facilities that are needed to serve new development in Master Plan Fee program area. Each new resident and worker generate the need for the City to expand their facilities in order to provide adequate response times and hire and house new officers as outlined in the City of Tracy Public Safety Impact Fee Update adopted on October 1, 2019 by Resolution 2019-196.

Requirement 2: Amount of fee

Table 76 identifies the Citywide Master Plan Fees, Public Safety - Police Fee for FY24-25. It should be noted that an additional 5% program management fee is deposited in Fund 391 - Urban Management Plan- Program Management.

Table 76: Citywide Master Plan Fees, Public Safety – Police Fee

Land Use	Fee
Residential (per unit)	
Very Low Density	$ 965.00
Low Density	$ 965.00
Medium Density	$ 788.00
High Density	$ 642.00
Non-Residential (per 1,000 sf)	
Commercial/Retail	$ 292.31
Office	$ 487.16
Industrial	$ 97.45

Requirement 3: Beginning and ending balance in the fund

Table 77 summarizes the beginning and ending fund balances for the Citywide Master Plan Fees, Public Safety - Police Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 77 summarizes the fees collected and the interest earned for the Citywide Master Plan Fees, Public Safety - Police Fee for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 77: Citywide Master Plan Fees, Public Safety - Police Fund Summary

TIMP, Public Safety PD	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 1,495,546.50
Revenues	
Fees Collected	$ 184,604.53
Interest/Investment Earnings[2]	$ 74,278.00
Other Revenues	$ -
Total Revenues	$ 258,882.53
Expenses	
Project Expenses	$ (27,297.13)
Other Expenses	$ -
Total Expenses	$ (27,297.13)
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 1,727,131.90

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

Table 78 summarizes FY 2024–25 Citywide Master Plan Fees, Public Safety - Police expenditures, including funding allocated to Multipurpose Reality Based Training (CIP#71110).

Table 78: Citywide Master Plan Fees, Public Safety – Police Project Expenditures

Project	CIP #	Amount Expended	Percent of Project Funded by Fund
Multipurpose Reality Based Training	71110	$ (27,297.13)	5%
Total		**$ (27,297.13)**	

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The Police Facilities needed to serve new development are identified in the Public Safety Master Plan and Public Safety Impact Fee Update. **Table 79** shows the currently programmed project

from the FY25-26 CIP budget utilizing fees collected for this fund and the anticipated Police Remodel that will require additional funds. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 79: Citywide Master Plan Fees, Public Safety - Police CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
Multipurpose Reality Based Training Facility	71110	$ 25,449.00	In Progress	5%	231 - Asset Forfeiture 301 - General Projects 605 - Equip
Police Department Remodel & Addition	TBD	$ 19,998,078.00	2030/2031	56%	TBD
Total		**$ 20,023,527.00**			

Table 80 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 80: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Multipurpose Reality Based Training Facility	71110	In Progress	NA	NA
Police Department Remodel & Addition	TBD	Pending additional project funding	2030/2031	Estimated start date, pending additional project funding

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this account this FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 368 – Citywide Master Plan Fees, Recycled Water

Requirement 1: Brief description of the type of fee

The purpose of the Citywide Master Plan Fees, Recycled Water Fee is to fund the recycled water facilities that are necessary to offset potable water needs with non-potable water in order to secure adequate potable water for future development in the Master Plan Fee program area, as shown in the Citywide Water System Master Plan – Tier 1 Development Impact Fee Analysis for the Backbone Buildout Potable and Recycled Water Systems Technical Memo adopted on January 7, 2014 by Resolution 2014-10.

Requirement 2: Amount of fee

Table 81 identifies the Citywide Master Plan Fees, Recycled Water Fee for FY24-25. It should be noted that the fee includes a 5% program management fee that is deposited in Fund 391 - Urban Management Plan- Program Management.

Table 81: Citywide Master Plan Fees, Recycled Water Fee

Land Use	Fee
Residential (per unit)	
Very Low Density	$ 3,742.00
Low Density	$ 3,742.00
Medium Density	$ 3,217.00
High Density	$ 2,171.00
Non-Residential (per acre)	
Commercial/Retail	$ 21,063.00
Office	$ 17,173.00
Industrial	$ 17,173.00

Requirement 3: Beginning and ending balance in the fund

Table 82 summarizes the beginning and ending fund balances for the Citywide Master Plan Fees, Recycled Water Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 82 summarizes the fees collected and the interest earned for the Citywide Master Plan Fees, Recycled Water Fund for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 82: Citywide Master Plan Fees, Recycled Water Fund Summary

TIMP, Recycled Water	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 3,552,776.37
Revenues	
Fees Collected	$ 1,230,187.89
Interest/Investment Earnings[2]	$ 220,624.00
Other Revenues	$ -
Total Revenues	$ 1,450,811.89
Expenses	
Project Expenses	$ (41,260.00)
Other Expenses	$ -
Total Expenses	$ (41,260.00)
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 4,962,328.26

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

Table 83 summarizes the expenditures from the Citywide Master Plan Fees, Recycled Water Fund for FY24-25. These funds were expended for the Recycled Water System Expansion (CIP#74168).

Table 83: Citywide Master Plan Fees, Recycled Water Expenditures

Project	CIP #	Amount Expended	Percent of Project Funded by Fund
Recycled Water System Expansion	74168	$ (41,260.00)	21%
Total		**$ (41,260.00)**	

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the

previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The Water Master Plan and Impact Fee memo, outline the water infrastructure needs to serve the Master Plan Areas. **Table 84** identifies the anticipated priority projects once adequate fee revenues are collected. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 84: Citywide Master Plan Fees, Recycled Water CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
Recycled Water System Expansion	74168	$ 5,218,074.00	In Progress	21%	336 - Ellis Recycled Water Grant Funding
Water Lines Lammers Rd	75160	$ 379,128.00	In Progress	5%	365 - TIMP Water
New DMC Pipeline (30-in diameter)	TBD	$ 18,618,709.00	TBD	77%	336 - Ellis Recycled Water
Total		**$ 24,215,911.00**			

Table 85 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 85: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Recycled Water System Expansion	74168	In Progress	NA	NA
Water Lines Lammers Rd	75160	In Progress	NA	NA
New DMC Pipeline (30-in diameter)	TBD	TBD	NA	Pending additional funding

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this account this FY24-25

8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 369 – Citywide Master Plan Fees, Public Safety - Fire

Requirement 1: Brief description of the type of fee

The purpose of the Citywide Master Plan Fees, Public Safety - Fire Fee is to fund additional fire facilities that are needed to serve new development in Master Plan Fee program area. Each new resident and worker generate the need for the City to expand their facilities in order to provide adequate firefighting services response times as identified in the Public Safety Impact Fee Update adopted on October 1, 2019, by Resolution 2019-196.

Requirement 2: Amount of fee

Table 86 summarizes the beginning and ending fund balances for the Citywide Master Plan Fees, Public Safety – Fire Fee for FY24-25. It should be noted that an additional 5% program management fee is deposited in Fund 391 - Urban Management Plan- Program Management.

Table 86: Citywide Master Plan Fees, Public Safety – Fire Fee

Land Use	Fee
Residential (per unit)	
Very Low Density	$ 797.00
Low Density	$ 797.00
Medium Density	$ 650.00
High Density	$ 531.00
Non-Residential (per 1,000 sf)	
Commercial/Retail	$ 241.22
Office	$ 402.04
Industrial	$ 80.41

Requirement 3: Beginning and ending balance in the fund

Table 87 summarizes the beginning and ending fund balances for the Citywide Master Plan Fees, Public Safety – Fire Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 87 summarizes the fees collected and the interest earned for the Citywide Master Plan Fees, Public Safety - Fire for FY24-25. Tracy Hills is receiving fee credits for the construction of Fire Station 95. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 87: Citywide Master Plan Fees, Public Safety - Fire Fund Summary

TIMP, Public Safety Fire	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 226,238.94
Revenues	
Fees Collected	$ 143,830.52
Interest/Investment Earnings[2]	$ 11,143.00
Other Revenues	$ -
Total Revenues	$ 154,973.52
Expenses	
Project Expenses	$ (356,989.69)
Other Expenses	$ -
Total Expenses	$ (356,989.69)
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 24,222.77

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

Table 88 identifies the expenditures from this fund. These funds are being allocated to Fire Training Tower Site (CIP#71109).

Table 88: Citywide Master Plan Fees, Public Safety – Fire Fee Expenditure

Project	CIP #	Amount Expended	Percent of Project Funded by Fund
Fire Training Tower Site	71109	$ (356,989.69)	52%
Total		**$ (356,989.69)**	

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the

previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

Table 89 identifies the project budgeted in the City's FY25-26 CIP Budget for this fund. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 89: Citywide Master Plan Fees, Public Safety - Fire CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources
Fire Training Tower at NEI Reservoir	71109	$ 121,321.00	In Progress	52%	605 - Equip Replacement Tracy Rural Fire
Total		**$ 121,321.00**			

Table 90 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 90: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Fire Training Tower at NEI Reservoir	71109	In Progress	NA	NA

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this account this FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 371 – Core Public Facilities Fees

Requirement 1: Brief description of the type of fee

The purpose of the Core Public Facilities Fee is to fund the general government and recreational facilities generated by new development and growth in the Core program fee area. The facilities funded by this fee are described in the Core Fees Development Impact Fee Study adopted on January 18, 2022 by Resolution 2022-008.

Requirement 2: Amount of fee

Table 91 identifies the Core Public Facilities Fee for FY24-25. It should be noted that an additional 5% program management fee is deposited in Fund 391 - Urban Management Plan- Program Management.

Table 91: Core Public Facilities Fee

Land Use	Fee
Residential (per unit)	
SFR	$ 3,328.00
MFR (attached 2-4)	$ 2,723.00
HDR (attached 4+)	$ 2,221.00
Non-Residential (per 1,000 sf)	
Office	$ 132.93
Commercial/Retail	$ 79.65
Industrial	$ 26.36

Requirement 3: Beginning and ending balance in the fund

Table 92 summarizes the beginning and ending fund balances for the Core Public Facilities Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 92 summarizes the fees collected and the interest earned for the Core Public Facilities Fee for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 92: Core Public Facilities Fund Summary

CORE Public Buildings	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 5,073,686.09
Revenues	
Fees Collected	$ 7,671.97
Interest/Investment Earnings[2]	$ 201,667.00
Other Revenues	$ -
Total Revenues	$ 209,338.97
Expenses	
Project Expenses	$ -
Other Expenses	$ -
Total Expenses	$ -
Transfers	$ (2,771,867.00)
Ending Fund Balance (June 30, 2025)	$ 2,511,158.06

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

No expenditures were made from this account for FY24-25.

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The list of Core, Public Facilities projects that are currently in progress are identified in **Table 93**. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 93: Core Public Facilities CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
Aquatic Center (Fair Share)	78054	$ 1,975,082.00	In Progress	3%	307 - Measure V 378 - Core Parks Developer Contribution
Multi-Generational Rec Center (Fair share of the library facilities expansion)	78178	$ 1,029,596.00	In Progress	4%	241 - Transportation Dev Act 301 - General Projects 307 - Measure V 334 - Ellis Pub Bldg 366 - TIMP Public Fac Grant Funding Developer Contribution
Total		**$ 3,004,678.00**			

Table 94 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 94: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Fair share of the Aquatic Center	78054	In Progress	NA	NA
Multi-Generational Rec Center (Fair share of the library facilities expansion)	78178	In Progress	NA	NA

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

The Core Public Facilities called out the facilities necessary to serve new development. The City is currently in the process of the construction of a Multi-Generational Recreation Center.

Table 95 summarizes the interfund transfer from Core Public Facilities for the Multi-Generational Recreational Center **(**CIP#78178**)**.

Table 95: Interfund Transfer for Multi-Generational Rec Center

Description of Transfer	Transfer To	Transfer From	Amount
Multi-Generational Rec Center	308	371	$ (2,771,867.00)
Total			**$ (2,771,867.00)**

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 372 – Core Public Safety Fire

Requirement 1: Brief description of the type of fee

The purpose of the Core Public Safety Fire Fee is to fund the fire facilities generated by new development and the growth in the Core program fee area. The facilities funded by this fee are described in the Core Fees Development Impact Fee Study adopted on January 18, 2022 by Resolution 2022-008.

Requirement 2: Amount of fee

Table 96 identifies the Core Public Safety Fire fee For FY24-25. It should be noted that an additional 5% program management fee is deposited in Fund 391 - Urban Management Plan-Program Management.

Table 96: Core Public Safety Fire Fee

Land Use	Fee
Residential (per unit)	
SFR	$ 1,520.00
MFR (attached 2-4)	$ 1,244.00
HDR (attached 4+)	$ 1,014.00
Non-Residential (per 1,000 sf)	
Office	$ 767.55
Commercial/Retail	$ 460.52
Industrial	$ 153.51

Requirement 3: Beginning and ending balance in the fund

Table 97 summarizes the beginning and ending fund balances for the Core Public Safety Fire Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 97 summarizes the fees collected and the interest earned for the Core Public Safety Fire Fund for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 97: Core Public Safety Fire Fund Summary

CORE Public Safety Fire	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 2,511,586.62
Revenues	
Fees Collected	$ 18,245.77
Interest/Investment Earnings[2]	$ 126,728.00
Other Revenues	$ -
Total Revenues	$ 144,973.77
Expenses	
Project Expenses	$ -
Other Expenses	$ -
Total Expenses	$ -
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 2,656,560.39

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

No expenditures were made from this account for FY24-25.

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The improvement in **Table 98** is a priority project identified in the Core Fee Study and project construction will be prioritized through the City's CIP process once sufficient funds are collected. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 98: Core Public Safety Fire CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
Fire Station #97 - Valpico & Tracy Blvd	71020	$ 5,560,112.90	2030/2031	42%	369 - TIMP, Fire
Total		**$ 5,560,112.90**			

Table 99 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 99: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Fire Station #97 - Valpico & Tracy Blvd	71020	TBD	2030/2031	Estimated start date, pending additional project funding

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this account this FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 373 – Core Public Safety Police

Requirement 1: Brief description of the type of fee

The purpose of the Core Public Safety Police Fee is to fund the police facilities generated by new development and the growth in the Core program fee area. The facilities funded by this fee are described in the Core Fees Development Impact Fee Study adopted on January 18, 2022 by Resolution 2022-008.

Requirement 2: Amount of fee

Table 100 identifies the Core Public Safety Police Fee for FY24-25. It should be noted that an additional 5% program management fee is deposited in Fund 391 - Urban Management Plan-Program Management.

Table 100: Core Public Safety Police Fee

Land Use	Fee
Residential (per unit)	
SFR	$ 342.00
MFR (attached 2-4)	$ 281.00
HDR (attached 4+)	$ 228.00
Non-Residential (per 1,000 sf)	
Office	$ 173.09
Commercial/Retail	$ 103.85
Industrial	$ 34.61

Requirement 3: Beginning and ending balance in the fund

Table 101 summarizes the beginning and ending fund balances for the Core Public Safety Police for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 101 summarizes the fees collected and the interest earned for the Core Public Safety Police Fee for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 101: Core Public Safety Police Fund Summary

CORE Public Safety Police	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 780,407.41
Revenues	
Fees Collected	$ 4,115.20
Interest/Investment Earnings[2]	$ 32,227.00
Other Revenues	$ -
Total Revenues	$ 36,342.20
Expenses	
Project Expenses	$ -
Other Expenses	$ -
Total Expenses	$ -
Transfers	$ (367,268.00)
Ending Fund Balance (June 30, 20254)	$ 449,481.61

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

There were no expenses from this fund during FY24-25.

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The remaining improvement in **Table 102** is identified in the Core Fee Study and project construction will be prioritized through the City's CIP Process as additional funds are collected. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 102: Core Public Safety Police CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
Police Facility Expansion for Additional Officers	71PP-060	$ 2,236,169.13	2035/2036	100%	TBD
Total		**$ 2,236,169.13**			

Table 103 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 103: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Police Facility Expansion for Additional Officers	71PP-060	TBD	2035/2036	Estimated start date, pending additional project funding

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

The Core Public Safety Police called out the facilities necessary to serve new development. The City is currently in the process of the construction of a Multi-Generational Recreation Center which will include a police substation.

Table 104 summarizes the funds transferred out of this fund for the Multi-Generational Recreational Center Police Substation component **(**CIP#78178**)**.

Table 104: Interfund Transfer into Fund 308

Description of Transfer	Transfer To	Transfer From	Amount
Multi-Generational Rec Center - Public Safety Facilities - PD Substation	308	373	$ (367,268.00)
Total			**$ (367,268.00)**

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 374 – Core Public Safety Communication Facilities

Requirement 1: Brief description of the type of fee

The purpose of the Core Public Safety Communication Facilities Fee is to fund the fire, police, and communication facilities generated by new development and the growth in the Core program fee area. The facilities funded by this fee are described in the Core Fees Development Impact Fee Study adopted on January 18, 2022 by Resolution 2022-008.

Requirement 2: Amount of fee

Table 105 identifies the Core Public Safety Communication Facilities Fee for FY24-25. It should be noted that an additional 5% program management fee is deposited in Fund 391 - Urban Management Plan- Program Management.

Table 105: Core Public Safety Communication Facilities Fee

Land Use	Fee
Residential (per unit)	
SFR	$ 33.00
MFR (attached 2-4)	$ 27.00
HDR (attached 4+)	$ 22.00
Non-Residential (per 1,000 sf)	
Office	$ 16.84
Commercial/Retail	$ 10.11
Industrial	$ 3.37

Requirement 3: Beginning and ending balance in the fund

Table 106 summarizes the beginning and ending fund balances for the Core Public Safety Communication Facilities for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 106 summarizes the fees collected and the interest earned for the Core Public Safety Communication Facilities Fee for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 106: Core Public Safety Communication Facilities Fund Summary

CORE Public Safety Comm Facilities	Total
Beginning Fund Balance (July 1, 2024)[1]	$ (95,409.25)
Revenues	
Fees Collected	$ 7,228.37
Interest/Investment Earnings[2]	$ 287.00
Other Revenues	$ -
Total Revenues	$ 7,515.37
Expenses	
Project Expenses	$ -
Other Expenses	$ -
Total Expenses	$ -
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ (87,893.88)

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

There were no expenses from this fund during FY24-25.

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The improvement identified in the Core Fee Study for the Public Safety Communication Facilities Fund (reimbursement to the general fund for CIP 71050 and CIP 71114) was completed FY21-22. Collection of fees will continue to cover the fronted cost of the improvements until the fund balance is made whole. Once the fund balance is made whole, this fee program will be complete and closed unless other eligible projects are identified and adopted by Council.

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this fund during FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 375 – Core Traffic

Requirement 1: Brief description of the type of fee

The purpose of the Core Traffic Fee is to fund the transportation infrastructure and facilities that are necessary to mitigate the traffic impacts created by new development in the Core program fee area. The facilities funded by this fee are described in the Core Fees Development Impact Fee Study adopted on January 18, 2022 by Resolution 2022-008.

Requirement 2: Amount of fee

Table 107 identifies the Core Traffic Fee for FY24-25. It should be noted that an additional 5% program management fee is deposited in Fund 391 - Urban Management Plan- Program Management.

Table 107: Core Traffic Fee

Land Use	Fee[1]
Residential (per unit)	
SFR	$ 6,764.00
MFR (attached 2-4)	$ 3,247.00
HDR (attached 4+)	$ 3,247.00
Non-Residential (per acre)	
Office	$ 88,273.00
Commercial/Retail	$ 127,369.00
Industrial	$ 70,281.00

1 Pursuant to the California Code Section 66005.1, new housing developments within a half mile of the transit center, will receive a 20% Traffic Fee reduction.

Requirement 3: Beginning and ending balance in the fund

Table 108 summarizes the beginning and ending fund balances for Core Traffic Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 108 summarizes the fees collected and the interest earned for Core Traffic Fund for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 108: Core Traffic Fund Summary

CORE Traffic	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 30,192,093.52
Revenues	
Fees Collected	$ 384,371.29
Interest/Investment Earnings[2]	$ 1,527,778.00
Other Revenues	$ -
Total Revenues	$ 1,912,149.29
Expenses	
Project Expenses	$ (271,672.45)
Other Expenses	$ -
Total Expenses	$ (271,672.45)
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 31,832,570.36

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

Table 109 summarizes FY 2024–25 Core Traffic expenditures, including funding allocated to the traffic signal installation and roadway widening at Corral Hollow Road and Valpico Road intersection project (CIP # 72095).

Table 109: Core Traffic Project Expenditures

Project	CIP #	Amount Expended	Percent of Project Funded by Fund
TS: CHR & Valpico	72095	$ (271,672.45)	20%
Total		**$ (271,672.45)**	

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

Table 110 lists the priority projects and share of funding expected to come from the Core Fees. Exact timing and prioritization will be determined as part of the City's CIP process and based on collection of adequate funds. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 110: Core Traffic CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
Corral Hollow Road / Valpico Road	72095	$ 340,422.00	In Progress	20%	331 - Ellis Traffic 354 - Core Traffic 363 - TIMP Traffic
Traffic Signal at Tracy Blvd./Valpico Road	72074	$ 526,052.91	In Progress	24%	364 - TIMP Traffic
Corral Hollow Road: 11th Street to Schulte Road	73103	$ 2,686,195.55	In Progress	31%	364 - TIMP Traffic
Valpico Road: Tracy Boulevard to MacArthur Dr	73190	$ 6,911,376.14	2025/2026	69%	363 - TIMP Traffic 331 - Ellis Traffic
Grant Line Road: I-205 to Lammers	73035	$ 3,789,207.63	2026/2027	76%	363 - TIMP Traffic
Grant Line Road / Lammers Road	72PP-081	$ 59,002.81	In Progress	5%	363 - TIMP Traffic
Acquire ROW for Chrisman Road: I-205 to Grant Line Road	73090	$ 2,791,330.00	Completed, Pending Reimbursement	90%	363- TIMP Traffic Other TBD
Corral Hollow Road: Old Schulte to I-580	73PP-046	$ 2,097,962.33	2026/2027	10%	363- TIMP Traffic Other TBD
Grant Line Road: Byron Road to Street "A" (Power Road)	73PP-043	$ 276,466.92	2025/2026	5%	363- TIMP Traffic Other TBD
Tracy Boulevard / Gandy Dancer	72094	$ 418,178.25	2025/2026	25%	363- TIMP Traffic Other TBD
Grant Line Road / Power Road (Street "A")	72PP-028	$ 1,003,038.65	2025/2026	100%	Other TBD
Corral Hollow Road / I-580 EB and WB	72PP-030	$ 892,637.30	2027/2028	10%	363- TIMP Traffic Other TBD
Chrisman Road / Valpico Road	72PP-056	$ 357,201.30	In Progress	25%	363- TIMP Traffic Other TBD
Grant Line Road / Naglee Road / I-205 WB ramps	72PP-082	$ 77,895.90	2025/2026	10%	363- TIMP Traffic Other TBD
I-205 EB Ramps / Grant Line Road	72PP-084	$ 875,866.79	2025/2026	10%	363- TIMP Traffic Other TBD
Widen 11th Street: MacArthur Drive to Chrisman Road	73143	$ 744,323.04	In progress	10%	363- TIMP Traffic Other TBD
MacArthur Drive: Approximately 650 LF from I-205 WB Ramps towards Arbor Ave, incl. frontage	73PP-071	$ 2,218,881.78	2025/2026	30%	363- TIMP Traffic Other TBD
Grant Line Road / Lincoln Boulevard	72PP-064	$ 59,002.81	2026/2027	14%	245 - Gas Tax Other TBD
Eleventh Street / Lincoln Boulevard	72PP-094	$ 1,130,654.66	2026/2027	8%	Other TBD
Aqueduct Crossing for Corral Hollow Road	73158	$ 841,188.53	2026/2027	7%	363- TIMP Traffic Other TBD
Valpico Road: Lammers Road to Corral Hollow	73PP-051	$ 1,035,489.28	2026/2027	8%	363- TIMP Traffic Other TBD
MacArthur Drive / I-205 Interchange	72062	$ 18,455,900.14	TBD	100%	
Total		**$ 47,588,274.74**			

Table 111 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 111: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Corral Hollow Road / Valpico Road	72095	In Progress	NA	NA
Traffic Signal at Tracy Blvd./Valpico Road	72074	In Progress	NA	NA
Corral Hollow Road: 11th Street to Schulte Road	73103	In Progress	NA	NA
Valpico Road: Tracy Boulevard to MacArthur Dr	73190	2024/2025	2025/2026	Updated estimated start date.
Grant Line Road: I-205 to Lammers	73035	2025/2026	2027/2028	Project priority downgraded. Additional funding required.
Grant Line Road / Lammers Road	72PP-081	In Progress	NA	NA
Acquire ROW for Chrisman Road: I-205 to Grant Line Road	73090	Completed, Pending Reimbursement	NA	NA
Corral Hollow Road: Old Schulte to I-580	73PP-046	2026/2027	NA	NA
Grant Line Road: Byron Road to Street "A" (Power Road)	73PP-043	2025/2026	NA	NA
Tracy Boulevard / Gandy Dancer	72094	2024/2025	2025/2026	Reviewing project need.
Grant Line Road / Power Road (Street "A")	72PP-028	2025/2026	NA	NA
Corral Hollow Road / I-580 EB and WB	72PP-030	2027/2028	NA	NA
Chrisman Road / Valpico Road	72PP-056	In Progress	NA	NA
Grant Line Road / Naglee Road / I-205 WB ramps	72PP-082	2024/2025	2025/2026	Updated estimated start date.
I-205 EB Ramps / Grant Line Road	72PP-084	2024/2025	2025/2026	Updated estimated start date.
Widen 11th Street: MacArthur Drive to Chrisman Road	73143	2024/2025	In progress	Project in progress.
MacArthur Drive: Approximately 650 LF from I-205 WB Ramps towards Arbor Ave, incl. frontage	73PP-071	2025/2026	NA	NA
Grant Line Road / Lincoln Boulevard	72PP-064	2026/2027	NA	NA
Eleventh Street / Lincoln Boulevard	72PP-094	2026/2027	NA	NA
Aqueduct Crossing for Corral Hollow Road	73158	2026/2027	NA	NA
Valpico Road: Lammers Road to Corral Hollow	73PP-051	2026/2027	NA	NA

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this fund during FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 376 – Core Wastewater

Requirement 1: Brief description of the type of fee

The purpose of the Core Wastewater Fee is to fund the wastewater conveyance and treatment facilities that are necessary to provide wastewater services to future development in the Core Fee program area. The facilities funded by this fee are described in the Core Fees Development Impact Fee Study adopted on January 18, 2022 by Resolution 2022-008.

Requirement 2: Amount of fee

Table 112 identifies the Core Wastewater Fees for FY24-25. It should be noted that an additional 5% program management fee is deposited in Fund 391 - Urban Management Plan- Program Management.

Table 112: Core Wastewater Fee

Land Use	Wastewater Treatment Plant[1]	Wastewater Conveyance Fee[2,3]
Residential (per unit)		
SFR	$ 4,477.00	$ 4,442.00
MFR (attached 2-4)	$ 3,671.00	$ 3,644.00
HDR (attached 4+)	$ 2,999.00	$ 2,976.00
Non-Residential (per acre)		
Office	$ 22,742.00	$ 22,572.00
Commercial/Retail	$ 22,742.00	$ 22,572.00
Industrial	$ 21,085.00	$ 20,928.00

1 ISP South will pay the AD 84-1 WWTP upgrade fees in lieu of the Core Fees WWTP Fee since their original capacity was funded through AD 84-1. The Upgrade fees fund the WWTP upgrade to a tertiary treatment system to meet the NPDES conditions.

2 NEI I bond funded 24% of wastewater conveyance projects and will only be obligated to pay 76% of the Core Fees Wastewater Conveyance Fee.

3 ISP South was part of AD 84-1 which funded wastewater capacity (both conveyance and treatment) for ISP South parcels. HDR will pay 85% and non-residential land use will pay 15% of the Core Fees Wastewater Conveyance Fee to account for increased flows of 15% and the change in land uses to HDR which triggered the need for additional improvements not funded in AD 84-1.

Requirement 3: Beginning and ending balance in the fund

Table 113 summarizes the beginning and ending fund balances for Core Wastewater Fee in FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 113 summarizes the fees collected and the interest earned for the Core Wastewater Fee for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 113: Core Wastewater Fund Summary

CORE Wastewater	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 3,928,697.04
Revenues	
Fees Collected	$ 143,526.35
Interest/Investment Earnings[2]	$ 201,783.00
Other Revenues	$ -
Total Revenues	$ 345,309.35
Expenses	
Project Expenses	$ -
Other Expenses	$ -
Total Expenses	$ -
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 4,274,006.39

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

No expenditures were made from this fund during FY24-25.

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the

previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The list of improvements in **Table 114** are identified as the priority projects for this fund and are from the Core Fee Study and the City's FY25-26 CIP Budget. The fund balance in this fee program will be used to fund these projects until additional funding is collected to move on to next projects. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 114: Core Wastewater CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources
New Outfall Pipeline WW Treatment Plant - Larch Rd & Holly Dr	74083	$ 213,234.00	In Progress	13%	523 - Wastewater Capital
East Side Sewer Upgrades	74084	$ 721,013.00	In Progress	100%	
WWTP Expansion Phase 2B	74107	$ 3,100,000.00	In Progress	10%	364 - TIMP Wastewater 337 - Ellis Wastewater 523 - Wastewater Capital
Corral Hollow Sewer Lines (Parkside Drive to Fieldview)	TBD	$ 314,720.00	2026/2027	6%	364 - TIMP Wastewater 337 - Ellis Wastewater
Total		**$ 4,348,967.00**			

Table 115 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 115: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
New Outfall Pipeline WW Treatment Plant - Larch Rd & Holly Dr	74083	In Progress	NA	NA
East Side Sewer Upgrades	74084	On Hold	In Progress	In Progress
WWTP Expansion Phase 2B	74107	In Progress	NA	NA

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this fund during FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 377 – Core Water

Requirement 1: Brief description of the type of fee

The purpose of the Core Water Fee is to fund the water conveyance, water supply, and water treatment facilities that are necessary to provide water to future development in the Core Fee program area. The facilities funded by this fee are described in the Core Fees Development Impact Fee Study adopted on January 18, 2022, by Resolution 2022-008.

Requirement 2: Amount of fee

Table 116 identifies the Core Water Fee for FY24-25. It should be noted that an additional 5% program management fee is deposited in Fund 391 - Urban Management Plan- Program Management.

Table 116: Core Water Fee

Land Use	Fee [1, 2, 3, 4]
Residential (per unit)	
SFR	$ 6,904.00
MFR (attached 2-4)	$ 4,972.00
HDR (attached 4+)	$ 3,521.00
Non-Residential (per acre)	
Office	$ 21,541.00
Commercial/Retail	$ 28,722.00
Industrial	$ 21,541.00

1 NEI I bond funded 85% of water projects and will only be obligated to pay 15% of the Core Fees Water Fee.

2 NEI II bond funded 55% of water projects and will only be obligated to pay 45% of the Core Fees Water Fee.

3 Plan C, except for Edgewood, bonded for water facilities and will not pay the Water Fee. Only Edgewood will pay the Core Fees Water Fee.

4 ISP South residential will pay the full Core Fees Water Fee and non-residential will pay 46% of the Core Fees Water Fee. The water treatment and supply for the original ISP South development was funded through AD 87-3, but due to change in land use from non-residential to high density residential, the residential land uses are responsible for purchasing additional water supply and treatment.

Requirement 3: Beginning and ending balance in the fund

Table 117 summarizes the beginning and ending fund balances for the Core Water Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 117 summarizes the fees collected and the interest earned for the Core Water Fee for FY24-25.

Table 117: Core Water Fund Summary

CORE Water	Total
Beginning Fund Balance (July 1, 2024)[1]	$ (5,043,212.49)
Revenues	
Fees Collected	$ 83,005.55
Interest/Investment Earnings	$ -
Other Revenues	$ -
Total Revenues	$ 83,005.55
Expenses	
Project Expenses	$ -
Other Expenses	$ -
Total Expenses	$ -
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ (4,960,206.94)

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

No expenditures were made from this account for FY24-25.

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

Sufficient funds have not been collected from this fee program to commence capital water improvements identified in the Core Fee Study. The fund is in a negative balance and fee collection will continue to cover the prefunding of Core Fee Water projects. There are currently no capital improvement projects scheduled.

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this account this FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 378 – Core Parks

Requirement 1: Brief description of the type of fee

The purpose of the Core Parks Fee is to fund the park and recreation needs generated by new development and growth in the Core Program area. Each new resident creates a demand for additional park and recreation facilities such as neighborhood parks and community parks. The City's adopted standard is to provide three acres of Neighborhood Park and one acre of Community Park for each 1,000 new residents. In order to accommodate these needs, new parks will be built and/or existing parks will be expanded. The facilities funded by this fee are described in the Core Fees Development Impact Fee Study adopted on January 18, 2022, by Resolution 2022-008.

Requirement 2: Amount of fee

Table 118 identifies the Core Parks Fee for FY24-25. It should be noted that an additional 5% program management fee is deposited in Fund 391 - Urban Management Plan- Program Management.

Table 118: Core Parks Fee

Land Use	Neighborhood Park	Community Park
Residential (per unit)		
SFR	$ 6,965.00	$ 1,323.00
MFR (attached 2-4)	$ 5,699.00	$ 1,084.00
HDR (attached 4+)	$ 4,643.00	$ 883.00
Non-Residential (per acre)		
Office	$ -	$ -
Commercial/Retail	$ -	$ -
Industrial	$ -	$ -

Requirement 3: Beginning and ending balance in the fund

Table 119 summarizes the beginning and ending fund balances for the Core Parks Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 119 summarizes the fees collected and the interest earned for the Core Parks Fund for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 119: Core Parks Fund Summary

CORE Parks	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 4,067,083.80
Revenues	
Fees Collected	$ 12,239.93
Interest/Investment Earnings[2]	$ 203,182.00
Other Revenues	$ -
Total Revenues	$ 215,421.93
Expenses	
Project Expenses	$ (321,197.38)
Other Expenses	$ -
Total Expenses	$ (321,197.38)
Transfers	$ -
Ending Fund Balance (June 30, 2025)	$ 3,961,308.35

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

Table 120 summarizes FY 2024–25 Core Parks expenditures, including funding allocated to Gretchen Tally Park PH III (CIP # 78170).

Table 120: Core Parks Project Expenditures

Project	CIP #	Amount Expended	Percent of Project Funded by Fund
Gretchen Tally Park PH III	78170	$ (321,197.38)	61%
Total		**$ (321,197.38)**	

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The list of improvements in **Table 121** is compiled from the Core Fee Study and the City's FY25-26 CIP Budget as projects utilizing funding from this fee program. Project construction will be

prioritized through the City's CIP process as sufficient funds continue to be collected. Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 121: Core Parks CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources
Gretchen Tally Park Phase III	78170	$ 3,321,268.00	In Progress	61%	361 - TIMP Parks
Future Community Park	78PP-XXX	$ 3,278,597.00	TBD	TBD	TBD
Total		**$ 6,599,865.00**			

Table 122 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 122: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
Gretchen Tally Park Phase III	78170	In Progress	NA	NA

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this account this FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 379 – Core Storm Drainage

Requirement 1: Brief description of the type of fee

The purpose of the Core Storm Drainage Fee is to fund the storm drainage facilities and improvements needed to serve new development within the Core Fees drainage area. As each new development is built, the amount of impervious area is increased, thus generating more storm water runoff that must be mitigated. The facilities funded by this fee are described in the Core Fees Development Impact Fee Study adopted on January 18, 2022 by Resolution 2022-008.

Requirement 2: Amount of fee

Table 123 identifies the Core Storm Drainage Fee for FY24-25. It should be noted that an additional 5% program management fee is deposited in Fund 391 - Urban Management Plan-Program Management.

Table 123: Core Storm Drainage Fee

Land Use	Fee [1, 2]
Residential (per unit)	
SFR	$ 2,584.00
MFR (attached 2-4)	$ 1,716.00
HDR (attached 4+)	$ 1,537.00
Non-Residential (per acre)	
Office	$ 40,033.00
Commercial/Retail	$ 40,033.00
Industrial	$ 40,033.00

1 NEI I and NEI II will not pay the Core Fees Storm Drainage Fee. Through the study "Storm Drainage Impact Fee Study NEI and Eastside Industrial" by Harris & Associates, adopted by City Council on 10/02/2018 through Resolution No. 2018-204, NEI I and NEI II will pay the current Master Plan Fees for the Northeast Industrial Drainage Shed.

2 SMPA will help fund the South MacArthur Sub-basin and as such will pay the current Master Plan fees for South MacArthur and Rocha Storm Drainage shed.

Requirement 3: Beginning and ending balance in the fund

Table 124 summarizes the beginning and ending fund balances for the Core Storm Drainage Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 124 summarizes the fees collected and the interest earned for the Core Storm Drainage Fund for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 124: Core Storm Drain Fund Summary

CORE Drainage	Total	
Beginning Fund Balance (July 1, 2024)[1]	$	8,121,029.57
Revenues		
Fees Collected	$	30,881.73
Interest/Investment Earnings[2]	$	408,828.00
Other Revenues	$	-
Total Revenues	$	439,709.73
Expenses		
Project Expenses	$	-
Other Expenses	$	-
Total Expenses	$	-
Transfers	$	-
Ending Fund Balance (June 30, 2025)	$	8,560,739.30

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

No expenditures were made from this fund in FY24-25.

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

The list of Storm Drain improvements in **Table 125** is compiled from the Core Fee Study and the City's FY25-26 CIP budget. Project construction will be prioritized through the City's CIP process. Approximate construction start dates are estimated in the table because the City may condition developers to construct specific improvements as part of their development projects as growth occurs. As a result, the timing of construction depends on the pace and location of private development rather than a pre-determined City capital schedule. These projects will proceed in coordination with future development activity. The collection of these impact fees remains necessary to ensure funding is available for the construction of these facilities when needed to support future development

Future project expenditures are based on information available from the City's current CIP and may be updated as the CIP moves through the project life cycle. The percent of project funded may also fluctuate as the final project cost is identified to reflect available grants, tax revenue, and impact fee funds.

Table 125: Core Storm Drain CIP Projects

Project	CIP #	Estimated Future Expenditure	Estimated Start	Percent of Project Funded by Fund	Other Funding Sources (if applicable)
South MacArthur, Ph 2	76059	$ 500,580.00	In Progress	100%	
Detention Basin 2B (Zone 1)	76066 / 76081	$ 5,855,822.00	Completed, Reimbursement Pending.	100%	
Detention Basin 2A (Zone 2)	76045	$ 628,727.00	Completed, Reimbursement Pending.	100%	
Detention Basin V	76PP-XXX	$ 137,388.54	2026/2027	100%	
DET V Pump Station	76PP-XXX	$ 206,471.02	2026/2027	100%	
Reimbursement to Westside Outfall	76PP-XXX	$ 953,849.47	2026/2027	100%	
Detention Basin 12	76PP-073	$ 511,501.00	TBD	100%	
Total		$ 8,794,339.02			

Table 126 summarizes the capital improvement projects listed in the previous report, whether construction began as scheduled, and if delayed, a revised approximate new start date and the reason for the delay.

Table 126: Capital Improvements Identified in the Previous Report

Project	CIP #	Estimated Start Date (Prior Report)	Revised Start Date	Reason for Date Change (if applicable)
South MacArthur, Ph 2	76059	In Progress	NA	NA
Detention Basin 2B (Zone 1)	76066 / 76081	Completed, Reimbursement Pending.	NA	NA
Detention Basin 2A (Zone 2)	76045	Completed, Reimbursement Pending.	NA	NA
Detention Basin V	76PP-XXX	2024/2025	2026/2027	Deferred to later start date
DET V Pump Station	76PP-XXX	2024/2025	2026/2027	Deferred to later start date
Reimbursement to Westside Outfall	76PP-XXX	2024/2025	2026/2027	Deferred to later start date

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

No interfund transfers or loans were made from this fund during FY24-25.

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

Fund 391 – Urban Management Plan- Program Management

Requirement 1: Brief description of the type of fee

The Urban Management Plan - Program Management Fee is a five percent fee collected as a soft cost mark-up used to fund the cost related to the oversight and management of the fee program.

Requirement 2: Amount of fee

The fees are collected as part of the individual fees, calculated as a mark-up of 5% on the project costs. The 5% is then deposited in the program management fund. **Table 127** shows how the Urban Management Plan - Program Management Fee is calculated.

Table 127: Program Management Fee

Land Use	Fee
Residential (per unit)	
SFR	Fees * 0.05
MFR (attached 2-4)	Fees * 0.05
HDR (attached 4+)	Fees * 0.05
Non-Residential (per acre)	
Office	Fees * 0.05
Commercial/Retail	Fees * 0.05
Industrial	Fees * 0.05

Requirement 3: Beginning and ending balance in the fund

Table 128 summarizes the beginning and ending fund balances for the Urban Management Plan - Program Management Fee for FY24-25.

Requirement 4: Amount of fees collected and the interest earned during the previous year

Table 128 summarizes the fees collected and the interest earned for the Urban Management Plan - Program Management Fund for FY24-25. It should be noted that the Interest/Investment Earnings includes cash fair market value offsets.

Table 128: Urban Management Plan - Program Management Fund Summary

Urban Mgt Plan-PM	Total
Beginning Fund Balance (July 1, 2024)[1]	$ 5,297,875.41
Revenues	
Fees Collected	$ 926,643.43
Interest/Investment Earnings[2]	$ 424,196.00
Other Revenues	$ -
Total Revenues	$ 1,350,839.43
Expenses	
Project Expenses	$ (565,954.61)
Other Expenses[3]	$ (347,533.84)
Total Expenses	$ (913,488.45)
Transfers	$ (1,552,881.04)
Ending Fund Balance (June 30, 2025)	$ 4,182,345.35

1 Beginning FY 24-25 fund balance may differ from ending fund balances reported in FY23-24 report. This is due to corrections to the fair market offset in the final audited numbers, which were not available at the time the report was prepared.

2 Investment Earnings total includes cash-fair market value offsets.

3 Other Expenses include Payroll expenses not related to CIPs.

Requirement 5: Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees.

Program management fees cover the cost of legal, accounting, administration support, revenue collection, revenue and cost accounting, mandated AB1600 annual and five-year public reporting, and fee justification analysis for the fee programs.

Table 129 summarizes the Urban Management Plan - Program Management Fund expenditures for FY24-25. The Other Expenses from this fund were for reimbursement of staff and administrative time related to program management.

Table 129: Program Management Project Expenditures

Project	CIP #	Amount Expended	Percent of Project Funded by Fund
Public Facilities Master Plan	71107	$ (9,937.50)	100%
Storm Drain Master Plan	76086	$ (43,586.25)	58%
TIMP Program Management	79212	$ (512,430.86)	100%
Total		**$ (565,954.61)**	

Requirement 6: i) An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been collected to complete financing on an incomplete public improvement and the public improvement remains incomplete. ii) Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted. iii) For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable.

This fund is used for program management costs associated with administering the various DIF funds versus a physical public improvement. Program management fees cover the cost of legal, accounting, administration support, revenue collection, revenue and cost accounting, mandated AB1600 annual and five-year public reporting, and fee justification analysis for the fee programs and are not tied to specific projects.

Requirement 7: Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each will be repaid and the rate of interest the account will receive on the loan.

The Storm Drain, Transportation, and Wastewater Master Plans and Fee Studies, are currently being updated. Funds were transferred from Fund 391, Urban Management Plan – Program Management, to the following funds to support the Master Plan updates: Fund 362 Citywide Master Plan - Storm Drainage (CIP#76086), Fund 363 Citywide Master Plan – Transportation (CIP#73173), and Fund 364 Citywide Master Plan - Wastewater (CIP#74159).

Table 130 summarizes the Program Management Fund interfund transfers from the Urban Management Plan – Program Management Fund to the Citywide Master Plan Funds for Storm Drainage, Transportation and Wastewater.

Table 130: Program Management Interfund Transfer

Description of Transfer	Transfer To	Transfer From	Amount
Storm Drain Master Plan	362	391	$ (432,877.40)
Transportation Master Plan	363	391	$ (550,112.64)
Wastewater Master Plan	364	391	$ (569,891.00)
Total			**$ (1,552,881.04)**

Requirement 8: Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects. For any refunds made, the number of persons or entities identified to receive those refunds.

No refunds were made from this fund in FY24-25.

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION 2025-_____

APPROVING THE CITY'S DEVELOPMENT IMPACT FEE ANNUAL REPORT FOR FISCAL YEAR 2024-2025 ON DEVELOPMENT IMPACT FEE REVENUES AND EXPENDITURES, IN ACCORDANCE WITH THE MITIGATION FEE ACT.

WHEREAS, the Mitigation Fee Act, commonly referred to as AB1600 and codified as Government Code sections 66000-66006, imposes requirements for the collection and expenditure of development impact fees; and

WHEREAS, Section 66006(b)(1) requires the City to prepare and make available to the public information for each separate account or fund, including: 1) a brief description of the fee, 2) the amount of the fee, 3) the beginning and ending balance, 4) the amount of the fees collected and interest earned, 5) an identification of each public improvement on which fees were expended and the amount of expenditures on each improvement including the total percentage of the cost that was funded with fees, 6) an identification of an approximate date by which the construction of the public improvement will begin if the City determines sufficient funds have been collected, 7) a description of each interfund transfer or loan, including the public improvements on which the transferred or loaned fees will be expended, and in the case of an interfund loan, the date on which the loan will be repaid and the rate of interest, and 8) the amount of refunds made, if any; and

WHEREAS, on October 11, 2023, California Governor Gavin Newsom signed into law AB516 which amended certain portions of the Mitigation Fee Act related to the annual and five-year reporting requirements. Under AB516, Requirements 6 and 8 have been expanded to include the following: 6a) identification of each public improvement identified in the previous report and whether construction began on the approximate date noted, 6b) for previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable, and 8a) for any refunds made, the number of persons or entities identified to receive those refunds; and

WHEREAS, the report satisfies all eight requirements with respect to FY24-25; and

WHEREAS, for the fifth fiscal year following the first deposit into the account or fund, and every five years thereafter, the City must make the following findings with respect to any remaining funds in the fee account, regardless of whether those funds are committed or uncommitted: 1) an identification of the purpose to which the fee is to be put, 2) a demonstration of a reasonable relationship between the fee and the purpose for which it is charged, 3) an identification of all sources and amounts of funding anticipated to complete financing of incomplete improvements in the fee program; and 4) a designation of the approximate dates on which the funding is expected to be deposited into the appropriate account or fund; and

WHEREAS, the Five-Year Report was completed along with the Annual Report in FY21-22 and is not required this year; and

WHEREAS, the report is intended to satisfy the annual reporting requirements for FY24-25; and

WHEREAS, the City maintains 31 different Development Impact Fee funds, with combined collected fee totaling $22,037,771 in FY24-25; and

WHEREAS, development impact fee total expenditures and transfers for FY24-25 totaled $21,452,542; and

WHEREAS, the main fee areas are the Core Fees, Master Plan Fees, and the Ellis Fees. Gateway Phase 1 will be consolidated with the City Master Plan Area in the future; and

WHEREAS, staff, working with Harris and Associates, has prepared the AB1600: Development Impact Fee Annual Report for FY24-25 (Report); and

WHEREAS, a copy of said Report is available to the public at least 15 days in advance of this meeting and provided notice of this meeting to all interested persons who filed a request with the City Clerk at least 15 days in advance of this meeting; now, therefore, be it

RESOLVED: That the City Council of the City of Tracy hereby finds and determines that the foregoing recitals are true and correct and are hereby incorporated herein as findings and determinations of the City; and be it

FURTHER RESOLVED: That the City Council hereby adopts the AB1600: Development Impact Fee Annual Report for FY24-25 regarding development impact fee revenues and expenditures.

* * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the Tracy City Council on the 16th day of December 2025 by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

December 16, 2025

Agenda Item 1.F

RECOMMENDATION

Staff recommends that the City Council 1) adopt a resolution approving a General Services Agreement with Interstate Sales for purchasing roadway marking materials used for striping of City streets, in an amount not to exceed $100,000 per fiscal year and an initial term of one (1) year and 2) authorize the City Manager to extend the agreement up to an additional four (4) years.

EXECUTIVE SUMMARY

This item is to consider authorizing a General Services Agreement on December 16, 2025 with Interstate Sales (Contractor) for roadway marking materials used by Public Works for striping of City streets, including thermoplastic markings, painted striping, raised pavement markers, and pavement symbols at designated locations throughout the City.

The proposed General Services Agreement has a not-to-exceed amount of $100,000 per fiscal year and authorizes the City Manager, upon the recommendation of the Director of Public Works, to approve a four (4) year extension based on the recommendation from the Director of Public Works.

BACKGROUND AND LEGISLATIVE HISTORY

The Public Works Department is responsible for the maintenance of City streets, pavement surfaces, and roadway markings. Staff regularly inspects and maintains traffic striping, crosswalks, legends, and other pavement markings to ensure public safety and regulatory compliance.

The City maintains an extensive network of streets and roadway markings that require ongoing maintenance to ensure visibility, durability, and conformance with California Manual on Uniform Traffic Control Devices (CA MUTCD) standards.

To maintain these standards, the City contracts for roadway marking materials used for striping of City streets. This includes guardrail repairs, repainting faded lines, applying new thermoplastic symbols, and ensuring proper traffic control during installation. Contracting these services provides the flexibility needed to respond efficiently to maintenance and safety needs citywide.

ANALYSIS

Pursuant to the Tracy Municipal Code, Article 4, Section 2.20.180, staff issued a Notice Inviting Bids (Notice) on October 16, 2025, for roadway marking materials used for striping of City streets at designated locations. The Notice was posted on the City's website, and one (1) response was received by the established deadline of October 27, 2025.

Staff conducted a comprehensive review of the submittal from Interstate Sales, confirming that the company met all requirements outlined in the Notice. Interstate Sales demonstrated the necessary skills, experience, and certifications to provide the requested services, including expertise in roadway markings, striping, and thermoplastic application.

The recommended agreement is for a one-year term, with a not-to-exceed amount of $100,000 per fiscal year. In addition, it authorizes the City Manager to approve a four year extension, based on the recommendation of the Director of Public Works.

FISCAL IMPACT

There is no additional fiscal impact, as the Public Works Department has accounted for this ongoing program expense in its Streets Maintenance and Operations budgets.

PUBLIC OUTREACH/ INTEREST

This is an operational item for the Public Works Department. No public outreach was conducted.

CEQA DETERMINATION

This is an operational item, and CEQA does not apply.

STRATEGIC PLAN

This agenda item is consistent with the City Council's adopted Public Safety, Infrastructure, and Quality of Life strategies.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council 1) adopt a resolution approving a General Services Agreement with Interstate Sales for purchasing roadway marking materials used for striping of City streets, in an amount not to exceed $100,000 per fiscal year and an initial term of one (1) year and 2) authorize the City Manager to extend the agreement up to an additional four (4) years.

Prepared by: Anthony Camarena, Operations Supervisor

Reviewed by: Anush Nejad, Director of Public Works
David Murphy, Assistant Director of Public Works
Sara Castro, Director of Finance
L. David Nefouse, City Attorney
Arturo Sanchez, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

Attachments: A: General Services Agreement – Interstate Sales

CITY OF TRACY
GENERAL SERVICES AGREEMENT

This General Services Agreement (**Agreement**) is entered into between the City of Tracy, a municipal corporation (**City**), and Trentman Corporation dba Interstate Sales &/or T-man Traffic Supply, a California Corporation (**Contractor**). City and Contractor are referred to individually as "Party" and collectively as "Parties."

Recitals

A. City desires to retain Contractor to provide roadway markings and materials procurement; and

B. On October 16, 2025, the City issued a Request for Proposals (RFP) for the procurement of roadway markings and materials (**Project**). On October 24, 2025, Contractor submitted its proposal for the Project to the City. City, receiving one responsive bid, determined that Contractor possess the skills, experience and certifications required to provide the services.

C. After negotiations between the City and Contractor, the Parties have reached an agreement for the performance of services in accordance with the terms set forth in this Agreement.

D. This Agreement is being executed pursuant to Resolution No. 2025-__ approved by Tracy City Council on _____, 2025.

Now therefore, the Parties mutually agree as follows:

1. Scope of Work. Contractor shall perform the services described in Exhibit "A" attached and incorporated by reference. The services shall be performed by, or under the direct supervision of, Contractor's Authorized Representative: Chance Trentman**.** Contractor shall not replace its Authorized Representative, nor shall Contractor use or replace any subcontractors or subconsultants, without City's prior written consent. A failure to obtain the City's prior written consent for any change or replacement in personnel or subcontractor may result in the termination of this Agreement.

2. Time of Performance. Time is of the essence in the performance of services under this Agreement and the timing requirements set forth shall be strictly adhered to unless otherwise modified in writing in accordance with this Agreement. Any services for which times for performance are not specified in this Agreement shall be started and completed by Contractor in a reasonably prompt and timely manner based upon the circumstances and direction communicated to the Contractor. Contractor shall submit all requests for time extensions to the City in writing no later than ten days after the start of the condition which purportedly caused the delay, and not later than the date on which performance is due. City shall grant or deny such requests at its sole discretion.

2.1 Term. The term of this Agreement shall begin on December 16, 2025 and end on June 30, 2026, unless terminated in accordance with Section 6. This Agreement may be extended for an additional four (4) years by the City Manager following a written determination that Contractor has satisfactorily met all the requirements of this Agreement.

3. Compensation. City shall pay Contractor on a time and expense basis, at the billing rates set forth in Exhibit "B," attached and incorporated by reference for services performed under this Agreement.

3.1 Not to Exceed Amount. Contractor's total compensation under this Agreement shall not exceed $100,000 (One hundred thousand) dollars per fiscal year. Contractor's billing rates shall cover

all costs and expenses for Contractor's performance of this Agreement. No work shall be performed by Contractor in excess of the total compensation amount provided in this section without the City's prior written approval.

3.2.1. If a manufacturer's general price to the trade or industry increases after the first six (6) months of this Agreement, Contractor may request an increase to the affected line item(s), provided that costs to the Contractor increased by more than five (5) percent and that such cost increase was not known or reasonably knowable to Contractor at the time of bid.

3.2.2. Request for price increases must be in writing and include the following:

i. item name
ii. date and amount of manufacturer's price increase
iii. supporting documentation from the manufacturer
iv. amount of and justification for requested price increase

3.2 Invoices. Contractor shall submit monthly invoices to the City that describe the services performed, including times, dates, and names of persons performing the services.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8 Labor Code Compliance. Contractor is aware of the requirements of Chapter 1 of Part 7 of Division 2 of the California Labor Code and applicable regulations which require the payment of prevailing wage rates (§1771, §1774, and §1775); employment of apprentices (§1777.5), certified payroll records

(§1776), hours of labor (§1813 and §1815), debarment of contractors and subcontractors (§1777.1) and the performance of other requirements on "public works" and "maintenance" projects. The services being performed under this Agreement are part of a "public works" or "maintenance" project, as defined in the Prevailing Wage Laws, Contractor agrees to fully comply with such Prevailing Wage Laws.

8.1 Rates. These prevailing wage rates are on file with the City and are available online at http://www.dir.ca.gov/DLSR. Each Contractor and Subcontractor must pay no less than the specified rates to all workers employed to perform the services described herein. The schedule of per diem wages is based upon a working day of eight hours. The rate for holiday and overtime work must be at least time and one-half. Contractor assumes all responsibility for such payments and shall defend, indemnify and hold the City harmless from any and all claims made by the State of California, the Department of Industrial Relations, any subcontractor, any worker, or any other third party.

8.2 Registration with DIR. Contractor warrants that it is registered with the Department of Industrial Relations and qualified to perform the services consistent with Labor Code section 1725.5.

8.3 Monitoring. This Agreement will be subject to compliance monitoring and enforcement by the DIR, under Labor Code section 1771.4.

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

10. Independent Contractor Status. Contractor is an independent contractor and is solely responsible for the acts of its employees or agents, including any negligent acts or omissions. Contractor is not City's employee and Contractor shall have no authority, express or implied, to act on behalf of the City as an agent, or to bind the City to any obligation, unless the City provides prior written authorization. Contractor is free to work for other entities while under contract with the City. Contractor, and its agents or employees, are not entitled to City benefits.

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

12. Rebates, Kickbacks, or Other Unlawful Consideration. Contractor warrants that this Agreement was not obtained or secured through rebates, kickbacks, or other unlawful consideration either promised or paid to any City official or employee. For breach of this warranty, City shall have the right, in its sole discretion, to terminate this Agreement without liability; to pay only for the value of the work actually performed; or to deduct from the contract price; or otherwise recover the full amount of such rebate, kickback, or other unlawful consideration.

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

To City:

City of Tracy
Attn: David Murphy, Operations Assistant Director
333 Civic Center Plaza
Tracy, CA 95376

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

To Contractor:

Trentman Corporation
DBA Interstate Sales &/or
T-man Traffic Supply
Attn: Chance Trentman
12600 Locksley Lane, Suite 200
Auburn, CA 95602

14. Miscellaneous.

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

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

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

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

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

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

14.6.1 Hazardous Materials. Contractor is responsible for all costs of clean up and/or removal of hazardous and toxic substances spilled as a result of performing their services.

14.6.2 Non-discrimination. Contractor represents and warrants that it is an equal opportunity employer and it shall not discriminate against any subcontractor, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Contractor shall also comply with all applicable anti-discrimination federal and state laws, including but not limited to, the California Fair Employment and Housing Act (Gov. Code 12990 (a-f) et seq.).

14.7 Business Entity Status. Contractor is responsible for filing all required documents and/or forms with the California Secretary of State and meeting all requirements of the Franchise Tax Board, to the extent such requirements apply to Contractor. By entering into this Agreement, Contractor represents that it is not a suspended corporation. If Contractor is a suspended corporation at the time it enters this Agreement, City may take steps to have this Agreement declared voidable.

14.8 Business License. Before the City signs this Agreement, Contractor shall obtain a City of Tracy Business License. Contractor shall maintain an active City of Tracy Business License during the term of this Agreement.

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

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

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

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

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

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

[SIGNATURES ON FOLLOWING PAGE]

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

City of Tracy

_____
By: Dan Ariola
Title: Mayor
Date: _____

Attest:

_____
April B. A. Quintanilla, City Clerk

Approved as to form:

_____
L. David Nefouse, City Attorney

Trentman Corporation, dba Interstate Sales &/or T-man Traffic Supply

_____
By: William Michael Trentman
Title: CEO/CFO
Date: 11-10-2025

Federal Employer Tax ID No. 94-2739845

Exhibits:

A Scope of Work, including personnel and time of performance (See Agreement sections 1 and 2.)
B Compensation (See Agreement section 3.)

EXHIBIT A - Scope of Work

- Provide and deliver all roadway markings and materials for striping and maintenance of City streets, as specified and approved by the City.
- City to provide Contractor with six 6 month forecast of materials needed.
- Provide documentation verifying compliance with safety and accessibility standards.
- Submit warranties, maintenance manuals, and manufacturer contact information as needed.
- All materials must meet California MUTCD and Caltrans standards.
- Contractor required to specify a percentage discount for items outside of the provided list.
- Delivery of all orders shall be made not later than 21 calendar days after the order is placed.

EXHIBIT B - Compensation

MATERIALS/SUPPLIES	TYPE	PRICE	5% Increase Contingency
Ennis-Flint Hot Melt Thermoplastic Road making's compound 50 lbs. bags Thermodrop ALKYD-WHITE	bag	$60.00	$63.00
Ennis-Flint Hot Melt Thermoplastic Roadmaking's compound 50 lbs. bags Thermodrop ALKYD-YELLOW	bag	$63.50	$66.68
Ennis-Flint PreMark Preformed Thermoplastic White 8' "ST OP" 125 MIL - FHWA	Pack	$195.00	$204.75
Ennis-Flint PreMark Preformed Thermoplastic White 8' "AHEAD" 125 MIL - FHWA	Pack	$245.98	$258.28
Ennis-Flint Pre Mark Preformed Thermoplastic White 8' "SIGNAL" 125 MIL- FHWA	Pack	$400.00	$420.00
Ennis-Flint Pre Mark Preformed Thermoplastic White 8' " KEEP" 125 MIL- FHWA	Pack	$212.00	$222.60
Ennis-Flint Pre Mark Preformed Thermoplastic White 8' "CLEAR" 125 MIL- FHWA	Pack	$220.00	$231.00
Ennis-Flint PreMark Preformed Thermoplastic Yellow 8' "SLOW" 125 MIL- FHWA	Pack	$185.00	$194.25
Ennis-Flint PreMark Preformed Thermoplastic Yellow 8' "SCH O OL" 125 MIL- FHWA	Pack	$287.00	$301.35
Ennis-Flint PreMark Preformed Thermoplastic Yellow 8' "XING" 125 MIL- FHWA	Pack	$190.00	$199.50
MMAX Bike Lane Green Kit 5 gallon	kit	$260.00	$273.00
Ennis-Flint Thermoplastic Primer 5 gallon	gallon	$32.45	$34.07
Traffic Paint Water based White TTP1952F - 5 gallon	gallon	$22.20	$23.31
Traffic Paint Water based Yellow TTP1952F - 5 gallon	gallon	$20.95	$22.00
Traffic Paint Water based Blue TTP1952F - 5 gallon	gallon	$25.00	$26.25
Traffic Paint Water based Red TTP1952F - 5 gallon	gallon	$27.50	$28.88
Glass beads - Type 2 Ca Spec Potters Highway Safety Spheres 50 lbs. bag	bag	$34.00	$35.70
Raised Pavement Marker - Plastic Surface mount Yellow Type AV Polypropylene	case	$60.00	$63.00
Raised Pavement Marker - Plastic Surface mount White Type A Polypropylene	case	$60.00	$63.00
RPM Reflector 4.5x3.1 2-way Amber	case	$150.00	$157.50
RPM Reflector 4.Sx3.1 1-way Amber	case	$150.00	$157.50
RPM Reflector 4.Sx3.1 2-way White	case	$150.00	$157.50
RPM Reflector 4.5x3.1 1-way White	case	$150.00	$157.50
RPM Reflector 4.Sx3.1 2-way White/Red	case	$150.00	$157.50
RPM Reflector 4.Sx3.1 2-way Blue	case	$150.00	$157.50
Bituminous Marker Adhesive Flexible Martin 44 pound	case	$45.00	$47.25
Guardrail W-beam MGS Type 2 - 12-gauge 12" x 131-611	each	$101.20	$106.26
Guardrail wood posts 6"x8"x 6' - 2 hole	each	$53.03	$55.68
Guardrail wood blocks 6"x8"x14" - 1 hole	each	$10.36	$10.88
Guardrail hardware - Splice bolt 5/8"x1.25"	each	$0.56	$0.59
Guardrail hardware - Post bolt 5/8"x18" HDG A30	each	$4.55	$4.78
Guardrail hardware - Flat washer 5/8" galvanized	each	$0.52	$0.55
Guardrail hardware - Hex nut recessed 5/8"	each	$0.56	$0.59
Guardrail end terminal Type B	each	$54.26	$56.97
****UNIT PRICE DOES NOT INCLUDE SALES TAX OR FREIGHT SURCHARGE****			
Proposed percentage discount from standard list price on items not listed	%	15	

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO. _____

STAFF RECOMMENDS THAT THE CITY COUNCIL 1) ADOPT A RESOLUTION APPROVING A GENERAL SERVICES AGREEMENT WITH INTERSTATE SALES FOR PURCHASING ROADWAY MARKING MATERIALS USED FOR STRIPING OF CITY STREETS, IN AN AMOUNT NOT TO EXCEED $100,000 PER FISCAL YEAR AND AN INITIAL TERM OF ONE (1) YEAR AND 2) AUTHORIZE THE CITY MANAGER TO EXTEND THE AGREEMENT UP TO AN ADDITIONAL FOUR (4) YEARS.

WHEREAS, The Public Works Department is responsible for the maintenance of City streets, pavement surfaces, and roadway markings. Staff regularly inspects and maintains traffic striping, crosswalks, legends, and other pavement markings to ensure public safety and regulatory compliance; and

WHEREAS, The City maintains an extensive network of streets and roadway markings that require ongoing maintenance to ensure visibility, durability, and conformance with California Manual on Uniform Traffic Control Devices (CA MUTCD) standards; and

WHEREAS, To maintain these standards, the City contracts for roadway marking materials used for striping of City streets; and

WHEREAS, Pursuant to the Tracy Municipal Code, Article 4, Section 2.20.180, staff issued a Notice Inviting Bids (Notice) on October 16, 2025, for roadway marking materials used for striping of City streets at designated locations. The Notice was posted on the City's website, and one (1) response was received by the established deadline of October 27, 2025; and

WHEREAS, Staff conducted a comprehensive review of the submittal from Interstate Sales, confirming that the company met all requirements outlined in the Notice and demonstrated the necessary skills, experience, and certifications to provide the requested services, including expertise in roadway markings, striping, and thermoplastic application; and

WHEREAS, The recommended agreement is for a one-year term, with a not-to-exceed amount of $100,000 per fiscal year. In addition, it authorizes the City Manager to approve a four year extension, based on the recommendation of the Director of Public Works; now, therefore, be it

RESOLVED: That the City Council of the City of Tracy approve a General Services Agreement with Interstate Sales for roadway marking materials in the amount of $100,000 per fiscal year and an initial term of one (1) year; and be it

FURTHER RESOLVED: That the City Manager is authorized to extend the agreement term up to four (4) years at the request of the Public Works Director.

* * * * * * * * * * * * * *

The foregoing Resolution 2025-____ was adopted by the Tracy City Council on the 16th day of December, 2025, by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

December 16, 2025

Agenda Item 1.G

RECOMMENDATION

Staff recommends City Council adopt a resolution approving Amendment No. 2 to the Professional Services Agreement with West Yost & Associates, Inc. to provide Program Management for CIP No. 74168 Recycled Water Expansion Project authorizing:

1) **A term extension from March 1, 2026, to December 31, 2026; and**
2) **An increase in billing rates from 3% to 4.5% annually, effective January 1, 2026.**

EXECUTIVE SUMMARY

On March 7, 2023, under Resolution 2023-042, Council approved a Professional Services Agreement (PSA) with West Yost and Associates (WYA) to provide Program Management for CIP No. 74168 Recycled Water Expansion Project. Amendment No. 1 had put the standard 3% increase when the contract was negotiated at 4.5%. Staff seek to remedy this oversight through an amendment to the PSA. Further, the term is being requested to be extended nine (9) months to December 31, 2026, to allow for completion and close out of the project. Therefore, Amendment No. 2 (Amendment) to the PSA with WYA is requesting contract language change to increase billing rates, annually as of January 1, 2026 by 4.5% and increase the term nine (9) months to December 31, 2026. There is no change in the Not-to-Exceed amount.

BACKGROUND AND LEGISLATIVE HISTORY

In 2022, the City of Tracy was awarded a $20,000,000 grant from the Department of Water Resources (DWR) -through the Urban and Multi-benefit Drought Relief Grant to extend the existing recycled water system to the far southern areas of the City. The project being so large and quite technical, it was determined that an experienced program manager was necessary to ensure that the completed project aligned with the objectives outlined in DWR's grant agreement, and that the project was delivered in a structured and efficient manner. Such an experience program manager would need to possess not only a strong background in managing complex and large-scale recycled water projects but also have expertise in grant management. West Yost and Associates fit those criteria and was selected to provide these services through the RFP process outlined in Resolution 2023-042 by City Council during the March 7, 2023, Regular Meeting. Amendment No. 1 was executed pursuant to the authority granted in Resolution No 2025-032, approved by the Tracy City Council on February 18, 2025. This Amendment updated Section 2.1.A allowing for administrative extensions and Section 3.1.A to increase the Total-Not-Exceed.

Program management services during construction are vital to ensure that the project

stays on track, the objectives outlined in the grant agreement are met, and the use of all pertinent resources are optimized. The program manager works closely with the design and construction teams to ensure that the recycled water booster pump station and pipelines are in line with the project requirements and budget. In addition, the program manager aids the City in completion of all required grant related deliverables such as: invoices, progress reports, progress completion report, and any other required deliverables to the Department of Water Resources.

ANALYSIS

During the amendment negotiation, under the compensation section, the annual increase was consented to by both parties at 4.5%, however, the fully executed copy indicated a 3% standard increase instead of the agreed upon percentage. Through negotiations, both parties agreed to allow the contract to move forward as approved by Council and resolve the error at a later date. This amendment is seeking to correct the error as agreed upon by both parties. It further requests that the effective date of this increased annual rate be effective as of January 1, 2026. There is no increased funding requested for the Not-to-Exceed amount.

The original agreement allowed for up to two additional years of administrative extensions by the City Manager. As this Amendment No. 2 required City Council approval, staff determined to save effort and time, an extension of 9 months would be included in the request to December 31, 2026, allowing the consultant ample time to complete all necessary document submittals to the State and for the project. This action will provide continued program management services for the City's Recycled Water System Expansion Project (CIP 74168) through completion of the project and the grant submittal completion.

Finally, this amendment made minor clerical error corrections to the previous approved Amendment No. 1 removing an added "A" in section 2.1 and section 3.1.

FISCAL IMPACT

No change to fiscal impact. The Recycled Water System Expansion (CIP 74168) is an approved project within the Capital Improvement Plan. Sufficient funding exists to cover the cost of the agreement with West Yost & Associates.

CEQA DETERMINATION

The approvals requested in this item are for project planning work only and will not result in a physical change in the environment. Therefore, none of the actions are considered as a "project" as defined by Section 21065 of the Public Resources Code to be categorially exempt.

STRATEGIC PLAN

This agenda item is consistent with the City's Quality of Life Strategy and meets the goals to ensure physical infrastructure and systems necessary for the delivery of safe and clean water.

ACTION REQUESTED OF THE CITY COUNCIL

Adopt a resolution approving Amendment No. 2 to the Professional Services Agreement with West Yost & Associates, Inc. to provide Program Management for CIP No. 74168 Recycled Water Expansion Project authorizing:

1) A term extension from March 1, 2026, to December 31, 2026; and
2) An increase in billing rates from 3% to 4.5% annually, effective January 1, 2026.

Prepared by: Robin Kloepfer, Management Analyst

Reviewed by: Stephanie Reyna-Hiestand, Assistant Director of Utilities
Anush Nejad, Director of Public Works
Sara Castro, Director of Finance
L. David Nefouse, City Attorney
Arturo M. Sanchez, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

Exhibit: A – Amendment No 2. PSA West Yost Associates

Docusign Envelope ID: DCA54299-63DE-4E8F-A925-FFBAD68B09E4

Amendment No. 2
To Professional Services Agreement

This Amendment No. 2 (**Amendment**) to the Professional Services Agreement entered between the City of Tracy, a municipal corporation (**City**), and West Yost & Associates, Inc a California Corporation (**Consultant**) dated March 7, 2023 (**Agreement**) is entered into as of the date of last signature below. City and Consultant are referred to individually as "**Party**" and collectively as "**Parties**."

Recitals

A. The Agreement was executed pursuant to the authority granted in Resolution No 2023-042, approved by the Tracy City Council on March 7, 2023.

B. The Agreement had an initial term of three year (s).

C. The term of the original Agreement expires on March 1, 2026.

D. Amendment No. 1 was executed pursuant to the authority granted in Resolution No 2025-032, approved by the Tracy City Council on February 18, 2025.

E. This amendment is being executed pursuant to the authority granted in Resolution No 2025-032, approved by the Tracy City Council on February 18, 2025.

Now therefore, in consideration of the mutual covenants herein contained, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree to amend the Agreement as follows:

2. Terms of Amendment
Section 2.1 of this Agreement is hereby amended to read as follows:

"2.1.A. Term The term of this Agreement shall commence on March 8, 2023, and expire and terminate automatically on ~~March 1, 2026,~~ December 31, 2026, or earlier by termination pursuant to Section 6 of this Agreement ("Term"). Subject to the Not-To-Exceed Amount defined in Section 3.1, the Term of this Agreement may be extended with express written amendment incorporating this Agreement signed by both Parties and one of the following City approvals: (a) City Council approval or (b) City Manager approval. An administrative extension of this Agreement by City Manager shall be limited to an additional term of two year(s) and require written determination by the City Manager that Consultant has satisfactorily met all the requirements of this Agreement."

3. Compensation
Section 3.1 of this Agreement is hereby amended to read as follows:

"3.1.~~A~~ Not to Exceed. Consultant's total compensation under this Agreement shall not exceed $974,402 Dollars. Consultant's billing rates shall cover all costs and expenses for Consultant's performance of this Agreement. No work shall be performed by Consultant in excess of the total compensation amount provided in this section without the City's prior written approval. *Effective January 1,~~2025~~ 2026, Consultant's billing rates under this Agreement may be annually increased in January of each year by up to ~~3.0%~~ 4.5%."*

Docusign Envelope ID: DCA54299-63DE-4E8F-A925-FFBAD68B09E4

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

City of Tracy

By: _____
DAN ARRIOLA

Title: Mayor

Date: _____

Consultant

By: Signed by: Elizabeth Drayer 106F73C1078F44B...
Elizabeth Drayer

Title: Vice President

Date: 11/17/2025 | 12:52 PM PST

Federal Tax Employer ID No. 68-0370826

Attest:

By: _____
APRIL B. A. QUINTANILLA,
Title: City Clerk

By: Signed by: Lindsay Smith 68E003B6AA234FE...
Lindsay Smith

Title: Treasurer

Date: 11/17/2025 | 1:45 PM PST

Approved as to form.

By: _____
L. David Nefouse, City Attorney

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO. 2025- _____

APPROVING AMENDMENT NO 2. TO THE PROFESSIONAL SERVICES AGREEMENT WITH WEST YOST & ASSOCIATES, INC. TO PROVIDE PROGRAM MANAGEMENT FOR CIP 74168 RECYCLED WATER EXPANSION PROJECT AUTHORIZING:

1) **A TERM EXTENSION FROM MARCH 1, 2026, TO DECEMBER 31, 2026; AND**

2) **AN INCREASE IN BILLING RATES FROM 3% TO 4.5% ANNUALLY, EFFECTIVE JANUARY 1, 2026.**

WHEREAS, under Resolution No. 2023-042, a Professional Services Agreement with West Yost and Associates (WYA) was authorized and approved by City Council during the March 7, 2023, Regular Meeting; and

WHEREAS, on February 18, 2025, Amendment No. 1 was authorized and approved by City Council under Resolution No. 2025-032 granting administrative extensions to the Terms and increasing the Not-to Exceed amount under Compensation; and

WHEREAS, Program management services during construction are vital to ensure that the project stays on track, the objectives outlined in the grant agreement are met, and the use of all pertinent resources are optimized; and

WHEREAS, In addition, the program manager aids the City in completion of all required grant-related deliverables such as: invoices, progress reports, progress completion report, and any other required deliverables to the Department of Water Resources; and

WHEREAS, the Amendment No. 1 with WYA was negotiated between parties to a 4.5% annual billing rate, however, the fully executed document indicated only a standard 3%. Both parties negotiated to come back at a later date and amend the agreement to show the correct increase; and

WHEREAS, this Amendment No. 2 rectifies the increased billing rate to 4.5% annually beginning on January 1, 2026 and annually thereafter with no increase to the total not-to-exceed amount of $974,402; and

WHEREAS, the Amendment No. 1 authorized administrative extensions of up to two years, therefore, an extension of nine (9) months to December 31, 2026 is necessary to allow ample time for WYA to complete all submittals to the State and the City for completion of the grant and the project; and now, therefore, be it

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

RESOLVED: That the City Council of the City of Tracy, hereby adopt a resolution approving Amendment No. 2 to Professional Services Agreement with West Yost & Associates, Inc. to provide Program Management for CIP No. 74168 Recycled Water Expansion Project authorizing a term extension of nine (9) months to December 31, 2026; and an increase in the billing rates to 4.5% effective January 1, 2026; and be it further

RESOLVED: The approvals requested in this item are for project planning work only and will not result in a physical change in the environment. Therefore, none of the actions are considered as a "project" as defined by Section 21065 of the Public Resources Code to be categorially exempt.

* * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the Tracy City Council on the 16th day of December 2025, by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

December 16, 2025

Agenda Item 1.H

RECOMMENDATION

Staff recommends that the City Council 1) authorize the purchase of seven (7) 35-foot low floor electric-diesel hybrid buses for Tracer fixed route service for a total of $8,437,044 from Gillig, LLC through the California Association for Coordinated Transportation/Morongo Basin Transit Authority Purchasing Cooperative Contract #23-01, pursuant to Tracy Municipal Code section 2.20.210 and 2) approve a contingency amount of $350,000 for change orders necessary resulting during production.

EXECUTIVE SUMMARY

The City of Tracy (City) Tracer bus service is in the process of expanding its service area. In order to effectively provide service to the community, additional vehicles are needed, in part, to ensure a sufficient number of spare vehicles are available. The City has a Capital Improvement Project for this effort (CIP 77597).

Staff is seeking to purchase seven electric-diesel hybrid buses by entering into a cooperative purchasing agreement with the California Association for Coordinated Transportation/Morongo Basin Transit Authority Purchasing Cooperative (CALACT/MBTA) to purchase from their contract with Gillig, LLC (Gillig) of Livermore, California (Contract #23-01). The City Council appropriated this purchase in the FY 2025/2026 CIP budget with grant funding received through a combination of the Federal Transit Administration (FTA), California Department of Transportation (Caltrans), and the Transportation Development Act (TDA).

In addition, the City of Tracy was recently awarded a grant from the FTA in an amount of $7,140,000 for the purchase of the hybrid buses through their Low or No Emission competitive program.

BACKGROUND AND LEGISLATIVE HISTORY

As the City's Tracer public transit services expand, there is a need to purchase additional buses in order to provide the necessary service efficiently and effectively for the community.

Local government agencies are allowed to complete purchases using another agency's purchasing contract, a process known as "piggy-backing." Generally, smaller agencies piggy-back on contracts awarded by larger "host" agencies, allowing the smaller agencies to save time, competitive prices, and terms than smaller agencies may be able to obtain on their own. This form of procurement is allowable as defined in the FTA Circular

4220.1G wherein grantees may assign contractual rights to purchase goods and services to other grantees if the original contract contains appropriate assignability provisions.

Under the Tracy Municipal Code (TMC), section 2.20.220, the City is authorized to enter into cooperative purchasing agreements with other public agencies. 2.20.220 provides:

> "Nothing in this article prohibits the voluntary participation by the City in any cooperative purchasing agreement(s) or programs entered into between the City and another public agency. The City Manager is authorized to act under the provisions of this article to procure for the City general services, supplies or equipment in conjunction with such voluntary cooperative purchasing agreement(s) or programs as may be entered into by the City. All formal contract and bidding procedures to be followed in such cases shall be those specifically enumerated in the voluntary cooperative purchasing agreement or program."

The City has utilized this procurement process in all previous bus purchases.

ANALYSIS

The City of Tracy's Tracer transit system operates fixed route, paratransit, and on-demand services. Staff is seeking to purchase from the CALACT/MBTA Purchasing Cooperative, attached as Exhibit A, seven heavy duty buses, which have a useful life of fourteen years, for service on the fixed route system. The expansion of additional service areas throughout Tracy have reduced the spare bus levels and additional buses are needed to ensure that service continuity can be achieved. The new buses will match existing vehicles currently in use on the fixed route system.

In July 2025, City staff applied for a grant through the FTA's Low or No Emission competitive program for the purchase of hybrid buses. In November 2025, it was announced that the City of Tracy received a grant award of $7,140,000 through this competitive program. The awarded funding cannot be used for any other purpose.

As stated above, the TMC Chapter 2.20 Contracts and Purchasing allows the City to voluntarily participate in any cooperative purchasing agreements with other public agencies. The CALACT/MBTA Purchasing Cooperative has entered into a contract with Gillig of Livermore, California, for the purchase of fixed route buses and said contract allows for other federal, state, county and local entities to purchase from the contract under the terms and conditions. The City of Tracy is listed as a participant in the CALACT/MBTA Purchasing Cooperative Contract #23-01.

The quote based on the contract pricing for one Gillig Low Floor 35-foot electric-diesel hybrid bus with the options recommended to the City will be $1,205,292. The total base price for all seven buses will be $8,437,044. Staff is also asking that a contingency amount of $50,000 per bus, for a total of $350,000, be added to address any potential changes that may arise during the production and procurement process. The contingency equates to approximately 4% of the total cost. There will be other costs after the new

vehicles arrive such as license and registration fees, radio installation, and TRACER signage that are not included in this quote but will be funded through the contingency amount as needed. The total requested amount for all seven buses, including the contingency, is $8,787,044. The current CIP for this purchase, CIP 77597, has $9,000,000 approved as part of the FY 25/26 budget.

The new buses will match the styling of the existing fixed route Gillig buses that have been in service since 2017. These buses will be 35 feet long, with low floors for easier ADA access, and have an electric-diesel hybrid engine. They will have additional wheelchair securements to allow additional ADA passengers to ride without having to put another bus in service. It will take approximately 24 months from the time of order until the buses are in service.

Although this bus purchase will be for electric-diesel hybrid buses that use diesel fuel, the Transit Division does have a zero-emission bus transition plan which was approved by City Council on May 16, 2023 (Resolution 2023-079) and subsequently by the California Air Resources Board (CARB) on September 8, 2023. CARB oversees the Innovative Clean Transit (ICT) regulation, which became effective October 1, 2019, requiring all public transit agencies to gradually transition their bus fleets to zero-emission technologies by 2040. Beginning in 2026, a portion of all new bus purchases must be zero-emission buses. Beginning in 2029, all new bus purchases are required to be zero-emission buses. The City does not currently have infrastructure in place to support heavy duty zero-emission buses. Staff are currently working on the development of a bus maintenance and storage facility which will include provisions for infrastructure to support the transition to zero-emission buses. City staff are currently in process of procuring two smaller cutaway style buses that are battery electric zero-emission vehicles to test the application through real world experience on the Tracer system and determine the best course of action moving forward.

FISCAL IMPACT

Funding for the purchase of the buses is budgeted in Capital Improvement Project (CIP) 77597. CIP 77597 has a total project budget of $9,000,000 for FY25/26. The quoted base price for seven buses will be $8,437,044. By adding in a contingency amount of $350,000 ($50,000 per bus) to address any changes that may arise during the production process, the total requested amount for all seven buses, including the contingency, is $8,787,044. The City has recently been awarded a grant in the amount of $7,140,000 through the FTA's Lo or No Emission competitive program, which will go toward the purchase of these buses. All costs for the bus purchase will be funded through a combination of FTA, Caltrans, and TDA funds.

STRATEGIC PLAN

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

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council 1) authorize the purchase of seven (7) 35-foot low floor electric-diesel hybrid buses for Tracer fixed route service for a total of $8,437,044 from Gillig, LLC through the California Association for Coordinated Transportation/Morongo Basin Transit Authority Purchasing Cooperative Contract #23-01, pursuant to Tracy Municipal Code section 2.20.210 and 2) approve a contingency amount of $350,000 for change orders necessary resulting during production.

Prepared by: Ed Lovell, Transit Manager

Reviewed by: David Murphy, Public Works Assistant Director of Operations
Anush Nejad, Public Works Director
Sara Castro, Finance Director
Kamal Gill, Deputy City Attorney
Arturo M. Sanchez, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

Attachments:
Exhibit A – MBTA Contract #23-01

BASIN TRANSIT CONTRACT # 23-01 GILLIG

AGREEMENT REGARDING PURCHASE OF TRANSIT VEHICLES.

THIS AGREEMENT is made and entered into on **August 26. 2024** between and among **GILLIG LLC**, a California company, with its principal place of business located at 451 Discovery Drive, Livermore, California 94551 ("SELLER"), and **BASIN TRANSIT** ("Morongo Basin Transit Authority/MBTA"). SELLER and Basin Transit may be referred to herein individually as "Party" or collectively as "Parties."

RECITALS

WHEREAS, BASIN TRANSIT, by its Request for Proposals #23-01, duly advertised for written proposals to be submitted for the purchase of Heavy-Duty Transit Vehicles ("BUSES") on behalf of itself and itself and Consortium members ("Consortium") identified in the Participating Agencies List in the RFP collected by the California Association of Coordinated Transportation ("CalACT") and,

WHEREAS, the BASIN TRANSIT's RFP is attached hereto as Exhibit "A", and is incorporated herein by reference as if set forth in full; and

WHEREAS, SELLER submitted a sealed proposal in response to BASIN TRANSIT's Notice Inviting Proposals; and

WHEREAS, after it was determined that SELLER was a successful responsive and responsible proposer for battery electric, compressed natural gas, diesel and diesel hybrid buses; and

WHEREAS, SELLER's proposal in response to BASIN TRANSIT's Notice Inviting Proposals is attached hereto as Exhibit "B", and is incorporated herein by reference as if set forth in full; and

WHEREAS, the BASIN TRANSIT Board of Directors has authorized the staff via Resolution and board action to award contracts and accept SELLER'S proposal through agreement by and between SELLER and BASIN TRANSIT upon the terms and conditions set forth herein; and

WHEREAS, BASIN TRANSIT has fully complied with all federal, state, and local laws governing public procurement process for the purchase of the BUSES;

NOW, THEREFORE, incorporating the foregoing recitals herein, for and in consideration of the promises and of the mutual covenants and agreements herein contained, SELLER and BASIN TRANSIT hereby agree as follows:

1. **CONTRACT DOCUMENTS.** This Agreement, along with all Exhibits referenced herein, and including without limitation, all documents referenced in said Exhibits shall hereinafter be referred to as the "Contract Documents." In the event of any conflict, the Contract Documents, including specifically RFP #23-01 and any addendums thereto, shall take priority in interpreting the respective rights and obligations of the Parties created by this Agreement. Any contract, agreement, or other document subsequently created by any Party in connection with a purchase order issued pursuant to this Agreement and which changes or otherwise modifies the terms and conditions set forth in the Contract Documents shall not be valid without the prior written approval of both of the Parties to this Agreement.

2. **DESCRIPTION OF BUSES PURCHASED.** SELLER hereby agrees that it shall sell the BUSES as more particularly described in RFP #23-01 (attached hereto as Exhibit "B") to all participants named in the RFP who desire to purchase such BUSES from SELLER. BUSES are to be vehicles with less than 4000 miles and that have never been previously registered.

3. **CONTRACT PRICING.** SELLER hereby agrees to sell such BUSES as more particularly described in RFP #23-01 (attached hereto as Exhibit "B") under the terms and conditions set forth in RFP #23-01.

4. **DELIVERY.** SELLER shall deliver F.O.B. per terms and conditions of BASIN TRANSIT RFP #23-01 Section SP 7.4, 11 and 12 and as proposed.

5. **PAYMENT BY CONSORTIUM PARTICIPANTS.** SELLER shall collect payment from Consortium participants within thirty (30) days after the delivery and acceptance of the BUSES by the participant, and a receipt of an invoice thereof, per RFP #23-01, Section SP 10.

6. **NO ASSIGNMENT**. Neither this Agreement, nor any interest in it, may be assigned or transferred by any Party without the prior written consent of all of the Parties to this Agreement.

7. **NO ATTORNEYS' FEES.** If litigation is required to enforce or interpret the provisions of this Agreement, neither SELLER nor the Cooperative shall be entitled to an award of attorneys' fees or costs, but shall be entitled to any other relief to which it may be entitled by law.

8. **MODIFICATION**. This Agreement may be modified only in a writing approved by the MBTA Board and signed by all Parties.

9. **GOVERNING LAW.** The laws of the State of California will govern the validity of this Agreement, its interpretation and performance. Any litigation

arising in any way from this Agreement shall be brought in San Bernardino County, California.

10. NO WAIVER OF DEFAULT. The failure of any Party to enforce against another party any provision of this Agreement shall not constitute a waiver of that party's right to enforce such a provision at a later time, and shall not serve to vary the terms of this Agreement.

11. FURTHER ASSURANCES. Each Party shall execute and deliver such papers, documents, and instruments, and perform such acts as are necessary or appropriate, to implement the terms of this Agreement and the intent of the parties to this Agreement.

12. BINDING EFFECT; CONTEXT; COUNTERPARTS. Subject to Paragraph 6, the rights and obligations of this Agreement shall inure to the benefit of, and be binding upon, the parties to the contract and their heirs, administrators, executors, personal representatives, successors and assigns. Whenever the context so requires, the masculine gender and includes the feminine and neuter, and the singular number includes the plural. This Agreement may be executed in any number of counterparts, each of which shall be considered as an original and be effective as such.

13. NON-INTEREST. No officer or employee of the Basin Transit shall hold any interest in this Agreement (California Government Code section 1090).

14. CORPORATE AUTHORITY. Each individual signing this Agreement on behalf of an entity represents and warrants that he or she is respectively, duly authorized to sign on behalf of the entity and to bind the entity fully to each and all of the obligations set forth in this Agreement.

15. INDEMNIFICATION. Indemnification will be as per the terms and conditions specified in RFP #23-01, GC 9.1.

16. WARRANTY. The BUSES are warranted by SELLER to be new and to be free from defects in material and workmanship pursuant to and in accordance with those certain manufacturer's warranties collectively attached hereto as Exhibit "B", and as submitted in response to RFP #23-01 by SELLER and incorporated herein by reference as if set forth in full. During said warranty periods, the BUSES shall maintain structural and functional integrity. The warranty is based on regular operation under operating conditions prevailing in the purchaser's operating area.

17. WARRANTY OF FITNESS. SELLER hereby warrants that the BUSES and all materials furnished shall meet the requirements and conditions of the Contract Documents and shall be fit for the purposes intended. Acceptance of this warranty and acceptance the BUSES and materials to be manufactured or

assembled pursuant to the specifications in these Contract Documents shall not waive any warranty, either express or implied.

18. NOTICE. All notices relative to this Agreement shall be given in writing and shall be personally served or sent by certified or registered mail and be effective upon depositing in the United States mail. The Parties shall be addressed as follows, or at any other address designated by proper notice:

MBTA:
Joe Meer
Director of Cooperative Purchasing Programs
Basin Transit
62405 Verbena Road
Joshua Tree, California 92252

SELLER:
WILLIAM F. FAY, JR.
VICE PRESIDENT, SALES
Gillig, LLC
451 Discovery Drive
Livermore, California, 94551

19. EXECUTION. This Agreement is effective upon execution by both Parties. It is the product of negotiation and all parties are equally responsible for authorship of this Agreement. Section 1654 of the California Civil Code shall not apply to the interpretation of this Agreement.

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the date first above written.

GILLIG, LLC.	**Basin Transit**
By_____ William F. Fay, Jr., Vice President, Sales	By_____ Joe Meer, Director of Purchasing

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO. _____

AUTHORIZING THE PURCHASE OFSEVEN (7) 35-FOOT LOW FLOOR ELECTRIC-DIESEL HYBRID BUSES FOR TRACER FIXED ROUTE SERVICE FOR A TOTAL OF $8,437,044 FROM GILLIG, LLC THROUGH THE CALIFORNIA ASSOCIATION FOR COORDINATED TRANSPORTATION/MORONGO BASIN TRANSIT AUTHORITY PURCHASING COOPERATIVE CONTRACT #23-01, PURSUANT TO TRACY MUNICIPAL CODE SECTION 2.20.210 AND APPROVING A CONTINGENCY AMOUNT OF $350,000 FOR CHANGE ORDERS NECESSARY RESULTING DURING PRODUCTION

WHEREAS, The City of Tracy ("City") is in the process of expanding the services offered by the City) Tracer public transit services; and

WHEREAS, the City needs to purchase additional buses in order to effectively and efficiently service the community and ensure a sufficient number of spare buses are available; and

WHEREAS, Tracy Municipal Code Section 2.20.220 allows the City to voluntarily participate in cooperative purchasing agreements with other public agencies. Section 2.20.220 provides that "[n]othing in this article prohibits the voluntary participation by the City in any cooperative purchasing agreement(s) or programs entered into between the City and another public agency. The City Manager is authorized to act under the provisions of this article to procure for the City general services, supplies or equipment in conjunction with such voluntary cooperative purchasing agreement(s) or programs as may be entered into by the City. All formal contract and bidding procedures to be followed in such cases shall be those specifically enumerated in the voluntary cooperative purchasing agreement or program[;]" and

WHEREAS, the Transportation/Morongo Basin Transit Authority (CALACT/MBTA) MBTA is a public agency and has entered into a contract with Gillig, LLC of Livermore, California (Purchasing Cooperative Contract #23-01), for the purchase of fixed route buses. Said contract between the MBTA and Gillig, LLC allows for other federal, state, county and local entities to contract under its terms and conditions; and

WHEREAS, the City desires to participate in the CALACT/MBTA Purchasing Cooperative for Transit Busses (Contract No. 23-01) ("Agreement") for the purchase of seven (7) 35-foot, low floor electric-diesel hybrid buses (collectively, "Buses"), a form which Agreement is attached to the staff report as Exhibit A; and

WHEREAS, Funding for the purchase of the Buses was budgeted in CIP 77597. CIP 77597 has a total has $9,000,000 appropriated in FY25/26 for the purchase of fixed route replacement buses; and

WHEREAS, the City anticipates the buses costing $8,437,044, and due to changes that may occur during the production process, the City seeks to allow for a contingency amount of $50,000 per bus for a total of $350,000; and

NOW, THEREFORE, be it resolved as follows:

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

RESOLVED: That the City Council of the City of Tracy approves the use of the CALACT/MBTA Purchasing Cooperative, pursuant to Tracy Municipal Code 2.20.220; and be it

FURTHER RESOLVED: That, after review and approval by the City Attorney's Office, the City authorizes the City to enter into the Agreement attached in the staff report as Exhibit A; and be it

FURTHER RESOLVED: That the City Council authorizes the purchase of seven (7) 35-foot, low floor electric-diesel hybrid buses for Tracer fixed route service in an amount of $8,437,044 from Gillig, LLC, approves a contingency amount of $350,000 ($50,000 per Bus) for any change orders needed during production; and be it

FURTHER RESOLVED: That the City Manager, in consultation with the City Attorney, is authorized to take any and all actions that may be necessary or advisable to effectuate the purposes of this Resolution.

* * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the Tracy City Council on the 16th day of December, 2025, by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B.A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

December 16, 2025

Agenda Item 1.I

RECOMMENDATION

Staff recommends that the City Council adopt a resolution approving a General Services Agreement with Bear Electrical Solutions LLC for on-call electrical services for traffic signal and streetlight repair, in an amount not to exceed $200,000 per fiscal year, and authorize the City Manager, upon the recommendation of the Director of Public Works, to extend the agreement for up to an additional four (4) years, for a maximum total term of six (6) years, and not to exceed up to $1,200,000 over six (6) years.

EXECUTIVE SUMMARY

This item is to consider authorizing a General Services Agreement for on-call electrical services to support the maintenance, repair, and emergency response needs of the City's traffic signal and streetlight systems.

The proposed agreement will ensure that the Public Works Department has access to qualified electrical professionals to perform a wide range of services, including signal controller repairs, streetlight replacements, wiring diagnostics, and emergency response for outages and collisions affecting signalized intersections.

The initial term of the agreement is two (2) years, with a not-to-exceed amount of $200,000 per fiscal year. The agreement further authorizes the City Manager, upon recommendation of the Director of Public Works, to extend the contract for up to an additional four (4) years, for a maximum total duration of six (6) years**,** and not to exceed up to $1,200,000 over six (6) years.

BACKGROUND AND LEGISLATIVE HISTORY

The Public Works Department is responsible for the maintenance and operation of the City's traffic signal and streetlight systems, which are essential for public safety and efficient traffic flow.

Routine maintenance and emergency repairs require specialized electrical expertise, equipment, and certifications. Contracting for on-call services ensures that the City can promptly respond to electrical failures, collisions, and outages that pose safety risks to the public.

Historically, the City has used on-call service contracts to provide flexibility and efficiency in responding to these needs without delays associated with separate procurement processes for each incident.

ANALYSIS

Pursuant to the Tracy Municipal Code, Article 4, Section 2.20.180, staff issued a Notice Inviting Bids (NIB) on November 3, 2025, for on-call electrical services for traffic signal and streetlight repair.

The NIB was posted on the City's website for ten (10) days, and bids were submitted on November 13, 2025.

Three proposals were received from:
• Bear Electrical Solutions LLC
• DGS Electrical Contractor
• St. Francis Electric LLC

Proposals were evaluated using a structured evaluation system based on the following components:
• Cover Letter
• Company Information
• Project Team
• Examples of Work
• References
• Exclusions
• Work Plan
• Cost of Services

Each proposal was reviewed for completeness, clarity, and overall ability to meet the City's requirements for timely and comprehensive maintenance and emergency response services.

Based on the evaluation scoring, Bear Electrical Solutions LLC received the highest overall rating. The firm demonstrated strong technical expertise, an excellent safety record, and the capacity to provide reliable and responsive on-call support for the City's traffic signal and streetlight infrastructure.

The proposed agreement includes a two-year base term, with a not-to-exceed amount of $200,000 per fiscal year. The agreement authorizes the City Manager, with the recommendation of the Director of Public Works, to extend the term for up to four (4) additional years, for a maximum total term of six (6) years**,** and not to exceed up to $1,200,000 over six (6) years. Effective January 1, 2027, Contractor's billing rates under this Agreement may be annually increased in January of each year by the lesser of 3% or the annual increase in the Cost of Living Index – All Items, for the Sacramento Metropolitan Region. No work shall be performed by Contractor in excess of the total compensation amount provided in this section without the City's prior written approval.

FISCAL IMPACT

There is no additional fiscal impact. Funding for these services has been included in the Public Works Department's operating budget for Traffic Signal and Streetlight Maintenance and related capital improvement program accounts.

The total not-to-exceed amount is $200,000 per fiscal year.

PUBLIC OUTREACH / INTEREST

This is an operational item for the Public Works Department. No public outreach was conducted.

CEQA DETERMINATION

This project is categorically exempt under the California Environmental Quality Act (CEQA), as it involves routine maintenance and repair of existing public facilities with negligible expansion of use (Section 15301, Class 1 – Existing Facilities).

STRATEGIC PLAN

This agenda item supports the City Council's adopted Public Safety, Infrastructure, and Quality of Life strategic priorities by ensuring reliable and well-maintained traffic control and street lighting systems.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council adopt a resolution approving a General Services Agreement with Bear Electrical Solutions LLC for on-call electrical services for traffic signal and streetlight repair, in an amount not to exceed $200,000 per fiscal year, and authorize the City Manager, upon the recommendation of the Director of Public Works, to extend the agreement for up to four (4) additional years, for a maximum total term of six (6) years**,** and not to exceed up to $1,200,000 over six (6) years.

Prepared by: Anthony Camarena, Operations Supervisor

Reviewed by: Anush Nejad, Director of Public Works
David Murphy, Assistant Director of Public Works
Jim Thompson, Operations Superintendent Public Works
Sara Castro, Director of Finance
L. David Nefouse, City Attorney
Arturo Sanchez, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

Attachments: A: General Services Agreement – On-Call Electrical Services for Traffic Signal and Streetlight Repair

CITY OF TRACY
GENERAL SERVICES AGREEMENT

This General Services Agreement (**Agreement**) is entered into between the City of Tracy, a municipal corporation (**City**), and Bear Electrical Solutions, LLC, a Limited Liability Company (**Contractor**). City and Contractor are referred to individually as "Party" and collectively as "Parties."

Recitals

A. City desires to retain Contractor to provide on-call electrical repair and maintenance services for the City's traffic signals and streetlights; and

B. On November 13, 2025, the City issued a Notice Inviting Bids (NIB) for on-call electrical services for traffic signals and streetlight repair (Project). On November 13, 2025, Contractor submitted its proposal for the Project to the City. City has determined that Contract possess the skills, experience and certification required to provide these services.

C. After negotiations between the City and Contractor, the Parties have reached an agreement for the performance of services in accordance with the terms set forth in this Agreement.

D. This Agreement is being executed pursuant to Resolution No. 2025-____ approved by Tracy City Council on _____, 2025.

Now therefore, the Parties mutually agree as follows:

1. Scope of Work. Contractor shall perform the services described in Exhibit "A" attached and incorporated by reference. The services shall be performed by, or under the direct supervision of, Contractor's Authorized Representative: Corey Snead, Project Manager**.** Contractor shall not replace its Authorized Representative, nor shall Contractor replace any of the personnel listed in Exhibit "A," nor shall Contractor use or replace any subcontractors or subconsultants, without City's prior written consent. A failure to obtain the City's prior written consent for any change or replacement in personnel or subcontractor may result in the termination of this Agreement.

2. Time of Performance. Time is of the essence in the performance of services under this Agreement and the timing requirements set forth shall be strictly adhered to unless otherwise modified in writing in accordance with this Agreement. Contractor shall begin performance, and shall complete all required services no later than the dates set forth in Exhibit "A." Any services for which times for performance are not specified in this Agreement shall be started and completed by Contractor in a reasonably prompt and timely manner based upon the circumstances and direction communicated to the Contractor. Contractor shall submit all requests for time extensions to the City in writing no later than ten days after the start of the condition which purportedly caused the delay, and not later than the date on which performance is due. City shall grant or deny such requests at its sole discretion.

2.1 Term. The term of this Agreement shall begin on December 16, 2025 and end on June 30, 2027, unless terminated in accordance with Section 6. This Agreement may be extended for an additional four (4) years by the City Manager following a written determination that Contractor has satisfactorily met all requirements of this Agreement.

3. Compensation. City shall pay Contractor on a time and expense basis, at the billing rates set forth in Exhibit "B," attached and incorporated by reference for services performed under this Agreement.

3.1 Not to Exceed Amount. Contractor's total compensation under this Agreement shall not exceed $200,000 annually, per fiscal year. Contractor's billing rates shall cover all costs and expenses for Contractor's performance of this Agreement. No work shall be performed by Contractor in excess of the total compensation amount provided in this section without the City's prior written approval.

3.2 Invoices. Contractor shall submit monthly invoices to the City that describe the services performed, including times, dates, and names of persons performing the services.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8 Labor Code Compliance. Contractor is aware of the requirements of Chapter 1 of Part 7 of Division 2 of the California Labor Code and applicable regulations which require the payment of prevailing wage rates (§1771, §1774, and §1775); employment of apprentices (§1777.5), certified payroll records (§1776), hours of labor (§1813 and §1815), debarment of contractors and subcontractors (§1777.1) and the performance of other requirements on "public works" and "maintenance" projects. The services being performed under this Agreement are part of a "public

works" or "maintenance" project, as defined in the Prevailing Wage Laws, Contractor agrees to fully comply with such Prevailing Wage Laws.

8.1 Rates. These prevailing wage rates are on file with the City and are available online at http://www.dir.ca.gov/DLSR. Each Contractor and Subcontractor must pay no less than the specified rates to all workers employed to perform the services described herein. The schedule of per diem wages is based upon a working day of eight hours. The rate for holiday and overtime work must be at least time and one-half. Contractor assumes all responsibility for such payments and shall defend, indemnify and hold the City harmless from any and all claims made by the State of California, the Department of Industrial Relations, any subcontractor, any worker, or any other third party.

8.2 Registration with DIR. Contractor warrants that it is registered with the Department of Industrial Relations and qualified to perform the services consistent with Labor Code section 1725.5.

8.3 Monitoring. This Agreement will be subject to compliance monitoring and enforcement by the DIR, under Labor Code section 1771.4.

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

10. Independent Contractor Status. Contractor is an independent contractor and is solely responsible for the acts of its employees or agents, including any negligent acts or omissions. Contractor is not City's employee and Contractor shall have no authority, express or implied, to act on behalf of the City as an agent, or to bind the City to any obligation, unless the City provides prior written authorization. Contractor is free to work for other entities while under contract with the City. Contractor, and its agents or employees, are not entitled to City benefits.

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

12. Rebates, Kickbacks, or Other Unlawful Consideration. Contractor warrants that this Agreement was not obtained or secured through rebates, kickbacks, or other unlawful consideration either promised or paid to any City official or employee. For breach of this warranty, City shall have the right, in its sole discretion, to terminate this Agreement without liability; to pay only for the value of the work actually performed; or to deduct from the contract price; or otherwise recover the full amount of such rebate, kickback, or other unlawful consideration.

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

To City:
City of Tracy
Attn: David Murphy
Assistant Director of Public Works
333 Civic Center Plaza
Tracy, CA 95376

To Contractor:
Bear Electrical Solutions, LLC
Attn: Corey Snead, Project Manager
1252 State Street
Alviso, CA 95002-0924

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

14. Miscellaneous.

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

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

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

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

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

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

14.6.1 **Hazardous Materials.** Contractor is responsible for all costs of clean up and/or removal of hazardous and toxic substances spilled as a result of performing their services.

14.6.2 **Non-discrimination.** Contractor represents and warrants that it is an equal opportunity employer and it shall not discriminate against any subcontractor, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Contractor shall also comply with all applicable anti-discrimination federal and state laws, including but not limited to, the California Fair Employment and Housing Act (Gov. Code 12990 (a-f) et seq.).

14.7 Business Entity Status. Contractor is responsible for filing all required documents and/or forms with the California Secretary of State and meeting all requirements of the Franchise Tax Board, to the extent such requirements apply to Contractor. By entering into this Agreement, Contractor represents that it is not a suspended corporation. If Contractor is a suspended corporation at the time it enters this Agreement, City may take steps to have this Agreement declared voidable.

14.8 Business License. Before the City signs this Agreement, Contractor shall obtain a City of Tracy Business License. Contractor shall maintain an active City of Tracy Business License during the term of this Agreement.

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

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

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

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

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

15. <u>Signatures</u>. The individuals executing this Agreement on behalf of Contractor represent and warrant that they have the right, power, legal capacity and authority to enter into and to execute this Agreement on behalf of Contractor.

[SIGNATURES ON FOLLOWING PAGE]

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

City of Tracy
By: _____
Dan Ariola
Title: Mayor
Date: _____

Attest:

_____
April B. A. Quintanilla, City Clerk

Approved as to form:

_____
L. David Nefouse, City Attorney

Contractor
By: Robert Asuncion
Robert Asuncion (Nov 19, 2025 08:50:01 PST)

Robert Asuncion

Title: Vice President/Managing Member

Date: 11/19/2025

Federal Employer Tax ID No. 46-1898744

Exhibits:

A Scope of Work, including personnel and time of performance (See Agreement sections 1 and 2.)
B Compensation (See Agreement section 3.)

EXHIBIT A - Scope of Work

Project Schedule and Reporting

Task	**Timeline**
Emergency Response	Within 2 hours (24/7)
Routine Repairs	Within 24–48 hours
Preventive Maintenance	Scheduled annually
Reporting	Monthly service summary + annual maintenance report

Staffing and Management

Role	Name	Title Responsibilities
Project Manager	Corey Snead	Primary contact for the City, scheduling, QA/QC, reporting
Lead Electrician / Foreman	Zachary Townsend, Jr.	Field oversight, safety compliance, technical direction
Traffic Signal Technician (IMSA II)	Marcelo Contreras, Jr.	Signal troubleshooting, repairs, and preventive maintenance
Streetlight Maintenance Crew	Various Bear Electricians	Fixture replacements, photocell repair, and pole inspections
Administrative Support	Various Bear Staff	Work order tracking, documentation, and invoicing

EXHIBIT B - Compensation

Description	Regular Hourly Rate	After Hours / Emergency Rate
Basic service, assistance, and labor support	$125.00	$175.00
Routine diagnostics, repair, and installation	$125.00	$175.00
Complex repairs, troubleshooting, programming	$125.00	$175.00
Oversight, coordination, reporting, QA/QC	$135.00	$185.00
Equipment Fees e.g. Bucket Truck, Service Truck	$40.00	$40.00
Optional Equipment Fees e.g. Conflict Monitor Tester	included	included
Other Crane with Crane Operator	$190.00	$240.00
Other		
Other		

Materials & Parts: Billed at Cost plus (%) of markup.	15.0 %

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO. _____

STAFF RECOMMENDS THAT THE CITY COUNCIL ADOPT A RESOLUTION APPROVING A GENERAL SERVICES AGREEMENT WITH BEAR ELECTRICAL SOLUTIONS LLC FOR ON-CALL ELECTRICAL SERVICES FOR TRAFFIC SIGNAL AND STREETLIGHT REPAIR, IN AN AMOUNT NOT TO EXCEED $200,000 PER FISCAL YEAR, AND AUTHORIZE THE CITY MANAGER, UPON THE RECOMMENDATION OF THE DIRECTOR OF PUBLIC WORKS, TO EXTEND THE AGREEMENT FOR UP TO AN ADDITIONAL FOUR (4) YEARS, FOR A MAXIMUM TOTAL TERM OF SIX (6) YEARS, AND NOT TO EXCEED UP TO $1,200,000 OVER SIX (6) YEARS.

WHEREAS, The Public Works Department is responsible for the maintenance and operation of the City's traffic signal and streetlight systems, which are essential for public safety and efficient traffic flow; and

WHEREAS, Routine maintenance and emergency repairs require specialized electrical expertise, equipment, and certifications. Contracting for on-call services ensures that the City can promptly respond to electrical failures, collisions, and outages that pose safety risks to the public; and

WHEREAS, Pursuant to the Tracy Municipal Code, Article 4, Section 2.20.180, staff issued a Notice Inviting Bids (NIB) on November 3, 2025, for on-call electrical services for traffic signal and streetlight repair; and

WHEREAS, Three proposals were received from: Bear Electrical Solutions LLC, DGS Electrical Contractor, and St. Francis Electric LLC; and

WHEREAS, Proposals were evaluated using a structured evaluation system based on the Cover Letter, Company Information, Project Team, Examples of Work, References, Exclusions, Work Plan, and Cost of Services ; and

WHEREAS, Funding for these services has been included in the Public Works Department's operating budget for Traffic Signal and Streetlight Maintenance and related capital improvement program accounts; and

WHEREAS, Effective January 1, 2027, Contractor's billing rates under this Agreement may be annually increased in January of each year by the lesser of 3% or the annual increase in the Cost of Living Index – All Items, for the Sacramento Metropolitan

Region. No work shall be performed by Contractor in excess of the total compensation amount provided in this section without the City's prior written approval; now, therefore, be it

RESOLVED: That the City Council of the City of Tracy approve a General Services Agreement with Bear Electrical Solutions, LLC for on-call electrical services for traffic signal and streetlight repair in an amount not to exceed $200,000 per fiscal year; and be it

FURTHER RESOLVED: That the City Manager is authorized to extend the agreement for up to four (4) additional years, upon the recommendation of the Public Works Director, for a maximum total term of six (6) years and not to exceed up to $1,200,000 over six (6) years.

* * * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the Tracy City Council on the 16th day of December, 2025, by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B.A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

December 16, 2025

Agenda Item 1.J

RECOMMENDATION

Staff recommends that the City Council adopt a resolution approving a General Services Agreement with B.I.C. BICSEC SECURITY, INC. dba B.I.C. Security Systems for the provision, installation, and monitoring of security and fire alarm systems for City facilities, for a term of two (2) years from January 1, 2026 through December 31, 2027, in the amount of $371,006, and authorize the City Manager to extend the agreement for up to an additional four (4) years, upon the recommendation of the Director of Public Works. Staff further recommends authorizing the City Manager to approve an annual price adjustment not to exceed three percent (3%) based on the Consumer Price Index (CPI).

EXECUTIVE SUMMARY

This item requests City Council approval of a General Services Agreement with B.I.C. BICSEC SECURITY, INC. dba B.I.C. Security Systems (Contractor) to provide comprehensive security and fire alarm system services for City facilities, including installation, upgrades, maintenance, and 24/7 monitoring.

The proposed two-year agreement totals $371,006, which includes:

- A one-time fee of $151,320 for system upgrades and takeover of leased equipment at City Hall, Grand Theatre Center for the Arts, and the Tracy Museum;
- 1st year not-to-exceed amount of $74,436 for ongoing monitoring
- 1st year not-to-exceed amount of $20,250 for estimated repairs
- 2nd year not-to-exceed amount of $74,436 for ongoing monitoring
- 2nd year not-to-exceed amount of $50,564 for estimated repairs

The agreement allows for an annual price adjustment limited to 3% based on the Consumer Price Index (CPI) and authorizes the City Manager to approve such adjustments and to extend the agreement for up to four years upon the recommendation of the Director of Public Works.

BACKGROUND AND LEGISLATIVE HISTORY

The City is responsible for maintaining the safety and security of its facilities, employees, and the public. Security and fire alarm systems are essential for preventing unauthorized access, ensuring timely emergency response, and maintaining compliance with building and fire safety regulations.

To maintain effective systems, the City contracts with qualified service providers with expertise in installation, maintenance, and monitoring. The City's prior security services

agreement is set to expire at the end of 2025, prompting the need for this new General Services Agreement to ensure uninterrupted protection and enhanced security infrastructure.

ANALYSIS

Pursuant to Tracy Municipal Code, Article 4, Section 2.20.180, the City issued a Request for Proposals (RFP) on October 23, 2025, seeking qualified firms to provide comprehensive security and fire alarm system services. The RFP was posted on the City's website for fourteen (14) days, and three (3) proposals were received by the deadline of November 6, 2025, from the following firms:

- All Star Security Services
- B.I.C. BICSEC SECURITY, INC. dba B.I.C. Security Systems
- Nextech Security Solutions

Staff reviewed and evaluated each submittal based on qualifications, technical capabilities, proposed scope of work, and cost-effectiveness.

B.I.C. Security Systems was determined to be the most competitive and responsible proposer. The firm demonstrated extensive experience with municipal clients, the required certifications, and proven expertise in advanced system integration and monitoring.

The total proposed bid amount of $371,006 includes:

Not to Exceed Amount. Contractor's total compensation under this Agreement for the initial two (2) year term shall not exceed $371,006 ($151,320 initial startup and $94,686 monitoring). Subsequent year(s) Not to Exceed shall be $125,000 annually. Contractor's billing rates shall cover all costs and expenses for Contractor's performance of this Agreement. Effective January 1, 2027, Contractor's billing rates under this Agreement may be annually increased in January of each year by the lesser of 3% or the annual increase based on the Consumer Price Index (CPI).

No work shall be performed by Contractor in excess of the total compensation amount provided in this section without the City's prior written approval.

The agreement includes a CPI-based annual price adjustment limit of 3% to account for inflation-related increases in service and material costs. Any such adjustment must be reviewed and approved by the City Manager upon the recommendation of the Director of Public Works**.**

FISCAL IMPACT

The total contract amount of $371,006 has been budgeted in the Public Works Department's Building Maintenance and Operations budgets for Fiscal Years 2025–26 and 2026–27.

The breakdown of cost is as follows:

- A one-time fee of $151,320 for system upgrades and takeover of leased equipment at City Hall, Grand Theatre Center for the Arts, and the Tracy Museum;
- 1st year not-to-exceed amount of $74,436 for ongoing monitoring
- 1st year not-to-exceed amount of $20,250 for estimated repairs
- 2nd year not-to-exceed amount of $74,436 for ongoing monitoring
- 2nd year not-to-exceed amount of $50,564 for estimated repairs
- CPI adjustment – limited to a maximum of 3% per year, subject to City Manager approval.

No additional appropriations are required.

PUBLIC OUTREACH / INTEREST

This is an operational item related to the City's facility maintenance and safety services. No public outreach was conducted.

CEQA DETERMINATION

This action is administrative in nature and does not constitute a project under the California Environmental Quality Act (CEQA). Therefore, CEQA does not apply.

STRATEGIC PLAN CONSIDERATION

This item supports the City Council's adopted strategic priorities in the areas of Public Safety, Infrastructure Maintenance, and Quality of Life.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council adopt a resolution approving a General Services Agreement with B.I.C. BICSEC SECURITY, INC. dba B.I.C. Security Systems for the provision, installation, and monitoring of security and fire alarm systems for City facilities, for a term of two (2) years from January 1, 2026 through December 31, 2027, in the amount of $371,006, and authorize the City Manager to extend the agreement for up to an additional four (4) years, upon the recommendation of the Director of Public Works. Staff further recommends authorizing the City Manager to approve an annual price adjustment not to exceed three percent (3%) based on the Consumer Price Index (CPI).

Prepared by: Anthony Camarena, Operations Supervisor

Reviewed by: Anush Nejad, Director of Public Works
David Murphy, Assistant Director of Public Works
Sara Castro, Director of Finance
L. David Nefouse, City Attorney
Arturo Sanchez, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

Attachments: A: General Services Agreement – B.I.C. BICSEC SECURITY, INC. dba BIC Security Systems

CITY OF TRACY
GENERAL SERVICES AGREEMENT

This General Services Agreement (**Agreement**) is entered into between the City of Tracy, a municipal corporation (**City**), and BICSEC Security, Inc., dba B.I.C. Security Systems a California corporation (**Contractor**). City and Contractor are referred to individually as "Party" and collectively as "Parties."

Recitals

A. City desires to retain Contractor for the provision, installation, and monitoring of security and fire alarms systems for City facilities.

B. On October 23, 2025, the City issued a Request for Proposals (RFP) for Security and Fire Alarm Systems and Monitoring (**Project**). On November 6, 2025, Contractor submitted its proposal for the Project to the City. City has determined that Contractor possesses the skills, experience and certification required to provide the services.

C. After negotiations between the City and Contractor, the Parties have reached an agreement for the performance of services in accordance with the terms set forth in this Agreement.

D. This Agreement is being executed pursuant to Resolution No. 2025-____ approved by Tracy City Council on December 16, 2025 and TMC 2.20.140.

Now therefore, the Parties mutually agree as follows:

1. Scope of Work. Contractor shall perform the services described in Exhibit "A" attached and incorporated by reference. The services shall be performed by, or under the direct supervision of, Contractor's Authorized Representative: Paul Butler. Contractor shall not replace its Authorized Representative, nor shall Contractor replace any of the personnel listed in Exhibit "A," nor shall Contractor use or replace any subcontractors or subconsultants, without City's prior written consent. A failure to obtain the City's prior written consent for any change or replacement in personnel or subcontractor may result in the termination of this Agreement.

2. Time of Performance. Time is of the essence in the performance of services under this Agreement and the timing requirements set forth shall be strictly adhered to unless otherwise modified in writing in accordance with this Agreement. Any services for which times for performance are not specified in this Agreement shall be started and completed by Contractor in a reasonably prompt and timely manner based upon the circumstances and direction communicated to the Contractor. Contractor shall submit all requests for time extensions to the City in writing no later than ten days after the start of the condition which purportedly caused the delay, and not later than the date on which performance is due. City shall grant or deny such requests at its sole discretion.

2.1 Term. The term of this Agreement shall begin on January 1, 2026 and end on December 31, 2027, unless terminated in accordance with Section 6. This Agreement may be extended for an additional four (4) years by the City Manager following a written determination that Contractor has satisfactorily met all the requirements of this Agreement.

3. Compensation. City shall pay Contractor on a time and expense basis, at the billing rates set forth in Exhibit "B," attached and incorporated by reference for services performed under this Agreement.

3.1 Not to Exceed Amount. Contractor's total compensation under this Agreement for the initial two (2) year term shall not exceed $371,006 ($151,320 initial startup and $94,686 monitoring).

Subsequent year(s) Not to Exceed shall be $125,000 annually. Contractor's billing rates shall cover all costs and expenses for Contractor's performance of this Agreement. Effective January 1, 2027, Contractor's billing rates under this Agreement may be annually increased in January of each year by the lesser of 3% or the annual increase in the Cost of Living Index – All Items, for the Sacramento Metropolitan Region. No work shall be performed by Contractor in excess of the total compensation amount provided in this section without the City's prior written approval.

3.2 Invoices. Contractor shall submit monthly invoices to the City that describe the services performed, including times, dates, and names of persons performing the services.

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

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

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

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

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

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

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

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

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

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

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

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

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

5.6 Notice of Cancellation. Contractor shall notify the City if the policy is canceled before the expiration date. For the purpose of this notice requirement, any material change in the policy prior to

the expiration shall be considered a cancellation. Contractor shall immediately obtain a replacement policy.

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

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

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

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

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

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

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

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

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

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

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

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

8 Labor Code Compliance. Contractor is aware of the requirements of Chapter 1 of Part 7 of Division 2 of the California Labor Code and applicable regulations which require the payment of prevailing wage rates (§1771, §1774, and §1775); employment of apprentices (§1777.5), certified payroll records (§1776), hours of labor (§1813 and §1815), debarment of contractors and subcontractors (§1777.1) and the performance of other requirements on "public works" and "maintenance" projects. The services being performed under this Agreement are part of a "public works" or "maintenance" project, as defined in the Prevailing Wage Laws, Contractor agrees to fully comply with such Prevailing Wage Laws.

8.1 Rates. These prevailing wage rates are on file with the City and are available online at http://www.dir.ca.gov/DLSR. Each Contractor and Subcontractor must pay no less than the specified rates to all workers employed to perform the services described herein. The schedule of per diem wages is based upon a working day of eight hours. The rate for holiday and overtime work must be at least time and one-half. Contractor assumes all responsibility for such payments and shall defend, indemnify and hold the City harmless from any and all claims made by the State of California, the Department of Industrial Relations, any subcontractor, any worker, or any other third party.

8.2 Registration with DIR. Contractor warrants that it is registered with the Department of Industrial Relations and qualified to perform the services consistent with Labor Code section 1725.5.

8.3 Monitoring. This Agreement will be subject to compliance monitoring and enforcement by the DIR, under Labor Code section 1771.4.

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

10. Independent Contractor Status. Contractor is an independent contractor and is solely responsible for the acts of its employees or agents, including any negligent acts or omissions. Contractor is not City's employee and Contractor shall have no authority, express or implied, to act on behalf of the City as an agent, or to bind the City to any obligation, unless the City provides prior written authorization. Contractor is free to work for other entities while under contract with the City. Contractor, and its agents or employees, are not entitled to City benefits.

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

12. Rebates, Kickbacks, or Other Unlawful Consideration. Contractor warrants that this Agreement was not obtained or secured through rebates, kickbacks, or other unlawful consideration either promised or paid to any City official or employee. For breach of this warranty, City shall have the right, in its sole discretion, to terminate this Agreement without liability; to pay only for the value of the work actually performed; or to deduct from the contract price; or otherwise recover the full amount of such rebate, kickback, or other unlawful consideration.

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

To City:
City of Tracy Public Works
520 Tracy Blvd.
Tracy, CA 95376

To Contractor:
B.I.C. Security Systems
1656 Herndon Road
Ceres, CA 95307

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

14. Miscellaneous.

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

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

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

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

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

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

14.6.1 Hazardous Materials. Contractor is responsible for all costs of clean up and/or removal of hazardous and toxic substances spilled as a result of performing their services.

14.6.2 Non-discrimination. Contractor represents and warrants that it is an equal opportunity employer and it shall not discriminate against any subcontractor, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Contractor shall also comply with all applicable anti-discrimination federal and state laws, including but not limited to, the California Fair Employment and Housing Act (Gov. Code 12990 (a-f) et seq.).

14.7 Business Entity Status. Contractor is responsible for filing all required documents and/or forms with the California Secretary of State and meeting all requirements of the Franchise Tax Board, to the extent such requirements apply to Contractor. By entering into this Agreement, Contractor represents that it is not a suspended corporation. If Contractor is a suspended corporation at the time it enters this Agreement, City may take steps to have this Agreement declared voidable.

14.8 Business License. Before the City signs this Agreement, Contractor shall obtain a City of Tracy Business License. Contractor shall maintain an active City of Tracy Business License during the term of this Agreement.

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

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

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

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

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

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

[SIGNATURES ON FOLLOWING PAGE]

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

City of Tracy

_____
By: Dan Arriola
Title: Mayor
Date: _____

Attest:

_____
April B. A. Quintanilla, City Clerk

Approved as to form:

_____
L. David Nefouse, City Attorney

Contractor
BICSEC Security, Inc. dba B.I.C. Security Systems, a California corporation

_____
By: Paul Butler
Title: CEO/CFO
Date: 11-19-2025

Federal Employer Tax ID No. 770586053

Exhibits:

A Scope of Work, including personnel and time of performance (See Agreement sections 1 and 2.)
B Compensation (See Agreement section 3.)

EXHIBIT A - Scope of Work

Full Scope of Services – Security & Fire Alarm Systems and Monitoring

1. **Security & Fire Alarm Components**
   Design and deployment of intrusion detection, access control, video surveillance, alarm notification, fire detection (smoke, heat, pull stations), notification appliances, control panels, and emergency system integrations.
2. **Installation by Certified Professionals**
   Full installation services following manufacturer guidelines and best practices, with system labeling, documentation, and coordination with other trades.
3. **System Testing & Commissioning**
   Functional, integration, and fail-safe testing of all components, with commissioning reports and hands-on training for operational personnel.
4. **After-hours work** All installation, testing, and troubleshooting activities must be conducted outside of standard business hours, unless otherwise approved in advance through a scheduled work plan authorized by the Director or their designee.
5. **24/7 Monitoring Services**
   UL-compliant monitoring for security and fire alarms, with immediate notifications, record-keeping, and integration with emergency responders.
6. **Maintenance & Technical Support**
   Scheduled preventative maintenance, diagnostics, emergency repair, software/firmware updates, and responsive technical support.
7. **Documentation & Reporting**
   Provision of as-built drawings, user manuals, maintenance logs, inspection records, incident reports, and compliance documentation.
8. **Project Management**
   Dedicated project manager, milestone tracking, coordination meetings, and progress reporting to ensure on-time and in-scope delivery.
9. **Compliance, Standards & Warranty**
   Strict adherence to NFPA, UL, ADA, and local/federal codes, with clearly defined warranties, extended service options, and performance guarantees.
10. **Optional & Advanced Services**
    System upgrades, retrofits, remote management platforms, cybersecurity measures for connected systems, and ongoing training beyond commissioning.

EXHIBIT B - Compensation

The two-year agreement totals $371,006, which includes:

- A one-time fee of $151,320 for system upgrades and takeover of leased equipment at City Hall, Grand Theatre Center for the Arts, and the Tracy Museum;
- 1st year not-to-exceed amount of $74,436 for ongoing monitoring
- 1st year not-to-exceed amount of $20,250 for estimated repairs
- 2nd year not-to-exceed amount of $74,436 for ongoing monitoring
- 2nd year not-to-exceed amount of $50,564 for estimated repairs

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO. _____

STAFF RECOMMENDS THAT THE CITY COUNCIL ADOPT A RESOLUTION APPROVING A GENERAL SERVICES AGREEMENT WITH B.I.C. BICSEC SECURITY, INC. DBA B.I.C. SECURITY SYSTEMS FOR THE PROVISION, INSTALLATION, AND MONITORING OF SECURITY AND FIRE ALARM SYSTEMS FOR CITY FACILITIES, FOR A TERM OF TWO (2) YEARS FROM JANUARY 1, 2026 THROUGH DECEMBER 31, 2027, IN THE AMOUNT OF $371,006, AND AUTHORIZE THE CITY MANAGER TO EXTEND THE AGREEMENT FOR UP TO AN ADDITIONAL FOUR (4) YEARS, UPON THE RECOMMENDATION OF THE DIRECTOR OF PUBLIC WORKS. STAFF FURTHER RECOMMENDS AUTHORIZING THE CITY MANAGER TO APPROVE AN ANNUAL PRICE ADJUSTMENT NOT TO EXCEED THREE PERCENT (3%) BASED ON THE CONSUMER PRICE INDEX (CPI).

WHEREAS, The City is responsible for maintaining the safety and security of its facilities, employees, and the public. Security and fire alarm systems are essential for preventing unauthorized access, ensuring timely emergency response, and maintaining compliance with building and fire safety regulations; and

WHEREAS, To maintain effective systems, the City contracts with qualified service providers with expertise in installation, maintenance, and monitoring; and

WHEREAS, The City's prior security services agreement is set to expire at the end of 2025, prompting the need for this new General Services Agreement to ensure uninterrupted protection and enhanced security infrastructure; and

WHEREAS, Pursuant to Tracy Municipal Code, Article 4, Section 2.20.180, the City issued a Request for Proposals (RFP) on October 23, 2025, seeking qualified firms to provide comprehensive security and fire alarm system services; and

WHEREAS, Three (3) proposals were received by the deadline of November 6, 2025, from the following firms: All Star Security Services, B.I.C. BICSEC Security, Inc., and Nextech Security Solutions; and

WHEREAS, Staff reviewed and evaluated each submittal based on qualifications, technical capabilities, proposed scope of work, and cost-effectiveness; and

WHEREAS, Contractor's total compensation under this Agreement for the initial two (2) year term shall not exceed $371,006 ($151,320 initial startup and $94,686

monitoring). Subsequent year(s) Not to Exceed shall be $125,000 annually. Contractor's billing rates shall cover all costs and expenses for Contractor's performance of this Agreement; and

WHEREAS, Effective January 1, 2027, Contractor's billing rates under this Agreement may be annually increased in January of each year by the lesser of 3% or the annual increase based on the Consumer Price Index (CPI) – All Items, for the Sacramento Metropolitan Region. No work shall be performed by Contractor in excess of the total compensation amount provided in this section without the City's prior written approval; and

WHEREAS, The total contract amount of $371,006 has been budgeted in the Public Works Department's Building Maintenance and Operations budgets for Fiscal Years 2025–26 and 2026–27; now, therefore, be it

RESOLVED: That the City Council of the City of Tracy approve a General Services Agreement with B.I.C. Bicsec Security, Inc. dba B.I.C. Security Systems for the provision, installation, and monitoring of security and fire alarm systems for City facilities for a term of two (2) years from January 1, 2026 through December 31, 2027 in the amount of $371,006; and be it

FURTHER RESOLVED: That the City Manager is authorized to extend the agreement for up to an additional four (4) years upon the recommendation of the Director of Public Works; and be it

FURTHER RESOLVED: That the City Manager is authorized to approve an annual price adjustment not to exceed three percent (3%) based on the Consumer Price Index (CPI).

* * * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the Tracy City Council on the 16th of December, 2025, by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B.A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

December 16, 2025

Agenda Item 1.K

RECOMMENDATION

Staff recommends that the City Council adopt a resolution approving a General Services Agreement with R&S Erection Tri-County, Inc. for on-call service and repair of garage doors and gates, in an amount not-to-exceed $100,000 per fiscal year for two (2) years and authorize the City Manager, upon the recommendation of the Director of Public Works, to extend the agreement for up to an additional four (4) years, for a maximum total term of six (6) years, and a not-to-exceed up to $600,000 over the six (6) years.

EXECUTIVE SUMMARY

This item is to consider authorizing a General Services Agreement for on-call service and repair of garage doors and gates to support the maintenance, repair, and emergency response needs of the City's facilities.

The proposed agreement will ensure that the Public Works Department has access to qualified professionals to perform a wide range of services, including garage door and gate repairs, replacements, preventative maintenance, and emergency response for equipment failures at City facilities.

The initial term of the agreement is two (2) years, with a not-to-exceed amount of $100,000 per fiscal year. The agreement further authorizes the City Manager, upon the recommendation of the Director of Public Works, to extend the contract for up to an additional four (4) years, for a maximum total duration of six (6) years, and a not to exceed up to $600,000 over the six (6) years.

BACKGROUND AND LEGISLATIVE HISTORY

The Public Works Department is responsible for the maintenance and operation of the City's garage doors and access gates at various municipal facilities, including the Corporation Yard, Fire Stations, and other secure sites.

Routine maintenance and emergency repairs require specialized expertise, tools, and safety certifications. Contracting for on-call service and repair ensures that the City can promptly respond to failures or malfunctions that could disrupt operations or compromise facility security.

Historically, the City has used on-call service contracts to provide flexibility and efficiency in responding to these needs without delays associated with separate procurement processes for each incident.

ANALYSIS

Pursuant to the Tracy Municipal Code, Article 4, Section 2.20.180, staff issued a Notice Inviting Bids (NIB) on November 3, 2025, for on-call service and repair of garage doors and gates.

The NIB was posted on the City's website for ten (10) days, and bids were submitted on November 13, 2025.

Two contractors provided bids: R&S Erection Tri-County, Inc. and Nor-Cal Overhead, Incorporated.

Proposals were evaluated based on experience, qualifications, cost effectiveness, response time and ability to provide comprehensive maintenance and emergency repair services for garage doors and gates.

The qualified contractor selected through this process is R&S Erection Tri-County, Inc., which demonstrated the required technical expertise, safety record, and capacity to perform the services efficiently and cost-effectively.

The proposed agreement has a two-year base term, with a not-to-exceed amount of $100,000 per fiscal year. The agreement authorizes the City Manager, with the recommendation of the Director of Public Works, to extend the term for up to four (4) additional years, for a maximum total term of six (6) years. Effective January 1, 2027, Contractor's billing rates under this Agreement may be annually increased in January of each year by the lesser of 3% or the annual increase in the Cost-of-Living Index – All Items, for the Sacramento Metropolitan Region. No work shall be performed by Contractor in excess of the total compensation amount provided in this section without the City's prior written approval.

FISCAL IMPACT

There is no additional fiscal impact. Funding for these services has been included in the Public Works Department's operating budget for facility maintenance and repair.
The total not-to-exceed amount is $100,000 per fiscal year.

PUBLIC OUTREACH / INTEREST

This is an operational item for the Public Works Department. No public outreach was conducted.

CEQA DETERMINATION

This project is categorically exempt under the California Environmental Quality Act (CEQA), as it involves routine maintenance and repair of existing public facilities with negligible expansion of use (Section 15301, Class 1 – Existing Facilities).

STRATEGIC PLAN

This agenda item supports the City Council's adopted Public Safety, Infrastructure, and Quality of Life strategic priorities by ensuring reliable and well-maintained City facility access systems.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council adopt a resolution approving a General Services Agreement with R&S Erection Tri-County, Inc. for on-call service and repair of garage doors and gates, in an amount not-to-exceed $100,000 per fiscal year for two (2) years and authorize the City Manager, upon the recommendation of the Director of Public Works, to extend the agreement for up to an additional four (4) years, for a maximum total term of six (6) years, and a not-to-exceed up to $600,000 over the six (6) years.

Prepared by: Anthony Camarena, Operations Supervisor

Reviewed by: Anush Nejad, Director of Public Works
David Murphy, Assistant Director of Public Works
Jim Thompson, Operations Superintendent Internal Services
Sara Castro, Director of Finance
L. David Nefouse, City Attorney
Arturo M. Sanchez, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

Attachments: A: General Services Agreement – On-Call Service and Repair of Garage Doors and Gates

CITY OF TRACY
GENERAL SERVICES AGREEMENT

This General Services Agreement (**Agreement**) is entered into between the City of Tracy, a municipal corporation (**City**), and R&S Erection Tri-County, Inc., a California Corporation (**Contractor**). City and Contractor are referred to individually as "Party" and collectively as "Parties."

Recitals

A. City desires to retain Contractor to comprehensive repair, service and installation of doors, docks, gates, and access control systems; and

B. On November 3, 2025, the City issued a Notice Inviting Bids (NIB) for the On-Call Service and Repair of Garage Doors and Gates. On November 10, 2025, Contractor submitted its proposal for the Project to the City. The City has determined that Contract possess the skills, experience and certification required to provide the services.

C. After negotiations between the City and Contractor, the Parties have reached an agreement for the performance of services in accordance with the terms set forth in this Agreement.

D. This Agreement is being executed pursuant to Resolution No. 2025-____ approved by Tracy City Council on _____, 2025.

Now therefore, the Parties mutually agree as follows:

1. Scope of Work. Contractor shall perform the services described in Exhibit "A" attached and incorporated by reference. The services shall be performed by, or under the direct supervision of, Contractor's Authorized Representative: Jason Diers, Project Manager**.** Contractor shall not replace its Authorized Representative, nor shall Contractor replace any of the personnel listed in Exhibit "A," nor shall Contractor use or replace any subcontractors or subconsultants, without City's prior written consent. A failure to obtain the City's prior written consent for any change or replacement in personnel or subcontractor may result in the termination of this Agreement.

2. Time of Performance. Time is of the essence in the performance of services under this Agreement and the timing requirements set forth shall be strictly adhered to unless otherwise modified in writing in accordance with this Agreement. Contractor shall begin performance, and shall complete all required services no later than the dates set forth in Exhibit "A." Any services for which times for performance are not specified in this Agreement shall be started and completed by Contractor in a reasonably prompt and timely manner based upon the circumstances and direction communicated to the Contractor. Contractor shall submit all requests for time extensions to the City in writing no later than ten days after the start of the condition which purportedly caused the delay, and not later than the date on which performance is due. City shall grant or deny such requests at its sole discretion.

2.1 Term. The term of this Agreement shall begin on _____ and end on June 30, 2027, unless terminated in accordance with Section 6. This Agreement may be extended for an additional four (4) years by the City Manager following a written determination that Contractor has satisfactorily met all the requirements of this Agreement.

3. Compensation. City shall pay Contractor on a time and expense basis, at the billing rates set forth in Exhibit "B," attached and incorporated by reference for services performed under this Agreement.

3.1 Not to Exceed Amount. Contractor's total compensation under this Agreement shall not exceed $100,000 annually, per fiscal year. Contractor's billing rates shall cover all costs and expenses for Contractor's performance of this Agreement, as outlined in Exhibit B. No work shall be performed by Contractor in excess of the total compensation amount provided in this section without the City's prior written approval.

3.2 Invoices. Contractor shall submit monthly invoices to the City that describe the services performed, including times, dates, and names of persons performing the services.

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

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

4. Indemnification. Contractor shall indemnify, defend, and hold harmless the City from and against claims, damages, or liabilities, but only to the extent caused by the negligent acts, errors, or omissions of the Contractor, its employees, agents, or subcontractors in the performance of this Agreement.

The Contractor shall not be responsible for any claims, damages, or liabilities to the extent they arise from the negligence, willful misconduct, or omissions of the City, its officers, employees, or agents.

The duty to defend shall arise only after a determination of Contractor's proportionate responsibility.

This indemnification obligation shall not apply to claims arising from the City's sole or active negligence or willful misconduct.

This clause survives termination of the Agreement.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

8 Labor Code Compliance. Contractor is aware of the requirements of Chapter 1 of Part 7 of Division 2 of the California Labor Code and applicable regulations which require the payment of prevailing wage rates (§1771, §1774, and §1775); employment of apprentices (§1777.5), certified payroll records (§1776), hours of labor (§1813 and §1815), debarment of contractors and subcontractors (§1777.1) and the performance of other requirements on "public works" and "maintenance" projects. The services being performed under this Agreement are part of a "public

works" or "maintenance" project, as defined in the Prevailing Wage Laws, Contractor agrees to fully comply with such Prevailing Wage Laws.

8.1 Rates. These prevailing wage rates are on file with the City and are available online at http://www.dir.ca.gov/DLSR. Each Contractor and Subcontractor must pay no less than the specified rates to all workers employed to perform the services described herein. The schedule of per diem wages is based upon a working day of eight hours. The rate for holiday and overtime work must be at least time and one-half. Contractor assumes all responsibility for such payments and shall defend, indemnify and hold the City harmless from any and all claims made by the State of California, the Department of Industrial Relations, any subcontractor, any worker, or any other third party.

8.2 Registration with DIR. Contractor warrants that it is registered with the Department of Industrial Relations and qualified to perform the services consistent with Labor Code section 1725.5.

8.3 Monitoring. This Agreement will be subject to compliance monitoring and enforcement by the DIR, under Labor Code section 1771.4.

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

10. Independent Contractor Status. Contractor is an independent contractor and is solely responsible for the acts of its employees or agents, including any negligent acts or omissions. Contractor is not City's employee and Contractor shall have no authority, express or implied, to act on behalf of the City as an agent, or to bind the City to any obligation, unless the City provides prior written authorization. Contractor is free to work for other entities while under contract with the City. Contractor, and its agents or employees, are not entitled to City benefits.

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

12. Rebates, Kickbacks, or Other Unlawful Consideration. Contractor warrants that this Agreement was not obtained or secured through rebates, kickbacks, or other unlawful consideration either promised or paid to any City official or employee. For breach of this warranty, City shall have the right, in its sole discretion, to terminate this Agreement without liability; to pay only for the value of the work actually performed; or to deduct from the contract price; or otherwise recover the full amount of such rebate, kickback, or other unlawful consideration.

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

To City:
City of Tracy
Attn: David Murphy
Assistant Director of Public Works
333 Civic Center Plaza
Tracy, CA 95376

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

To Contractor:
R&S Erection Tri-County, Inc.
Attn: Jason Diers, Project Manager
5265 Jerusalem Ct.
Modesto, CA 95356

14. Miscellaneous.

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

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

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

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

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

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

14.6.1 Hazardous Materials. Contractor is responsible for all costs of clean up and/or removal of hazardous and toxic substances spilled as a result of performing their services.

14.6.2 Non-discrimination. Contractor represents and warrants that it is an equal opportunity employer and it shall not discriminate against any subcontractor, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Contractor shall also comply with all applicable anti-discrimination federal and state laws, including but not limited to, the California Fair Employment and Housing Act (Gov. Code 12990 (a-f) et seq.).

14.7 Business Entity Status. Contractor is responsible for filing all required documents and/or forms with the California Secretary of State and meeting all requirements of the Franchise Tax Board, to the extent such requirements apply to Contractor. By entering into this Agreement, Contractor represents that it is not a suspended corporation. If Contractor is a suspended corporation at the time it enters this Agreement, City may take steps to have this Agreement declared voidable.

14.8 Business License. Before the City signs this Agreement, Contractor shall obtain a City of Tracy Business License. Contractor shall maintain an active City of Tracy Business License during the term of this Agreement.

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

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

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

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

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

15. <u>Signatures</u>. The individuals executing this Agreement on behalf of Contractor represent and warrant that they have the right, power, legal capacity and authority to enter into and to execute this Agreement on behalf of Contractor.

[SIGNATURES ON FOLLOWING PAGE]

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

City of Tracy, a Municipal Corporation

By: _____
Dan Ariola
Title: Mayor
Date: _____

Attest:

_____
April B. A. Quintanilla, City Clerk

Approved as to form:

_____
L. David Nefouse, City Attorney

R&S Erection Tri-County, Inc., a California Corporation

By: _____
Michael Fleck

Title: Chief Executive Officer

Date: 11/19/2025

Federal Employer Tax ID No. 94-2739845

By: _____
Shawn Trask

Title: Chief Financial Officer, Secretary

Date: _____

Exhibits:

A Scope of Work, including personnel and time of performance (See Agreement sections 1 and 2.)
B Compensation (See Agreement section 3.)

EXHIBIT A - Scope of Work

1. Service Call Receipt– City submits via phone, or email.
2. Dispatch– Technician scheduled within 4 hours depending on job severity.
3. Site Arrival & Safety– Hazard assessment (lockout/tagout, traffic control, hot work).
4. Diagnosis & Temporary Restoration– Restore function, even if only temporarily, to minimize downtime.
5. Permanent Repair / Replacement – Use stock or new ordered material. If necessary, a follow up Offer will be supplied prior to work.
6. Documentation– Digital work order with photos, parts list, and warranty info after each service.

Project Team

Jason Diers: Manager / 22 years of experience / IDEA Master Technician
c: (209) 652-8047 e: jasond@rstricounty.com

Paul Keehn: Commercial Supervisor / 39 years of experience / IDEA Master Technician
c: (209) 649-8667 e: paulk@rstricounty.com

Casey Archer: Gate Supervisor / 10 years of experience / IDEA Master Technician
c: (209) 263-1241 e: caseya@rstricounty.com

All personnel will coordinate directly with City staff for scheduling, safety briefings, and progress reporting.

EXHIBIT B - Compensation

Description	Regular Hourly Rate	After Hours / Emergency Rate
Basic service, assistance, and labor support	$349 1st hr $299 after	$350 1 tech $448.50 2 techs
Routine diagnostics, repair, and installation	$349 1st hr $299 after	$350 1 tech $448.50 2 techs
Complex repairs, troubleshooting, programming	$349 1st hr $299 after	$350 1 tech $448.50 2 techs
Oversight, coordination, reporting, QA/QC	$349 1st hr $299 after	$350 1 tech $448.50 2 techs
Equipment Fees	$400 ScLift, $650 Fork	$400 ScLift, $650 Fork
Optional Equipment Fees	N/A	N/A
Other N/A	N/A	N/A
Other N/A	N/A	N/A
Other N/A	N/A	N/A

Materials & Parts: Billed at Cost plus (%) of markup.	20 %

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO. _____

STAFF RECOMMENDS THAT THE CITY COUNCIL ADOPT A RESOLUTION APPROVING A GENERAL SERVICES AGREEMENT WITH R&S ERECTION TRI-COUNTY, INC. FOR ON-CALL SERVICE AND REPAIR OF GARAGE DOORS AND GATES, IN AN AMOUNT NOT TO EXCEED $100,000 PER FISCAL YEAR FOR TWO (2) YEARS AND AUTHORIZE THE CITY MANAGER, UPON THE RECOMMENDATION OF THE DIRECTOR OF PUBLIC WORKS, TO EXTEND THE AGREEMENT FOR UP TO AN ADDITIONAL FOUR (4) YEARS, FOR A MAXIMUM TOTAL TERM OF SIX (6) YEARS, AND A NOT TO EXCEED UP TO $600,000 OVER THE SIX (6) YEARS.

WHEREAS, The Public Works Department is responsible for the maintenance and operation of the City's garage doors and access gates at various municipal facilities, including the Corporation Yard, Fire Stations, and other secure sites; and

WHEREAS, Routine maintenance and emergency repairs require specialized expertise, tools, and safety certifications. Contracting for on-call service and repair ensures that the City can promptly respond to failures or malfunctions that could disrupt operations or compromise facility security; and

WHEREAS, Pursuant to the Tracy Municipal Code, Article 4, Section 2.20.180, staff issued a Notice Inviting Bids (NIB) on November 3, 2025, for on-call service and repair of garage doors and gates; and

WHEREAS, Two contractors provided bids: R&S Erection Tri-County, Inc. and Nor-Cal Overhead, Incorporated; and

WHEREAS, Proposals were evaluated based on experience, qualifications, cost effectiveness, response time and ability to provide comprehensive maintenance and emergency repair services for garage doors and gates; and

WHEREAS, Funding for these services has been included in the Public Works Department's operating budget for facility maintenance and repair with a total not-to-exceed amount is $100,000 per fiscal year; and

WHEREAS, Effective January 1, 2027, Contractor's billing rates under this Agreement may be annually increased in January of each year by the lesser of 3% or the

annual increase in the Cost of Living Index – All Items, for the Sacramento Metropolitan Region. No work shall be performed by Contractor in excess of the total compensation amount provided in this section without the City's prior written approval; now, therefore, be it

RESOLVED: That the City Council of the City of Tracy approve a General Services Agreement with R&S Erection Tri-County, Inc. for on call service and repair of garage doors and gates in an amount not-to-exceed $100,000 per fiscal year for two (2) years; and be it

FURTHER RESOLVED: That the City Manager is authorized to extend the agreement for up to an additional four (4) years, upon the recommendation of the Public Works Director, for a maximum term of six (6) years and a maximum not to exceed up to $600,000 over the six (6) years.

* * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the Tracy City Council on the 16th day of December, 2025, by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B.A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

December 16, 2025

Agenda Item 1.L

RECOMMENDATION

Staff recommends that the Tracy City Council adopt a resolution:

(1) determining that compliance with standard procurement processes is not in the best interests of the City pursuant to Tracy Municipal Code 2.20.180 (b)(4) and dispensing such requirement for the actions herein, and

(2) authorizing the purchase of a Mobile Command Vehicle in the amount of $1,317,198.99 from LDV Custom Specialty Vehicles.

(3) authorizing the acceptance of the San Joaquin County Office of Emergency Services, Homeland Security grant totaling $500,000 and appropriating the funds to the police department operational budget.

(4) authorizing $217,198.99 from the police department's Supplemental Law Enforcement Services Funds (SLESF) and the appropriating funds to the police department operational budget.

(5) approving a city match of the remaining balance of $600,000, appropriating general funds reserves (F101) to the police department's operational budget.

EXECUTIVE SUMMARY

This agenda item seeks adoption of a Resolution approving a purchase contract with LDV Custom Specialty Vehicles for a 2026 Mobile Command Vehicle not to exceed **1,317,198.99**. The compliance with the standard procurement procedures is not in the best interests of the City because LDV Custom Specialty Vehicles is the only manufacturer to offer fully automatic flat floor slide-out rooms over the wheel wells on both front and rear axles, maximizing floor space. This expands the footprint of the Mobile Command Vehicle, allowing multiple specialty PD teams to operate out of a single vehicle. The manufacturer also has LDV Intel-I-Touch vehicle automation, which allows all vital functions to be controlled and monitored through an easy-to-navigate touch panel. The Mobile Command Vehicle will be custom-built and will replace the aging LDV Mobile Command Vehicle which was purchased in 2006.

BACKGROUND AND LEGISLATIVE HISTORY

The Tracy Police Department (TPD), working in partnership with the San Joaquin County Office of Emergency Services and Homeland Security, obtained grant funds totaling

$500,000 to go towards the purchase of a Mobile Command Vehicle chassis only. OES will manage the $500,000 Homeland Security grant. OES will then pay LDV Custom Specialty Vehicles directly upon approval. TPD also secured $217,198.99 from the police department's Supplemental Law Enforcement Services Funds (SLESF). The City of Tracy will fund the remaining balance of $600,000. The 45-foot Mobile Command Vehicle is a vital piece of emergency equipment which serves multiple purposes, including serving as a Mobile Command Center for on-site planning and mobilization in response to Critical Incidents, City Emergencies and Community Events. The Mobile Command Vehicle houses technological equipment such as dispatch terminals, drones, computers, radios and communication devices to facilitate intelligence gathering, data analysis and police operations.

The new Mobile Command Vehicle is identified as Military Equipment under California Assembly Bill 481 (AB 481). Per Government Code sections 7070 through 7075, codified AB 481, the new Mobile Command Vehicle will be included in the AB 481 annual report.

ANALYSIS

The TPD Command Vehicle provides a Mobile Operational Command Center for Professional and Sworn Staff to include Command Staff, Public Information Officers, SWAT Commanders**,** Crisis Negotiation Team, Investigators and Dispatchers to name a few. The new Mobile Command Vehicle would be 45' in length and have four slide-outs with six interior workstation terminals, one exterior workstation, conference area, negotiators table and restroom. The Mobile Command Vehicle has been utilized at Community events to include the Fourth of July event and has also been deployed in response to community emergencies and is used in collaboration with partnering allied agencies as requested. The Mobile Command Vehicle also serves as a back-up dispatch center in the event the TPD Dispatch center at the Tracy Police Department goes off-line. The Mobile Command Vehicle has been utilized during Critical Incidents to include Crisis Response Unit SWAT Operations, outside agency assists, and mutual aid emergency requests.

The existing TPD LDV Command Vehicle, purchased in 2006, and is approximately 20 years old and no longer suitable for deployment due to its current condition, which includes outdated infrastructure and outdated technological equipment. The existing Mobile Command Vehicle is undersized for the needs of our growing City and growing Police Department. The existing Mobile Command Vehicle has no slide-outs, no exterior workstation, failing vehicle and outdated technological equipment and has a non-operational restroom. The older Mobile Command Vehicle was also previously purchased utilizing grant funds from the Office of Homeland Security. The older vehicle and equipment will be sold through the City's surplus procedure and any revenue gained will offset the expense of this project. It is anticipated the fully outfitted Command Vehicle will be ready for deployment by end of 2026.

An exception to the procurement procedure requiring a procurement process can be made Pursuant to Tracy Municipal Code 2.20.180(b)(4), when, in the determination of

the City Council, compliance with the procedure is not in the best interest of the City for those commodities, equipment or general services the costs of which equal or exceed Fifty Thousand and no/100ths ($50,000.00) Dollars.

PUBLIC OUTREACH/INTEREST

The Mobile Command Vehicle enhances civic engagement and supports Public Safety Operations.

COORDINATION

The Tracy Police Department has coordinated with San Joaquin County Office of Emergency Services to obtain partial funding.

FISCAL IMPACT

The Tracy Police Department is requesting appropriations in the amount of $1,317,198.99 into their operational budget to purchase a new Mobile Command Vehicle as follows:

San Joaquin County of Emergency Services Homeland Grant	$ 500,000.00
(F231) Supplemental Law Enforcement Services Funds (SLESF)	$ 217,198.99
(F101) General Fund Reserves	$ 600,000.00
	$1,317,198.99

The older Mobile Command Vehicle was acquired in 2006 (approximately 20 years ago) using a grant from the Office of Homeland Security for $369,045.

STRATEGIC PLAN

This agenda item relates to the City of Tracy Council Strategic Priorities for 2024-2025, Public Safety Goal 1.) Support emergency operations preparedness, response, and recovery. 4.) Expand public safety facilities to reflect population and community demand.

CEQA DETERMINATION

The proposed action is not a “project” under the California Environmental Quality Act “CEQA.” Pursuant to CEQA Guidelines Section 15061(b)(3), there is no possibility that this action will have an effect on the physical environment.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the Tracy City Council adopt a resolution:

(1) determining that compliance with standard procurement processes is not in the best

interests of the City pursuant to Tracy Municipal Code 2.20.180 (b)(4) and dispensing such requirement for the actions herein, and

(2) authorizing the purchase of a Mobile Command Vehicle in the amount of $1,317,198.99 from LDV Custom Specialty Vehicles.

(3) authorizing the acceptance of the San Joaquin County Office of Emergency Services, Homeland Security grant totaling $500,000 and appropriating the funds to the police department operational budget.

(4) authorizing $211,198.99 from the police department's Supplemental Law Enforcement Services Funds (SLESF) and the appropriating funds to the police department operational budget.

(5) approving a city match of the remaining balance of $600,000, appropriating general funds reserves (F101) to the police department's operational budget.

Prepared by: Miguel Contreras, Police Captain

Reviewed by: Beth Lyons-McCarthy, Police Support Operations Manager
Sekou Millington, Chief of Police
Sara Castro, Finance Director
Arturo M. Sanchez, Assistant City Manager
L. David Nefouse, City Attorney

Approved by: Midori Lichtwardt, City Manager

Attachments:

- Attachment A: LDV - Tracy PD - Sale Specs
- Attachment B: LDV - Tracy PD – Vehicle Diagram

Attachment A

180 Industrial Drive
Burlington, WI 53105 USA

Phone: 800-558-5986
Fax: (262) 767-2529
Direct: +1 (262) 763-0147
www.ldvusa.com

TRACY PD (CA)

MOBILE COMMAND CENTER

LDV PROPOSAL # M45MCC-36194-24

DATE

August 14, 2025 REV4

~~July 29, 2025 REV3~~
~~July 24, 2025 REV2~~
~~JUNE 19, 2025 REV1~~
~~JUNE 12, 2025~~

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PRICING PAGE:

Total price per unit as specified, FOB Origin	$1,209,439.00

Breakout Pricing:
Chassis: $573,339.00
Upfit: $636,100.00

Delivery charge to Tracy, CA	$7,373.00
Total price per unit	$1,216,812.00

Delivery terms: Ask your Sales Representative.

Payment Terms: NET 30

Quote is firm for 60 days from specification date.

Quoted price does not include any applicable FET, federal, state or local tax unless specified.

LDV
CUSTOM SPECIALTY VEHICLES

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Direct: +1 (262) 763-0147
www.ldvusa.com

Item	Qty	
1.00		**CHASSIS:**
1.01	1	**2026 Freightliner XCR Chassis w/ commercial Shell** Engine • Engine, Cummins L9 • Horsepower, 450EVHP@2100RPM • Torque, 1250 lb/ft Weight Ratings • Front GAWR: 18,180 lbs. • Rear GAWR: 20,000 lbs. • Tag GAWR 12,000 lbs. • Total GVWR 50,180 lbs. • Total GCWR 65,180 lbs. Tires • Front, Michelin X Line Energy Z 315/80R 22.5 • Rear/Tag, Michelin X Coach Z 295/80R22.5 • Wheels, 9” & 8.25” Aluminum Hitch • Capacity 15,000 lbs. Transmission • Allison 3000 automatic transmission without PTO provision Axles • Front, ZF Independent • Rear, V-Ride • Tag, Ultra Steer Brakes • Front, Bendix Air Disc • Rear, Meritor Cam Electrical • Alternator, 240 Amp • Batteries, (2) 1900 CCA Warranty • Basic Chassis (less drivetrain): 3 years, 50,000 miles • Alliance Battery: 1 year, 100,000 miles • Brightwork: 6 months, Unlimited miles • Corrosion: 6 months, Unlimited miles • Crossmembers: 5 years, 100,000 miles • Diesel Emissions 2010: 5 years, 50,000 miles • Drivetrain: 3 years, 50,000 miles • Frame Rails: 5 years, 100,000 miles • Chassis Paint: 6 months, Unlimited miles • Towing & Roadside Assistance: 3 years, 50,000 miles • CARB 22: 5yr/350,000 miles

CUSTOM SPECIALTY VEHICLES

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Fax: (262) 763-0156
Direct: +1 (262) 763-0147
www.ldvusa.com

Item	Qty	
		45' (overall length) Commercial shell • Driver and Passenger Chair, seatbelt certified • Driver and Passenger Window • Dash / Instrument Panels • 10" Dash radio w/ color back-up and side view camera pkg w/Navigation • Power front day/night shades • Passenger & driver window day/night shades • One (1) Driver entry door with window located curbside • Interior Decor: Super Subtle Twilight • Storage Doors / Skirts - all keyed alike. Water/dust tight lower compartments. Exterior compartments are constructed as independent units. All seams in the compartments are sealed to eliminate any moisture problems in the compartments. Doors are insulated.
1.02	1	Federal Signal Back-up alarm model 210331.
1.03	1	US DOT triangle reflector kit with three (3) triangles, for compliance with FMCSA regulations. Includes plastic storage case. Kit will be shipped loose in the vehicle.
2.00		**BODY:**
2.01	1	32" wide x 82" high 0.125" aluminum sedan door with 21.5" wide x 25.5" high fixed window and stepwell. Door shall have continuous stainless-steel piano hinge, two (2) nylon door straps and an aluminum drip rail. **NOTE:** Interior window covering will be a blackout curtain.
2.02	2	Upgrade seat base to swivel.
2.03	2	Interior heavy-duty fluted aluminum grab handle with rubber inserts and chrome plated stanchions installed at entry door. **NOTE:** (1) on interior door panel and (1) on side of cabinet at entry door stepwell
2.04	1	Automatic LED courtesy light at entry door.
2.05	1	Courtesy light defeat in Intel-I-Touch™ multiplex control screen. Each entry door courtesy light will be automatically deactivated where the corresponding room has the overhead lighting set to night mode.
2.06	1	Lippert Treadlite 30" wide - double - automatic electric steel entry step mounted under entry door. Product features: • Automatic LED ground light • Hold/Cycle switch that allows step to remain extended unless ignition is turned on. **NOTE:** Step light will be tied into courtesy light defeat.
2.07	1	Lippert Treadlite 24" wide - double - automatic electric steel entry step mounted under entry door. Product features: • Automatic LED ground light • Step remains extended unless ignition is turned on. **NOTE:** Step light will be tied into courtesy light defeat.

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Item	Qty	
2.08	2	Evergrip 20" treadplate step cover - Shore Grade, Black with yellow lip.
2.09	1	Sliding stainless steel handrail assembly for cassette or flip down stairwell.
2.10	1	Entire underside shall be undercoated. Includes floor extrusions, step wells and aluminum compartments.
2.11	1	Rear mud flaps. Includes anti-sail brackets when required.
2.12	4	Flat floor slide-out room extension fabricated with a structurally rigid welded aluminum tube design with a fully bonded aluminum shell. During deployment an electronic control system automatically expands the room extension and lowers the floor to flush position. Features: • Electric over hydraulic control system programmed to lower the slide out to floor height after full extension. • Awning that automatically extends and retracts over the top of the room to protect from weather and debris. • Full perimeter double rubber bulb seal with an additional seal in the fully extended and fully retracted positions. • No track or hardware shall be attached to the ceiling of the body. **NOTE:** (2) Slide out up to 120" length x 30" deep (full extension of 26"). CS/SS Front (1) Slide out up to 87" length x 34" deep (full extension of 30"). CS Rear (1) Slide out up to 87" length x 30" deep (full extension of 26"). SS Rear
2.13		Ignition Interlock to prevent vehicle from starting when any of the external extension devices are deployed.
2.14	8	Flashing warning light for slide out. **NOTE:** Amber LED color.
3.00		**PAINT / GRAPHICS:**
3.01		Body base color shall be white.
3.02	1	4-inch wide reflective stripe on the exterior back and sides of the vehicle.
3.03	1	Custom computer-generated non-reflective vinyl graphics per customer specifications. Includes up to seventy 8"-10" letters and up to forty-five 3"-6" letters. All lettering can be shaded or outlined.
3.04	5	Custom computer-generated reflective vinyl shield. Customer shall supply true vector artwork required to produce shield.

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Item	Qty	
4.00		**INTERIOR MATERIAL / COLOR SELECTION:** • Wall Covering (Front and Rear Rooms): Chrome Carpet • Wall Covering (Center Room): Wilsonart Satin Stainless Laminate • Bulkheads: Match walls of room • Pocket Door(s): Wilsonart Satin Stainless Laminate • Ceiling Fabric: Silver Mist Headliner Material • Ceiling AC Ducting and Corner Trim: Textured Powder Coated Charcoal Gray • Slide Out Fascia: Textured Powder Coated Charcoal Gray • Power Distribution Cabinet: Charcoal Grey Textured Powder Coated (aluminum) • Floor Covering: Onyx PVC Flooring • Office Chairs: Black • Vinyl Coverings: Charcoal Grey (or similar) • Cabinets: Charcoal Grey Textured • Other Countertops (Workstations / Galley): WilsonArt Laminate Steel Mesh • Conference Table Counter: WilsonArt Laminate Steel Mesh Note: Manufacturer reserves the right to substitute equivalent materials.
5.00		**DRIVER / PASSENGER CAB AREA:**
5.01	1	Custom fabricated console to house electrical distribution components and control panels shall be located in the overhead console above the windshield.
5.02	1	Door ajar warning on multiplex system.
5.03	14	Door ajar contact/magnet.
6.00		**WALLS, CEILING AND FLOOR:**
6.01		Install wood furring strips on interior body side posts and roof supports to provide space for the installation of insulation, conduit and electrical boxes.
6.02		Insulate walls with a R-14 rating foam block. Cover interior body side posts with plywood sub wall.
6.03		Cover sub wall with ribbed loop pile carpet.
6.04		Cover sub wall with Wilsonart laminate.
6.05		Insulate ceiling with an R-14 rating foam block. • Cover interior ceiling with luan plywood (outside) • Aluminum HVAC duct work (center) • Modular panel design allows for manageable future additions and repairs.
6.06		Floor underlayment to be 5/8" exterior grade tongue and groove structural plywood, 6 ply, face veneer plugged and sanded.
6.07		Lonseal Loncoin II Flecks non-skid commercial grade PVC flooring. The flooring shall be continuous, one piece full length, full width, no seams.
6.08		Vinyl cove molding (mop board) at base of wall, 2-1/2” high. Installed where required.
6.09	3	Flush pocket door covered in laminate, installed on heavy-duty aluminum c-channel track with two (2) three-wheel roller trucks. Pocket door shall have recessed handle and magnetic closure to keep the door open/closed.
6.10		All bulkheads shall be covered with materials to match walls. Trim exposed edges of bulkheads with rounded anodized aluminum trim where applicable.

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Item	Qty	
6.11	1	Cover load space door with powder coated aluminum panel with heavy-duty rubber grab handle. **NOTE:** Interior window covering will be a blackout curtain. Powder coat color will be white.
6.12	4	Flush mount fixed window installed on side wall in slide out.
6.13	4	Add tinting to slideout windows.
7.00		**GALLEY:**
7.01	1	Microwave oven, minimum 1.0 cu. ft..1000-watt. **NOTE:** Current model is Panasonic NN-SU656B 1.3 Cu. Ft. Black Countertop Microwave Oven
7.02	1	Keurig Coffee maker.
7.03	1	Norcold model DC105 12Vdc combination refrigerator/freezer. Features: • 3.3-cu.ft. capacity • Two white powder-coated wire shelves with raised lip • Dual clear door bins • LED interior light
7.04	1	Pressurized Lavatory Water System. Includes: • Thetford Foot Pedal Flush model 31837 (or current model) low-profile toilet in lavatory. • Fresh water/waste tank level monitor in lavatory. • 10" round stainless steel lavatory sink with chrome plated sink hardware. • One (1) chrome plated paper towel holder and one (1) chrome plated toilet paper holder in lavatory. • Aqua Jet model #5503-AV15-B636 (or current model) 5.3 GPM water pump with accumulator tank. • One (1) 25 gallon fresh water supply and one (1) 30 gallon waste tank. • Plumbing pressure pipes shall be PEX tubing. • Underbody fresh water and grey water tanks are to be heated and all plumbing insulated and wrapped with heat tape. • Sewage hose and dump valve shall be provided for holding tank. • Winterizing valve mounted in line on the input side of the water pump. Valve allows antifreeze to be pumped throughout the system to winterize plumbing.
7.05	1	Permanently mounted holding tank rinsing system.
7.06	1	Bobrick B-165 18" x 24" one-piece channel frame mirror with bright polished finish.
7.07	1	Bobrick B-4112 satin-finish stainless steel soap dispenser.
8.00		**SEATING:**
8.01	11	Space Air Grid office chair 5560 black with armrests, five caster spider base, and adjustable height.
8.02		Fabricate and install fixed bench seating with removable cushions as shown on drawing. Bench seat cushions shall be covered in heavy-duty vinyl.
8.03		Fabricate and install flip-down bench seating as shown on drawing. Bench seat cushions shall be covered in heavy-duty vinyl. Bottom seat cushion will be installed on Zico Quic-Seat® fold down spring loaded seat brackets.

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Item	Qty	
8.04		**BENCH SEAT REQUIREMENTS:** • Foam for seat backs and bottoms shall be firm density. • All bench seating material must meet Federal Motor Vehicle Safety Standards part 571.302 Flammability of Interior Materials. • Material corners shall be squared or angled to fit precise cut of foam. • Foam shall be bonded to plywood backer with industrial grade adhesive. • Attachment of fabric/vinyl to backer shall utilize industrial grade upholstery staples.
9.00		**CABINETS:**
9.01		Custom fabricated aluminum cabinets located as shown on drawing. Cabinet specifications: • Base cabinets constructed of 0.080" powder coated aluminum with anodized aluminum frames. • Base cabinet doors are double shell, formed from a single sheet of 0.080" aluminum, with a 0.040" aluminum door back attached. • Overhead cabinets constructed of 0.064"powder coated aluminum with anodized aluminum frames. • Overhead cabinet doors are double shell, formed from a single sheet of 0.064" aluminum, with a 0.040" aluminum door back attached. • Overhead cabinet doors swing up with gas spring lift supports.
9.02	1	LED neutral white / red mounted under overhead cabinet with rocker switch for local control. **NOTE:** Locate (1) in galley and (1) at each workstation 2-4.
9.03	4	Magnetic dry erase board framed in aluminum. Includes aluminum clip frame for easy board replacement, sized as required.
9.04		Countertops shall be covered in 0.040" Wilsonart laminate. All exposed edges shall be covered with heavy duty flexible PVC T-molding.
9.05		Conference table covered in 0.040" Wilsonart laminate. All exposed edges shall be covered with heavy duty flexible PVC T-molding.
9.06	1	Powder coated 0.125" aluminum conference table base.
9.07	8	Computer cable pass-thru grommet in counter or conference table. Satin nickel 2-1/2" two-piece metal desk grommet - 3" overall diameter. **NOTE:** One (1) per workstation 1-6 Two (2) front conference table
9.08	1	Install a key display board inside overhead cabinet and clearly tag all keys for the vehicle as to their purpose.
9.09	1	Custom fabricated aluminum console to house Intel-I-Touch™ Control electrical distribution components and control panels. Console shall be located as shown on drawing. The entire console shall be constructed of aluminum with a powder coated finish.

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Item	Qty	
10.00		**HVAC SYSTEM:**
10.01	1	Fan-tastic Vent model 1450 3-speed reversible 12" power roof ventilator.
10.02	5	Ducted low profile rooftop air conditioner controlled through multiplex control system. Includes: • 13,500 nominal Btu/hr air conditioner with condensate pump. • Chill Grille Assembly with 6,000 Btu/hr heat strip • Louvered Ceiling Vents, as required
10.03	2	Broan model 174 wall mount 5,120 Btu/hr electric heater. **NOTE:** (1) rear room, (1) front room
10.04	1	Broan model 112 kick space mount 5,120 Btu/hr electric heater. Located as shown on drawing. **NOTE:** (1) middle room
11.00		**AC ELECTRICAL SYSTEM:**
11.01	1	Power Tech 25-kW 120/240Vac liquid-cooled diesel generator with air bag mounts installed in a custom fabricated compartment. Generator features: • Tier 4F Emissions • USTC Certified Manufacturer • Warranty: 2 years from date of purchase, or 3000 hours whichever comes first, or 36 months from the date of manufacture. • Four point air bag mounting system • Four-cycle water cooled diesel engine • Radiator cooled, direct mounted • High-coolant temp and low oil pressure shutdown sensors • Spin-on fuel and oil filter • Single side service • Typical Gallon Per Hour fuel consumption: 25% load = 0.51, 50% load = 1.01, 100% load = 2.03 **NOTE:** Generator exhaust shall be routed to the street side of the vehicle.
11.02	1	ACData surge suppressor for protection of entire AC power system. Product features: • UL listed: UL1449 3rd Edition • LED visual verification of status

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Item	Qty	
11.03	1	LDV exclusive Intel-I-Touch™ vehicle automation control system. A multiplexed vehicle automation system must be incorporated into a common touch screen(s) that is custom programmed to monitor and control onboard systems as described throughout the specifications. The automation system software must allow simultaneous distribution of information to multiple onboard control/monitoring stations and the software must be updateable and configurable as required. This system is mandatory as it simplifies start up procedures, contains fewer operating components, reduces operational start-up time, reduces the total amount of wiring in the vehicle and includes error detection protocols and troubleshooting features. Features include: • One (1) 10” LCD touch screen with custom graphics for control and monitoring systems • AC power distribution control and monitoring for the generator with power management • DC power distribution control and monitoring • Manual or automatic generator control • HVAC and temperature control. • Interior and exterior lighting control • Automatic power transfer switches • Automated startup and shutdown procedures • Seamless control of generators, lighting, awnings and additional devices • Mast control • Safety interlocks • Battery saver feature • Generator Service Alerts The system must be completely upgradeable with power modules located throughout vehicle. Additional components may be added to system with a simple software modification System capability is not to be achieved with use of multiple monitoring systems designed for specific use i.e. water monitors, battery monitors etc.
11.04	1	Additional 10” LCD touch screen with custom graphics for control and monitoring systems. All touch screens provide complete control and monitoring of vehicle systems.
11.05	1	3” Touch panel for dedicated local control and monitoring of specific vehicle automation system features. Includes control layout and indicators where applicable.
11.06	2	3” Touch panel with numeric display for dedicated local control and monitoring of specific vehicle automation system features including room HVAC. Display shows current room temperature and HVAC setpoint when adjusted. Includes control layout and indicators where applicable.
11.07		**Storage Mode** maintains the vehicle in a ready-to-deploy condition. Battery chargers, specified outlets, and other pre-determined equipment is powered. HVAC is maintained at a storage mode setting to prevent freezing in the winter or overheating in the summer. The generator can be set to automatically start in the event of a loss of shore power. Other items as necessary can be made available in Storage Mode.

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Item	Qty	
11.08		**Travel Mode** places the vehicle in a ready-to-travel condition based on vehicle application and equipment. In most cases this includes: starting the generator and transferring off of shore power, turning on HVAC and adjusting temperature to normal operating setpoints, stowing all equipment for travel, powering up communication gear. Travel Mode is a custom programmed, automated process similar to the Auto Startup and Auto Shutdown.
11.09		**Night Time (Red) Lighting Mode** turns the ceiling lighting in each room from white to red lights.
11.10		**Reduced Lighting Mode** is white ceiling lighting in each room have the option of All-On or Half-On.
11.11		**Leveling Control** Intel-I-Touch Auto Leveling feature. Includes touchscreen indication of vehicle level and control of leveling jacks automatically, individually or in pairs. Jacks are automatically retracted as part of the Auto Shutdown process.
11.12	1	Kussmaul Auto Eject 20, 20A-120Vac shore power inlet with 25-ft. 20A-120Vac shore power cord. #091-20WP-120RD.
11.13	1	Marinco 100A-125/250Vac waterproof shore power inlet, 25-ft. 100A-125/250Vac shore power cord and 6-ft. 100A-125/250Vac pigtail.
11.14	6	20A-125Vac duplex receptacle. **NOTE:** Locate under counter • One (1) each Workstation 1-6, below counter
11.15	14	20A-125Vac duplex receptacle with dual USB charging ports [one (1) Type A and one (1) Type C]. Receptacle is not dedicated to any installed equipment. **NOTE:** • One (1) Driver flip down counter, above counter • One (1) Passenger arm rest base (or nearby) • One (1) at each Workstation 1-6 • One (1) between Workstation #3/#4 • One (1) between Workstation #5/#6 • Four (4) in Conference Table Base
11.16	3	20A-125Vac GFCI duplex receptacle. These receptacles are not dedicated to any installed equipment. **NOTE:** (2) exterior TV compartment (1) galley
11.17	1	30A-120 Vac receptacle in electronics rack for future installed UPS.
11.18	2	20A-125Vac exterior GFCI duplex receptacle. **NOTE:** Receptacle will be installed with a weatherproof cover.

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Item	Qty	
11.19		Wire chase wire management raceway system located as shown on drawing. Product features: • Satin anodized finish. The finish resists rust, corrosion and fading. Material extruded from 6063-T5 aluminum alloy. • Removable dual cover. Makes wiring easy and accessible and provides maximum flexibility for adding or relocating outlets and circuits. The cover retention is 45 lbs. straight pull for one minute. • UL Listed multioutlet assemblies. File E68073 Guide PVGT, Fittings: File E121188 Guide RJPR. Meets Article 380 of NEC and meets Section 12-3032 of CEC. • UL and UL Listed component raceways. File E73943 Guide RJBT, Fittings: File E74343 Guide RJPR. Meets Article 386 of NEC and meets Section 12-600 of CEC. • UL5 and ADA compliant. Raceway and fittings meet UL5 specifications and can be installed in conformance with ADA requirements
11.20		**AC WIRING REQUIREMENTS:** • All AC main wiring shall be stranded THHN wire and run in non-metallic liquid tight conduit. • All AC branch circuit wiring shall be stranded THHN wire (AWG 12 minimum) and run in non-metallic liquid tight and ENT conduit. • All electrical circuits and appliances shall conform to applicable national electrical codes.
12.00		**DC ELECTRICAL SYSTEM:**
12.01	1	• Six (6) Lead acid deep-cycle 6Vdc batteries. Batteries shall be installed underbody in slide out weather resistant compartment. Four (4) batteries will be separated for auxiliary equipment and two (2) batteries will be for communications equipment. • Three (3) electronic converter/chargers, 80 amp minimum output each installed underbody in weather resistant compartment. Converter/charger features: • Charges three banks of batteries at the same time. • UL listed for safety. • Manual reset circuit breaker. • Reverse battery protection. • Electronic current limiting. • High voltage protection. • All DC electrical and metering switched and monitored through the multiplex system.
12.02	27	Light, Orion 6" LED, neutral white with polished bezel.
12.03	11	Light, Orion 6" LED, neutral white / red with polished bezel.
12.04	8	Whelen M9LZC Gradient LED Scene Light with chrome flange.
12.05	2	Whelen PEL2C LED light with chrome housing. **NOTE:** (1) at each entry door
12.06	2	12VDC dual USB power port. **NOTE:** Exterior TV Compartment

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Item	Qty	
12.07		**12VDC WIRING REQUIREMENTS:** • 2-gauge minimum copper stranded battery cable shall be used for 12Vdc main supply lines. All cable runs shall be full length, no splices. All cable terminals shall be staked and soldered. All cable shall be enclosed in convoluted polyethylene tubing and the ends of the cable shall be sealed with color-coded shrink-wrap identifying the function of the cable. • All added electrical branch circuits shall be protected from over-current by resettable circuit breakers appropriately rated for the load. Only circuit breakers shall be used in the installation of added electrical branch circuit wiring (plug type fuses are unacceptable). • Circuit breaker functions shall be identified by engraved or printed labels. • All added wiring for load runs of AWG 10, 12, 14, and 18, shall conform to MIL-W-16878/2 and/or UL1007/1569” • All added wiring for load runs of AWG 8, shall conform to MIL-W-16878/3 and/or UL1028 • Wire terminals for added circuits must conform to MIL-T-7928. Terminals shall be insulated, insulation grip, TYPE II, CLASS 2 and shall be crimped with tooling recommended by the terminal manufacturer. • All wiring shall be numbered or lettered on 6" centers minimum. • Wiring shall be protected from chafing and abrasion with convoluted polyethylene tubing (wire loom) as required. • Where wire passes through sheet metal, bulkheads and structural supports, plastic grommets shall be used to protect both wiring and wire looms. • All wire bundles shall be tied with trimmed nylon ties. • Extreme care shall be exercised to provide for easy serviceability of the system in future years. • Extreme care must be taken in the installation to avoid the engine manifold, engine exhaust, and muffler, which could expose the wiring to severe overheating during long periods of operation. Proper insulation and heat deflection panels must be installed in such areas. • A high-current 12Vdc system wiring schematic shall be provided. • These are the minimum acceptable 12Vdc wiring requirements.
13.00		**EMERGENCY LIGHTING / SIRENS:**
13.01	1	Whelen 295SLSA6 siren with 9 low current lighting control switches. California Title 13 compliant. **NOTE:** Slide Bar Positions Control: 1. Rear (Upper and Lower) 2. Rear (Upper and Lower), All Upper, Front Wall or "Light bar" 3. All
13.02	1	Whelen SA315P high performance speaker, with bracket.
13.03	2	Whelen TLIR ION-T- Series™ Linear Super-LED® Red with clear outer lens & TIONFC chrome flange. **NOTE:** Grille Curb side red grille light to be set to Steady Burn.

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Item	Qty	
13.04	2	Whelen TLIB ION-T- Series™ Linear Super-LED® Blue with clear outer lens & TIONFC chrome flange. **NOTE:** Grille
13.05	4	Whelen M6 series, M6RC (or current model), Linear Super-LED lighthead with internal flasher, RED LED's with CLEAR outer lens. Includes M6FC chrome flange.
13.06	4	Whelen M6 series, M6BC (or current model), Linear Super-LED lighthead with internal flasher, BLUE LED's with CLEAR outer lens. Includes M6FC chrome flange.
13.07	5	Whelen M9 series, M9RC, Linear Super-LED lighthead with internal flasher, RED LED's with CLEAR outer lens. Includes chrome flange.
13.08	5	Whelen M9 series, M9BC, Linear Super-LED lighthead with internal flasher, BLUE LED's with CLEAR outer lens. Includes chrome flange.
13.09	1	Custom fabricated bracket to mount emergency lights above windshield, painted to match body.
14.00		**AUDIO / VIDEO:**
14.01	3	Samsung 50" QLED TV (QN50Q60AAFXZA) with wall mount bracket. Product features: • Resolution 4K • (3) HDMI, (2) USB • (2) Speakers • DTV Tuner/ATSC / Clear QAM • Dimensions: 44"(W) x 25.4"(H) x 1"(D) Weight 25.4lbs **NOTE:** (1) Front room in curb side slide out (1) on Rear wall (1) Exterior TV Compartment
14.02	1	Weatherproof single door exterior work station and TV/monitor compartment. Constructed from 0.125" aluminum with all welded seams and hinged at the top. Includes: • Internal flip down work surface • LED strip light (illuminates when door is opened) • Gas charged lift support and locking latch
14.03	1	AXIS IP perimeter surveillance system including: • (1) F9114 Main camera unit (1080p @ 30fps) • (4) F2105-RE 108° Sensor units w/ extension cables o 1 - rear view o 1 - front view o 1 - left side view o 1 - right side view • (1) AXIS D1110 4k Video Decoder to send camera quad view to matrix switcher.
14.04	1	SD Memory Card for IP camera. The SD card shall record IP camera allowing it to be downloaded and viewable via an IP address. **NOTE:** 256 GB SD Card

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Item	Qty	
14.05	1	JACK® model OA8500 Digital HDTV Antenna + Mount with SureLock™ DTV Signal Meter. No crank up, built in Amplifier and 360° rotation for improved reception.
14.06	1	MXnet 1G Control Box AC-MXNET-CBOX-HA • Centralized management device for MXnet 1G AV over IP system. • Interfaces between MXnet encoders/decoders **NOTE:** Inputs: (1) HDMI input conference table, front (1) HDMI input exterior TV compartment (1) Centered between workstations #3/#4 (1) Centered between workstation #5/#6 (1) Perimeter camera system Outputs: (2) interior TVs (1) exterior TV
14.07		MXnet 1G Evolution II Decoder AC-MXNET-1G-DV2 • AV over IP video distribution • HDMI Output to display monitor • Video resolution up to 4K **NOTE:** As needed
14.08	1	MXnet 1G Evolution II Encoder AC-MXNET-1G-EV2 • AV over IP video distribution • HDMI Input from source • HDMI AV loop out available • Video resolution up to 4K
14.09	4	MXnet 1G Evolution II Wall Plate Encoder: AC-MXNET-1G-EV2WP • Inputs include: HDMI 2.0b, USB-C alt-mode, and 3.5 mm mini stereo audio jack **NOTE:** Input jack to HDMI Matrix Switcher (1) Front room conference table (1) Exterior TV compartment (1) Centered between workstations #3/#4 (1) Centered between workstation #5/#6
14.10	1	MXnet 1G 24 Port Network Switch: AC-MXNET-SW24 • Full 24-port 1 Gbps Copper PoE Ports support precision high-bandwidth audio and video data transmission • 370 watt total PoE budget provides sufficient power for all connected devices • 4 X 1 Gbps SFP Combination Interface Ports support copper or fiber • 4 X 10 Gbps SFP+ Link Aggregation Uplink Ports
14.11	1	Wireless handheld control for MXNET A/V system. Includes tablet and programming to integrate the tablet into the A/V system.

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Item	Qty	
14.12	1	HDMI input jack, wall plate and cable. **NOTE:** Input jack to Local TV (1) Exterior TV compartment
14.13		HDMI connection cables, as required.
14.14		All RF cable for DSS antenna systems (when specified) shall be Belden #9116 series 6 broadband coaxial cable. All other video cabling shall be Belden #1505A RG-6/U precision video cable.
15.00		**RADIOS:**
15.01		Primary 12Vdc power leads for communications radios shall be minimum 2-gauge copper stranded wire with soldered crimp-on end connectors (gauge based on radio requirements). Cables shall be enclosed in convoluted tubing and function identified with colored shrink-wrap. Power to radios shall be controlled by a continuous-duty switch actuated by the auxiliary battery disconnect switch.
15.02	6	Prewire and make installation provisions for communications radio. Installation includes: • NMO-style base on the roof or antenna raceway, as applicable. • LMR195 antenna cable routed to radio transceiver location in Carlon Carflex ENT conduit. • 12Vdc power routed to radio transceiver location. **NOTE:** Locations: Cab Area -Qty. 1 Workstation 3-6 - Qty. 1
15.03		Install hinged panels under countertops to conceal radio transceivers where applicable.
15.04	1	Fabricate and install 3" x 3" square aluminum tubing antenna raceway on the roof of the body and will penetrate the roof on each side of the truck at radio box locations. Includes: • 3" high x 3" long aluminum access cover at each antenna base location on the side of the tubing for access to antenna base and coax cable. • Access covers with watertight gasket and attached with four (4) stainless steel machine screws. Raceway tube to have nut-serts installed for access cover attachment. • Carlon Carflex ENT conduit routed from antenna raceway penetration location to radio transceiver locations.
15.05	7	Magnetic microphone holder. Magnetic Mic MMSU-1.

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Item	Qty	
16.00		**COMPUTER NETWORK AND EQUIPMENT:**
16.01	34	RJ-45 Cat6 computer network jack with Cat6 cable routed through Carlon Flex-Plus ENT conduit or raceway (as applicable). **NOTE:** • One (1) Passenger arm rest area (or nearby) • Two (2) in the Raceway at each Workstation 1-6 • Two (2) between Workstation #3/#4. • Two (2) between Workstation #5/#6. • Four (4) in the Conference Table Base • Two (2) in the Exterior Workstation • One (1) to each of the three (3) mounted Televisions • Eight (8) Locations TBD
16.02	2	Leviton 69270-U24 24-port Cat6 rack mount patch panel.
16.03		Certified 18" Cat6 patch cord. As Required.
16.04	1	Cable Certification Report confirming that network wiring complies with Cat6 specifications.
16.05	1	CBS250 Smart 48-port GE Partial PoE 4x1G SFP Cat6 rack mount Gigabit Ethernet Switch (CBS250-48PP-4G-NA) with one-year SmartNet.
16.06	1	ASUS Wireless-N300 3-in-1 Router/AP/Range Extender. • Multiple 3-in-1 Router/Access Point/Range Extender wireless modes • 2 detachable 5 dBi antennas for more powerful and wider coverage • 4 SSIDs help manage bandwidth allocation and access control
16.07	2	Make installation provisions for customer owned 5G wireless router with single modem. Includes weathertight box mounted on antenna raceway or roof for future mounting of antenna.
17.00		**MISCELLANEOUS ELECTRONICS:**
17.01	1	Middle Atlantic Products, Inc. MRK-4026 forty-space 19" wide x 26.5” depth (24” useable depth) open framed electronics equipment rack with caster base. Rack can easily slide out from its fixed position to allow side access to rack equipment.
17.02	1	Middle Atlantic VFD-40 Vented front door with Thumb Latch (No Key Lock).
17.03	1	Middle Atlantic MW-4FT top fan panel, with two (2) 50 cfm ventilation fans, QFAN.
17.04	3	Middle Atlantic PD-815SC-NS 15 amp power strip with eight (8) outlets. Includes PB-XS rack mounting bracket.
17.05	1	Cast Products EB00013-1 (or current model) cast aluminum box with key lock. The rear of the box will be removed to allow cables to be passed into the vehicle. **NOTE:** Locate behind electronics rack
17.06	1	Shroud with weatherproof pass-through hatch installed in the door of the input box.

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Item	Qty	
18.00		**EXTERIOR STORAGE COMPARTMENTS:**
18.01	1	Install pass through with cover in exterior compartment floor for shore power cord.
18.02	1	Custom fabricated aluminum box pan. **NOTE:** Locate in the nose of the vehicle for extra storage
18.03	1	Underbody compartments full length body (where applicable), keyed the same, with LED compartment lighting. **NOTE:** LED compartment lighting controlled through multiplex system.
18.04	1	Install walls cover with carpet separating storage from utility space.
19.00		**MISCELLANEOUS OTHER:**
19.01	1	Girard Nova motorized retractable lateral arm awning. Features: • Dual-pitch awning with up to three lateral arms for superior strength, • AC electric powered motor with crank handle/manual override • Sensor that will retract the awning to prevent damage from the wind **NOTE:** 19'8" Length White case and gray fabric
19.02	1	Girard awning LED light kit. G-Lite Awning Lighting system is an LED light strip in the outer rail to illuminate area under awning. **NOTE:** Controlled by a button on the Multiplex system.
19.03	1	Heavy-duty Quadra Mfg. Bigfoot© four point leveling system. Includes: • Four (4) QEII-21 jacks with 17,000-lb. capacity each, 21" long with 15" stroke • Safety interlock when jacks are deployed
19.04	1	Set of four (4) Super Dolly Pads high density polypropylene, injection molded yellow colored for use with leveling system jacks. Pads measure 15” x 17” x 1” thick with a grab strap on one side.
19.05	2	5 pound dry chemical fire extinguisher.
19.06	4	Battery powered combination Carbon Monoxide and Smoke alarm.

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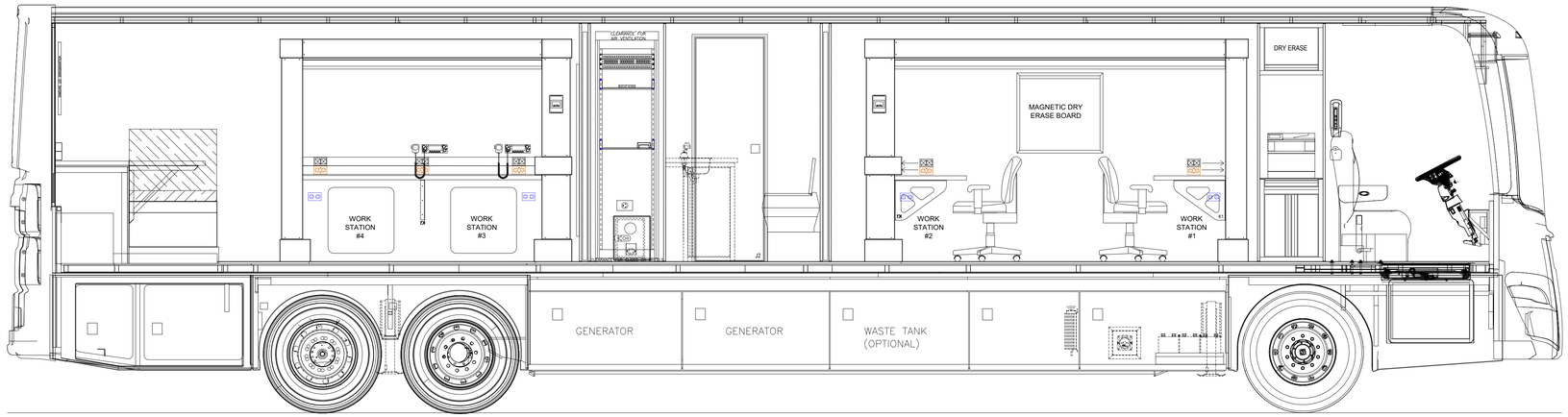
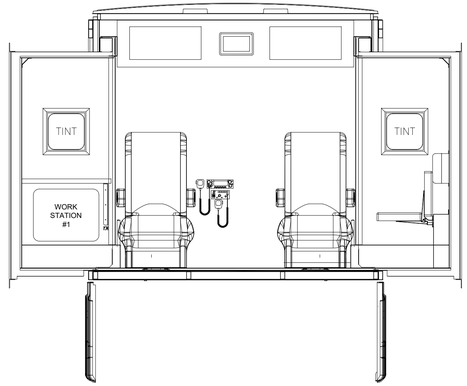
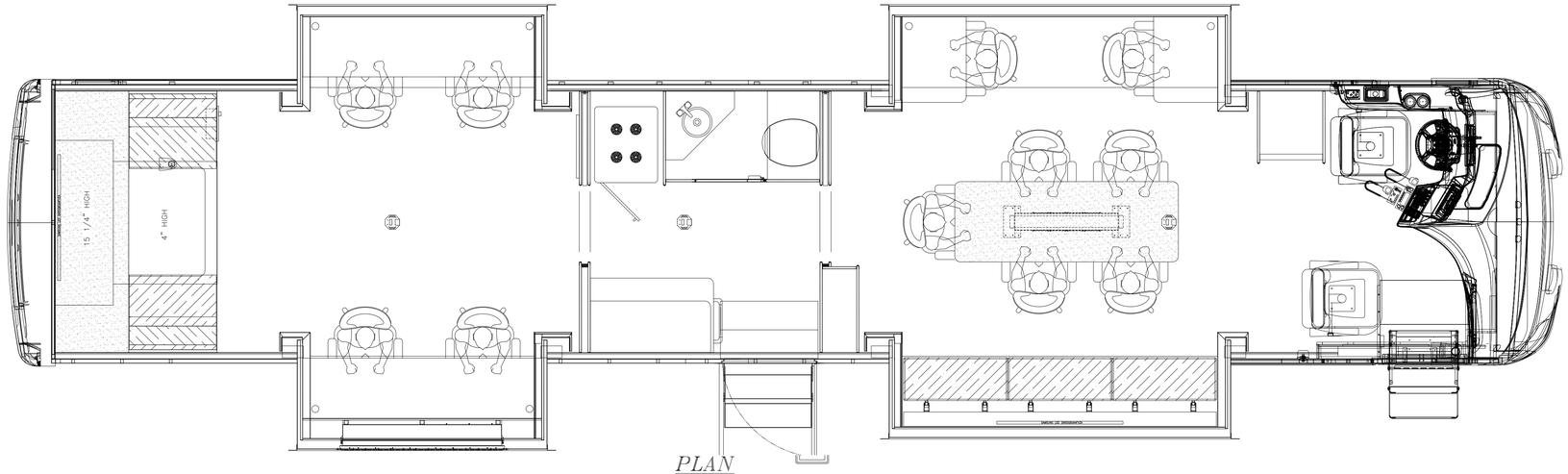
Item	Qty	
19.07	1	Complete manual set, including the following (as applicable): • As-built specifications with interior and exterior drawings as used for production of the vehicle. • Chassis and body owner's manuals. • 12Vdc and 120Vac legends showing wire gauge, color, number and function. • 12Vdc high current wiring diagram illustrating the battery system, isolators, power converters, alternator, disconnect switches and control panels. • Roof top antenna placement drawing and legend identifying antenna placements and termination points. • Audio/Video cabling diagram. • Chassis and generator maintenance and service logs. • Battery maintenance information. • All individual component manuals and warranty registration cards as provided by component manufacturers. Customer is responsible for completing warranty cards and mailing them to manufacturers.
19.08	1	TRAINING. An LDV representative will provide up to eight (8) hours of orientation on LDV provided systems, as applicable: • Generator start up and shut down procedure • Leveling system operation • AC and DC electrical systems operation • HVAC systems operation • Audio/Video system operation, does not include programming DVR's, TV's, etc. • Awning operation
19.09	3	Inspection/training trip to manufacturer facilities, one trip for one person. Expected schedule is to fly in the evening prior, spend a full day at LDV, and fly out the following morning. Includes roundtrip airfare, car rental, and lodging. Minimum fourteen (14) day advance notice of travel is required.
19.10		LDV warranty of one (1) year/12,000 miles, whichever comes first, for manufacturer’s defects in materials and workmanship. Refer to LDV warranty statement for details of warranty coverage.
19.11		Note: Project scope does not include certain tasks or costs that are the responsibility of the customer unless clearly specified as LDV supplied. These items include, but are not limited to: • Radio and telephone system programming. • Activation and service fees for cellular telephones, satellite telephones, satellite TV, satellite internet access. • Loading and configuring computer software. In the event of a discrepancy between the drawing and specification, the specification will supersede. LDV reserves the right to make substitutions of equal quality and specifications of those listed in this document. Some component models change frequently. In the event that a specified component model becomes unavailable at the time LDV attempts to source it, LDV will provide a replacement model with equivalent or better features, as agreed upon with the customer.



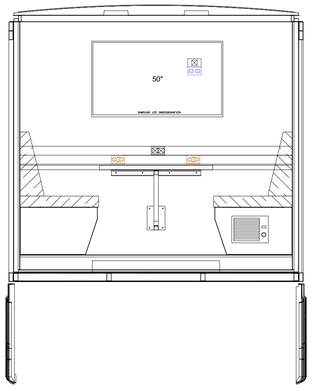
STREET SIDE



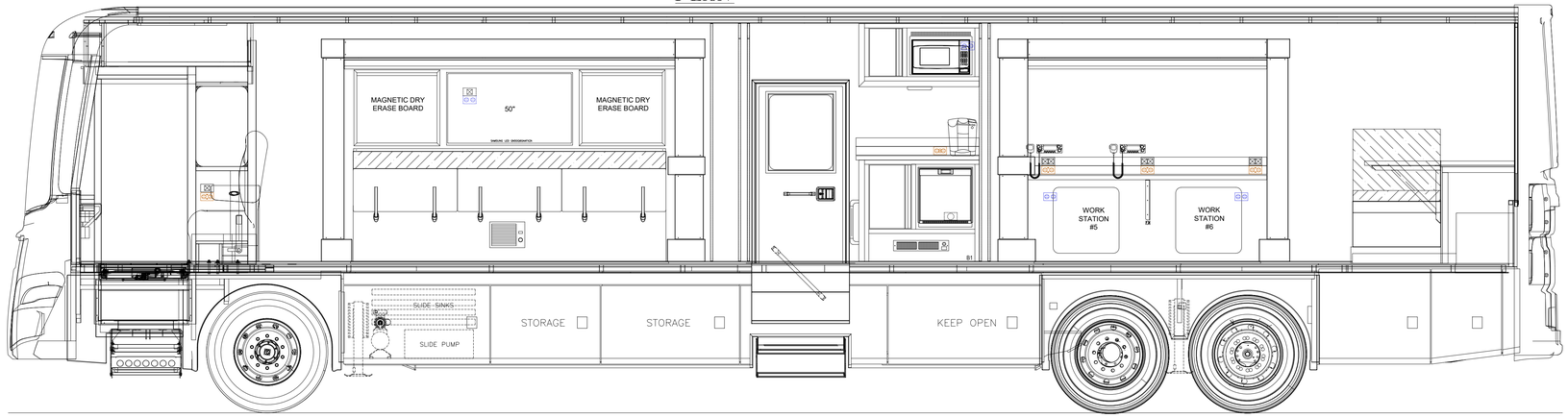
FRONT



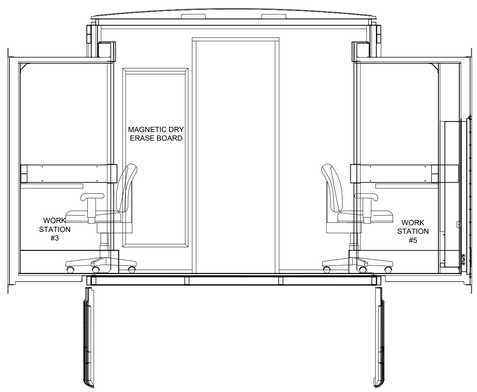
PLAN



REAR



CURB SIDE



MID LOOKING FRONT

LED CEILING LIGHT (WHITE)
LED CEILING LIGHT (WHITE, RED OR BLUE)
OR ON DURING REDUCED MODE

120 VAC
120 VAC WITH DUAL USB PORTS
120 VAC G.F.I.
INVERTER
12 VDC

OUTLET IDENTIFICATION COLOR
120 VAC (ELECTRONICS/DEDICATED)
120 VAC (NON-DEDICATED)
120 VAC (HOT/AUTO EJECT/SHORE)

HDMI HDMI PORT
RJ-45 NETWORK JACK
RJ-11 TELEPHONE JACK
TV ANTENNA
SPARE PLATE
SPEAKER VOLUME
SWITCH
MICROPHONE

TPD INTERIOR INTEL-I-TOUCH PAD
TPS EXTERIOR INTEL-I-TOUCH PAD
SURVEILLANCE CAMERA
EXTERIOR 120 VAC G.F.I.
AC THERMOSTAT
ESPAR FURNACE THERMOSTAT

ALARM SYSTEM CONTROL
WATER/WASTE TANK LEVEL MONITOR
CO/SMOKE DETECTOR
SPEAKER
BACK-UP CAMERA
PERIMETER CAMERA

SOME ITEMS SHOWN MAY BE CUSTOMER SUPPLIED OR OPTIONAL. REFER TO SPECIFICATIONS FOR DETAILS.

THIS DRAWING AND THE INFORMATION THEREON IS THE EXCLUSIVE PROPERTY OF LDV, INC. AND IS TO BE USED SOLELY FOR DEVELOPMENT AND MANUFACTURE OF THE PRODUCT SHOWN. ALL RIGHTS RESERVED IN U.S. COPYRIGHT LAW.

REVISIONS

NO.	DESCRIPTION	DATE	BY
1	ADDED LAVATORY	6.17.25	NB
2	LAYOUT CHANGES	7.8.25	NB
3	LAYOUT CHANGES	7.21.25	NB
4	CABINET PUT IN	7.23.25	NB
5	ADDED BIGGER REFRIGERATOR AND UPDATED CABINETS	7.25.25	NB
6	REVERTED TO REV 1, ADDED STREETSIDE WORKSTATION AND PRINTER CABINET	8.13.25	LF
7			

LDV

TRACY PD (CA)
M45MCC-36194-24

DRAWN BY	DATE	SCALE
J. RHYNER	06.12.25	1/2" = 1'-0"
PROJECT MGR.	DATE	APP'D
DRAWING SALES		

APPROVED AS TO FORM AND LEGALITY

_____

CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO. _____

---

(1) determining that compliance with standard procurement processes is not in the best interests of the City pursuant to Tracy Municipal Code 2.20.180 (b)(4) and dispensing such requirement for the actions herein, and

(2) authorizing the purchase of a Mobile Command Vehicle in the amount of $1,317,198.99 from LDV Custom Specialty Vehicles.

(3) authorizing the acceptance of the San Joaquin County Office of Emergency Services, Homeland Security grant totaling $500,000 and appropriating the funds to the police department's operational budget.

(4) authorizing $217,198.99 from the police department's Supplemental Law Enforcement Services Funds (SLESF) and appropriating the funds to the police department's operational budget.

(5) approving a city match of the remaining balance of $600,000 and appropriating the funds reserves (F101) to the police department's operational budget.

WHEREAS, determining the compliance with standard procurement processes is not in the best interests of the City pursuant to Tracy Municipal Code 2.20.180 (b)(4) and dispensing such requirement for the actions herein, and

WHEREAS, authorizing the acceptance of the San Joaquin County Office of Emergency Services, Homeland Security grant totaling $500,000 and appropriating the funds to the police department's operational budget.

WHEREAS, authorizing $217,198.99 from the police department's Supplemental Law Enforcement Services Funds (SLESF) and appropriating the funds to the police department's operational budget.

WHEREAS, authorizing and approving a city match of the remaining balance of $600,000 and appropriating the funds reserves (F101) to the police department's operational budget.

WHEREAS, the new Mobile Command Vehicle is identified as Military Equipment under California Assembly Bill 481 (AB 481). Per Government Code sections 7070 through 7075, codified AB 481, the new Mobile Command Vehicle will be included in the AB 481 annual report.

NOW, THEREFORE, be it resolved as follows:

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

FURTHER RESOLVED: That the City Council of the City of Tracy authorizes the purchase of a Mobile Command Vehicle in the amount of $1,317,198.99 from LDV Custom Specialty Vehicles.

* * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was passed and adopted by the Tracy City Council on the 16th day of December, 2025 by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

December 16, 2025

Agenda Item 1.M

RECOMMENDATION

Staff recommends that the City Council adopt a resolution:

(1) Determining that compliance with standard procurement processes is not in the best interests of the City pursuant to Tracy Municipal Code 2.20.140 (b)(6) and dispensing such requirement for the actions herein, and;

(2) Approving a Professional Services Agreement with Hinderliter de Llamas and Associates DBA HdL Companies for full scope Cannabis Management Services including cost recovery fee analysis, supplemental background checks, compliance inspections, permit reviews, and technical assistance and subject matter expertise for a term of three-years and a total not-to-exceed amount of $120,000.

EXECUTIVE SUMMARY

The City of Tracy established its commercial cannabis regulatory framework beginning in 2017, relying heavily on Hinderliter de Llamas and Associates DBA HdL Companies (Consultant) for ordinance development, fiscal analysis, and program design. Six licensed cannabis businesses now operate in the City. Since the expiration of Consultant's prior contract in August 2024, regulatory responsibilities have been distributed across multiple departments, creating operational challenges and highlighting the need to update the Municipal Code and strengthen compliance oversight.

After reviewing several consultant options, Consultant remains the only provider offering the full range of government-focused cannabis regulatory services needed and supported by extensive experience with more than 200 California jurisdictions and a strong working history with the City and Police Department.

To ensure consistent compliance, accurate fee structures, and effective permitting and auditing, staff recommends approving a new Professional Services Agreement with Consultant for an amount not to exceed $120,000.

BACKGROUND AND LEGISLATIVE HISTORY

The City of Tracy established cannabis regulations following California's legalization of medical and recreational cannabis in 2016. In August of 2017, the City of Tracy engaged the services of Consultant to help explore the potential

development of a regulatory program for commercial cannabis businesses within the City of Tracy. Services provided by Consultant under the initial agreement included outreach and education, fiscal analysis, ordinance development and general subject matter expertise. In December of 2019, the City Council adopted Ordinances 1277 and 1278, which set rules for commercial cannabis activities and zoning requirements. The process included several city council meetings where the potential for medical cannabis dispensaries, storefronts, and other cannabis businesses was discussed, culminating in regulations that allow for specific types of businesses in designated areas while requiring permits to operate. Following this initial work, in July of 2020, City Council approved Resolution 2020-137 adopting application procedures and guidelines for commercial cannabis businesses. The City entered into a new contract with Consultant for a suite of services including assistance with drafting regulations and application procedures for cannabis retailers, reviewing and evaluating cannabis retailer applications, development of cost recovery fees, and providing background checks, and pre-license inspections. That agreement has since been amended and extended twice and expired on August 11, 2024.

Staff recommends entering into an agreement with Consultant in the form attached hereto as Attachment A.

ANALYSIS

Currently, six active cannabis businesses are operating in the City of Tracy:

- Tracy Farms Dispensary- 951 N. Central Ave
- Garden of Eden- 2420 W. Grant Line Rd, Suite 101
- Diverse (aka Tracy Cannabis Collective)- 85 E. 10th St
- STIIZY Tracy- 775 W. Clover Rd
- X1 (aka Altamont Wellness)- 239 W. 11th St
- Embarc Dispensary- 2706 Pavillion Pkwy #110

Since the expiration of the original Consultant contract, various city departments have been involved in processing applications, issuing permits, conducting compliance inspections, performing revenue audits, and carrying out fiscal analysis related to cannabis businesses. This process can be cumbersome and challenging due to the numerous regulations imposed by the State of California and our Municipal Code. Our Tracy Municipal Code also needs to be updated to reflect industry best practices and updated regulations.

Staff sought out quotes from several providers to address compliance and regulatory needs. These include Manzuri Law Firm, which offers legal support for businesses aiming to launch corporate ventures while adhering to industry regulations; NorCal Cannabis Consultants, dedicated to serving cannabis businesses rather than government entities; Cannaspire, an international consulting firm specializing in business, operational, and regulatory compliance for

cannabis and psilocybin operators; and Consultant, which focuses on regulation, compliance, policy development, taxation, fiscal analysis, and auditing for local government institutions.

The services provided by Consultant are unique, and Consultant has demonstrated its ability to offer a range of services that other companies cannot match, as previously identified. Consultant also has a historical track record working with the City of Tracy and the Tracy Police Department.

Municipal Code §2.20.140(b)(6), allows for dispensing of the RFP requirement when in the determination of the City Council, compliance with the procedure is not in the best interest of the City for those professional services, the costs of which exceed One Hundred Thousand and no/100ths ($100,000.00) Dollars. the services provided by a specific vendor are unique. Consultant has demonstrated its ability to offer a range of services that other companies cannot match, as previously identified. Consultant also has a historical track record working with the City of Tracy and the Tracy Police Department.

The Tracy Police Department recommends moving forward with a new contract with Consultant to assist with Cannabis management services, while still allowing involvement and oversight from our city departments for guidance and final decisions. Given the complex set of rules governing cannabis businesses, partnering with Consultant for management services would be an ideal solution. Consultant has a track record working with the City of Tracy and the Tracy Police Department.

Consultant is recognized as the industry leader in developing, implementing, and enforcing cannabis management programs for local governments in California. They have partnered with over 200 California cities and counties on cannabis-related programs, including ordinance development and review, community outreach and education, merit-based application and permitting processes, cost recovery studies, compliance inspections, revenue audits, fiscal analyses, supplemental background checks on owners and employees and law enforcement training.

Consultant has more than 80 years’ combined experience in the development, implementation, and enforcement of cannabis regulatory, tax programs, and has conducted over 11,000 cannabis compliance inspections and audits in California, Colorado, and Nevada, and has reviewed, scored, and processed over 1,700 cannabis business applications. Unlike the other consultants contacted, Consultant Companies works for the benefit of public agencies and has no private-sector clients in the cannabis industry. Their mission is to provide government clients with the tools and expertise necessary to efficiently regulate and oversee cannabis programs, ensuring transparency, accountability, and public trust.
Consultant has submitted a new proposal, and can start the annual Cannabis Business renewals on December 16th, pending approval. The City Attorney's

Office will update the Cannabis Municipal Code, and Consultant will review it to ensure it meets all necessary standards. Attached is a breakdown of the contract for your reference.

FISCAL IMPACT

The total not to exceed amount of this agreement is $120,000. The funding is provided through the Police Department's operating budget in the General Fund to be offset by the revenue generated by the Cannabis businesses.

The City also maintains contracts with HDL Companies for property and sales tax analysis, Business License tax processing, and Transient Occupancy Tax (TOT) reporting and auditing.

The City's total cost for all departments using HDL for all services over the last two fiscal years is as follows:

FY 23-24	$63,807
FY 24-25	$53,234

PUBLIC OUTREACH/ INTEREST

This is an operational item for the police department. No public outreach was conducted.

COORDINATION

This item is coordinated with multiple city departments including the Police Department, Code Enforcement, City Manager's Office, Finance, and City Attorney's Office.

CEQA DETERMINATION

The proposed action is not a "project" under the California Environmental Quality Act (CEQA). Pursuant to CEQA Guidelines Section 15061(b)(3), there is no possibility that this action will have an effect on the physical environment.

STRATEGIC PLAN

This agenda item is related to Council's strategic priority for Public Safety. It aims to enhance community safety while fostering a thriving business environment in our community.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council adopt a resolution:

(1) Determining that compliance with standard procurement processes is not in the best interests of the City pursuant to Tracy Municipal Code 2.20.140 (b)(6) and dispensing such requirement for the actions herein, and;

(2) Approving a Professional Services Agreement with Hinderliter de Llamas and Associates DBA HdL Companies for full scope Cannabis Management Services including cost recovery fee analysis, supplemental background checks, compliance inspections, permit reviews, and technical assistance and subject matter expertise for a term of three-years and a total not-to-exceed amount of $120,000.

Prepared by: Beth Lyons-McCarthy, Support Operations Manager
Dan Garcia, Police Lieutenant

Reviewed by: Sekou Millington, Chief of Police
Sara Castro, Director of Finance
Arturo M. Sanchez, Assistant City Manager
L. David Nefouse, City Attorney

Approved by: Midori Lichtwardt, City Manager

Attachments:

Attachment A:
Professional Services Agreement with Hinderliter de Llamas and Associates DBA Consultant Companies

Docusign Envelope ID: D1278A6F-2316-4AEC-8CB2-8A9F5B760B5D

CITY OF TRACY
PROFESSIONAL SERVICES AGREEMENT WITH
HdL Companies, a California Corporation

This Professional Services Agreement ("Agreement") is entered into between the City of Tracy, a municipal corporation ("City"), and Hinderliter de Llamas and Associates DBA HdL Companies, a California Corporation ("Consultant"). City and Consultant are referred to individually as "Party" and collectively as "Parties."

RECITALS

A. City desires to retain the professional services of Consultant to Cannabis Management Services as further described herein and in Exhibit A.

B. Pursuant to Tracy Municipal Code 2.20.140(b)(6) the request for proposals is not required because the Provider is a sole source vendor providing full scope Cannabis Management Services including cost recovery fee analysis, supplemental background checks, compliance inspections, permit reviews, and technical assistance and subject matter expertise.

C. After negotiations between the City and Consultant, the Parties have reached an agreement for Consultant's professional services as set forth in this Agreement.

D. This Agreement was approved on December 16, 2025 pursuant to Tracy Municipal Code Section 2.20.140, and City Council Resolution No. _____.

NOW THEREFORE, for good and valuable consideration the sufficiency of which the Parties hereby acknowledge, the Parties mutually agree as follows:

1. Scope of Work. Consultant shall perform the professional services, tasks, and scope of work described in Exhibit A attached hereto and incorporated herein by this reference ("Scope of Work"). The Scope of Work shall be performed by, or under the direct supervision of, Consultant's "Authorized Representative": Matt Eaton, Director of Cannabis Services. Consultant shall not replace its Authorized Representative, nor shall Consultant replace any of the personnel listed in Exhibit A, nor shall Consultant use or replace any subcontractor or subconsultant, without the City's prior written consent. The City may terminate this Agreement if Consultant makes any such change or uses or replaces any such subcontractor or subconsultant. Unless otherwise stated on Exhibit A, Consultant shall furnish, at its own expense, the materials, equipment, supplies, and other resources necessary to perform the Scope of Work. The City reserves the right to contract with other firms and/or consultants during the term of this Agreement to provide the City with the same or similar Scope of Work as described in Exhibit A.

2. Time of Performance. Time is of the essence in the performance of the Scope of Work under this Agreement and the timing requirements set forth herein shall be strictly adhered to unless otherwise modified in writing in accordance with this Agreement. If dates for performance are set out in Exhibit A, Consultant shall begin performance, and shall complete all required Scope of Work no later than the dates set forth in Exhibit A. Any services for which times for performance are not specified in this Agreement shall be started and completed by Consultant in a reasonably prompt and timely manner based upon the circumstances and direction communicated to the Consultant. If Exhibit A indicates that Scope of Work shall only be performed upon request, or if the City otherwise communicates the same to Consultant, Consultant shall not perform said Scope of Work until the City requests such performance. Consultant shall submit all requests for time extensions to the City in writing no later than ten (10) days

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after the start of the condition which purportedly caused the delay, and not later than the date on which performance is due. The City may grant or deny such requests in its sole and absolute discretion.

2.1 Term. The term of this Agreement shall commence on December 9, 2025 and expire and terminate automatically on December 8, 2028 or earlier by termination pursuant to Section 6 of this Agreement ("Term"). Subject to the Not-To-Exceed Amount defined in Section 3.1, the Term of this Agreement may be extended with express written amendment incorporating this Agreement signed by both Parties and one of the following City approvals: (a) City Council approval or (b) City Manager approval. An administrative extension of this Agreement by City Manager shall be limited to an additional term of one (1) year(s) and require written determination by the City Manager that Consultant has satisfactorily met all the requirements of this Agreement.

3. Compensation. City shall pay Consultant on a time and expense basis for Scope of Work performed under this Agreement at the billing rates set forth in Exhibit B, which is attached hereto and incorporated herein by this reference.

3.1 Not to Exceed Amount. Consultant's total compensation under this Agreement shall not exceed $120,000, one hundred and twenty thousand Dollars. Notwithstanding the foregoing, the payment of any funds under this Agreement shall be subject to the City of Tracy appropriation of funds for the Scope of Work. This Agreement shall automatically terminate in the event that such funds are not appropriated. Unless specifically stated otherwise or agreed to in writing and approved by City Council, the fees proposed by Consultant, as set forth in Exhibit B hereto, shall remain unchanged for the entire term of this Agreement and any extensions of this Agreement. It is understood and agreed that Consultant may not receive compensation up to the Not-to-Exceed Amount (or any other amount), and Consultant's total compensation under this Agreement will depend on the Scope of Work requested and approved by the City. Consultant's billing rates shall cover all costs and expenses for Consultant's performance of this Agreement. No work shall be performed by Consultant in excess of the "Not-to-Exceed Amount" provided in this section without the City's prior written approval.

3.1.1 City Budget Limitations. This Agreement will terminate without penalty, liability or expense of any kind to City at the end of any fiscal year if funds are not appropriated for the next succeeding fiscal year for this Agreement. If funds are appropriated for a portion of the fiscal year, this Agreement will automatically terminate, without penalty, liability or expense of any kind at the end of the term for which funds are appropriated. City has no obligation to make appropriations for this Agreement in lieu of appropriations for new or other agreements. City budget decisions are subject to the discretion of the City Council. Consultant's assumption of risk of possible non-appropriation is part of the consideration for this Agreement.

3.2 Invoices. Consultant shall submit monthly invoice(s) to the City that describe in detail satisfactory to the City: the services performed, the times and dates of performance, and the names of the person(s) performing the Scope of Work.

3.2.1 If Consultant is providing the Scope of Work in response to a development application, separate invoice(s) must be issued for each application and each invoice shall contain the City's designated development application number.

3.2.2 Consultant's failure to submit invoice(s) in accordance with this Section may result in the City rejecting said invoice(s) and thereby delaying payment to Consultant.

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3.2.3 Consultant shall submit invoices no later than 90 days after completion of a portion of the Scope of Work. City has no obligation to pay invoices delivered greater than 90 days after the date of performance of the Scope of Work.

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

3.4 Final Payment. The acceptance by Consultant of the final payment made under this Agreement shall constitute a release of City from all claims and liabilities for compensation to Consultant for anything completed, finished or relating to Consultant's services or performance of the Scope of Work. Consultant agrees that payment by City shall not constitute nor be deemed a release of the responsibility and liability of Consultant or its employees, subcontractors, agents and subconsultants for the accuracy and competency of the information provided and/or services performed hereunder, nor shall such payment be deemed to be an assumption of responsibility or liability by City for any defect or error in the Services performed by Consultant, its employees, subcontractors, agents and subconsultants.

3.5 Books and Accounts. Consultant agrees to maintain books, accounts, payroll records and other information relating to the performance of Consultant's obligations under the Agreement, which shall adequately and correctly reflect the expenses incurred by the Consultant in the performance of Consultant's work under the Agreement. Such books and records shall be open to inspection and audit by the City during regular business hours for three years after expiration or termination of this Agreement.

4. Indemnification. Consultant shall, to the fullest extent permitted by law, indemnify, defend (with independent counsel approved by the City), and hold harmless the City from and against, and reimburse the City for, any and all liabilities, obligations, losses, damages, injunctions, suits, actions, fines, penalties, claims, demands, administrative and judicial proceedings and order, judgments, remedial action requirements, costs and expenses of every kind or nature, and all costs and expenses incurred in connection therewith, including, without limitation, reasonable attorneys' fees and court costs ("**Claims**") arising directly or indirectly from or out of (including any and all related costs and expenses), relating or pertaining to or resulting from, in whole or in part, this Agreement; any act, omission, or event relating in any way to Consultant's obligations under this Agreement; and/or Consultant's breach of this Agreement, except to the extent such Claim is caused solely by the active negligence or willful misconduct of the City. In this Section 4, "City" means the City, its officials, officers, agents, employees and volunteers; "Consultant" means the Consultant, its employees, agents and subcontractors.

In the event there is a finding and/or determination that Consultant is not an independent contractor and/or is an employee of City, including but not limited to any such finding and/or determination made by the California Public Employees' Retirement System (CalPERS), the Department of Industrial Relations (DIR), or the Internal Revenue Service (IRS), Consultant shall, to the fullest extent permitted by law, indemnify, defend, and hold harmless the City from and against any and all Claims relating to or in connection with such a finding and/or determination.

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

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

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

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

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

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

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

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

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

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

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

5.8 Insurance Certificate. Consultant shall provide evidence of compliance with the insurance requirements listed above by providing a certificate of insurance and endorsements, in a form satisfactory to the City, before the City signs this Agreement and, in any event, within five (5) days of such request.

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

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

6. Termination. The City may terminate this Agreement in its sole and absolute discretion, without cause, by giving ten (10) days' written notice to Consultant. Within five (5) days of such a termination,

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Consultant shall return and deliver to City all original documents relating to the Scope of Work in Consultant's possession or control, including, without limitation, preliminary drafts and supporting documents, and any other documents prepared by Consultant pursuant to this Agreement. The City shall pay Consultant for all services satisfactorily performed in accordance with this Agreement, up to the date the termination notice is given.

7. Ownership of Work. All original documents prepared by Consultant for this Agreement, whether complete or in progress, are the property of the City, and shall be given to the City at the completion of Consultant's Scope of Work, upon termination of this Agreement, or within five (5) days of any demand from the City. No such documents shall be revealed or made available by Consultant to any third party without the City's prior written consent.

8. Independent Contractor Status. Consultant is an independent contractor and is solely responsible for the acts of its employees or agents, including any negligent acts or omissions. Consultant is not City's employee and Consultant shall have no authority, express or implied, to act on behalf of the City as an agent, or to bind the City to any obligation, unless the City provides prior written authorization. Consultant is free to work for other entities while under contract with the City. Consultant, and its agents or employees, are not entitled to City benefits. Consultant shall be solely responsible for, and shall save the City harmless from, all matters relating to the payment of Consultant's employees, agents, subcontractors and subconsultants, including compliance with social security requirements, federal and state income tax withholding and all other regulations governing employer-employee relations.

9. Conflicts of Interest. Consultant (including its employees, agents, and subconsultants) shall not maintain or acquire any direct or indirect interest that conflicts with the performance of this Agreement. If Consultant maintains or acquires such a conflicting interest, the City may terminate any contract (including this Agreement) involving Consultant's conflicting interest. The Consultant represents that it is familiar with the local and state conflict of interest laws, and agrees to comply with those laws in performing this Agreement. The Consultant represents and warrants that the representations made by the Consultant concerning unfair competitive advantage and conflicts of interest in connection with its submissions in response to the City's procurement for this Agreement were true and accurate both when made and as of the date of this Agreement. Consultant represents and warrants that it has not and shall not offer or deliver any City officer, public official, or employee any gifts or donations in violation of Federal, State and/or local law.

9.1 Levine-Act

The "Levine Act" prohibits County "officers" from participating in any action related to a contract if such member received political contributions totaling more than $250 within the previous twelve months, and for three months following the date a final decision concerning the contract has been made, from the person or company awarded the contract. The Levine Act also requires disclosure of such contribution by a party to be awarded a specific contract.

10. Rebates, Kickbacks, or Other Unlawful Consideration. Consultant warrants that this Agreement was not obtained or secured through rebates, kickbacks, or other unlawful consideration either promised or paid to any City official or employee. For any breach of this warranty, City shall have the right, in its sole discretion, to terminate this Agreement without liability; to pay only for the value of the work actually performed; or to deduct from the contract price the value of the rebate, kickback, or other unlawful consideration; or otherwise recover the full amount of such rebate, kickback, or other unlawful consideration.

11. Notices. All notices, demands, or other communications which this Agreement contemplates or authorizes shall be in writing and shall be personally delivered or mailed to the other party to the

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addresses listed below. Communications shall be deemed to have been given and received on the first to occur of: (1) actual receipt at the address designated below, or (2) three working days after the deposit in the United States Mail of registered or certified mail, sent to the address designated below.

To the City:
City of Tracy
Attn: PD Accounts Payable
333 Civic Center Plaza
Tracy, CA 95376

To Consultant:
HdL Companies
Attn: Andy Nickerson
120 S. State College Blvd., Ste 200
Brea, CA 92821

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

12. General Provisions.

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

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

12.3 Waivers. Waiver of a breach or default under this Agreement shall not constitute a continuing waiver or a waiver of a subsequent breach of the same or any other provision of this Agreement. No waiver shall be effective unless it is in writing and signed by the waiving party.

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

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

12.6 Compliance with the Law. Consultant shall comply with all applicable local, state, and federal laws, including, without limitation, those identified below, whether or not such laws are expressly stated in this Agreement.

12.6.1 Prevailing Wage Laws. Consultant is aware of the requirements of California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates; employment of apprentices (§ 1777.5), certified payroll records (§1776), hours of labor (§1813 and §1815), debarment of contractors and subcontractors (§1777.1) and the performance of other requirements on "public works" and "maintenance" projects. If the services being performed under this Agreement are part of a "public works" or "maintenance" project, as defined in the Prevailing Wage Laws,

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and if the total compensation is $1,000 or more, Consultant agrees to fully comply with such Prevailing Wage Laws. These prevailing rates are on file with the City and are available online at http://www.dir.ca.gov/DLSR. Consultant shall defend, indemnify and hold the City, its officials, officers, employees and agents, harmless from any and all claims, costs, penalties, or interests arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

12.6.2 Non-discrimination. Consultant represents and warrants that it is an equal opportunity employer, and it shall not discriminate against any subconsultant, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex, or age. Consultant shall also comply with all applicable anti-discrimination federal and state laws, including but not limited to, the California Fair Employment and Housing Act (Gov. Code 12990 (a-f) et seq.).

12.7 Business Entity Status. Consultant is responsible for filing all required documents and/or forms with the California Secretary of State and meeting all requirements of the Franchise Tax Board, to the extent such requirements apply to Consultant. By entering into this Agreement, Consultant represents that it is authorized to do business in California, in good standing with the Secretary of State, and in good standing with all agencies having jurisdiction over Consultant (including any licensing agencies). If Consultant is a suspended entity at the time it enters into this Agreement, City may take steps to have this Agreement declared voidable.

12.8 Business License. Before the City signs this Agreement, Consultant shall obtain a City of Tracy Business License. Consultant shall maintain an active City of Tracy Business License during the term of this Agreement.

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

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

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

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

12.13 Entire Agreement. This Agreement and the attached Exhibits comprise the entire integrated understanding between the Parties concerning the services to be performed and the matters contemplated herein. This Agreement supersedes all prior negotiations, representations or agreements (in each case, whether oral or in writing). All exhibits attached hereto are incorporated by reference herein.

12.14 Counterparts. City and Consultant agree that this Agreement may be executed in two or more counterparts, each of which shall be deemed an original.

12.15 Expenses for Enforcement. Consultant and City agree that the prevailing party's reasonable costs, attorneys' fees and expenses, including investigation fees and expert witness fees,

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shall be paid by the non-prevailing party in any dispute involving the terms and conditions of this Agreement.

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

[Signature Page to Follow]

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As of the date of last signature below, the undersigned Parties agree to the full performance of the terms set forth in this Agreement and have caused this Agreement to be duly executed.

City of Tracy, a Municipal Corporation

By: _____
Dan Arriola
Title: Mayor
Date: _____

Attest:

_____
April B. A. Quintanilla, City Clerk

Approved as to form:

_____
L. David Nefouse, City Attorney

HdL Companies, [a California Corporation

DocuSigned by:
By: Gary Lott
C2134C7656B7445...
Gary Lott
Title: COO
Date: 12/9/2025 | 1:20:08 PM PST

DocuSigned by:
By: Richard Park
4DD130EE7C2A4A2...
Richard Park
Title: CFO
Date: 12/9/2025 | 1:25:40 PM PST

Federal Employer Tax ID No. 95-4398586

Exhibits:

A	Scope of Work
B	Compensation

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EXHIBIT A - Scope of Work

Cost Recovery Fee Analysis

HdL will conduct a fiscal analysis to determine appropriate application and permitting fees for licensed cannabis businesses. The analysis shall consider the costs of all City staff time, overhead, fringe benefits, consultants and any other services associated with each step of the cannabis permitting and regulatory process, including both initial application processing and annual permit renewals. HdL staff has experience developing cannabis regulatory fees and doing a "fit gap" analysis of staff responsibilities and time allotted to this program to establish appropriate fees for the City's level of oversight and enforcement of the regulatory process.

Supplemental Background Checks

HdL shall provide background checks of all owners, principals, managers and/or employees of cannabis businesses. HdL's background checks supplement the State-required Live Scan fingerprint check, which will only disclose Department of Justice (DOJ) records regarding arrests or convictions. California's licensing agencies are only allowed to consider convictions for certain "red line" offenses such as serious or violent felonies, or certain felonies involving fraud, minors or drug trafficking, as automatic disqualifiers before granting or denying a license. Our supplemental background checks expand upon the Live Scan information to identify other factors that local governments may wish to consider before granting discretionary business licenses or permits. These considerations may include other felony offenses, misdemeanor convictions, arrest records, civil judgements, restraining orders, the terrorist screening database, the national sex offender registry, delinquent child support payments, bankruptcies, employment and credit records, and more. The search includes up to 5 variations on the subject's name and will alert if additional aliases are found which might warrant further investigation.

The comprehensive background process checks the subject's name and social security number against over 200 million datasets nationwide, including all of the following:

- 7 yr. unlimited county courts and criminal records search
- Social Security, name and address comparison
- DMV search
- National Criminal Court report
- National Sex offender registry
- Federal criminal history
- State Department of Public Safety
- State Department of Corrections
- Terror watch list
- Bankruptcy, lien and judgments
- Delinquent child support payments
- Employment credit report
    - Personal information comparison
    - Address comparison
    - Employment comparison
    - Public records search

Any felony convictions that would be automatic disqualifiers pursuant to B&P 26057 (Violent and Serious Felony Convictions) must be confirmed through the Live Scan process. The degree

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to which other records may be used to inform the approval or renewal of a local business license or permit is subject to local ordinance requirements.

HdL offers separate rates for owners, principals or managers of cannabis businesses and for regular employees or line staff. HdL also offers a lower rate for annual renewals after the initial background check has been completed. Our rates include an HdL-designed employee identification badge with the city or county logo which meets all State regulatory requirements. HdL provides an online portal for applicants to submit their application and authorization for background checks and all necessary documentation. Applicants provide their payment directly to HdL through the portal, so there is no cost to the City.

Background Checks	Owner, principal or manager	Employee or line staff
Initial background check	$300	$125
Annual renewal	$125	$100
Reissue lost or stolen badge	$15	$15
Renewals and background checks for employees include a lesser level of investigation. Prices valid as of the date of this proposal and subject to change without notice.		

Compliance Inspections
HdL will conduct one or more on-site compliance inspections annually, as requested by the City, for each permitted cannabis business to determine compliance with State and/or local laws. If HdL identifies any non-compliant activities, HdL provides the City with a recommended appropriate action to address the deficiency and to ensure future compliance by the permittee.

The cost for these services includes all of the following:

- Notifying permittee of pending inspection
- On-site inspection to ensure that each business complies with all State and local laws and regulatory protocols for all of the following:
    - Inventory management
    - Cash handling procedures
    - Access control
    - Video surveillance
    - Product safety
    - Alarm system maintenance and safety
    - Lock standards
    - Packaging and labeling
    - Waste management
    - Transportation documentation
    - Surveillance equipment maintenance
    - Occupational badges
    - Business records
    - Other items as necessary to ensure compliance with laws
- Preparation of a draft report detailing the findings of the inspection and providing recommendations for improvement where needed. If the inspection identifies any violations of law

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or other non-compliance issues, then HdL will prepare a notice to comply as an included part of the report.

- All travel costs associated with the inspection, assuming a minimum of four inspections per day. If fewer than four inspections are requested, HdL will charge for travel based upon hourly rates, or a flat fee to be determined in consultation with City.

- All phone, email and other communications involved in preparing for, scheduling and coordinating the inspections and providing the report.

Facilities greater than 30,000 square feet will be subject to an additional cost at HdL's hourly rate to account for the additional time involved in conducting inspections, documenting issues of non-compliance and preparing reports. HdL will notify the City in advance if additional hourly charges are necessary to complete the inspection.

Issuance of the inspection report constitutes completion of this service. The cost for this service does not include any follow-up re-inspection or review of any documents provided to address or contest any findings of non-compliance, nor does it include any assistance with administrative appeals, litigation, cannabis tax policy questions or guidance, or other services not directly associated with conducting the inspection. Any such additional services requested by the City would be subject to agreement by HdL and would be billed at HdL's standard hourly rate.

Review Permit Renewal Applications
HdL shall review and evaluate all applications for annual cannabis business permit renewals. The City shall notify HdL upon receipt of an application for a cannabis business permit renewal and shall forward all renewal application materials. HdL's reviewers shall evaluate whether the application is complete and provides all necessary and requested information as required by the City. Reviews shall include narrative comments noting any deficiencies. If an application is deemed incomplete, the applicant shall be given an opportunity to submit supplemental information to address any deficiencies.

Each renewal application evaluation shall be completed within 60 days of the HdL receiving the application and all supporting documentation, assuming reasonable cooperation by the applicant.

Technical Assistance and Subject Matter Expertise
HdL will provide up to 40 hours of general consulting to be utilized on an as-needed basis at the City's request. It is anticipated that some portion of these hours will be used to provide attendance and presentations at meetings of the City Council to present and discuss the revised regulatory ordinance and cost recovery fee study. Such assistance may also include technical assistance, subject matter expertise, research and analysis, education, monitoring of changes to State laws and regulations, participation in conference calls, responding to staff inquires via phone and email, reviewing staff reports to the City Council, assisting with responses to inquiries from the public, or other issues as mutually agreed to by the City and HdL. Any such assistance will be billed at HdL's standard hourly rate.

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EXHIBIT B - Compensation

Compensation described does not include any additional services that are not specifically enumerated herein. The proposal assumes that HdL will not be a part of any enforcement action, appeal, arbitration, or civil litigation resulting from the findings of an inspection and/or audit. Any such additional reports, documentation or assistance that may be required would be in addition to the costs shown in the table below and shall be billed at HdL's hourly rate. This includes assistance with administrative hearings and/or civil litigation involving cannabis applicants or licensees.

Prices shall be honored for the initial term of the agreement (up to a maximum of 3 years), with extensions subject to mutual agreement with pricing to be negotiated at that time.

Scope of Service Objectives	Estimated Cost
Objective 1: Cost Recovery Fee Analysis Assumes up to 40 hours at $300/hr (billed at hourly rate)	$12,000[1]
Objective 2: Supplemental Background Checks Cost paid directly to HdL by applicant	No cost to the City
Objective 3: Compliance Inspections One or more inspections per year, as requested by the City	$2,500 per inspection
Objective 4: Review Permit Renewal Applications	$900 per application
Objective 5: Technical Assistance and Subject Matter Expertise Assumes 25 hours at $300/hr	$7,500[1]
Travel: As needed for site visits or in-person meetings	Hourly Rate[2] Plus Expenses
TOTAL NOT TO EXCEED	**$39,900**
[1] Objective billed at hourly rate [2] Or at a flat rate to be determined in consultation with the City All City costs may be fully recoverable from applicants or permittees	

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO. _____

---

(1) DETERMINING THAT COMPLIANCE WITH STANDARD PROCUREMENT PROCESSES IS NOT IN THE BEST INTERESTS OF THE CITY PURSUANT TO TRACY MUNICIPAL CODE 2.20.140 (B)(6) AND DISPENSING SUCH REQUIREMENT FOR THE ACTIONS HEREIN, AND;

(2) APPROVING A PROFESSIONAL SERVICES AGREEMENT WITH HINDERLITER DE LLAMAS AND ASSOCIATES DBA HDL COMPANIES FOR FULL SCOPE CANNABIS MANAGEMENT SERVICES INCLUDING COST RECOVERY FEE ANALYSIS, SUPPLEMENTAL BACKGROUND CHECKS, COMPLIANCE INSPECTIONS, PERMIT REVIEWS, AND TECHNICAL ASSISTANCE AND SUBJECT MATTER EXPERTISE FOR A TERM OF THREE-YEARS AND A TOTAL NOT-TO-EXCEED AMOUNT OF $120,000.

WHEREAS, The City of Tracy established its commercial cannabis regulatory framework beginning in 2017 and there are currently six licensed cannabis businesses operating in the City; and

WHEREAS, In 2017, the City of Tracy engaged the services of Hinder de Llamas and Associates DBA HdL Companies (Consultant) to help explore the potential development of a regulatory program for commercial cannabis businesses within the City of Tracy. Services provided by Consultant under the initial agreement included outreach and education, fiscal analysis, ordinance development and general subject matter expertise; and

WHEREAS, That agreement has since been amended and extended twice and expired on August 11, 2024; and

WHEREAS, The expiration of the original Consultant contract, various city departments have been involved in complex tasks of processing applications, issuing permits, conducting compliance inspections, performing revenue audits, and carrying out fiscal analysis related to cannabis businesses; and

WHEREAS, To ensure consistent compliance, accurate fee structures, and effective permitting and auditing, staff recommends approving a new Professional Services Agreement with Consultant; and

WHEREAS, After seeking quotes from multiple vendors, staff determined the services provided by Consultant are unique, and Consultant has demonstrated its ability to offer a range of services that other companies cannot match, as previously identified. Consultant also has a historical track record working with the City of Tracy and the Tracy Police Department.

WHEREAS, Tracy Municipal Code Section 2.20.140(b)(6) allows for dispensing of the RFP requirement when in the determination of the City Council, compliance with the procedure is not in the best interest of the City for those professional services, the costs of which exceed One Hundred Thousand and no/100ths ($100,000.00); and

WHEREAS, City Council has determined that compliance with the City's competitive bidding procedures is not in the best interest of the City, in part, because Consultant provides services are unique. Consultant has demonstrated its ability to offer a range of services that other companies cannot match; and

WHEREAS, the City seeks to enter into an agreement with Consultant for a cost not to exceed $120,000 to be funded through the Police Department's operating budget; and

NOW, THEREFORE, be it resolved as follows:

RESOLVED: That the City Council of the City of Tracy hereby finds the above recitals to be true and correct; and be it further

RESOLVED: That the City Council hereby approves that compliance with standard procurement processes is not in the best interests of the City pursuant to Tracy Municipal Code 2.20.140 (b)(6) and dispensing such requirement for the actions herein; and be it further

RESOLVED: That the City Council does hereby approve a Professional Services Agreement with Hinder de Llamas and Associates DBA HdL Companies in the form attached as Exhibit 1 for full scope Cannabis Management Services including cost recovery fee analysis, supplemental background checks, compliance inspections, permit reviews, and technical assistance and subject matter expertise for a term of three-years and a total not-to-exceed amount of $120,000.

* * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the Tracy City Council on 16th day of December, 2025 by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B.A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

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CITY OF TRACY
PROFESSIONAL SERVICES AGREEMENT WITH
HdL Companies, a California Corporation

This Professional Services Agreement ("Agreement") is entered into between the City of Tracy, a municipal corporation ("City"), and Hinderliter de Llamas and Associates DBA HdL Companies, a California Corporation ("Consultant"). City and Consultant are referred to individually as "Party" and collectively as "Parties."

RECITALS

A. City desires to retain the professional services of Consultant to Cannabis Management Services as further described herein and in Exhibit A.

B. Pursuant to Tracy Municipal Code 2.20.140(b)(6) the request for proposals is not required because the Provider is a sole source vendor providing full scope Cannabis Management Services including cost recovery fee analysis, supplemental background checks, compliance inspections, permit reviews, and technical assistance and subject matter expertise.

C. After negotiations between the City and Consultant, the Parties have reached an agreement for Consultant's professional services as set forth in this Agreement.

D. This Agreement was approved on December 16, 2025 pursuant to Tracy Municipal Code Section 2.20.140, and City Council Resolution No. _____.

NOW THEREFORE, for good and valuable consideration the sufficiency of which the Parties hereby acknowledge, the Parties mutually agree as follows:

1. Scope of Work. Consultant shall perform the professional services, tasks, and scope of work described in Exhibit A attached hereto and incorporated herein by this reference ("Scope of Work"). The Scope of Work shall be performed by, or under the direct supervision of, Consultant's "Authorized Representative": Matt Eaton, Director of Cannabis Services. Consultant shall not replace its Authorized Representative, nor shall Consultant replace any of the personnel listed in Exhibit A, nor shall Consultant use or replace any subcontractor or subconsultant, without the City's prior written consent. The City may terminate this Agreement if Consultant makes any such change or uses or replaces any such subcontractor or subconsultant. Unless otherwise stated on Exhibit A, Consultant shall furnish, at its own expense, the materials, equipment, supplies, and other resources necessary to perform the Scope of Work. The City reserves the right to contract with other firms and/or consultants during the term of this Agreement to provide the City with the same or similar Scope of Work as described in Exhibit A.

2. Time of Performance. Time is of the essence in the performance of the Scope of Work under this Agreement and the timing requirements set forth herein shall be strictly adhered to unless otherwise modified in writing in accordance with this Agreement. If dates for performance are set out in Exhibit A, Consultant shall begin performance, and shall complete all required Scope of Work no later than the dates set forth in Exhibit A. Any services for which times for performance are not specified in this Agreement shall be started and completed by Consultant in a reasonably prompt and timely manner based upon the circumstances and direction communicated to the Consultant. If Exhibit A indicates that Scope of Work shall only be performed upon request, or if the City otherwise communicates the same to Consultant, Consultant shall not perform said Scope of Work until the City requests such performance. Consultant shall submit all requests for time extensions to the City in writing no later than ten (10) days

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after the start of the condition which purportedly caused the delay, and not later than the date on which performance is due. The City may grant or deny such requests in its sole and absolute discretion.

2.1 Term. The term of this Agreement shall commence on December 9, 2025 and expire and terminate automatically on December 8, 2028 or earlier by termination pursuant to Section 6 of this Agreement ("Term"). Subject to the Not-To-Exceed Amount defined in Section 3.1, the Term of this Agreement may be extended with express written amendment incorporating this Agreement signed by both Parties and one of the following City approvals: (a) City Council approval or (b) City Manager approval. An administrative extension of this Agreement by City Manager shall be limited to an additional term of one (1) year(s) and require written determination by the City Manager that Consultant has satisfactorily met all the requirements of this Agreement.

3. Compensation. City shall pay Consultant on a time and expense basis for Scope of Work performed under this Agreement at the billing rates set forth in Exhibit B, which is attached hereto and incorporated herein by this reference.

3.1 Not to Exceed Amount. Consultant's total compensation under this Agreement shall not exceed $120,000, one hundred and twenty thousand Dollars. Notwithstanding the foregoing, the payment of any funds under this Agreement shall be subject to the City of Tracy appropriation of funds for the Scope of Work. This Agreement shall automatically terminate in the event that such funds are not appropriated. Unless specifically stated otherwise or agreed to in writing and approved by City Council, the fees proposed by Consultant, as set forth in Exhibit B hereto, shall remain unchanged for the entire term of this Agreement and any extensions of this Agreement. It is understood and agreed that Consultant may not receive compensation up to the Not-to-Exceed Amount (or any other amount), and Consultant's total compensation under this Agreement will depend on the Scope of Work requested and approved by the City. Consultant's billing rates shall cover all costs and expenses for Consultant's performance of this Agreement. No work shall be performed by Consultant in excess of the "Not-to-Exceed Amount" provided in this section without the City's prior written approval.

3.1.1 City Budget Limitations. This Agreement will terminate without penalty, liability or expense of any kind to City at the end of any fiscal year if funds are not appropriated for the next succeeding fiscal year for this Agreement. If funds are appropriated for a portion of the fiscal year, this Agreement will automatically terminate, without penalty, liability or expense of any kind at the end of the term for which funds are appropriated. City has no obligation to make appropriations for this Agreement in lieu of appropriations for new or other agreements. City budget decisions are subject to the discretion of the City Council. Consultant's assumption of risk of possible non-appropriation is part of the consideration for this Agreement.

3.2 Invoices. Consultant shall submit monthly invoice(s) to the City that describe in detail satisfactory to the City: the services performed, the times and dates of performance, and the names of the person(s) performing the Scope of Work.

3.2.1 If Consultant is providing the Scope of Work in response to a development application, separate invoice(s) must be issued for each application and each invoice shall contain the City's designated development application number.

3.2.2 Consultant's failure to submit invoice(s) in accordance with this Section may result in the City rejecting said invoice(s) and thereby delaying payment to Consultant.

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3.2.3 Consultant shall submit invoices no later than 90 days after completion of a portion of the Scope of Work. City has no obligation to pay invoices delivered greater than 90 days after the date of performance of the Scope of Work.

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

3.4 Final Payment. The acceptance by Consultant of the final payment made under this Agreement shall constitute a release of City from all claims and liabilities for compensation to Consultant for anything completed, finished or relating to Consultant's services or performance of the Scope of Work. Consultant agrees that payment by City shall not constitute nor be deemed a release of the responsibility and liability of Consultant or its employees, subcontractors, agents and subconsultants for the accuracy and competency of the information provided and/or services performed hereunder, nor shall such payment be deemed to be an assumption of responsibility or liability by City for any defect or error in the Services performed by Consultant, its employees, subcontractors, agents and subconsultants.

3.5 Books and Accounts. Consultant agrees to maintain books, accounts, payroll records and other information relating to the performance of Consultant's obligations under the Agreement, which shall adequately and correctly reflect the expenses incurred by the Consultant in the performance of Consultant's work under the Agreement. Such books and records shall be open to inspection and audit by the City during regular business hours for three years after expiration or termination of this Agreement.

4. Indemnification. Consultant shall, to the fullest extent permitted by law, indemnify, defend (with independent counsel approved by the City), and hold harmless the City from and against, and reimburse the City for, any and all liabilities, obligations, losses, damages, injunctions, suits, actions, fines, penalties, claims, demands, administrative and judicial proceedings and order, judgments, remedial action requirements, costs and expenses of every kind or nature, and all costs and expenses incurred in connection therewith, including, without limitation, reasonable attorneys' fees and court costs ("**Claims**") arising directly or indirectly from or out of (including any and all related costs and expenses), relating or pertaining to or resulting from, in whole or in part, this Agreement; any act, omission, or event relating in any way to Consultant's obligations under this Agreement; and/or Consultant's breach of this Agreement, except to the extent such Claim is caused solely by the active negligence or willful misconduct of the City. In this Section 4, "City" means the City, its officials, officers, agents, employees and volunteers; "Consultant" means the Consultant, its employees, agents and subcontractors.

In the event there is a finding and/or determination that Consultant is not an independent contractor and/or is an employee of City, including but not limited to any such finding and/or determination made by the California Public Employees' Retirement System (CalPERS), the Department of Industrial Relations (DIR), or the Internal Revenue Service (IRS), Consultant shall, to the fullest extent permitted by law, indemnify, defend, and hold harmless the City from and against any and all Claims relating to or in connection with such a finding and/or determination.

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

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

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

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

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

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

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

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

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

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

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

5.8 Insurance Certificate. Consultant shall provide evidence of compliance with the insurance requirements listed above by providing a certificate of insurance and endorsements, in a form satisfactory to the City, before the City signs this Agreement and, in any event, within five (5) days of such request.

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

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

6. Termination. The City may terminate this Agreement in its sole and absolute discretion, without cause, by giving ten (10) days' written notice to Consultant. Within five (5) days of such a termination,

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Consultant shall return and deliver to City all original documents relating to the Scope of Work in Consultant's possession or control, including, without limitation, preliminary drafts and supporting documents, and any other documents prepared by Consultant pursuant to this Agreement. The City shall pay Consultant for all services satisfactorily performed in accordance with this Agreement, up to the date the termination notice is given.

7. Ownership of Work. All original documents prepared by Consultant for this Agreement, whether complete or in progress, are the property of the City, and shall be given to the City at the completion of Consultant's Scope of Work, upon termination of this Agreement, or within five (5) days of any demand from the City. No such documents shall be revealed or made available by Consultant to any third party without the City's prior written consent.

8. Independent Contractor Status. Consultant is an independent contractor and is solely responsible for the acts of its employees or agents, including any negligent acts or omissions. Consultant is not City's employee and Consultant shall have no authority, express or implied, to act on behalf of the City as an agent, or to bind the City to any obligation, unless the City provides prior written authorization. Consultant is free to work for other entities while under contract with the City. Consultant, and its agents or employees, are not entitled to City benefits. Consultant shall be solely responsible for, and shall save the City harmless from, all matters relating to the payment of Consultant's employees, agents, subcontractors and subconsultants, including compliance with social security requirements, federal and state income tax withholding and all other regulations governing employer-employee relations.

9. Conflicts of Interest. Consultant (including its employees, agents, and subconsultants) shall not maintain or acquire any direct or indirect interest that conflicts with the performance of this Agreement. If Consultant maintains or acquires such a conflicting interest, the City may terminate any contract (including this Agreement) involving Consultant's conflicting interest. The Consultant represents that it is familiar with the local and state conflict of interest laws, and agrees to comply with those laws in performing this Agreement. The Consultant represents and warrants that the representations made by the Consultant concerning unfair competitive advantage and conflicts of interest in connection with its submissions in response to the City's procurement for this Agreement were true and accurate both when made and as of the date of this Agreement. Consultant represents and warrants that it has not and shall not offer or deliver any City officer, public official, or employee any gifts or donations in violation of Federal, State and/or local law.

9.1 Levine-Act

The "Levine Act" prohibits County "officers" from participating in any action related to a contract if such member received political contributions totaling more than $250 within the previous twelve months, and for three months following the date a final decision concerning the contract has been made, from the person or company awarded the contract. The Levine Act also requires disclosure of such contribution by a party to be awarded a specific contract.

10. Rebates, Kickbacks, or Other Unlawful Consideration. Consultant warrants that this Agreement was not obtained or secured through rebates, kickbacks, or other unlawful consideration either promised or paid to any City official or employee. For any breach of this warranty, City shall have the right, in its sole discretion, to terminate this Agreement without liability; to pay only for the value of the work actually performed; or to deduct from the contract price the value of the rebate, kickback, or other unlawful consideration; or otherwise recover the full amount of such rebate, kickback, or other unlawful consideration.

11. Notices. All notices, demands, or other communications which this Agreement contemplates or authorizes shall be in writing and shall be personally delivered or mailed to the other party to the

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addresses listed below. Communications shall be deemed to have been given and received on the first to occur of: (1) actual receipt at the address designated below, or (2) three working days after the deposit in the United States Mail of registered or certified mail, sent to the address designated below.

To the City:
City of Tracy
Attn: PD Accounts Payable
333 Civic Center Plaza
Tracy, CA 95376

To Consultant:
HdL Companies
Attn: Andy Nickerson
120 S. State College Blvd., Ste 200
Brea, CA 92821

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

12. General Provisions.

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

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

12.3 Waivers. Waiver of a breach or default under this Agreement shall not constitute a continuing waiver or a waiver of a subsequent breach of the same or any other provision of this Agreement. No waiver shall be effective unless it is in writing and signed by the waiving party.

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

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

12.6 Compliance with the Law. Consultant shall comply with all applicable local, state, and federal laws, including, without limitation, those identified below, whether or not such laws are expressly stated in this Agreement.

12.6.1 Prevailing Wage Laws. Consultant is aware of the requirements of California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates; employment of apprentices (§ 1777.5), certified payroll records (§1776), hours of labor (§1813 and §1815), debarment of contractors and subcontractors (§1777.1) and the performance of other requirements on "public works" and "maintenance" projects. If the services being performed under this Agreement are part of a "public works" or "maintenance" project, as defined in the Prevailing Wage Laws,

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and if the total compensation is $1,000 or more, Consultant agrees to fully comply with such Prevailing Wage Laws. These prevailing rates are on file with the City and are available online at http://www.dir.ca.gov/DLSR. Consultant shall defend, indemnify and hold the City, its officials, officers, employees and agents, harmless from any and all claims, costs, penalties, or interests arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

12.6.2 Non-discrimination. Consultant represents and warrants that it is an equal opportunity employer, and it shall not discriminate against any subconsultant, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex, or age. Consultant shall also comply with all applicable anti-discrimination federal and state laws, including but not limited to, the California Fair Employment and Housing Act (Gov. Code 12990 (a-f) et seq.).

12.7 Business Entity Status. Consultant is responsible for filing all required documents and/or forms with the California Secretary of State and meeting all requirements of the Franchise Tax Board, to the extent such requirements apply to Consultant. By entering into this Agreement, Consultant represents that it is authorized to do business in California, in good standing with the Secretary of State, and in good standing with all agencies having jurisdiction over Consultant (including any licensing agencies). If Consultant is a suspended entity at the time it enters into this Agreement, City may take steps to have this Agreement declared voidable.

12.8 Business License. Before the City signs this Agreement, Consultant shall obtain a City of Tracy Business License. Consultant shall maintain an active City of Tracy Business License during the term of this Agreement.

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

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

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

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

12.13 Entire Agreement. This Agreement and the attached Exhibits comprise the entire integrated understanding between the Parties concerning the services to be performed and the matters contemplated herein. This Agreement supersedes all prior negotiations, representations or agreements (in each case, whether oral or in writing). All exhibits attached hereto are incorporated by reference herein.

12.14 Counterparts. City and Consultant agree that this Agreement may be executed in two or more counterparts, each of which shall be deemed an original.

12.15 Expenses for Enforcement. Consultant and City agree that the prevailing party's reasonable costs, attorneys' fees and expenses, including investigation fees and expert witness fees,

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shall be paid by the non-prevailing party in any dispute involving the terms and conditions of this Agreement.

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

[Signature Page to Follow]

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As of the date of last signature below, the undersigned Parties agree to the full performance of the terms set forth in this Agreement and have caused this Agreement to be duly executed.

City of Tracy, a Municipal Corporation

By: _____
Dan Arriola
Title: Mayor
Date: _____

Attest:

_____
April B. A. Quintanilla, City Clerk

Approved as to form:

_____
L. David Nefouse, City Attorney

HdL Companies, [a California Corporation

DocuSigned by:
By: Gary Lott
C2134C7656B7445...
Gary Lott
Title: COO
Date: 12/9/2025 | 1:20:08 PM PST

DocuSigned by:
By: Richard Park
4DD130EE7C2A4A2...
Richard Park
Title: CFO
Date: 12/9/2025 | 1:25:40 PM PST

Federal Employer Tax ID No. 95-4398586

Exhibits:

A	Scope of Work
B	Compensation

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EXHIBIT A - Scope of Work

Cost Recovery Fee Analysis

HdL will conduct a fiscal analysis to determine appropriate application and permitting fees for licensed cannabis businesses. The analysis shall consider the costs of all City staff time, overhead, fringe benefits, consultants and any other services associated with each step of the cannabis permitting and regulatory process, including both initial application processing and annual permit renewals. HdL staff has experience developing cannabis regulatory fees and doing a "fit gap" analysis of staff responsibilities and time allotted to this program to establish appropriate fees for the City's level of oversight and enforcement of the regulatory process.

Supplemental Background Checks

HdL shall provide background checks of all owners, principals, managers and/or employees of cannabis businesses. HdL's background checks supplement the State-required Live Scan fingerprint check, which will only disclose Department of Justice (DOJ) records regarding arrests or convictions. California's licensing agencies are only allowed to consider convictions for certain "red line" offenses such as serious or violent felonies, or certain felonies involving fraud, minors or drug trafficking, as automatic disqualifiers before granting or denying a license. Our supplemental background checks expand upon the Live Scan information to identify other factors that local governments may wish to consider before granting discretionary business licenses or permits. These considerations may include other felony offenses, misdemeanor convictions, arrest records, civil judgements, restraining orders, the terrorist screening database, the national sex offender registry, delinquent child support payments, bankruptcies, employment and credit records, and more. The search includes up to 5 variations on the subject's name and will alert if additional aliases are found which might warrant further investigation.

The comprehensive background process checks the subject's name and social security number against over 200 million datasets nationwide, including all of the following:

- 7 yr. unlimited county courts and criminal records search
- Social Security, name and address comparison
- DMV search
- National Criminal Court report
- National Sex offender registry
- Federal criminal history
- State Department of Public Safety
- State Department of Corrections
- Terror watch list
- Bankruptcy, lien and judgments
- Delinquent child support payments
- Employment credit report
    - Personal information comparison
    - Address comparison
    - Employment comparison
    - Public records search

Any felony convictions that would be automatic disqualifiers pursuant to B&P 26057 (Violent and Serious Felony Convictions) must be confirmed through the Live Scan process. The degree

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to which other records may be used to inform the approval or renewal of a local business license or permit is subject to local ordinance requirements.

HdL offers separate rates for owners, principals or managers of cannabis businesses and for regular employees or line staff. HdL also offers a lower rate for annual renewals after the initial background check has been completed. Our rates include an HdL-designed employee identification badge with the city or county logo which meets all State regulatory requirements. HdL provides an online portal for applicants to submit their application and authorization for background checks and all necessary documentation. Applicants provide their payment directly to HdL through the portal, so there is no cost to the City.

Background Checks	Owner, principal or manager	Employee or line staff
Initial background check	$300	$125
Annual renewal	$125	$100
Reissue lost or stolen badge	$15	$15
Renewals and background checks for employees include a lesser level of investigation. Prices valid as of the date of this proposal and subject to change without notice.		

Compliance Inspections
HdL will conduct one or more on-site compliance inspections annually, as requested by the City, for each permitted cannabis business to determine compliance with State and/or local laws. If HdL identifies any non-compliant activities, HdL provides the City with a recommended appropriate action to address the deficiency and to ensure future compliance by the permittee.

The cost for these services includes all of the following:

- Notifying permittee of pending inspection
- On-site inspection to ensure that each business complies with all State and local laws and regulatory protocols for all of the following:
    - Inventory management
    - Cash handling procedures
    - Access control
    - Video surveillance
    - Product safety
    - Alarm system maintenance and safety
    - Lock standards
    - Packaging and labeling
    - Waste management
    - Transportation documentation
    - Surveillance equipment maintenance
    - Occupational badges
    - Business records
    - Other items as necessary to ensure compliance with laws
- Preparation of a draft report detailing the findings of the inspection and providing recommendations for improvement where needed. If the inspection identifies any violations of law

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or other non-compliance issues, then HdL will prepare a notice to comply as an included part of the report.

- All travel costs associated with the inspection, assuming a minimum of four inspections per day. If fewer than four inspections are requested, HdL will charge for travel based upon hourly rates, or a flat fee to be determined in consultation with City.

- All phone, email and other communications involved in preparing for, scheduling and coordinating the inspections and providing the report.

Facilities greater than 30,000 square feet will be subject to an additional cost at HdL's hourly rate to account for the additional time involved in conducting inspections, documenting issues of non-compliance and preparing reports. HdL will notify the City in advance if additional hourly charges are necessary to complete the inspection.

Issuance of the inspection report constitutes completion of this service. The cost for this service does not include any follow-up re-inspection or review of any documents provided to address or contest any findings of non-compliance, nor does it include any assistance with administrative appeals, litigation, cannabis tax policy questions or guidance, or other services not directly associated with conducting the inspection. Any such additional services requested by the City would be subject to agreement by HdL and would be billed at HdL's standard hourly rate.

Review Permit Renewal Applications
HdL shall review and evaluate all applications for annual cannabis business permit renewals. The City shall notify HdL upon receipt of an application for a cannabis business permit renewal and shall forward all renewal application materials. HdL's reviewers shall evaluate whether the application is complete and provides all necessary and requested information as required by the City. Reviews shall include narrative comments noting any deficiencies. If an application is deemed incomplete, the applicant shall be given an opportunity to submit supplemental information to address any deficiencies.

Each renewal application evaluation shall be completed within 60 days of the HdL receiving the application and all supporting documentation, assuming reasonable cooperation by the applicant.

Technical Assistance and Subject Matter Expertise
HdL will provide up to 40 hours of general consulting to be utilized on an as-needed basis at the City's request. It is anticipated that some portion of these hours will be used to provide attendance and presentations at meetings of the City Council to present and discuss the revised regulatory ordinance and cost recovery fee study. Such assistance may also include technical assistance, subject matter expertise, research and analysis, education, monitoring of changes to State laws and regulations, participation in conference calls, responding to staff inquires via phone and email, reviewing staff reports to the City Council, assisting with responses to inquiries from the public, or other issues as mutually agreed to by the City and HdL. Any such assistance will be billed at HdL's standard hourly rate.

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EXHIBIT B - Compensation

Compensation described does not include any additional services that are not specifically enumerated herein. The proposal assumes that HdL will not be a part of any enforcement action, appeal, arbitration, or civil litigation resulting from the findings of an inspection and/or audit. Any such additional reports, documentation or assistance that may be required would be in addition to the costs shown in the table below and shall be billed at HdL's hourly rate. This includes assistance with administrative hearings and/or civil litigation involving cannabis applicants or licensees.

Prices shall be honored for the initial term of the agreement (up to a maximum of 3 years), with extensions subject to mutual agreement with pricing to be negotiated at that time.

Scope of Service Objectives	Estimated Cost
Objective 1: Cost Recovery Fee Analysis Assumes up to 40 hours at $300/hr (billed at hourly rate)	$12,000[1]
Objective 2: Supplemental Background Checks Cost paid directly to HdL by applicant	No cost to the City
Objective 3: Compliance Inspections One or more inspections per year, as requested by the City	$2,500 per inspection
Objective 4: Review Permit Renewal Applications	$900 per application
Objective 5: Technical Assistance and Subject Matter Expertise Assumes 25 hours at $300/hr	$7,500[1]
Travel: As needed for site visits or in-person meetings	Hourly Rate[2] Plus Expenses
TOTAL NOT TO EXCEED	**$39,900**
[1] Objective billed at hourly rate [2] Or at a flat rate to be determined in consultation with the City All City costs may be fully recoverable from applicants or permittees	

December 16, 2025

Agenda Item 1.N

REQUEST

Staff recommends that the City Council adopt a resolution rejecting request to file late claim.

EXECUTIVE SUMMARY

Alejandro B. Diaz filed a claim against the City of Tracy for damages allegedly caused to his driveway by the City. The claim was denied as untimely. Thereafter, Claimant requested the City's permission to file a late claim. Staff recommends the City Council reject the request to file a late claim, thereby rejecting the claim itself.

DISCUSSION

Under the Government Claims Act, individuals seeking money or damages against the City must generally file an administrative claim with the City before filing any court action. Claims for damages arising from personal injury or property damage are required to be submitted to the City within six (6) months from the date the event giving rise to the claim occurred. Other types of claims are required to be submitted within one (1) year. Claims not submitted within the required time are generally barred. However, the claimant may also request permission from the City to file a claim late. The City may choose to grant or deny the request, but the City must grant this request if the claim was not presented in a timely fashion due to mistake and the late claim will not prejudice the City's defense of the claim.

The City has forty-five (45) days to respond once receiving a claim. If the City does not respond within that time, the claim is deemed rejected. Once the City takes action on a claim, or the claim is deemed rejected, the claimant may file a lawsuit in superior court if he or she is not satisfied with the City's actions. The City Council has previously delegated authority to the City Manager to take certain actions regarding the handling of claims (Attachment A). However, the City Council is the only entity that can grant a claimant leave or permission to file a late claim.

Claimant submitted a claim to the City on August 18, 2025 alleging that a City tree lifted his driveway causing continuous damage since 2018. Because the claim was submitted more than six (6) months after the incident occurred, it was rejected as untimely on September 4, 2025. Thereafter, Claimant filed a request to submit an untimely claim.

STRATEGIC PLAN

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

FISCAL IMPACT

There is no direct fiscal impact of adopting a resolution to reject the claim.

RECOMMENDATION

Staff recommends that the City Council adopt the resolution rejecting the request to file a late claim filed by Alejandro B. Diaz.

Prepared by: L. David Nefouse, City Attorney

Reviewed by: Kimberly Murdaugh, Human Resources Director
Sara Castro, Finance Director
Arturo M. Sanchez, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO. 2025 - _____

REJECTING LEAVE TO FILE LATE CLAIM BY ALEJANDRO BARBA DIAZ

WHEREAS, Alejandro Barba Diaz (Claimant) submitted a claim to the City on August 18, 2025 alleging that a City tree lifted his driveway causing continuous damage since 2018; and

WHEREAS, The City rejected the claim as untimely on September 4, 2025; and

WHEREAS, Claimant submitted a request for leave to present a late claim which was received by the City on September 30, 2025; and

WHEREAS, The City Council desires to reject Claimant's request for leave to present a late claim;

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

1. The above Recitals are true and correct and incorporated herein by reference.

2. The request for leave to present a late claim submitted by Alejandro Barba Diaz on September 30, 2025 is rejected.

3. The City Manager and City Attorney are authorized and directed to take any actions necessary to carry out the intent of this Resolution and notify claimant of the same.

* * * * * * * * * * * * * * *

The foregoing Resolution No. 2025-_____ was passed and adopted by the Tracy City Council on the 16th day of December 2025, by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

December 16, 2025

Agenda Item 1.O

REQUEST

Formal request by the City of Tracy to have the Tri-Valley San Joaquin Regional Rail Authority return to the City of Tracy any and all rights and/or interest in and clear all title regarding APN 209-230-29, 15580 W. Schulte Road, Tracy, California 95337 (Approximately fifty (50) acres)

EXECUTIVE SUMMARY

This a formal request by the City of Tracy ("City") to have the Tri-Valley San Joaquin Regional Rail Authority ("Valley Link") return any and all rights, ownership, title, and/or interest in APN 209-230-29 (15580 W. Schulte Road, Tracy, California, 95337) (approximately fifty acres) (the "Property") to the City, and help clear any and all potential issues concerning title of the Property.

BACKGROUND

In 2020, the City Council of Tracy, pursuant to Resolution 2020-168, approved a term sheet for Valley Link to acquire an option to acquire the certain property 15580 and 15178 W. Schulte Road (APNs 209-230-29 and 209-230-30) at a nominal cost as the City's full contribution toward the Valley Link Project.

Key provisions of the terms included:

1. City will grant an exclusive option to the Authority to purchase the Property.
2. There is no cost to the Authority for the purchase value of the Property, except that the Authority must pay $100 of Independent Consideration for the Option and all closing costs, as well as the cost to relocate the existing antenna facility to a suitable site if the Authority does not wish to keep it at the Property. The value of the Property will be considered an in-kind contribution by the City to the Authority to be leveraged for additional grant funding, and the consummation of the conveyance will constitute the City's full contribution to the Project.
3. The Authority will have a term of ten years to exercise the Option.
4. If the Property is not used by the Authority within 10 years of the purchase date, the Property will revert to the City; and if less than the entire Property is used for the O&M Facility, then such portion that is not either used for a grant match or constitute surplus land under the SLA will revert to the City.

On September 20, 2022, through Resolution 2022-XXX, the City Council approved the transfer option and sales agreement with The Tri-Valley – San Joaquin Valley Regional Rail Authority (**Authority**) The intended use of the Property was to construct an Operations and Maintenance Facility (**O&M Facility**) for the Authority's future 42-mile, 7-station passenger rail project known as "Valley Link" that will provide transit connectivity in the Tri-Valley between the San Francisco Bay Area Rapid Transit

District's system and the Altamont Corridor Express commuter (**Project**).

Over the past five years, as the needs of the project has shifted, it became apparent to the parties that the entirety of the aforementioned property was no longer needed by Valley Link. As such, in the summer and autumn of 2025, the parties began good faith negotiations to return one of the parcels (APN 209-230-20 (15580 W. Schulte Road, Tracy, California, 95337)) to the City as expeditiously as possible. The City's intends to construct Transit Maintenance Facility and a Police substation on the reacquired land.

Valley Link has requested that the City Council formally request the return of any and all rights of the Property. Accordingly, Staff is bringing this item before the City Council to help facilitate the return of the Property. Should the City Council approve the request this evening, City Staff shall forward the request to Valley Link staff. Then, on January 20, 2026, City Staff would plan to bring an item back to the City Council at the January 20, 2026, regular City Council meeting to approve the necessary documents to return the Property (free and clear) to the City. Pending City Council approval, Valley Link would bring an item before their board on February 11, 2026.

STRATEGIC PLAN

This agenda item is related to Infrastructure, Goal 4 to Support Regional Transit Systems and Infrastructure.

FISCAL IMPACT

There is no direct fiscal impact of approving this request.

RECOMMENDATION

Staff recommends that the City Council formally request to have the Tri-Valley San Joaquin Regional Rail Authority return to the City all rights and/or interest in APN 209-230-20 (15580 W. Schulte Road, Tracy, California, 95337) (approximately fifty acres), and help clear any and all potential issues concerning title of the Property.

Prepared by: L. David Nefouse, City Attorney

Reviewed by: Kimberly Murdaugh, Human Resources Director
Sara Castro, Finance Director
Arturo M. Sanchez, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

APPROVED AS TO FORM AND LEGALITY

_____

CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL
RESOLUTION 2025-_____

FORMAL REQUEST BY THE CITY OF TRACY TO HAVE THE TRI-VALLEY SAN JOAQUIN REGIONAL RAIL AUTHORITY RETURN TO THE CITY OF TRACY ANY AND ALL RIGHTS AND/OR INTEREST IN AND CLEAR ALL TITLE REGARDING APN 209-230-29, 15580 W. SCHULTE ROAD, TRACY, CALIFORNIA 95337 (APPROXIMATELY FIFTY (50) ACRES)

WHEREAS, City of Tracy owns certain real property located in the City of Tracy, County of San Joaquin, State of California, commonly referred to as 15580 and 15178 W. Schulte Road (APNs 209-230-29 and 209-230-30); and

WHEREAS, the City Council of Tracy, pursuant to Resolution 2020-168, approved a term sheet for Valley Link to acquire an option to acquire the property at nominal cost as Seller's full contribution toward the Valley Link Project; and

WHEREAS, on December 14, 2022, the Parties executed a "Memorandum of Option Agreement" (the "MOA") (that was subsequently recorded with the San Joaquin County Recorder's Office on February 17, 2023), which set out the price and terms of the option for Valley Link to purchase the Property; and

WHEREAS, to date, the Valley Link has not exercised the option on the Property; and

WHEREAS, as noted above, the area consists of two (2) parcels, APNs 209-230-29 and 209-230-30; and

WHEREAS, the Parties have met and conferred in good faith to begin the process to return any and all rights and interests in APN 209-230-29, 15580 W. Schulte Road (approximately 50 acres);

NOW, THEREFORE, the City Council of the City of Tracy makes the following formal request:

1. The Tri-Valley San Joaquin Regional Rail Authority return to the City of Tracy any and all rights and/or interest in APN 209-230-20 (15580 W. Schulte Road, Tracy, California, 95337) (approximately fifty acres), and help clear any and all potential issues concerning title of the Property.

* * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was passed and adopted by the Tracy City Council on the 16th day of December, 2025, by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

December 16, 2025

Agenda Item 1.P

RECOMMENDATION

Staff recommends that the City Council adopt a resolution (1) approving the execution of a Master Professional Services Agreement for On-Call Utility Design Services with West Yost & Associates, Inc. for an initial term of three years, with a retroactive effective date as of November 1, 2025, for a total not-to-exceed amount of $1,000,000 per fiscal year, and (2) granting the City Manager the authority to administratively extend the term of the Master Professional Services Agreement, for up to two, one-year terms based on performance, if needed.

EXECUTIVE SUMMARY

This agenda item seeks the adoption of a resolution approving a Master Professional Services Agreement (MPSA) with West Yost & Associates, Inc. (Consultant) for On-Call Utility Design Services. This MPSA will be for an initial term of three years, with a retroactive effective date as of November 1, 2025, and for a total not-to-exceed amount of $1,000,000 per fiscal year. Staff are also requesting authorization to administratively extend the term for up to two, one-year terms based on performance, if needed. The Consultant has been selected from an On-Call List approved pursuant to Resolution No. 2024-084. Staff have successfully worked with the Consultant on several engineering projects and are seeking to utilize their skills to further benefit the City.

BACKGROUND AND LEGISLATIVE HISTORY

On March 1, 2024, the City issued a Request for Proposals (RFP) for On-Call Roadway and Utility Design Services. The requested services include, but are not limited to, the preparation of plans, specifications, estimates, engineering operational support, and environmental document preparation. On April 4, 202, the City received nine (9) separate proposals, including one from the Consultant. The City's consultant selection committee carefully evaluated all the proposals received based on the criteria described in the RFP. The selection committee determined that all the Consultants possessed the skills, experience, competence, professional qualifications, and certifications required to provide at least one of the roadway and utility design services requested by the City.

On June 4, 2024, the City Council adopted Resolution No. 2024-084 approving the nine (9) consultants for an On-Call Professional Service List (List) valid for five (5) years. This List of selected consultants created an efficient process for future project proposal requests and does not bind the City or its budgets to a particular scope of work until it is required as City needs arise. Having previously undertaken the public contracting procedures for each consultant on the List, as project needs arise, the City may more readily contract with one of the consultants on the List and then return to City Council for approval of a project-specific Professional Services Agreements.

ANALYSIS

Staff requires assistance from consultants to provide professional engineering and design services to support the planning, design, and implementation of water, wastewater, recycled water, and storm drain infrastructure projects. Design services may include pipelines, pump stations, tanks, storm drains, Electrical Instrumentation and Controls (EI&C), cathodic protection, surveying and geotechnical engineering, and permitting coordination.

The need to utilize a capable and qualified consultant for engineering and design services has prompted staff to recommend that the City Council award an MPSA to the Consultant to assist with engineering projects. Staff have successfully worked with the Consultant on several projects in the past and seek to continue to utilize their services.

The term of this MPSA (see Attachment A) will be for three (3) years, with an option to extend for two (2) consecutive one (1) year terms based on performance, if needed, with an annual fiscal year not-to-exceed budget of $1,000,000 for this MPSA. Staff requests that the City Council approve the MPSA to be retroactively effective as of November 1, 2025.

FISCAL IMPACT

The cost of the work performed by the Consultant under this agreement will be recoverable in part through the developer's fee, Capital Improvement Project (CIP) budgets, or Federal and State grant funds; Funding for the agreement with the Consultant is provided annually within the department's adopted budget, and the contract includes an option to terminate if there is insufficient budget.

CEQA DETERMINATION

The MPSA is for services equivalent to "planning and feasibility services" and, therefore, is not considered a "project" as defined by Section 21065 of the Public Resources Code. Any projects for which such services are performed will be reviewed as required under the California Environmental Quality Act (CEQA) before future discretionary actions are taken.

STRATEGIC PLAN

This agenda item supports the City of Tracy's Quality of Life Strategic Priority, which is to provide an outstanding quality of life by enhancing the City's amenities, business mix, and services and cultivating connections to promote positive change and progress in our community.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council adopt a resolution (1) approving the execution of a Master Professional Services Agreement for On-Call Utility Design Services with West Yost & Associates, Inc. for an initial term of three years, with a retroactive effective date as of November 1, 2025, for a total not-to-exceed amount of $1,000,000 per fiscal year, and (2) granting the City Manager the authority to administratively extend the term of the Master Professional Services Agreement, for up to two, one-year terms based on performance, if needed.

Prepared by: Sara Remonda, Management Analyst I
Lauren Gonzalez, Management Analyst II

Reviewed by: Even Marcelo, PE, City Engineer
Anush Nejad, PE, Public Works Director
Sara Castro, Finance Director
Kamalpreet Gill, Deputy City Attorney
Arturo Sanchez, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

ATTACHMENTS

Attachment A – Master Professional Service Agreement with West Yost & Associates, Inc. for On-Call Utility Design Services

Attachment A

CITY OF TRACY
MASTER PROFESSIONAL SERVICES AGREEMENT WITH
West Yost & Associates, Inc.
For On-Call Utility Design Services

This Master Professional Services Agreement ("Agreement") is entered into between the City of Tracy, a municipal corporation ("City"), and West Yost & Associates, Inc., a California Corporation ("Consultant"). City and Consultant are referred to individually as "Party" and collectively as "Parties."

Recitals

A. City desires to retain Consultant for On-Call Utility Design Services as further described herein and in Exhibit A.

B. On June 2, 2024, the City Council approved adding the Consultant to an On-Call List for certain services through resolution 2024-084. Pursuant to Tracy Municipal Code Section 2.20.140(a)(2), the City has determined that Consultant demonstrated that it was the best qualified and most responsible proposer, and best fits the City's needs for competence and professional qualifications necessary for the satisfactory performance of the Services.

C. After negotiations between the City and Consultant, the Parties have reached an agreement for the performance of services in accordance with the terms set forth in this Agreement.

D. This Agreement was approved on December 16, 2025 pursuant to [City Council Resolution No. _____].

NOW THEREFORE, for good and valuable consideration the sufficiency of which the Parties hereby acknowledge, the Parties mutually agree as follows:

1. Scope of Services. Consultant shall perform professional services, tasks, and scope of work further described in Exhibit A hereto ("Services") for the City's benefit on an as-needed basis pursuant to individual approved Task Orders for services within the in accordance with the terms and conditions of this Agreement. The Services shall be performed by, or under the direct supervision of, Consultant's Authorized Representative: Elizabeth Drayer**.** Consultant shall not replace its Authorized Representative, nor shall Consultant replace any of the personnel listed in Exhibit A, nor shall Consultant use or replace any subcontractor or subconsultant, without City's prior written consent. A failure to obtain the City's prior written consent for any change or replacement in personnel or subcontractor/subconsultant may result in the termination of this Agreement.

1.1 Task Order Forms. The Services within the Scope of Work will be comprised of Task Order Forms (in the form provided in Exhibit C hereto), approved, executed and delivered by the Director of Public Works ("Director") from time-to-time during the Term of this Agreement, on an as-needed basis. The Consultant cannot start performing any Work until the Director has executed a Task Order for such work. The City has no obligation to issue any Task Orders under this Master Agreement. The City may issue any number of Task Orders provided that the sum of the maximum compensation of all approved Task Orders cannot exceed the Total Not-to-Exceed amount stated in Section 3.1.

1.2 Non-Exclusive Agreement. The City reserves the right to contract with other consultants providing the same Services or similar scope of services described above during the term of this Agreement. The City further reserves the right to assign work, at its sole discretion, to consultants other than Consultant based on City's budget, experience, and skills of consultants based on the City's specific needs.

2. Time of Performance. Time is of the essence in the performance of services under this Agreement and the timing requirements set forth shall be strictly adhered to unless otherwise modified in writing in accordance with this Agreement. Consultant shall begin performance and shall complete all required services no later than the dates set forth in each individual Task Order. Any services for which times for performance are not specified in each individual Task Order shall be started and completed by Consultant in a reasonably prompt and timely manner based upon the circumstances and direction communicated by the City to the Consultant. Consultant shall submit all requests for time extensions to the City in writing no later than ten days after the start of the condition which purportedly caused the delay, and not later than the date on which performance is due. City shall grant or deny such requests at its sole discretion.

2.1 Term. The term of this Agreement shall commence on November 1, 2025 and expire and terminate automatically on November 1, 2028 or earlier by termination pursuant to Section 6 of this Agreement ("Term"). Subject to the Not-To-Exceed Amount defined in Section 3.1, the Term of this Agreement may be extended with express written amendment incorporating this Agreement signed by both Parties and one of the following City approvals: (a) City Council approval or (b) City Manager approval. An administrative extension of this Agreement by City Manager shall be limited to two one-year terms and require written determination by the City Manager that Consultant has satisfactorily met all the requirements of this Agreement.

3. Compensation. City shall pay Consultant on a time and expense basis, at the billing rates set forth in Exhibit B attached and incorporated by reference for services performed under this Agreement.

3.1 Annual Total Not to Exceed Amount. Consultant's total compensation for all Task Orders and Services under this Agreement shall not exceed $1,000,000.00 (One Million Dollars) per City fiscal year ("Total Not-to-Exceed Amount"). Consultant's billing rates shall cover all costs and expenses for Consultant's performance of this Agreement. Effective January 1, 2027, Consultant's billing rates under this Agreement may be annually increased in January of each year by up to 4.5%. No work shall be performed by Consultant in excess of the Total Not-to-Exceed Amount. Consultant acknowledges City has no obligation to compensate or reimburse Consultant for any fees or costs incurred in excess of the Total Not-to-Exceed Amount. Unless specifically stated otherwise or agreed to in writing and approved by City Council, the fees proposed by Consultant, as set forth in Exhibit B hereto, shall remain unchanged for the entire term of this Agreement and any extensions of this Agreement.

3.1.2 For each Task Order issued under this Agreement, Consultant's Services shall not exceed the maximum compensation stated in that Task Order.

3.2 Invoices. No less than Ninety (90) days after performing Services, Consultant shall submit monthly written invoice(s) to the City that include copies of approved Task Orders, the Services performed, and identify times, dates, and names of persons performing the services.

3.2.1 If Consultant is providing services in response to a development application, separate invoice(s) must be issued for each application and each invoice shall contain the City's designated development application number.

3.2.2 Consultant's failure to submit invoice(s) in accordance with these requirements may result in the City rejecting said invoice(s) and thereby delaying payment to Consultant.

3.2.3 Consultant shall submit invoices no later than 90 days after completion of a Task Order or portion of the Services. City has no obligation to pay invoices delivered greater than 90 days after the date of performance of the Services.

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

3.4 City Budget Limitations. This Agreement will terminate without penalty, liability or expense of any kind to City at the end of any fiscal year if funds are not appropriated for the next succeeding fiscal year. If funds are appropriated for a portion of the fiscal year, this Agreement will automatically terminate, without penalty, liability or expense of any kind at the end of the term for which funds are appropriated. City has no obligation to make appropriations for this Agreement in lieu of appropriations for new or other agreements. City budget decisions are subject to the discretion of the City Council. Consultant's assumption of risk of possible non-appropriation is part of the consideration for this Agreement. The payment of any compensation under this Agreement shall be subject to the City of Tracy appropriation of funds for the Services. This Agreement shall terminate in the event that such funds are not appropriated.

4. Indemnification. Consultant shall, to the fullest extent permitted by law, indemnify, defend (with independent counsel approved by the City), and hold harmless the City from and against any claims arising out of Consultant's performance or failure to comply with obligations under this Agreement, except to the extent caused by the sole, active negligence, or willful misconduct of the City. In this section, "City" means the City, its officials, officers, agents, employees, and volunteers; "Consultant" means the Consultant, its employees, agents and subcontractors; "Claims" includes claims, demands, actions, losses, damages, injuries, and liability, direct or indirect (including any and all related costs and expenses) and any allegations of these; and "Arising out of" includes "pertaining to" and "relating to". The Consultant's indemnification obligation applies to the maximum extent allowed by law and includes defending the City as set forth in Sections 2778 and 2782.8 of the California Civil Code. Upon the City's written request, the Consultant, at its own expense, shall defend any suit or action that is subject to this indemnification obligation. The provisions of this section survive completion of the services or the termination of this Agreement and are not limited by the provisions of Section 5 relating to insurance.

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

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

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

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

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

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

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

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

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

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

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

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

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

6. Termination.

6.1 The Parties may terminate this Agreement for any reason, including, but not limited to, convenience, by giving ten (10) days' written notice to the other Party. The City shall pay Consultant for all services satisfactorily performed in accordance with this Agreement, up to the date notice is given.

6.2 This Agreement shall automatically terminate immediately without notice to Consultant upon any of the following occurrences: (a) material breach of this Agreement by Consultant; (b) lack of City funds appropriated. In the event of termination by material breach of Consultant, if the City

replaces any incomplete or defective Services from another consultant at a greater cost, the Consultant is responsible for such excess cost in addition to any other remedies available to the City.

6.3 Upon termination, Consultant shall return the City all original documents, including preliminary drafts and supporting documents, prepared by Consultant in connection with the Services performed under this Agreement.

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

8. Independent Contractor Status. Consultant is an independent contractor and is solely responsible for the acts of its employees or agents, including any negligent acts or omissions. Consultant is not City's employee and Consultant shall have no authority, express or implied, to act on behalf of the City as an agent, or to bind the City to any obligation, unless the City provides prior written authorization. Consultant is free to work for other entities while under contract with the City. Consultant, and its agents or employees, are not entitled to City benefits.

9. Conflicts of Interest. Consultant (including its employees, agents, and subconsultants) shall not maintain or acquire any direct or indirect interest that conflicts with the performance of this Agreement. If Consultant maintains or acquires such a conflicting interest, the City may terminate any contract (including this Agreement) involving Consultant's conflicting interest. The Consultant represents that it is familiar with the local and state conflict of interest laws, and agrees to comply with those laws in performing this Agreement. The Consultant represents and warrants that the representations made by the Consultant concerning unfair competitive advantage and conflicts of interest in connection with its submissions in response to the City's procurement for this Agreement were true and accurate both when made and as of the date of this Agreement. Consultant represents and warrants that it has not and shall not offer or deliver any City officer, public official, or employee any gifts or donations in violation Federal, State and/or local law.

10. Rebates, Kickbacks, or Other Unlawful Consideration. Consultant warrants that this Agreement was not obtained or secured through rebates, kickbacks, or other unlawful consideration either promised or paid to any City official or employee. For breach of this warranty, City shall have the right, in its sole discretion, to terminate this Agreement without liability; to pay only for the value of the work actually performed; or to deduct from the contract price; or otherwise recover the full amount of such rebate, kickback, or other unlawful consideration.

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

To City:

Even Marcelo, PE
City Engineer
333 Civic Center Plaza
Tracy, CA 95376

To Consultant:

West Yost & Associates
ATTN: Elizabeth Drayer, PE
2020 Research Drive, Suite 100
Davis, CA 95618

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

12. Miscellaneous.

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

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

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

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

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

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

12.6.1 Prevailing Wage Laws. Consultant is aware of the requirements of California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates; employment of apprentices (§ 1777.5), certified payroll records (§1776), hours of labor (§1813 and §1815), debarment of contractors and subcontractors (§1777.1) and the performance of other requirements on "public works" and "maintenance" projects. If the services being performed under this Agreement are part of a "public works" or "maintenance" project, as defined in the Prevailing Wage Laws, and if the total compensation is $1,000 or more, Consultant agrees to fully comply with such Prevailing Wage Laws. These prevailing rates are on file with the City and are available online at http://www.dir.ca.gov/DLSR. Consultant shall defend, indemnify and hold the City, its officials, officers, employees and agents, harmless from any and all claims, costs, penalties, or interests arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

12.6.2 Non-discrimination. Consultant represents and warrants that it is an equal opportunity employer and it shall not discriminate against any subconsultant, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Consultant shall also comply with all applicable anti-discrimination federal and state laws, including but not limited to, the California Fair Employment and Housing Act (Gov. Code 12990 (a-f) et seq.).

12.7 Business Entity Status. Consultant is responsible for filing all required documents and/or forms with the California Secretary of State and meeting all requirements of the Franchise Tax Board, to the extent such requirements apply to Consultant. By entering into this Agreement, Consultant represents that it is not a suspended corporation. If Consultant is a suspended corporation at the time it enters into this Agreement, City may take steps to have this Agreement declared voidable.

12.8 Business License. Before the City signs this Agreement, Consultant shall obtain a City of Tracy Business License. Consultant shall maintain an active City of Tracy Business License during the term of this Agreement.

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

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

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

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

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

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

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS HEREOF, the City and Consultant agree to the full performance of the foregoing terms as of the last signature date.

City of Tracy

_____
By: Dan Arriola
Title: Mayor
Date: _____

Attest:

_____
April B. A. Quintanilla, City Clerk

Approved as to form:

_____
L. David Nefouse, City Attorney

Consultant
West Yost & Associates, Inc., a California Corporation

Elizabeth Drayer
By: Elizabeth Drayer
Title: Vice President
Date: November 20, 2025

Federal Employer Tax ID No. 68-0370826

Lindsay Smith
By: Lindsay Smith
Title: Treasurer
Date: November 20, 2025

Exhibits:

A Scope of Work, including personnel and time of performance (See Agreement sections 1 and 2.)
B Compensation (See Agreement section 3.)
C Task Order Form

EXHIBIT A

Services

CITY OF TRACY ON-CALL UTILITY DESIGN SERVICES
SCOPE OF WORK

1. General Overview

West Yost shall provide professional engineering services to support the planning, design, and implementation of water, wastewater, recycled water, and storm drain infrastructure projects for the City of Tracy (City). Services will be performed in accordance with current industry standards, applicable codes, and the City's preferences and requirements. The work may include pre-design, design, and post-design phases.

2. Pre-Design / Basis of Design

West Yost will prepare a Pre-Design/Basis of Design Report for each assigned project to establish key design parameters and confirm project requirements prior to initiating detailed design. Tasks may include:

- Verification of design criteria, capacity needs, and performance requirements.
- Evaluation of alternatives, value engineering, and recommendations on materials, alignment, and sizing.
- Coordination with City staff to confirm assumptions and design direction.
- Preparation of preliminary cost estimates and schedules.

3. Design Services

Design services will include preparation of plans, specifications, and estimates (PS&E) for pipelines, pump stations, tanks, and related facilities for water, wastewater, recycled water, and storm drain systems. Design activities may include:

- Pipelines: Design of pressure and gravity pipelines, surge analysis, and determination of optimal alignments.
- Pump Stations: Configuration of pumping systems including flow rates, equipment selection, standby power, and layout coordination.
- Tanks: Structural, mechanical, and electrical design of water storage or recycled water tanks, including seismic and safety considerations.
- Storm Drains: Hydraulic and hydrologic design of storm drain facilities, inlets, and conveyance systems.
- Electrical, Instrumentation, and Controls (EI&C): Design of power distribution, instrumentation, SCADA, and associated control systems.
- Cathodic Protection: Corrosion control design for buried metallic infrastructure.
- Surveying and Geotechnical: Coordination and oversight of topographic surveying and subsurface investigations.

- Permitting: Coordination with permitting agencies such as Caltrans, Union Pacific Railroad, and local districts as required.

4. Bid and Construction Support Services

If requested by the City, West Yost will provide bidding and construction-phase engineering services, which may include:

- Preparation of bid addenda and responses to bidder inquiries.
- Attendance at pre-bid and pre-construction meetings.
- Review of contractor submittals, requests for information, and change order documentation.
- Preparation of conformed documents for construction.
- Site visits and consultation during construction to address design-related issues.

5. Project Management and Quality Assurance

West Yost will assign a dedicated Project Manager to oversee the successful delivery of each task order. Project management will include regular communication and progress meetings with City staff, maintenance of action item and decision logs, monitoring of budget, schedule, and quality objectives, and implementation of West Yost's internal Quality Assurance/Quality Control (QA/QC) Program, which includes independent technical review by senior engineers not involved in day-to-day design. All work will be completed in accordance with West Yost's established QA/QC procedures, ensuring that all deliverables meet professional standards and the City's expectations. Documentation of internal reviews and client feedback will be maintained for each project phase.

6. Deliverables

Deliverables may include, but are not limited to:

- Pre-design/Basis of Design Reports.
- Technical memoranda and cost estimates.
- Plans, specifications, and estimates (30%, 60%, 90%, and 100% design submittals).
- Permitting and coordination documentation.
- Bid-phase clarifications and addenda.
- Construction support documentation and record drawings.

CITY OF TRACY ON-CALL UTILITY DESIGN SERVICES
SCOPE OF WORK

7. Meetings and Communication

West Yost will conduct regular project check-ins (weekly or biweekly) with City staff to ensure transparent communication and alignment of project goals. Internal coordination meetings will also be held to manage schedule and resource allocation.

8. Funding, Public Outreach, and Labor Compliance

As directed by the City, West Yost may provide additional services including:

- Public outreach support.
- Funding and grant administration assistance.
- Labor compliance services for grant-funded projects.
- Post-project evaluations and lessons-learned debriefs.

EXHIBIT B

Compensation

WEST YOST
Water. Engineered.

2026 Billing Rate Schedule

(Effective January 1, 2026, through December 31, 2026)*

POSITIONS	LABOR CHARGES (DOLLARS PER HOUR)
ENGINEERING	
Principal/Vice President	$392
Engineer/Scientist/Geologist Manager I / II	$370 / $387
Principal Engineer/Scientist/Geologist I / II	$333 / $355
Senior Engineer/Scientist/Geologist I / II	$297 / $312
Associate Engineer/Scientist/Geologist I / II	$246 / $265
Engineer/Scientist/Geologist I / II / III	$191 / $221 / $231
Engineering Aide	$117
Field Monitoring Services	$145
Administrative I / II / III / IV	$107 / $133 / $160 / $176
ENGINEERING TECHNOLOGY	
Engineering Tech Manager I / II	$384 / $387
Principal Tech Specialist I / II	$353 / $365
Senior Tech Specialist I / II	$320 / $334
Senior GIS Analyst	$292
GIS Analyst	$277
Technical Specialist I / II / III / IV	$206 / $231 / $261 / $291
Technical Analyst I / II	$148 / $176
Technical Analyst Intern	$119
Cross-Connection Control Specialist I / II / III / IV	$154 / $167 / $188 / $208
CAD Manager	$233
CAD Designer I / II	$181 / $204
CONSTRUCTION MANAGEMENT	
Senior Construction Manager	$373
Construction Manager I / II / III / IV	$222 / $237 / $251 / $318
Resident Inspector (Prevailing Wage Groups 4 / 3 / 2 / 1)	$200 / $222 / $247 / $256
Apprentice Inspector	$181
CM Administrative I / II	$96 / $130
Field Services	$256

- Hourly rates include charges for technology and communication, such as general and CAD computer software, telephone calls, routine in-house copies/prints, postage, miscellaneous supplies, and other incidental project expenses.
- Outside services, such as vendor reproductions, prints, and shipping; major West Yost reproduction efforts; as well as engineering supplies, etc., will be billed at the actual cost plus 15%.
- The Federal Mileage Rate will be used for mileage charges and will be based on the Federal Mileage Rate applicable to when the mileage costs were incurred. Travel other than mileage will be billed at cost.
- Subconsultants will be billed at actual cost plus 10%.
- Expert witness services, research, technical review, analysis, preparation, and meetings will be billed at 150% of standard hourly rates. Expert witness testimony and depositions will be billed at 200% of standard hourly rates.
- A finance charge of 1.5% per month (an annual rate of 18%) on the unpaid balance will be added to invoice amounts if not paid within 45 days from the date of the invoice.

WEST YOST
Water. Engineered.

2026 Billing Rate Schedule

(Effective January 1, 2026, through December 31, 2026)*

Equipment Charges

EQUIPMENT	BILLING RATES
2" Purge Pump & Control Box	$300 / day
Aquacalc / Pygmy or AA Flow Meter	$28 / day
Emergency SCADA System	$35 / day
Field Vehicles (Groundwater)	$200 / day
Gas Detector	$80 / day
Generator	$60 / day
Hydrant Pressure Gauge	$10 / day
Hydrant Pressure Recorder, Impulse (Transient)	$55 / day
Hydrant Pressure Recorder, Standard	$40 / day
Low Flow Pump Back Pack	$135 / day
Low Flow Pump Controller	$200 / day
Powers Water Level Meter	$32 / day
Precision Water Level Meter 300ft	$30 / day
Precision Water Level Meter 500ft	$40 / day
Precision Water Level Meter 700ft	$45 / day
QED Sample Pro Bladder Pump	$65 / day
Skydio 2+ Drone (2 hour minimum)	$100 / hour
Storage Tank	$20 / day
Sump Pump	$24 / day
Transducer Communications Cable	$10 / day
Transducer Components (per installation)	$23 / day
Trimble GPS – Geo 7x	$220 / day
Tube Length Counter	$22 / day
Turbidity Meter	$30 / day
Turbidity Meter (2100Q Portable)	$35 / day
Vehicle (Construction Management)	$18.75 / hour
Water Flow Probe Meter	$20 / day
Water Quality Meter	$50 / day
Water Quality Multimeter	$185 / day
Well Sounder	$30 / day

EXHIBIT C - Task Order Form

(See Attached)

[Use this Form or Create New Based on Same Substance---

TASK ORDER FORM

Project:	_____
Consultant:	_____
Project Task Order Number:	[X of X]
Description of Task and Services:	_____ _____ _____
Maximum Compensation for Task:	$_____.00
Task Completion Time:	The Consultant must complete the services and deliverable for this task in On or before: [DATE]
Year-to-Date Total Authorized Task Order Compensation:	$_____.00
Remaining Total Not to Exceed Amount upon completion of this Task:	$_____.00

APPROVED BY CITY REPRESENTATIVE

_____
[Insert Name and Position]

_____
Date

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO. _____

---

(1) APPROVING THE EXECUTION OF A MASTER PROFESSIONAL SERVICES AGREEMENT FOR ON-CALL UTILITY DESIGN SERVICES WITH WEST YOST & ASSOCIATES, INC. FOR AN INITIAL TERM OF THREE YEARS, WITH A RETROACTIVE EFFECTIVE DATE AS OF NOVEMBER 1, 2025, FOR A TOTAL NOT-TO-EXCEED AMOUNT OF $1,000,000 PER FISCAL YEAR, AND (2) GRANTING THE CITY MANAGER THE AUTHORITY TO ADMISTRATIVELY EXTEND THE TERM OF THE MASTER PROFESSIONAL SERVICES AGREEMENT, FOR UP TO TWO, ONE-YEAR TERMS BASED ON PERFORMANCE, IF NEEDED.

WHEREAS, the City of Tracy (City) has a variety of Capital Improvement Projects (CIP) projects and Utility projects requiring specialized professional services; and

WHEREAS, on March 1, 2024, the City issued a Request for Proposals (RFP) for On-Call Roadway and Utility Design Services; and

WHEREAS, the requested services include, but are not limited to, the preparation of plans, specifications, and estimates, engineering operational support, and environmental document preparation; and

WHEREAS, on April 4, 2024, the City received nine (9) separate proposals, including one from the Consultant; and

WHEREAS, the City's consultant selection committee carefully evaluated all the received proposals based on the criteria described in the RFP and determined that all the Consultants possessed the skills, experience, competence, professional qualifications, and certifications required to provide at least one of the roadway and utility design services requested by the City; and

WHEREAS, on June 4, 2024, the City Council adopted Resolution No. 2024-084 approving the nine (9) consultants for an On-Call Professional Service List (List) valid for five (5) years which created an efficient process for future project proposal requests

and does not bind the City or its budgets to a particular scope of work until it is required as City needs arise; and

WHEREAS, having previously undertaken the public contracting procedures for each Consultant on the List, as the project needs arise, the City may more readily move into contracting with one of the Consultants on the List and then return to the City Council for approval of a project-specific Professional Services Agreement; and

WHEREAS, staff requires assistance from consultants to provide professional engineering services to support the planning, design, and implementation of water, wastewater, recycled water, and storm drain infrastructure projects; and

WHEREAS, the need to utilize a capable and qualified consultant for water related analysis services has prompted staff to recommend that the City Council award an Master Professional Services Agreement (MPSA) to the Consultant to assist with engineering projects as staff has successfully worked with the Consultant on several projects in the past and seeks to continue to utilize their services; and

WHEREAS, the term of this MPSA will be for three (3) years with an option to extend for two (2) consecutive one (1) year terms based on performance if needed, with an annual fiscal year not-to-exceed a budget of $1,000,000 for each MPSA; and

WHEREAS, the cost of the work performed by the Consultant will be cost recoverable in part, through the developer's fee, CIP budgets, or Federal and State grant funds; funding for the agreement with the Consultant provided annually within the department's adopted budget and the contract includes an option to terminate if there is insufficient budget; and

WHEREAS, the MPSA is for services equivalent to "planning and feasibility services" and, therefore, is not considered a "project" as defined by Section 21065 of the Public Resources Code; any projects for which such services are performed will be reviewed as required under the California Environmental Quality Act (CEQA) before future discretionary actions are taken; now, therefore, be it

RESOLVED: That the City Council of the City of Tracy, hereby, approves a Master Professional Service Agreement for On-Call Utility Design Services with West Yost & Associates, Inc. for an initial term of three years, retroactively effective as of November 1, 2025, and for a total-not to-exceed amount of $1,000,000 per fiscal year; and be it

FURTHER RESOLVED: That the City Council grants the City Manager the authority to administratively extend the term of the MPSA, for up to two, one-year terms based on performance, if needed; and be it

FURTHER RESOLVED: That the City Council finds that the MPSA is for services equivalent to "planning and feasibility services" and, therefore, is not considered a

"project" as defined by Section 21065 of the Public Resources Code. Any projects for which such services are performed will be reviewed as required under the California Environmental Quality Act before future discretionary actions are taken.

* * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the Tracy City Council on the 16th day of December 2025 by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B.A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

December 16, 2025

Agenda Item 1.Q

RECOMMENDATION

Staff recommends that the City Council adopt a Resolution authorizing the City Attorney to execute a legal services agreement with Redwood Public Law LLP for an amount not to exceed $200,000.

EXECUTIVE SUMMARY

This agenda item, with City Council approval, would authorize the City of Tracy (City), by and through the City Attorney, to enter into a legal services agreement with Redwood Public Law LLP (Redwood) in an amount not to exceed $200,000.

The agreement with Redwood is for litigation legal services to be paid by the City (non-cost recovery work) related to the matter of *City of Tracy v. Surland Communities, LLC et al.; Surland LLC et al. v. City of Tracy et al*, Case No.*:* STK-CV-UBC-2024-0002338 (County of San Joaquin, Superior Court) and any direct or indirect related or ancillary matters that may arise from this litigation.

This item requests that the City Council approve the resolution authorizing the City Attorney to execute the legal services agreement and approve the initial do not exceed amount of $200,000.

BACKGROUND AND LEGISLATIVE HISTORY

Following closed session on December 2, 2025, the City Council gave unanimous direction for the City Attorney to bring back an item related to the above-mentioned litigation for the December 16, 2025 Regular City Council Meeting.

The City Attorney's Office, along with members of the City Manager's Office and a member of the Community and Economic Development Department, interviewed four (4) law firms to determine who should represent the City in the above-mentioned litigation. After conducting the interviews, Staff unanimously agreed to move forward with Redwood and bring an item back to the City Council for review and approval.

ANALYSIS

While Redwood is currently just based in the Bay Area, the firm is opening up a new office in Sacramento in 2026. Moreover, the point of contact for the City from Redwood is a Sacramento-based lawyer, who has extensive experience working in the Central Valley.

In addition, another member of the proposed Redwood litigation team is also based out of Sacramento, California.
Recognizing the importance of this matter to the City, the firm has agreed to cut its travel time costs for its attorneys for less than half of its normal billing rates. Redwood has also agreed to permit attorneys and staff from the City Attorney's Office (CAO) to work collaboratively with its litigators in order to save on costs when appropriate.

All outside legal services that are non-cost recovery work to be provided by Redwood will be funded through the CAO's operational budget, provided, however, the City will work with Redwood to recover (to the extent possible) any attorney's fees. While focusing just on the above-mentioned litigation and any direct or indirect matters that may arise from such litigation, Redwood's practice areas also include land use, development, general public law, elections, taxes, administrative appeals, the Public Contract Code, affordable housing development projects, and drafting ordinances and regulations to comply with federal and state law. Redwood currently services as the City Attorney for approximately sixteen (16) other cities, all based in northern California, including the nearby cities of Modesto and Mountain House.

FISCAL IMPACT

Costs associated with non-cost recovery special counsel legal services will be funded through the operational budget of the City Attorney's Office.

STRATEGIC PLAN

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

ACTION REQUESTED OF THE COUNCIL

Staff recommends that the City Council authorize and approve, by resolution, the City Attorney to execute a legal services agreement with Redwood Public Law, LLP, and approve a do not exceed amount of $200,000 for the litigation, and authorize the City Attorney (or his designee) to approve and/or execute any additional documents, amendments, and/or revisions necessary to effectuate this item.

Prepared by: L. David Nefouse City Attorney

Reviewed by: Sara Castro, Finance Director
Arturo M. Sanchez, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO. 2025-_____

APPROVE A RESOLUTION AUTHORIZING THE CITY ATTORNEY TO EXECUTE A LEGAL SERVICES AGREEMENT WITH REDWOOD PUBLIC LAW, LLP, FOR AN AMOUNT NOT TO EXCEED $200,000.

WHEREAS, the City Attorney Office's (CAO) relies on assistance from outside counsel to provide advice on specialized areas of law and increase the office's capacity to serve its departmental clients, and

WHEREAS, following closed session on December 2, 2025, the City Council provided unanimous direction to the City Attorney to bring back an item for the December 16, 2025 City Council meeting; and

WHEREAS, City staff interviewed four (4) law firms to represent the City in the matter of *City of Tracy v. Surland Communities, LLC et al.; Surland LLC et al. v. City of Tracy et al*, Case No.*:* STK-CV-UBC-2024-0002338 (County of San Joaquin, Superior Court) and any direct or indirect related or ancillary matters that may arise from this litigation, and

WHEREAS, the City has selected Redwood Public Law, LLP to represent the City in the above-mentioned litigation and any direct or indirect related or ancillary matters that may arise from this litigation; and

WHEREAS, the proposed initial do not exceed amount for the above-mentioned matter is $200,000;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Tracy hereby approves as follows:

1. Authorizing that the City Attorney execute a legal services agreement with Redwood Public Law, LLP.

2. That the initial do not exceed amount for the legal services agreement be $200,000.

3. Authorizing the City Attorney (or his designee) to approve and/or execute any additional documents, amendments, and/or revisions necessary to effectuate this item.

* * * * * * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the Tracy City Council on the 16th day of December, 2025, by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

December 16, 2025

Agenda Item 1.R

RECOMMENDATION

Staff recommends that the City Council adopt a resolution (1) approving a new Capital Improvement Project 72128 for the Traffic Signal Installation at Tracy Boulevard and Gandy Dancer Drive, and (2) authorizing an appropriation of $415,855 from the Core Traffic Fees (F375) to the Capital Improvement Project 72128 and (3) authorizing an appropriation of $384,145 from the General Fund Reserves (F101) to the Capital Improvement Project 72128.

EXECUTIVE SUMMARY

This agenda item seeks adoption of a resolution by the City Council approving a new Capital Improvement Project (CIP) 72128 for the Traffic Signal Installation at Tracy Boulevard and Gandy Dancer Drive and related actions needed to complete the project Attachment A. This project will install a new traffic signal at Tracy Boulevard and Gandy Dancer Drive, curb ramps, crosswalk, pedestrian countdown signals, accessible pedestrian signals, traffic controllers, signal poles, signing and striping. Staff recommends appropriating the funds from the Core Traffic Fees (F375) and the General Fund Reserves (F101).

BACKGROUND AND LEGISLATIVE HISTORY

This project aims to enhance pedestrian, cyclist, and motorist safety, and clarify the right-of-way for all users by installing a traffic signal at the intersection of Tracy Boulevard and Gandy Dancer Drive.

The intersection of Gandy Dancer Drive and Tracy Boulevard is currently a two-way stop-controlled intersection, with Tracy Boulevard serving as a four-lane arterial and Gandy Dancer Drive as a local street. The posted speed limit on Tracy Boulevard is 45 mph. Over the past several years, the surrounding area has undergone significant development activity, including the recently approved Montessori school expansion project and other industrial projects located within the immediate vicinity. In addition to localized development, the City as a whole has experienced sustained growth that continues to increase overall traffic volumes on major arterial and collector streets like Tracy Boulevard.

ANALYSIS

The installation of a traffic signal at the intersection of Tracy Boulevard and Gandy Dancer Drive is directly tied to the buildout status of the Industrial Specific Plan (ISP) Attachment B, where a certain level of development growth necessitates such a traffic signal, as referenced in Sections 4.1.2.3, Threshold Guidelines, and 4.2.4, Intersection

Signalization of the ISP. The ISP outlines a phased approach to infrastructure development, including roadway improvements and traffic signal installations, to support industrial growth while maintaining traffic efficiency and safety.

According to the ISP, a traffic signal at the intersection of Tracy Boulevard and Gandy Dancer Drive is required once the ISP reaches 50% buildout. As of the latest analysis, the ISP has reached approximately 71% buildout, triggering the need for signal implementation at this location. This condition is built into the planning framework to ensure that infrastructure keeps pace with development growth and increased traffic.

On November 8, 2024, a traffic signal warrant analysis was completed by Advanced Mobility Group Attachment C. The study evaluated peak-hour traffic volumes and operational delays in accordance with the California Manual on Uniform Traffic Control Devices (CA MUTCD). Key findings include:

- Peak Hour Signal Warrant 3 Met: Both AM (7:30AM to 8:30AM) and PM (2:45PM to 3:45PM) peak hour criteria were satisfied, with minor street volumes and delays exceeding MUTCD thresholds. This means the number of vehicles going through the intersection during the morning and afternoon peak hours necessitates a traffic signal.

- Safety & Operations: The study determined that installing a traffic signal would improve overall safety and intersection operation, particularly benefiting pedestrians and bicyclists.

In addition, the Montessori school near the intersection is expanding by adding four classrooms and increasing student enrollment from 240 to 360. This 50% increase is expected to generate additional vehicular trips during peak school hours, contributing to increased congestion and delays at the intersection. The school's traffic patterns, particularly during morning drop-off and afternoon pick-up, align closely with the peak hours identified in the traffic warrant study. Montessori school is located within the ISP boundary, and its expansion is included in the buildout percentage that has triggered the requirement for signal installation.

FISCAL IMPACT

The total estimated cost for the design and installation of the traffic signal at the intersection of Tracy Boulevard and Gandy Dancer Drive, CIP 72128, is $800,000. The proposed project is eligible for up to $415,555 from Core Area Traffic Impact Fees (F375) and is being requested to be appropriated into the project budget. An additional $384,145 will be needed to fully fund the project and it is being requested to be appropriated from General Fund Reserves (F101).

COORDINATION

The City's Engineering staff coordinated with the Community & Economic Development Department and the Police Department.

CEQA DETERMINATION

This action of creating a new Capital Improvement Project is merely an administrative activity that will not pose any environmental impact and is not subject to California Environmental Quality Act (CEQA) review under CEQA Guidelines Section 15378(b)(5). The City will evaluate potential environmental impacts of the project before approving construction contracts and physical improvements.

STRATEGIC PLAN

This agenda item supports the City of Tracy's Quality of Life Strategic Priority, which is to provide advance green and roadway infrastructure projects that improve connectivity, reduce climate impacts, and improve the appearance of the City.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council adopt a resolution (1) approving a new Capital Improvement Project 72128 for the Traffic Signal Installation at Tracy Boulevard and Gandy Dancer Drive, and (2) authorizing an appropriation of $415,855 from the Core Traffic Fees (F375) to the Capital Improvement Project 72128 and (3) authorizing an appropriation of $384,145 from the General Fund Reserves (F101) to the Capital Improvement Project 72128.

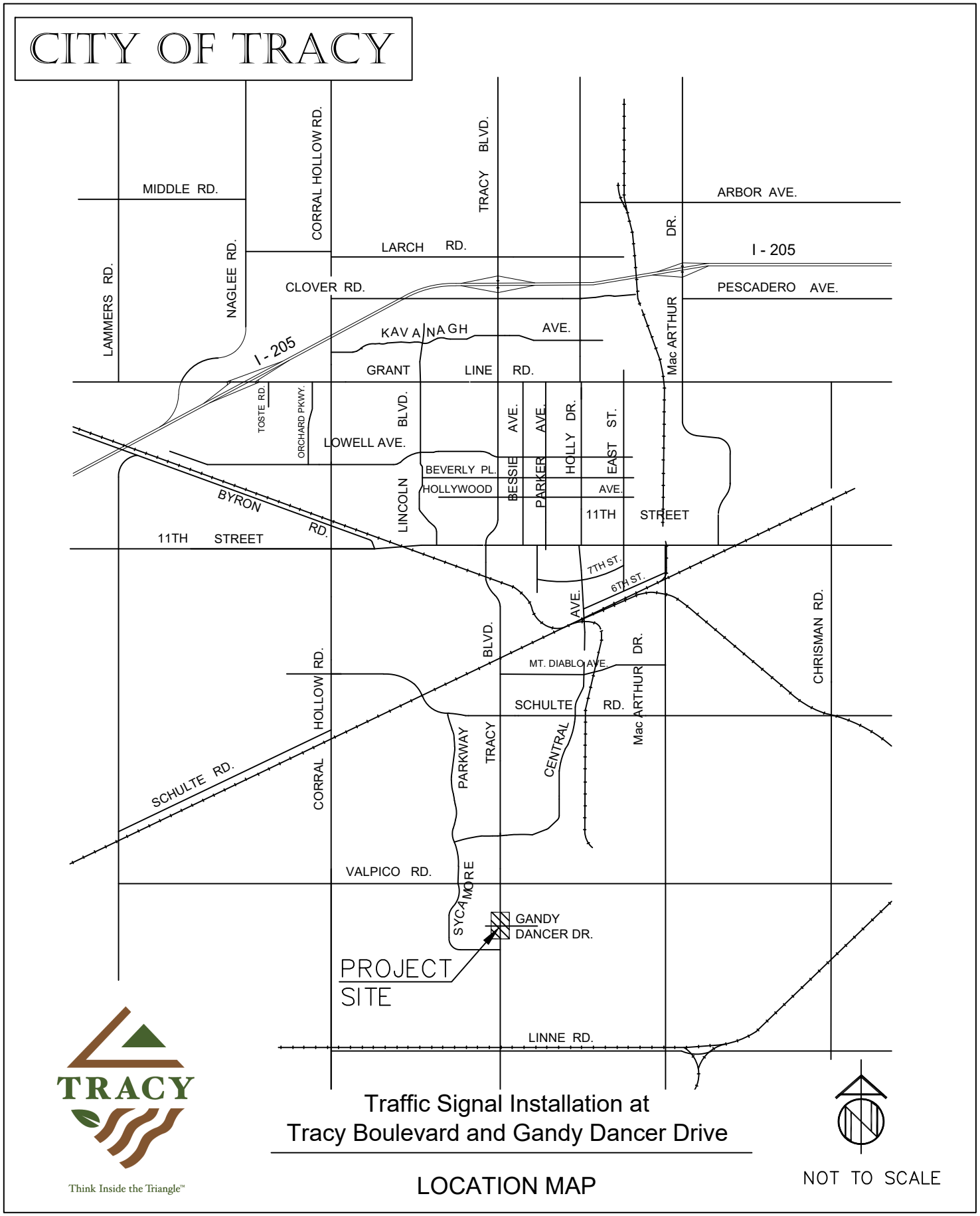
Prepared by: Sara Remonda, Management Analyst I
Selvi Sivaraj, PE, Associate Civil Engineer

Reviewed by: Sharat Bandugula, PE, Assistant City Engineer
Even Marcelo, PE, City Engineer
Anush Nejad, PE, Public Works Director
Sara Castro, Finance Director
Kamalpreet Gill, Deputy City Attorney
Arturo M. Sanchez, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

ATTACHMENTS

Attachment A – Location Map
Attachment B – Resolution 88-213 - Industrial Areas Specific Plan
Attachment C – AMG Signal Warrant Analysis


CITY OF TRACY
MIDDLE RD.
CORRAL HOLLOW RD.
TRACY BLVD.
ARBOR AVE.
LARCH RD.
I - 205
CLOVER RD.
PESCADERO AVE.
LAMMERS RD.
NAGLEE RD.
KAVANAGH AVE.
GRANT LINE RD.
Mac ARTHUR DR.
TOSTE RD.
ORCHARD PKWY.
LOWELL AVE.
BEVERLY PL.
HOLLYWOOD AVE.
BESSIE AVE.
PARKER AVE.
HOLLY DR.
EAST ST.
11TH STREET
LINCOLN BLVD.
BYRON RD.
7TH ST.
6TH ST.
MT. DIABLO AVE.
SCHULTE RD.
CHRISMAN RD.
CORRAL HOLLOW RD.
PARKWAY
CENTRAL
VALPICO RD.
SYCAMORE
GANDY DANCER DR.
PROJECT SITE
LINNE RD.
TRACY
Think Inside the Triangle™
Traffic Signal Installation at
Tracy Boulevard and Gandy Dancer Drive
LOCATION MAP
NOT TO SCALE

RESOLUTION NO. 88-213

MAKING FINDINGS RELATIVE TO AND APPROVING
THE INDUSTRIAL AREAS SPECIFIC PLAN FOR THE CITY OF TRACY

WHEREAS, Sections 65450 through 65457 of the California Government Code authorizes the preparation of Specific Plans for the systematic implementation of the General Plan for all or part of the area covered by the General Plan, and

WHEREAS, The General Plan, adopted by the Tracy City Council on December 7, 1982, included implementing policies number 3-2, 18-5, and 19-1, refer to the use of the Specific Planning process to implement the goals of the General Plan, and

WHEREAS, The Industrial Areas Specific Plan implements many of the policies of the General Plan and acts as an amendment to the policies text and map of the General Plan, and

WHEREAS, The City Council, in cooperation with the landowners of the area in the Specific Plan, contracted with EDAW, Inc., Planning Consultants, for the preparation of a Industrial Areas Specific Plan to implement the General Plan in more detail in this area, and

WHEREAS, The City Council and Planning Commission of the City of Tracy jointly met to consider alternatives and issues for the Industrial Areas Specific Plan and the joint Council/Commission Meeting was duly noticed in the Tracy Press, and

WHEREAS, The Tracy Industrial Areas Specific Plan and accompanying General Plan Amendment and Master Environmental Impact Report were considered by the Tracy Planning Commission at a duly noticed public hearing on June 1, 1988, and

WHEREAS, Testimony was taken at said public hearings and amendments were made to the Specific Plan, and

WHEREAS, On June 1, 1988, the Planning Commission recommended that the Master Environmental Impact Report be certified and approveed by the City Council, and

WHEREAS, The City Council of the City of Tracy held a duly noticed public hearing on June 21, 1988, to consider said Tracy Industrial Areas Specific Plan accompanying General Plan Amendment and Master EIR, and

WHEREAS, All parties wishing to be heard and/or submit comments and recommendations were given an opportunity to do so after which the public hearing was closed, and

WHEREAS, The City Council considered the report and recommendation of the Planning Commission regarding the Master Environmental Impact Report, the Tracy Industrial Areas Specific Plan and the accompanying General Plan Amendment at it's meeting of June 27, 1988, and

WHEREAS, The Master Environmental Impact Report has been reviewed, approved, and certified by the City Council;

NOW, THEREFORE, BE IT RESOLVED That the City Council of the City of Tracy approves and adopts the Industrial Areas Specific Plan Text and Map and amends the Tracy General Plan to incorporate the Specific Plan as an addendum.

* * * * * * * * * * *

The foregoing Resolution No. 88-213 was passed and adopted by the City Council of the City of Tracy on the 21st day of June, 1988, by the following vote:

AYES: COUNCIL MEMBERS: BLAND, MORELOS, SCHUBERT, ZANUSSI, HASTIE
NOES: COUNCIL MEMBERS: NONE
ABSENT: COUNCIL MEMBERS: NONE

Richard O. Hastie
MAYOR

ATTEST:

Betty A. Dami
CITY CLERK

02-0618.88

Attachment C

Redefining Mobility.

To:	**Al Gali** **Associate Engineer – Engineering**	**From:**	**Christopher Thnay, PE, AICP** **Devyani Padubidri**
Address:	**City of Tracy**		
Email:	al.gali@cityoftracy.org	Date:	November 8, 2024

Reference: Traffic Signal Warrant Analysis – Gandy Dancer Drive and Tracy Boulevard, Tracy, CA

This memorandum reports the traffic signal peak hour warrant analysis for the intersection of Gandy Dancer Drive and Tracy Boulevard, Tracy, California as shown in **Figure 1**. The peak hour traffic signal warrant analysis evaluates if a traffic signal can be justified for one hour of an average day using traffic signal Warrants 3 listed in California Manual on Uniform Traffic Control Devices (CA MUTCD), 2014 Edition Revision 6.

Background

The intersection of Gandy Dancer Drive and Tracy Boulevard is a two-way stop-controlled intersection, with stop control on Gandy Dancer Drive.

Tracy Boulevard is a four-lane arterial with a left-turn lane on each of the northbound and southbound approaches. The posted speed limit is 45 mph.

Gandy Dancer Drive is a two lane east-west local street that connects from the east and intersects with Gandy Dancer Drive. The street name changes to W Rockport Drive as it crosses Tracy Boulevard to the west. Since it is a local street, it is assumed that the prima facie street is 25 mph.

Figure 1: Study Intersection

Traffic Signal Warrant Analysis

The Manual on Uniform Traffic Control Devices (MUTCD) includes nine traffic signal warrants. While one or more of the warrants must be met to consider the installation of a traffic control signal, an engineering study must indicate that installing a traffic control signal will improve the overall safety and operation of the intersection. The study must present a careful analysis of traffic operations, pedestrian and bicyclist needs, as well as other factors. Engineering judgment must be applied to determine whether a traffic signal is an appropriate solution.

Traffic Data Collection

Intersection turning movement counts were collected on Wednesday November 6, 2024. Typically, peak hour counts are conducted during 6-8 AM and 4-6 PM to capture the typical commute peak hours. However, to capture school arrival and dismissal times, data collection was completed between 7-9 AM and 2-4 PM. The detail of the count is shown in **Appendix A**.

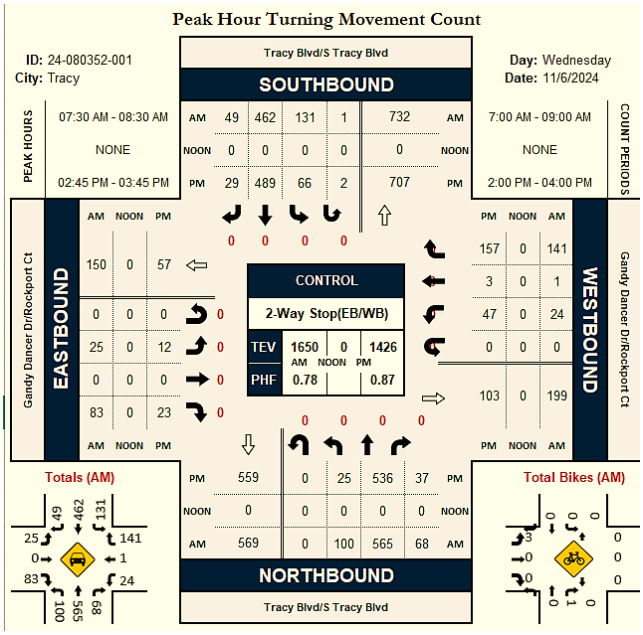


Figure 2: Peak Hour Intersection Counts

The peak hour volumes indicated that north and southbound volumes on Tracy Boulevard average approximately 1,300 to 1,400 vehicles per hour (vph) as shown in **Figure 2**. The westbound vehicles existing from Gandy Dancer Drive is approximately 166 vph and 207 vph respectively during the AM and PM peak hour.

Warrant 3 – Peak Hour Signal Warrant

As indicated in the scope of work, this report evaluated the Peak Hour signal warrant. The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of one hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

The results of the peak hour signal warrant indicated that the traffic volumes and traffic delays metrics are met as shown in **Figure 3,** indicating that a signal might be warranted. The details of the warrant evaluation is shown in **Appendix A**.

Result: The peak hour warrant is met based on the 2024 peak hour traffic volume conditions

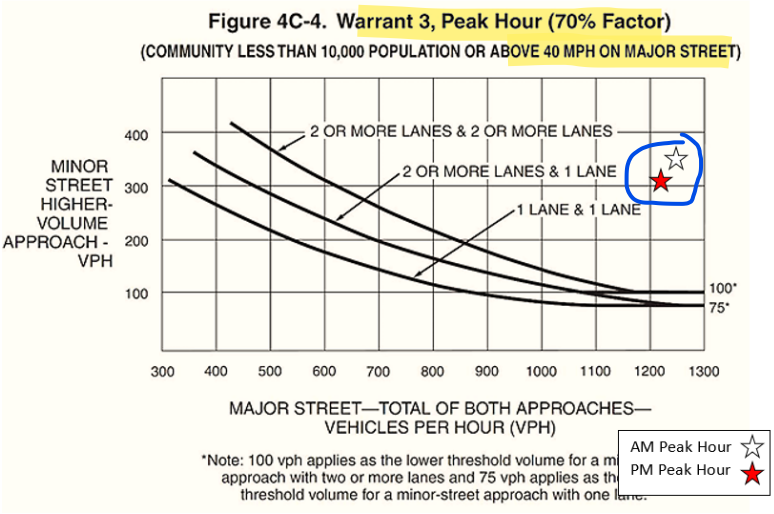


Figure 3: Peak Hour Warrant

Conclusion

Based on the analysis, peak hour signal warrant was met. Installation of a traffic signal at Gandy Dancer Drive and Tracy Boulevard is recommended.

z:\p2411407 - signal warrant analysis gandy dancer & tracy blvd (tracy)\07 report\tm 110824 gandy dancer dr -tracy blvd signal warrant analysis.docx

APPENDIX A

- 2024 AM/PM Peak Turning Counts

- 2024 Hourly Major/Minor Street Traffic Volumes

- Peak Hour Signal Warrant Analysis Summaries

Prepared by National Data & Surveying Services

Tracy Blvd/S Tracy Blvd & Gandy Dancer Dr/Rockport Ct

Peak Hour Turning Movement Count

ID: 24-080352-001
City: Tracy

Day: Wednesday
Date: 11/6/2024

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	02:45 PM - 03:45 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	2:00 PM - 04:00 PM

SOUTHBOUND — Tracy Blvd/S Tracy Blvd

AM	49	462	131	1	732	AM
NOON	0	0	0	0	0	NOON
PM	29	489	66	2	707	PM

EASTBOUND — Gandy Dancer Dr/Rockport Ct

AM	NOON	PM	
150	0	57	
0	0	0	0
25	0	12	0
0	0	0	0
83	0	23	0
AM	NOON	PM	

WESTBOUND — Gandy Dancer Dr/Rockport Ct

PM	NOON	AM
157	0	141
3	0	1
47	0	24
0	0	0
103	0	199
PM	NOON	AM

CONTROL

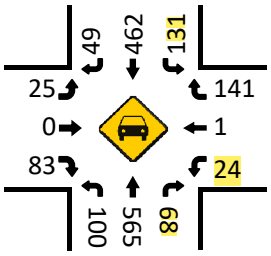
2-Way Stop(EB/WB)

	AM	NOON	PM
TEV	1650	0	1426
PHF	0.78		0.87

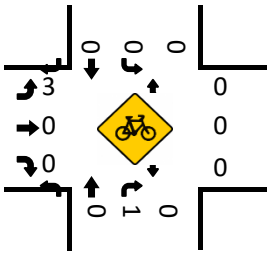
NORTHBOUND — Tracy Blvd/S Tracy Blvd

PM	559	0	25	536	37	PM
NOON	0	0	0	0	0	NOON
AM	569	0	100	565	68	AM

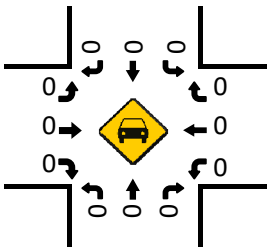
Totals (AM)



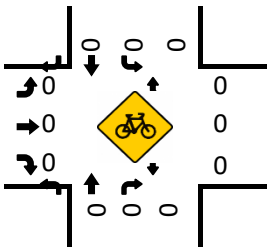
Total Bikes (AM)



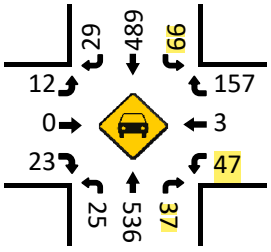
Totals (NOON)



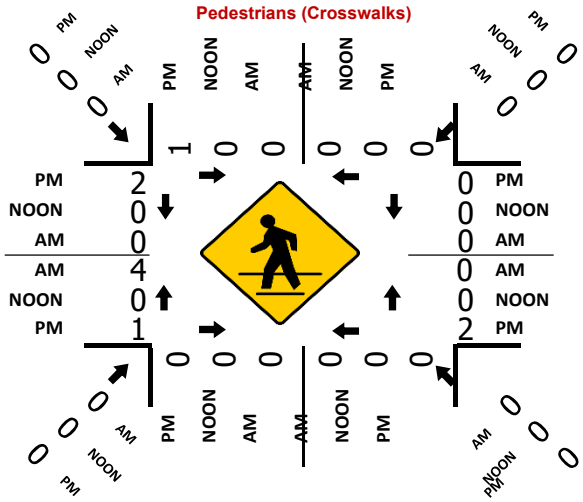
Total Bikes (NOON)



Totals (PM)



Pedestrians (Crosswalks)


PM
NOON
AM
0
1
2
0
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0
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0
0

Prepared by National Data & Surveying Services

VOLUME

Gandy Dancer Dr E/O Tracy Blvd

Day: Wednesday
Date: 11/6/2024

City: Tracy
Project #: CA24_080353_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,485	1,465	2,950

15-Minutes Interval

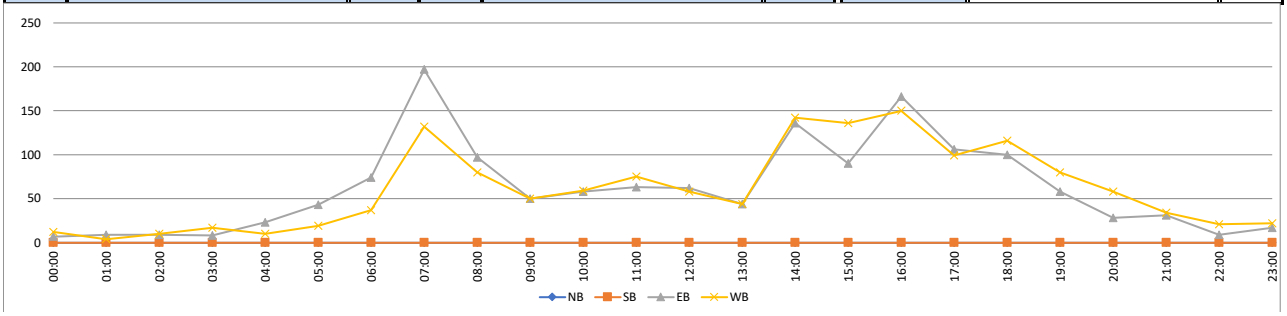
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			3	3	6	12:00			14	21	35
0:15			2	2	4	12:15			19	10	29
0:30			2	5	7	12:30			13	19	32
0:45			0	2	2	12:45			16	8	24
1:00			0	1	1	13:00			10	7	17
1:15			2	2	4	13:15			17	13	30
1:30			2	0	2	13:30			10	17	27
1:45			5	1	6	13:45			7	7	14
2:00			3	4	7	14:00			8	13	21
2:15			2	4	6	14:15			27	11	38
2:30			2	1	3	14:30			58	28	86
2:45			2	1	3	14:45			43	90	133
3:00			1	5	6	15:00			20	30	50
3:15			3	5	8	15:15			26	27	53
3:30			0	2	2	15:30			14	60	74
3:45			4	5	9	15:45			30	19	49
4:00			3	1	4	16:00			48	16	64
4:15			5	5	10	16:15			33	60	93
4:30			8	3	11	16:30			35	40	75
4:45			7	1	8	16:45			50	34	84
5:00			6	8	14	17:00			32	29	61
5:15			11	4	15	17:15			33	18	51
5:30			17	6	23	17:30			15	32	47
5:45			9	1	10	17:45			26	20	46
6:00			8	5	13	18:00			28	29	57
6:15			16	14	30	18:15			24	31	55
6:30			19	15	34	18:30			18	30	48
6:45			31	3	34	18:45			30	26	56
7:00			17	10	27	19:00			11	47	58
7:15			34	18	52	19:15			11	8	19
7:30			46	39	85	19:30			14	13	27
7:45			100	65	165	19:45			22	12	34
8:00			28	51	79	20:00			11	31	42
8:15			25	11	36	20:15			6	15	21
8:30			22	8	30	20:30			7	6	13
8:45			22	10	32	20:45			4	6	10
9:00			16	11	27	21:00			12	18	30
9:15			13	15	28	21:15			6	6	12
9:30			9	17	26	21:30			10	6	16
9:45			12	7	19	21:45			3	4	7
10:00			18	18	36	22:00			3	3	6
10:15			15	10	25	22:15			2	7	9
10:30			11	16	27	22:30			0	7	7
10:45			14	15	29	22:45			4	4	8
11:00			11	25	36	23:00			9	10	19
11:15			18	20	38	23:15			2	8	10
11:30			20	19	39	23:30			1	2	3
11:45			14	11	25	23:45			5	2	7
TOTALS	0	0	638	505	1143	TOTALS	0	0	847	960	1807
SPLIT %	0%	0%	56%	44%	39%	SPLIT %	0%	0%	47%	53%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			7	12	19
01:00	02:00			9	4	13
02:00	03:00			9	10	19
03:00	04:00			8	17	25
04:00	05:00			23	10	33
05:00	06:00			43	19	62
06:00	07:00			74	37	111
07:00	08:00			197	132	329
08:00	09:00			97	80	177
09:00	10:00			50	50	100
10:00	11:00			58	59	117
11:00	12:00			63	75	138
12:00	13:00			62	58	120
13:00	14:00			44	44	88
14:00	15:00			136	142	278
15:00	16:00			90	136	226
16:00	17:00			166	150	316
17:00	18:00			106	99	205
18:00	19:00			100	116	216
19:00	20:00			58	80	138
20:00	21:00			28	58	86
21:00	22:00			31	34	65
22:00	23:00			9	21	30
23:00	00:00			17	22	39

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			638	505	1143
Peak Hour			7:15	7:15	7:15
Peak Volume			208	173	381
Peak Hour Factor			0.520	0.665	0.577
Peak Period	12:00	to	00:00		
Volume			847	960	1807
Peak Hour			16:00	14:45	14:30
Peak Volume			166	207	322
Peak Hour Factor			0.830	0.575	0.605
Peak Period	07:00	to	09:00		
Volume			294	212	506
Peak Hour			7:15	7:15	7:15
Peak Volume			208	173	381
Peak Hour Factor			0.520	0.665	0.577
Peak Period	16:00	to	18:00		
Volume			272	249	521
Peak Hour			16:00	16:15	16:00
Peak Volume			166	163	316
Peak Hour Factor			0.830	0.679	0.849



Prepared by National Data & Surveying Services

VOLUME

Tracy Blvd N/O Gandy Dancer Dr

Day: Wednesday
Date: 11/6/2024

City: Tracy
Project #: CA24_080353_002

DAILY TOTALS	NB	SB	EB	WB	Total
	7,931	7,923	0	0	15,854

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	12	14			26	12:00	102	104			206
0:15	7	17			24	12:15	88	102			190
0:30	9	8			17	12:30	103	84			187
0:45	6	9			15	12:45	110	113			223
1:00	4	12			16	13:00	106	102			208
1:15	8	6			14	13:15	84	104			188
1:30	5	8			13	13:30	116	130			246
1:45	4	13			17	13:45	98	113			211
2:00	6	4			10	14:00	127	108			235
2:15	8	7			15	14:15	111	144			255
2:30	11	7			18	14:30	129	167			296
2:45	7	8			15	14:45	202	152			354
3:00	12	4			16	15:00	174	135			309
3:15	14	12			26	15:15	158	160			318
3:30	12	13			25	15:30	173	139			312
3:45	15	17			32	15:45	149	129			278
4:00	19	18			37	16:00	161	212			373
4:15	20	37			57	16:15	195	179			374
4:30	38	43			81	16:30	182	163			345
4:45	27	23			50	16:45	192	186			378
5:00	43	20			63	17:00	176	172			348
5:15	31	33			64	17:15	239	201			440
5:30	37	43			80	17:30	176	153			329
5:45	39	86			125	17:45	137	139			276
6:00	53	51			104	18:00	149	174			323
6:15	48	60			108	18:15	198	140			338
6:30	72	67			139	18:30	129	121			250
6:45	57	107			164	18:45	121	125			246
7:00	97	106			203	19:00	108	114			222
7:15	93	96			189	19:15	111	112			223
7:30	140	112			252	19:30	60	103			163
7:45	198	227			425	19:45	61	112			173
8:00	222	150			372	20:00	73	78			151
8:15	172	154			326	20:15	63	96			159
8:30	121	121			242	20:30	45	60			105
8:45	135	116			251	20:45	59	69			128
9:00	85	108			193	21:00	45	72			117
9:15	83	61			144	21:15	43	48			91
9:30	106	74			180	21:30	34	45			79
9:45	89	75			164	21:45	28	30			58
10:00	93	74			167	22:00	17	24			41
10:15	86	79			165	22:15	30	28			58
10:30	96	79			175	22:30	17	23			40
10:45	98	89			187	22:45	18	23			41
11:00	118	76			194	23:00	21	24			45
11:15	112	96			208	23:15	17	23			40
11:30	106	88			194	23:30	11	21			32
11:45	98	114			212	23:45	13	25			38
TOTALS	2972	2842	0	0	5814	TOTALS	4959	5081	0	0	10040
SPLIT %	51%	49%	0%	0%	37%	SPLIT %	49%	51%	0%	0%	63%

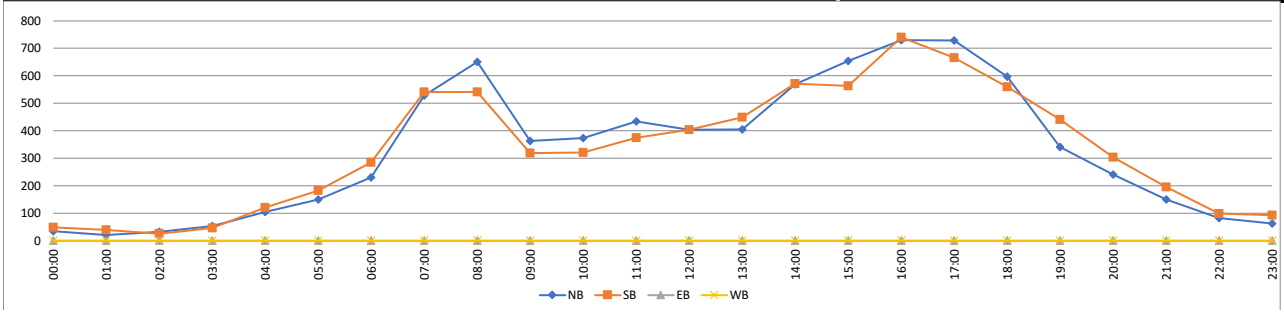
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	34	48			82
01:00	02:00	21	39			60
02:00	03:00	32	26			58
03:00	04:00	53	46			99
04:00	05:00	104	121			225
05:00	06:00	150	182			332
06:00	07:00	230	285			515
07:00	08:00	528	541			1069
08:00	09:00	650	541			1191
09:00	10:00	363	318			681
10:00	11:00	373	321			694
11:00	12:00	434	374			808
12:00	13:00	403	403			806
13:00	14:00	404	449			853
14:00	15:00	569	571			1140
15:00	16:00	654	563			1217
16:00	17:00	730	740			1470
17:00	18:00	728	665			1393
18:00	19:00	597	560			1157
19:00	20:00	340	441			781
20:00	21:00	240	303			543
21:00	22:00	150	195			345
22:00	23:00	82	98			180
23:00	00:00	62	93			155

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2972	2842			5814
Peak Hour	7:30	7:45			7:30
Peak Volume	732	652			1375
Peak Hour Factor	0.824	0.718			0.809
Peak Period	12:00	to	00:00		
Volume	4959	5081			10040
Peak Hour	16:30	16:00			16:30
Peak Volume	789	740			1511
Peak Hour Factor	0.825	0.873			0.859
Peak Period	07:00	to	09:00		
Volume	1178	1082			2260
Peak Hour	7:30	7:45			7:30
Peak Volume	732	652			1375
Peak Hour Factor	0.824	0.718			0.809
Peak Period	16:00	to	18:00		
Volume	1458	1405			2863
Peak Hour	16:30	16:00			16:30
Peak Volume	789	740			1511
Peak Hour Factor	0.825	0.873			0.859



Peak Hour Signal Warrant Analysis

Intersection: Tracy Boulevard (major) & Gandy Dancer Drive (minor)
Scenario: Existing Conditions[1]

WARRANT 3 – PEAK HOURS

PART A or PART B SATISFIED? **Yes**

Part A

(Criteria 1, 2 and 3, below, must all be satisfied)

Part A Criteria	AM Satisfied?	PM Satisfied?
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle-hours for a two-lane approach; AND	No (2.88Hr)	Yes (8.13Hr)
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes	Yes
3. The total entering volume services during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 for intersections with three approaches.	Yes	Yes

Part B

AM Satisfied?	PM Satisfied?
Yes	**Yes**

Approach Lanes	AM Peak Hour Volume	PM Peak Hour Volume
Both Approaches – Major Street	1375	1293
Highest Approach – Minor Street	166	207

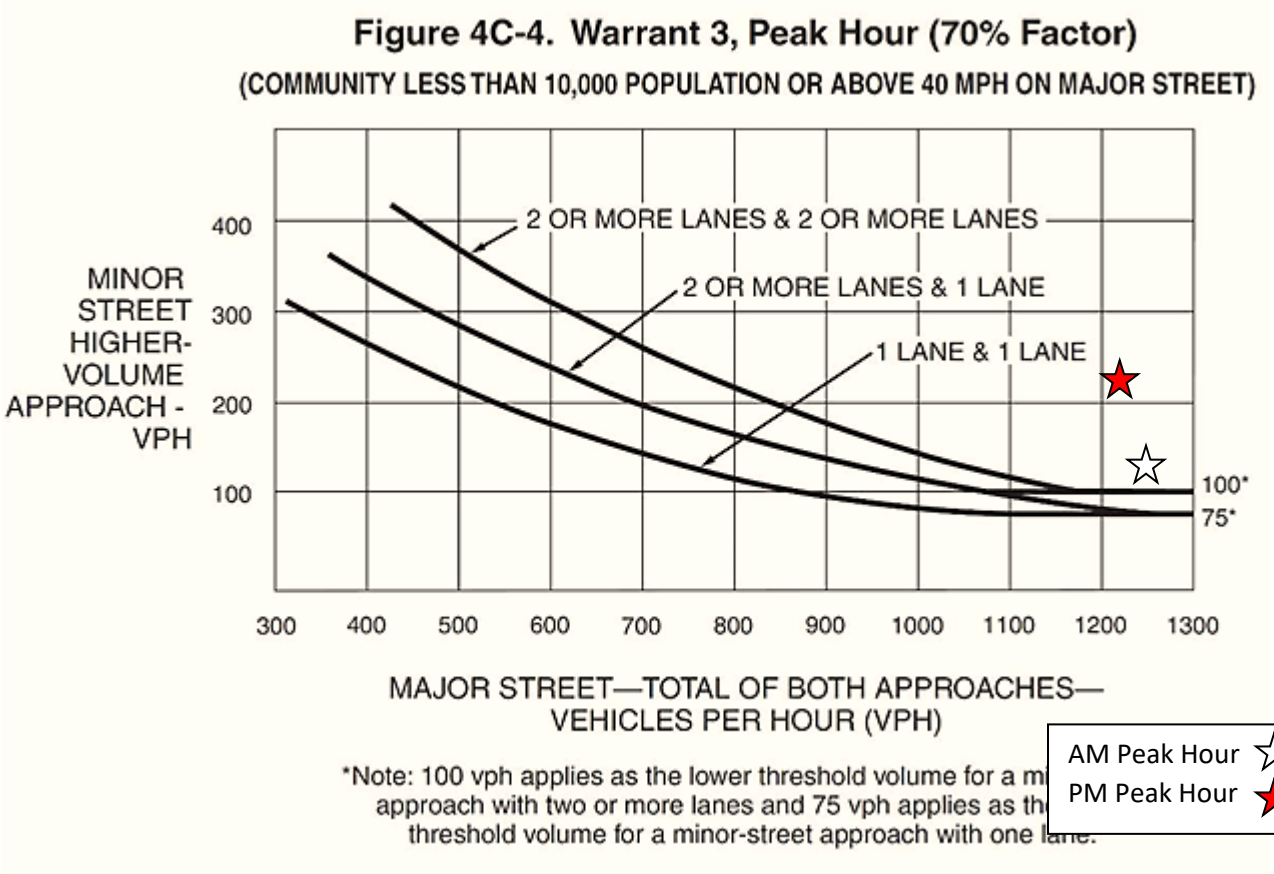
Source: November 6, 2024, counts

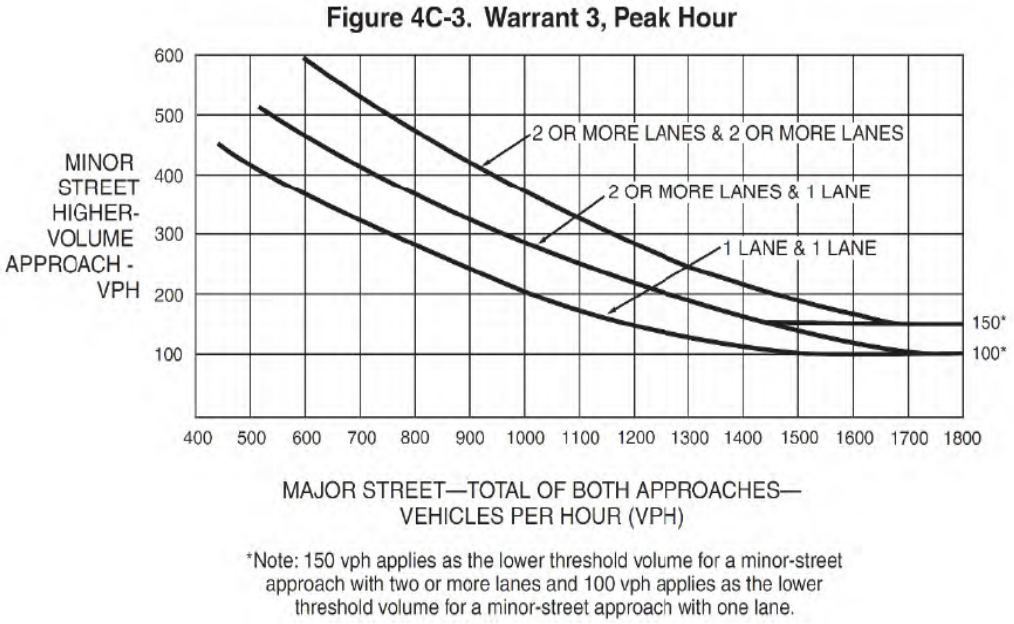
Note: The plotted points for vehicles per hour on major street (both approaches) and corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any consecutive 15-minute intervals) must fall above the applicable curve in MUTCD Figure 4C-4 for a traffic signal to be warranted.

[1] *Counts collected November 6, 2024*

Intersection: Tracy Boulevard (major) & Gandy Dancer Drive (minor)

Scenario: Existing Conditions





Source: *CA MUTCD, Chapter 4C – Traffic Control Signal Needs Studies, November 7, 2014*

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO. _____

---

(1) APPROVING A NEW CAPITAL IMPROVEMENT PROJECT 72128 FOR THE TRAFFIC SIGNAL INSTALLATION AT TRACY BOULEVARD AND GANDY DANCER DRIVE, AND (2) AUTHORIZING AN APPROPRIATION OF $415,855 FROM THE CORE TRAFFIC FEES (F375) TO THE CAPITAL IMPROVEMENT PROJECT 72128 AND (3) AUTHORIZING AN APPROPRIATION OF $384,145 FROM THE GENERAL FUND RESERVES (F101) TO THE CAPITAL IMPROVEMENT PROJECT 72128.

WHEREAS, this resolution seeks approval for a new Capital Improvement Project (CIP) 72128 for the Traffic Signal Installation at Tracy Boulevard and Gandy Dancer Drive and related actions needed to complete the project; and

WHEREAS, this project will install a new traffic signal at Tracy Boulevard and Gandy Dancer Drive, curb ramps, crosswalk, pedestrian countdown signals, accessible pedestrian signals, traffic controllers, signal poles, signing and striping; and

WHEREAS, this project aims to enhance pedestrian, cyclist, and motorist safety, and clarify the right-of-way for all users by installing a traffic signal at the intersection of Tracy Boulevard and Gandy Dancer Drive; and

WHEREAS, the installation of a traffic signal at the intersection of Tracy Boulevard and Gandy Dancer Drive is directly tied to the buildout status of the Industrial Specific Plan (ISP), where a certain level of development growth necessitates such a traffic signal, as referenced in Sections 4.1.2.3, Threshold Guidelines, and 4.2.4, Intersection Signalization of the ISP; and

WHEREAS, on November 8, 2024, a professional traffic signal warrant analysis was completed by Advanced Mobility Group. Peak Hour Signal Warrant 3 criteria were met and the study determined that installing a traffic signal would improve overall safety and intersection operation, particularly benefiting pedestrians and bicyclists; and

WHEREAS, the Montessori school near the intersection is expanding by adding four classrooms and increasing student enrollment from 240 to 360. This 50% increase is expected to generate additional vehicular trips during peak school hours, contributing

to increased congestion and delays at the intersection. The school's traffic patterns, particularly during morning drop-off and afternoon pick-up, align closely with the peak hours identified in the traffic warrant study. Montessori school is located within the ISP boundary, and its expansion is included in the buildout percentage that has triggered the requirement for signal installation; and

WHEREAS, the total estimated cost for the design and installation of the traffic signal at the intersection of Tracy Boulevard and Gandy Dancer Drive, CIP 72128, is $800,000. The project is eligible for up to $415,555 from Core Area Traffic Impact Fees (F375) and is being requested to be appropriated into the project budget. An additional $384,145 will be needed to fully fund the project and it is being requested to be appropriated from General Fund Reserves (F101); and

WHEREAS, this action of creating a new Capital Improvement Project will not pose any environmental impact and is not subjected to California Environmental Quality Act (CEQA) review under CEQA Guidelines Section 15378(b)(5). The City will evaluate potential environmental impacts of the project before approving construction contracts and physical improvements; now, therefore, be it

RESOLVED: That the City Council of the City of Tracy, hereby, approve a new Capital Improvement Project 72128 for the Traffic Signal Installation at Tracy Boulevard and Gandy Dancer Drive; and be it

FURTHER RESOLVED: That the City Council authorize an appropriation of $415,855 from the Core Traffic Fees (F375) to the Capital Improvement Project 72128; and be it

FURTHER RESOLVED: That the City Council authorize an appropriation of $384,145 from the General Fund Reserves (F101) to the Capital Improvement Project 72128; and be it

FURTHER RESOLVED: That the City Council finds that this action of creating a new Capital Improvement project will not pose any environmental impact and is not subjected to California Environmental Quality Act (CEQA) review under CEQA Guidelines Section 15378(b)(5). The City will evaluate potential environmental impacts of the project before approving construction contracts and physical improvements.

* * * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the Tracy City Council on the 16th day of December 2025 by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B.A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

December 16, 2025

Agenda Item 3.A

REQUEST

Approval of actions necessary to form Community Facilities District No. 2025-1 (The Avenues): conduct public hearings to consider the formation of the district and the issuance of bonds and other debt: form the district; declare the necessity to incur bonds and other debt; approve the form of an acquisition agreement and authorize execution of such agreement; accept the community facilities district report; conduct property owner election; and consider, waive the first reading by substitution of title, and introduce Ordinance entitled "An Ordinance of the City Council of the City of Tracy Levying Special Taxes Within City of Tracy Community Facilities District No. 2025-1 (The Avenues)."

EXECUTIVE SUMMARY

Surland Communities, LLC is the master developer of the residential development project known as The Avenues ("Master Developer"), and Woodside 05N, LP, a California limited partnership ("Builder"), is the home builder and owner of the lots in The Avenues. The Avenues is part of the Ellis Specific Plan Area. The Builder intends to construct 471 residential units ("Project").

On November 4, 2025, in response to a petition from the Builder, the Council adopted resolutions pursuant to the Mello-Roos Act Community Facilities Act of 1982 (the "Mello-Roos Act"), declaring its intent to form Community Facilities District No. 2025-1 (The Avenues) (the "CFD") to finance public infrastructure and public services and to issue bonded indebtedness and other debt for the CFD.

At tonight's meeting, the Council will be asked to (1) hold public hearings on establishing the CFD, levying special taxes in the CFD and issuing bonded indebtedness and other debt for the CFD, (2) form the CFD and declare the necessity to incur bonds and other debt, (3) approve an Acquisition Agreement and accept a Community Facilities District Report, (4) conduct a landowner election and direct related actions and (5) introduce an ordinance levying special taxes in the CFD.

BACKGROUND AND LEGISLATIVE HISTORY

BRIEF PROJECT HISTORY

The land proposed to be included in the CFD is located in the Ellis Specific Plan Area.

The Master Developer is the master developer of the Project, and the Builder is the home builder and owner of the lots in The Avenues. The Avenues is part of the Ellis Specific Plan Area. The Builder expects to construct 471 residential units.

CFD FORMATION PROCESS

On November 4, 2025, pursuant to the Mello-Roos Act, Council adopted two resolutions of intention in which it:

1. declared the intent to establish the CFD and to levy a "Facilities Special Tax" to finance certain capital facilities, primarily public infrastructure ("Facilities") and a "Services Special Tax" to finance the costs of operating and maintaining the Facilities ("Services");

2. declared the intent to incur bonded indebtedness for the CFD in an amount not to exceed $60,000,000 and other debt (as defined in the Mello-Roos Act);

3. set a Public Hearing date of December 16. 2025 to consider questions of establishing the CFD, levying the Facilities Special Tax and the Services Special Tax and issuing bonded indebtedness and other debt; and

4. directed the preparation of a Community Facilities District Report ("CFD Report").

ANALYSIS

Tonight, Council will be asked to do the following:

1. **Public Hearings**. Conduct public hearings to consider questions of: (1) establishing the CFD and levying the Facilities Special Tax and the Services Special Tax in the CFD, and (2) issuing bonded indebtedness and other debt of the City on behalf of the CFD.
   Protests against the establishment of the CFD, the extent of the CFD or the proposed facilities or services may be made orally or in writing by any interested persons or taxpayers. If 50 percent or more of the registered voters residing in the CFD, or 6 registered voters residing in the CFD, whichever is greater, or the owners of 50% or more of the non-exempt land in the CFD, file written protests against establishment of the CFD, the proceedings must stop for at least one year. The City has confirmed with the County registrar of voters that there are no registered voters in the boundaries of the CFD. The Builder, which is the sole owner of the property in the proposed CFD, previously petitioned the Council to undertake these proceedings.

2. **CFD Report**. Accept the CFD Report (**Attachment "B"**) which contains a brief description of the public facilities and services by type which will be

"required to adequately meet the needs of the district" and the estimated cost (including estimated bonding and administrative costs) of constructing, acquiring, and providing those facilities and services.

3. **Resolution of Formation; Resolution Determining Necessity to Incur Debt.** Following the public hearings, the City Council will be asked to consider and adopt:

   a. **Resolution of Formation**. Pursuant to this Resolution, the City Council will be asked to establish the CFD; approve the Facilities and Services that may be financed by the CFD; approve an Acquisition Agreement (**Attachment "A"**); and approve the rate and method of apportionment of the special tax ("Rate and Method") for the CFD and an appropriations limit for the CFD, subject to an approving (2/3) vote by the qualified elector in the CFD.

   b. **Resolution Determining Necessity to Incur Bonded Indebtedness and Other Debt.** Pursuant to this Resolution, the City Council will declare the necessity to incur bonded indebtedness in the amount of$60,000,000 and other debt for the CFD, subject to an approving (2/3) vote by the qualified elector in the CFD.

4. **Election and Related Actions**. Following the adoption of the resolutions described in the previous paragraphs, the City Council will consider the ***Resolution Calling Special Election***, which will call an election in the CFD***.*** The qualified elector for the election is the Builder, which is the sole landowner of property in the CFD. Thereafter, the mayor will ask the City Clerk to open the ballot of the property owner in the CFD and announce the results. If the results are in favor of the CFD formation, Council will then be asked to adopt a ***Resolution Confirming Results of Election and Directing Recording of Notice of Special Tax Lien*** and perform the first reading of an ***Ordinance Levying Special Taxes***. As permitted by the Mello-Roos Act, the election may take place in this accelerated fashion because the property owner in the CFD waived otherwise-applicable requirements of the California law.

ACQUISITION AGREEMENT; REMAINDER TAXES

What is the Acquisition Agreement? The Developer or the Builder will construct most of the Facilities required for the Project, and the Acquisition Agreement, between the City and the Developer, describes the terms on which the City will acquire the Facilities using CFD bond proceeds and Facilities Special Tax revenues. In addition, the Builder will pay certain impact fees ("Authorized Fees"), including mitigation payments to the Jefferson School District, and the Acquisition Agreement describes the terms on which the City will finance the Authorized Fees using CFD funding sources.

Remainder Taxes. The Acquisition Agreement also describes the use of "Remainder Taxes" which are the Facilities Special Taxes that remain after debt service and administrative costs have been paid and the bond debt service reserve fund has been replenished.

As set forth in the Rate and Method, through the 10th fiscal year in which the special tax is levied, the Facilities Special Tax will be levied on Developed Property (as defined in the Rate and Method) in the amount of the Maximum Facilities Special Tax (as defined in the Rate and Method), and any Remainder Taxes will be used to finance the acquisition costs of any Facilities and the Authorized Fees. After the 10th fiscal year, the City may direct the use of the Remainder Taxes.

FACILITIES AND SERVICES TO BE FINANCED BY THE CFD

Facilities to be Acquired by the City with CFD Proceeds

The Facilities that can be financed by the CFD are defined in the Resolution of Formation as facilities permitted under the Mello-Roos Act that are required as conditions of development of the property within the Ellis Specific Plan Area, including:

1. Public Buildings and Facilities (excluding Aquatic or Swim Center).

2. Wastewater Treatment Plant Improvements and Facilities.

3. Wastewater Collection Pipeline Improvements and Facilities.

4. Drainage Improvements and Facilities.

5. Water Improvements and Facilities.

6. Roadway Improvements and Facilities, including street lights, traffic signals, landscaped parkways, landscaped medians, curb, gutter, sidewalk, and pavement.

7. Public Parks and Facilities (excluding Aquatic or Swim Center), including trails and bike paths.

8. Ancillary Improvements and Facilities such as, publicly-owned masonry walls and fences.

9. School facilities and equipment to be owned and operated by the Jefferson School District.

The Resolution of Formation also provides that any facility authorized to be financed by the CFD may be financed through the construction and acquisition of the facility or through the payment of fees for such facility.

Services to be Financed by the CFD

In addition to bond financing, the proposed CFD will also finance certain public services described in the Resolution of Formation:

1. Costs of operation, maintenance, repair, and replacement for the streetlights and street sweeping within the CFD (including all costs required by Pacific Gas & Electric), as more specifically described in the Conditions of Approval in Vesting Tentative Subdivision Map 3883.

2. Costs of providing Police and Public Works services for the property in the CFD, as more specifically described in the Conditions of Approval in Vesting Tentative Subdivision Map 3883.

3. Costs of maintenance, operation, repair and replacement of public landscaping, public walls and any public amenities included in the Project, and ongoing public landscaping maintenance, operations, repair, and replacement costs associated with the adjacent landscape frontage on Valpico Road, as more fully described in the Conditions of Approval in Vesting Tentative Subdivision Map 3883.

4. Costs of operation, maintenance, repair, and replacement for the property within the CFD's fair share of storm drain basin or any other systems designed to meet the requirements of the City's Stormwater Standards Manual, as more specifically described in the Conditions of Approval in Vesting Tentative Subdivision Map 3883.

The CFD will not provide funding for Services until after the "Transition Event" described in the RMA, which will occur when (i) all bonds and other debt secured by the levy and collection of Facilities Special Taxes in the CFD have been fully repaid, (ii) all CFD administrative expenses from prior Fiscal Years have been paid or reimbursed to the City, and (iii) there are no other Facilities that the City intends to fund with the Facilities Special Tax.

Facilities Special Taxes and Services Special Taxes

Facilities Special Taxes. The maximum Facilities Special Tax in the CFD is established by the Rate and Method, as follows (the maximum amount is subject to change as a result of changes in land use):

TABLE 1
Base Facilities Special Tax
Developed Property and Final Map Property

Land Use Category	Lot Category	Base Facilities Special Tax Before Transition Year (Fiscal Year 2025-26 $)*	Base Facilities Special Tax In and After Transition Year (Fiscal Year 2025-26 $)*
Single Family Detached Property and Final Map Property	Lot Category A	$4,714 per Residential Unit or SFD Lot	$0 per Residential Unit or SFD Lot
Single Family Detached Property and Final Map Property	Lot Category B	$5,227 per Residential Unit or SFD Lot	$0 per Residential Unit or SFD Lot
Single Family Detached Property and Final Map Property	Lot Category C	$5,598 per Residential Unit or SFD Lot	$0 per Residential Unit or SFD Lot
Single Family Detached Property and Final Map Property	Lot Category D	$7,090 per Residential Unit or SFD Lot	$0 per Residential Unit or SFD Lot
Other Property	N/A	$56,909 per Acre	$0 per Acre

* On July 1, 2026 and on each July 1 thereafter, all figures shown in Table 1 above shall be increased by an amount equal to 2.0% of the amount in effect for the prior Fiscal Year.

Services Special Taxes**.** The maximum Services Special Tax in the CFD is established by the RMA, as follows:

TABLE 2
Maximum Services Special Tax
Developed Property and Final Map Property

Land Use Category	Lot Category	Maximum Services Special Tax Before Transition Year (Fiscal Year 2025-26 $)*	Maximum Services Special Tax In and After Transition Year (Fiscal Year 2025-26 $)*
Single Family Detached Property and Final Map Property	Lot Category A	$920 per Residential Unit or SFD Lot	$1,863 per Residential Unit or SFD Lot
Single Family Detached Property and Final Map Property	Lot Category B	$920 per Residential Unit or SFD Lot	$1,965 per Residential Unit or SFD Lot
Single Family Detached Property and Final Map Property	Lot Category C	$920 per Residential Unit or SFD Lot	$2,040 per Residential Unit or SFD Lot
Single Family Detached Property and Final Map Property	Lot Category D	$920 per Residential Unit or SFD Lot	$2,338 per Residential Unit or SFD Lot
Other Property	N/A	$9,467 per Acre	$20,849 per Acre

* On July 1, 2026 and on each July 1 thereafter, all figures shown in Table 2 above shall be increased by the Escalation Factor.

As described above, the RMA establishes a two-phase structure for Services Special Taxes, in which the Services Special Tax will be $0 until the occurrence of the Transition Event described above.

Next Steps after Tonight's Meeting

If the resolutions on tonight's agenda are approved and the election is successful, the City would perform the second reading and adoption of the Ordinance Ordering the Levy of Special Taxes at a subsequent Council meeting.

At such time as the City and the Master Developer are ready to issue bonds to pay for authorized Facilities, staff will return for approval of bonds and related documents.

STRATEGIC PLAN

This action to form a community facilities district to finance the Facilities is not related to any of Council's strategic plans. This action to form a community facilities district to finance the Services for the Project supports goal 2 of the Strategic Plan: "Ensure continued fiscal sustainability through financial and budgetary stewardship."

FISCAL IMPACT

There is no fiscal impact associated with this request. The costs of forming the CFD are being paid by the Developer.

Bonds and other debt issued by the City for the CFD will be paid only by Facilities Special Taxes.

After the Transition Event, the Facilities Special Tax will cease to be levied, and the Services Special Tax will thereafter be levied.

RECOMMENDATION

That the City Council:

1. Hold the public hearings, and after closing the hearings, consider and adopt the following:

    a. **"Resolution Forming City of Tracy Community Facilities District No. 2025-1 (The Avenues) and Approving Related Documents and Actions,"** which will establish the CFD and approve the Acquisition Agreement;

    b. **"Resolution Determining Necessity to Incur Bonded Indebtedness and Other Debt for City of Tracy Community Facilities District No. 2025-1 (The Avenues),"** which will determine the need to issue bonds to finance the Facilities; and the

    c. **"Resolution Calling Special Election for City of Tracy Community Facilities District No. 2025-1 (The Avenues),",**" which will call for the property owner vote on the Facilities Special Tax and the Services Special Tax, the proposed bonded indebtedness and other debt and the appropriations limit for the CFD.

2. Upon the City Clerk and Mayor's announcement of the election results, if the vote is in favor of the ballot measure, perform the following actions:

a. Consider and adopt "**Resolution Declaring Results of Special Election and Directing Recording of Notice of Special Tax Lien for City of Tracy Community Facilities District No. 2025-1 (The Avenues)."**

b. Consider, waive, and introduce Ordinance entitled "**An Ordinance of the City Council of the City of Tracy Levying Special Taxes Within City of Tracy Community Facilities District No. 2025-1 (The Avenues)."**

Prepared by: Sara Castro, Director of Finance
Reviewed by: L. David Nefouse, City Attorney
Arturo M. Sanchez, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

ATTACHMENTS

Attachment A: Acquisition Agreement
Attachment B: Community Facilities District Report

CITY OF TRACY
Community Facilities District No. 2025-1
(The Avenues)

COMMUNITY FACILITIES DISTRICT REPORT

CONTENTS

Introduction

A. Description of Facilities and Services

B. Proposed Boundaries of the Community Facilities District

C. Cost Estimate

* * * * * * * * * * * *

EXHIBIT A - Description of the Proposed Facilities and the Proposed Services

EXHIBIT B - Cost Estimate

CITY OF TRACY
Community Facilities District No. 2025-1
(The Avenues)

INTRODUCTION

The City Council (the "City Council") of the City of Tracy (the "City") did, pursuant to the provisions of the Mello-Roos Community Facilities Act of 1982, as amended (the "Act"), on November 4, 2025, adopt a resolution entitled "Resolution Declaring the Intention to Establish City of Tracy Community Facilities District No. 2025-1 (The Avenues) and Approving Related Documents and Actions" (the "Resolution of Intention"). In the Resolution of Intention, the City Council expressly ordered the preparation of a written Community Facilities District Report (the "Report"), for the proposed "City of Tracy Community Facilities District No. 2025-1 (The Avenues)" (the "CFD").

The Resolution of Intention ordering the Report directed that the Report generally contain the following:

(a) A description of the Facilities and the Services by type which will be required to adequately meet the needs of the CFD.

(b) An estimate of the fair and reasonable cost of the Facilities including the cost of acquisition of lands, rights-of-way and easements, any physical facilities required in conjunction therewith and incidental expenses in connection therewith, including the costs of the proposed bond financing and all other related costs as provided in Section 53345.3 of the Act.

(c) An estimate of the fair and reasonable cost of the Services and incidental expenses in connection therewith, and all other related costs.

For particulars, reference is made to the Resolution of Intention for the CFD, as previously approved and adopted by the City Council.

NOW, THEREFORE, I, the City's City Engineer, do hereby submit the following data:

A. **DESCRIPTION OF FACILITIES AND SERVICES.** A general description of the proposed Facilities and Services is as shown in Exhibit "A" attached hereto and hereby made a part hereof.

B. **PROPOSED BOUNDARIES OF THE COMMUNITY FACILITIES DISTRICT.** The proposed boundaries of the CFD are those properties and parcels in which special taxes may be levied to pay for the costs and expenses of the Facilities and Services. The proposed boundaries of the CFD are described on the map of the CFD on file with the City Council, to which reference is hereby made.

C. **COST ESTIMATE**. The cost estimate for the Facilities and the Services for the CFD is set forth in Exhibit "B" attached hereto and hereby made a part hereof.

Dated as of December 16, 2025

By: Ever J. Marcelo
City Engineer

EXHIBIT A

City of Tracy
Community Facilities District No. 2025-1
(The Avenues)

Description of Facilities to be Financed by the CFD

FACILITIES

The CFD shall be authorized to finance all or a portion of the costs of the acquisition, construction and improvement of facilities permitted under the Mello-Roos Act and that are required as conditions of development of the property within the Ellis Specific Plan, including, but not limited to, the following:

1. Public Buildings and Facilities (excluding Aquatic or Swim Center);
2. Wastewater Treatment Plant Improvements and Facilities;
3. Wastewater Collection Pipeline Improvements and Facilities;
4. Drainage Improvements and Facilities;
5. Water Improvements and Facilities;
6. Roadway Improvements and Facilities, including street lights, traffic signals, landscaped parkways, landscaped medians, curb, gutter, sidewalk, and pavement;
7. Public Parks and Facilities (excluding Aquatic or Swim Center), including trails and bike paths;
8. Ancillary Improvements and Facilities such as, publicly-owned masonry walls and fences; and
9. School facilities and equipment to be owned and operated by the Jefferson School District.

Any facility authorized to be financed by the CFD may be financed through the construction and acquisition of the facility or through the payment of fees for such facility.

The facilities constructed or acquired may be located within or outside the CFD.

The facilities to be financed shall include all hard and soft costs associated with the facilities, including the costs of the acquisition of land and rights-of-way, the costs of design, engineering and planning, the costs of any environmental or traffic studies, surveys or other reports, costs related to landscaping and irrigation, soils testing, permits, plan check, and inspection fees, insurance, legal and related overhead costs, coordination and supervision and any other costs or appurtenances related to any of the foregoing as further defined in one or more acquisition agreements with the developer of the Property in the CFD.

SERVICES

Special taxes collected in the CFD may finance, in whole or in part, the following services ("services" and "maintenance" shall have the meaning given those terms in the Mello-Roos Community Facilities Act of 1982):

Annual operation, maintenance and servicing, including repair and replacement of (i) the facilities authorized to be financed by the CFD and (ii) publicly-owned improvements, publicly-owned aquatic/swim centers within the CFD boundaries, and street cleaning for publicly-owned streets within the CFD boundaries. The term "publicly-owned improvements" means public improvements with an estimated useful life of five or more years that are owned by public agency, and includes but is not limited to the following improvements that are publicly-owned and located within the boundaries of the CFD: walls, special public amenities, 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, bike paths, trails, and parks,. The CFD is not authorized to finance any recreation program services as defined in Section 53313 of the California Government Code.

OTHER

The CFD may also finance any of the following:

1. Bond related expenses, including underwriters discount, reserve fund, capitalized interest, letter of credit fees and expenses, bond and disclosure counsel fees and expenses, bond remarketing costs, and all other incidental expenses.

2. Administrative fees of the City and the bond trustee or fiscal agent related to the CFD and the Bonds.

3. Reimbursement of costs related to the formation of the CFD advanced by the City, the Master Developer, the landowner(s) in the CFD, or any party related to any of the foregoing, as well as reimbursement of any costs advanced by the City, the Master Developer, the landowner(s) in the CFD or any party related to any of the foregoing, for facilities, fees or other purposes or costs of the CFD.

Special Taxes may be collected and set-aside in designated funds and collected over several years, and used to fund Facilities or Services authorized to be financed by the CFD.

EXHIBIT B

CITY OF TRACY
Community Facilities District No. 2025-1
(The Avenues)

The following is a summary of the estimated costs of acquisition and construction of the Facilities, including Facilities to be financed by impact fees financed by the CFD. In addition to the acquisition and construction costs of the Facilities, the City will finance bond issuance costs, capitalized interest, a debt service reserve fund and other costs associated with the sale of bonds and annual administration of the CFD.

Facility	Estimated Cost
In-Tract Improvements	
Rough Grading*	$978,563
Street Work	11,948,898
Sewer	3,701,025
Storm	6,531,460
Water	5,669,394
Joint Trench	3,859,951
Landscape & Irrigation	3,129,232
Fees & Inspection Costs*	8,097,719
Design, Consultant and Other Soft Costs*	454,629
Civil Design and Staking (includes Offsite Improvements)*	$1,728,836
Total	**$46,099,707**

*Eligible to be financed as eligible costs of Facilities.

Off-Site Improvements	
Valpico Road	$1,174,275
Lammers Road-Schulte Road (COA C.5.8.a)	105,000
Interim Lammers Road - Valpico Road (MM TR-2)	357,000
Ultimate Lammers Road-Valpico Road (MM TR-2)	783,000
Summit Drive - Valpico Road Signal (MM TR-3)	329,362
Valpico Road-Tracy Blvd (COA E.5.9.c, MM TR-4)	105,000
Storm Drain Basin 3A	3,481,638
Total	**$6,335,275**

Services

It is estimated that the cost of providing the Services to the territory in the CFD will be $814,172, in 2025-26 dollars, with the cost escalating annually thereafter.

Other

The City estimates the cost of incidental expenses to be paid by the CFD include the following

Administrative fees of the City and the bond trustee or fiscal agent related to the CFD and the Bonds. These *annual* costs are estimated to be:

Item	Estimated Cost
CFD Administrator/Tax Consultant	$20,000
Fiscal Agent	5,000
Project Management (Consultant)	35,000
City Engineering	15,000
City Administration (Finance)	10,000
San Joaquin Tax Assessor	5,000
Total	**$90,000**

Bond related expenses, including underwriter's discount, reserve fund, capitalized interest, letter of credit fees and expenses, bond and disclosure counsel fees and expenses, and bond remarketing costs.

In addition to incidental costs, these costs are based upon percentages of the principal amount of each series of bond issue (e.g., ranging from 1/8% - 2% for Bond Counsel and $1 per $1,000 bond for Underwriter).

CITY OF TRACY

Final Audit Report 2025-12-02

Created:	2025-12-01
By:	Sara Castro (sara.castro@cityoftracy.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAeYnVQ9jw6wE86Mu2xO-kvNRaxAc-iYRt

"CITY OF TRACY" History

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CITY OF TRACY
Community Facilities District No. 2025-1
(The Avenues)

COMMUNITY FACILITIES DISTRICT REPORT

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CITY OF TRACY
Community Facilities District No. 2025-1
(The Avenues)

INTRODUCTION

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The Resolution of Intention ordering the Report directed that the Report generally contain the following:

(a) A description of the Facilities and the Services by type which will be required to adequately meet the needs of the CFD.

(b) An estimate of the fair and reasonable cost of the Facilities including the cost of acquisition of lands, rights-of-way and easements, any physical facilities required in conjunction therewith and incidental expenses in connection therewith, including the costs of the proposed bond financing and all other related costs as provided in Section 53345.3 of the Act.

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C. **COST ESTIMATE**. The cost estimate for the Facilities and the Services for the CFD is set forth in Exhibit "B" attached hereto and hereby made a part hereof.

Dated as of December 16, 2025

By: _____
City Engineer

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City of Tracy
Community Facilities District No. 2025-1
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2. Wastewater Treatment Plant Improvements and Facilities;
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4. Drainage Improvements and Facilities;
5. Water Improvements and Facilities;
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SERVICES

Special taxes collected in the CFD may finance, in whole or in part, the following services ("services" and "maintenance" shall have the meaning given those terms in the Mello-Roos Community Facilities Act of 1982):

Annual operation, maintenance and servicing, including repair and replacement of (i) the facilities authorized to be financed by the CFD and (ii) publicly-owned improvements, publicly-owned aquatic/swim centers within the CFD boundaries, and street cleaning for publicly-owned streets within the CFD boundaries. The term "publicly-owned improvements" means public improvements with an estimated useful life of five or more years that are owned by public agency, and includes but is not limited to the following improvements that are publicly-owned and located within the boundaries of the CFD: walls, special public amenities, 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, bike paths, trails, and parks,. The CFD is not authorized to finance any recreation program services as defined in Section 53313 of the California Government Code.

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2. Administrative fees of the City and the bond trustee or fiscal agent related to the CFD and the Bonds.

3. Reimbursement of costs related to the formation of the CFD advanced by the City, the Master Developer, the landowner(s) in the CFD, or any party related to any of the foregoing, as well as reimbursement of any costs advanced by the City, the Master Developer, the landowner(s) in the CFD or any party related to any of the foregoing, for facilities, fees or other purposes or costs of the CFD.

Special Taxes may be collected and set-aside in designated funds and collected over several years, and used to fund Facilities or Services authorized to be financed by the CFD.

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CITY OF TRACY
Community Facilities District No. 2025-1
(The Avenues)

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*Eligible to be financed as eligible costs of Facilities.

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Ultimate Lammers Road-Valpico Road (MM TR-2)	783,000
Summit Drive - Valpico Road Signal (MM TR-3)	329,362
Valpico Road-Tracy Blvd (COA E.5.9.c, MM TR-4)	105,000
Storm Drain Basin 3A	3,481,638
Total	**$6,335,275**

Impact Fees

Public Buildings Fee	$1,960,773
Wastewater Treatment Fee	4,466,493
Wastewater Conveyance Fee	1,068,699
Total School Mitigation (up to $82MM)**	82,000,000
Total	**$89,495,965**

** Represents total obligation for the Ellis Specific Plan.

Services

It is estimated that the cost of providing the Services to the territory in the CFD will be $814,172, in 2025-26 dollars, with the cost escalating annually thereafter.

Other

The City estimates the cost of incidental expenses to be paid by the CFD include the following

Administrative fees of the City and the bond trustee or fiscal agent related to the CFD and the Bonds. These *annual* costs are estimated to be:

Item	Estimated Cost
CFD Administrator/Tax Consultant	$20,000
Fiscal Agent	5,000
Project Management (Consultant)	35,000
City Engineering	15,000
City Administration (Finance)	10,000
San Joaquin Tax Assessor	5,000
Total	**$90,000**

Bond related expenses, including underwriter's discount, reserve fund, capitalized interest, letter of credit fees and expenses, bond and disclosure counsel fees and expenses, and bond remarketing costs.

In addition to incidental costs, these costs are based upon percentages of the principal amount of each series of bond issue (e.g., ranging from 1/8% - 2% for Bond Counsel and $1 per $1,000 bond for Underwriter).

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL
ORDINANCE NO. __

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TRACY LEVYING SPECIAL TAXES WITHIN CITY OF TRACY COMMUNITY FACILITIES DISTRICT NO. 2025-1 (THE AVENUES)

WHEREAS, on November 4, 2025, this City Council (the "City Council") of the City of Tracy (the "City"), adopted a resolution entitled "Resolution Declaring the Intention to Establish City of Tracy Community Facilities District No. 2025-1 (The Avenues) and Approving Related Documents and Actions" stating its intention to establish "City of Tracy Community Facilities District No. 2025-1 (The Avenues)" (the "CFD"), pursuant to the Mello-Roos Community Facilities Act of 1982, as amended, Section 53311, *et. seq.*, of the California Government Code (the "Act"), to finance the acquisition and construction of certain facilities;

WHEREAS, on November 4, 2025, this City Council also adopted a resolution entitled "Resolution of Intention to Incur Bonded Indebtedness and Other Debt for City of Tracy Community Facilities District No. 2025-1 (The Avenues)" (the "Resolution of Intention to Incur Indebtedness") stating its intention to incur bonded indebtedness and other debt (as defined in the Act) within the boundaries of the CFD for the purpose of financing the costs of certain facilities specified in the Resolution of Intention;

WHEREAS, notice was published as required by the Act relative to the intention of this City Council to form the CFD, to provide for certain facilities and services, to incur bonded indebtedness for the CFD in an amount not to exceed $60,000,000 and to incur other debt;

WHEREAS, this City Council has held noticed public hearings as required by the Act relative to (i) the determination to proceed with the formation of the CFD and the rate and method of apportionment of the special tax to be levied within the CFD to finance a portion of the costs of the facilities and the services and (ii) the issuance of not to exceed $60,000,000 of bonded indebtedness for the CFD as well as other debt;

WHEREAS, at said hearing all persons desiring to be heard on all matters pertaining to the formation of the CFD and the levy of said special taxes were heard, substantial evidence was presented and considered by this City Council and a full and fair hearing was held;

WHEREAS, subsequent to the hearing, this City Council adopted resolutions entitled “Resolution Forming City of Tracy Community Facilities District No. 2025-1 (The Avenues) and Approving Related Documents and Actions” (the “Resolution of Formation”), “Resolution Determining the Necessity to Incur Bonded Indebtedness and Other Debt for City of Tracy Community Facilities District No. 2025-1 (The Avenues)” (the “Resolution of Necessity”) and “Resolution Calling Special Election for City of Tracy Community Facilities District No. 2025-1 (The Avenues)”, which resolutions defined the public facilities to be financed by the CFD (the "Facilities"), the public services to be financed by the CFD (the “Services”), established the CFD, authorized the levy of a special tax with the CFD, determined the necessity to incur bonded indebtedness and other debt in the CFD and called an election within the CFD on the propositions of incurring indebtedness and other debt, levying a special tax, and establishing an appropriations limit within the CFD, respectively; and

WHEREAS, on December 16, 2025 a special election was held within the CFD at which the eligible landowner-electors approved such propositions by the two-thirds vote required by the Act.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF TRACY, as follows:

Section 1. By the passage of this Ordinance this City Council hereby authorizes and levies special taxes within the CFD pursuant to the Act, at the rate and in accordance with the formula (the "Rate and Method") set forth in the Resolution of Formation, which Resolution of Formation is by this reference incorporated herein. The special taxes are hereby levied commencing in fiscal year 2026-27 and in each fiscal year thereafter for the period and for the purposes provided in the Rate and Method, as contemplated by the Resolution of Formation and the Resolution of Necessity.

Section 2. The Finance Director of the City is hereby authorized and directed each fiscal year to determine the specific special tax rate and amount to be levied for the next ensuing fiscal year for each parcel of real property within the CFD, in the manner and as provided in the Resolution of Formation.

Section 3. Except as provided in the Rate and Method, properties or entities of the State, federal or local governments shall be exempt from any levy of the special taxes. In addition, certain other properties shall be exempt to the extent set forth in the Rate and Method. In no event shall the special taxes be levied on any parcel within the CFD in excess of the maximum tax specified in the Resolution of Formation.

Section 4. All of the collections of the special tax shall be used as provided for in the Act and in the Resolution of Formation including, but not limited to, the payment of principal and interest on bonds and other debt, the replenishment of the reserve fund for the bonds or other debt, the payment of the costs of the Facilities and the Services, the payment of the costs of the City in administering the CFD, and the costs of collecting and administering the special tax.

Section 5. The special taxes shall be collected in the same manner as ordinary ad valorem taxes are collected and shall have the same lien priority, and be subject to the same penalties and the same procedure and sale in cases of delinquency as provided for ad valorem taxes; provided, however, that this City Council may provide for other appropriate methods of collection by resolutions of this City Council. In addition, the provisions of Section 53356.1 of the Act shall apply to delinquent special tax payments. The Finance Director of the City is hereby authorized and directed to provide all necessary information to the auditor/tax collector of the County of San Joaquin in order to effect proper billing and collection of the special tax, so that the special tax shall be included on the secured property tax roll of the County of San Joaquin.

Section 6. If for any reason any portion of this Ordinance is found to be invalid, or if the special tax is found inapplicable to any particular parcel within the CFD, by a court of competent jurisdiction, the balance of this Ordinance and the application of the special tax to the remaining parcels within the CFD shall not be affected.

Section 7. The Mayor shall sign this Ordinance and the City Clerk shall cause the same to be published within fifteen (15) days after its passage at least once in a newspaper of general circulation published and circulated in the City.

Section 8. This Ordinance shall take effect 30 days from the date of final passage.

* * * * * * * * * * *

The foregoing Ordinance ____was introduced at the December 16, 2025 regular meeting of the Tracy City Council, and was adopted on the _____by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO. _____

RESOLUTION CALLING SPECIAL ELECTION FOR CITY OF TRACY COMMUNITY FACILITIES DISTRICT NO. 2025-1 (THE AVENUES)

RESOLVED, by the City Council (the "Council") of the City of Tracy (the "City"), State of California that:

WHEREAS, this City Council has adopted a resolution entitled "Resolution Forming City of Tracy Community Facilities District No. 2025-1 (The Avenues) and Approving Related Documents and Actions" (the "Resolution of Formation"), ordering the formation of the "City of Tracy Community Facilities District No. 2025-1 (The Avenues)" (the "CFD"), authorizing the levy of a special tax on property within the CFD and preliminarily establishing an appropriations limit for the CFD, all pursuant to the Mello-Roos Community Facilities Act of 1982, Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing with Section 53311, of the California Government Code (the "Act"); and

WHEREAS, this City Council has also adopted a resolution entitled "Resolution Determining the Necessity to Incur Bonded Indebtedness and Other Debt for City of Tracy Community Facilities District No. 2025-1 (The Avenues)" (the "Resolution Determining Necessity"), determining the necessity to incur bonded indebtedness in the maximum aggregate principal amount of $60,000,000 and other debt (as defined in the Act) upon the security of the special tax to be levied within the CFD pursuant to the Act; and

WHEREAS, pursuant to the provisions of the Resolution of Formation and the Resolution Determining Necessity, the propositions of the levy of the special tax, the establishment of the appropriations limit and the incurring of the bonded indebtedness and other debt shall be submitted to the qualified electors of the CFD as required by the provisions of the Act;

NOW, THEREFORE, BE IT RESOLVED, as follows:

1. Recitals Correct. The foregoing recitals are true and correct.

2. Issues Submitted. Pursuant to Sections 53326, 53351 and 53325.7 of the Act, the issues of the levy of the special tax, the incurring of bonded indebtedness and

other debt and the establishment of the appropriations limit shall be submitted to the qualified electors (as defined below) of the CFD at an election called therefore as provided below.

3. Qualified Electors. This Council hereby finds that fewer than 12 persons have been registered to vote within the territory of the CFD for each of the 90 days preceding the close of the public hearings heretofore conducted and concluded by this Council for the purposes of these proceedings. Accordingly, and pursuant to Section 53326 of the Act, this Council finds that, for these proceedings, the qualified electors are the landowners within the CFD and that the vote shall be by such landowners or their authorized representatives, each having one vote for each acre or portion thereof such landowner owns in the CFD as of the close of the public hearings.

4. Conduct of Election. This Council hereby calls a special election to consider the measures described in section 1 above, which election shall be held on December 16, 2025, and the results thereof canvased at the meeting of this Council on December 16, 2025. The City Clerk is hereby designated as the official to conduct the election and to receive all ballots until 7:00 p.m. on the election date. It is hereby acknowledged that the City Clerk has on file the Resolution of Formation, a certified map of the boundaries of the CFD, and a sufficient description to allow the City Clerk to determine the electors of the CFD. Pursuant to Section 53327 of the Act, the election shall be conducted by messenger or mail-delivered ballot pursuant to Section 4000 of the California Elections Code, except that Sections 53326 and 53327 of the Act shall govern for purposes of determining the date of election.

5. Ballot. As authorized by Section 53353.5 of the Act, the three propositions described in section 1 above shall be combined into a single ballot measure, the form of which is attached hereto as Exhibit “A” and by this reference incorporated herein and the form of ballot is hereby approved. The City Clerk is hereby authorized and directed to cause a ballot, in substantially the form of Exhibit “A,” to be delivered to each of the qualified electors of the CFD. Each ballot shall indicate the number of votes to be voted by the respective landowner to which the ballot pertains. Each ballot shall be accompanied by all supplies and written instructions necessary for the use and return of the ballot. The envelope to be used to return the ballot was enclosed with the ballot, had the return postage prepaid, and contained the following: (a) the name and address of the landowner, (b) a declaration, under penalty of perjury, stating that the voter is the owner of record or authorized representative of the landowner entitled to vote and is the person whose name appears on the envelope, (c) the printed name, signature and address of the voter, (d) the date of signing and place of execution of the declaration pursuant to clause (b) above, and (e) a notice that the envelope contains an official ballot and is to be opened only by the canvassing board of the election.

6. Waivers. This Council hereby further finds that the provisions of Section 53326 of the Act requiring a minimum of 90 days following the adoption of the Resolution of Formation to elapse before the special election are for the protection of the qualified electors of the CFD. There is on file with the City Clerk a written waiver executed by all

of the qualified electors of the CFD allowing for a shortening of the time for the special election to expedite the process of formation of the CFD and waiving any requirement for notice, analysis and arguments in connection with the election. Accordingly, this Council finds and determines that the qualified electors have been fully apprised of and have agreed to the shortened time for the election and waiver of analysis and arguments, and have thereby been fully protected in these proceedings. This Council also finds and determines that the City Clerk has concurred in the shortened time for the election. Analysis and arguments with respect to the ballot measures are hereby waived, as provided in Section 53327 of the Act.

7. Local Bond Measure; Accountability. The City Council hereby finds that the proposed issuance of bonds and other debt for the CFD constitutes a "local bond measure" within the meaning of Sections 53410, et seq. of the California Government Code. As a result, the bond measure shall include the propositions set forth above and the following: (a) the specific purpose of the bonds and other debt shall be as set forth in the propositions; (b) any proceeds received from the sale of any bonds or other debt shall be applied only to the purposes set forth in the propositions; (c) the proceeds of any bonds or other debt shall be deposited into special accounts to be created therefor as part of the issuance of the bonds or other debt; and (d) the City shall cause a report to be prepared annually under Section 53411 of the Government Code.

Under Section 50075.1 of the Government Code, the following accountability provisions shall apply to the special taxes: (a) the provision and/or acquisition of the Facilities and the Services, the payment of debt service on the bonds and other debt and the incidental costs thereof, all as defined in the Resolution of Formation, shall constitute the specific single purpose; (b) the proceeds shall be applied only to the specific purposes identified in (a) above; (c) there shall be created special account(s) or funds(s) into which the proceeds shall be deposited; and (d) there shall be caused to be prepared an annual audit and report of the CFD.

8. Effective Date. This Resolution shall take effect upon its adoption.

* * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the Tracy City Council on the 16th day of December, 2025 _____, by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

Exhibits:

Exhibit A – Official Ballot Special Election

EXHIBIT A

CITY OF TRACY
Community Facilities District No. 2025-1
(The Avenues)

OFFICIAL BALLOT
SPECIAL TAX ELECTION

This ballot is for a special, landowner election. You must return this ballot in the enclosed postage paid envelope to the office of the City Clerk of the City of Tracy no later than the hour of 7:00 p.m. on December 16, 2025, either by mail or in person. The City Clerk's office is located at 333 Civic Center Plaza, Tracy, California 95376.

To vote, mark a cross (X) on the voting line after the word "YES" or after the word "NO". All marks otherwise made are forbidden. All distinguishing marks are forbidden and make the ballot void.

If you wrongly mark, tear, or deface this ballot, return it to the City Clerk of the City of Tracy and obtain another.

BALLOT MEASURE: Shall the following measure be adopted: authorizing the City of Tracy (the "City") to (i) levy a special tax solely on lands within the City of Tracy Community Facilities District No. 2025-1 (The Avenues) ("CFD") in accordance with the rate and method contained in the resolution of the City Council establishing the CFD ("Formation Resolution"), commencing in the City's fiscal year 2026-27 (with annual escalation thereafter), to pay for the facilities and the services specified in the Formation Resolution and to pay the costs of the City in administering the CFD, which special tax, if levied at the maximum rate and assuming full build-out of the properties in the CFD at the time of formation, is anticipated to raise $2,656,959 in fiscal year 2026-27 (with annual escalation thereafter); (ii) establish an annual appropriations limit for the CFD in the amount of $60,000,000; and (iii) issue bonds in one or more series for the CFD in the maximum aggregate principal amount of $60,000,000, and issue other debt, in each case with interest at a rate or rates not to exceed the maximum interest rate permitted by law at the time of sale of such bonds or debt on behalf of the CFD, the proceeds of which bonds and other debt will be used to acquire and/or construct certain facilities, reimburse certain costs of the facilities paid prior to the date

of issuance of the bonds, and pay for the costs of issuing the bonds and related expenses?

YES: _____

NO: _____

By execution in the space provided below, you also indicate your waiver of (i) the time limit pertaining to the conduct of the election, (ii) any requirement for analysis and arguments with respect to the ballot measure, and (iii) any irregularity in the proceedings that may be claimed as a result of the application of such waivers.

Number of Votes: _____

Property Owner: _____

_____

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO. _____

RESOLUTION DECLARING RESULTS OF SPECIAL ELECTION AND DIRECTINGRECORDING OF NOTICE OF SPECIAL TAX LIEN FOR CITY OF TRACY COMMUNITY FACILITIES DISTRICT NO. 2025-1 (THE AVENUES)

RESOLVED, by the City Council (the "Council") of the City of Tracy (the "City"), State of California, that:

WHEREAS, this City Council has adopted a resolution entitled "Resolution Forming City of Tracy Community Facilities District No. 2025-1 (The Avenues) and Approving Related Documents and Actions" (the "Resolution of Formation"), ordering the formation of the "City of Tracy Community Facilities District No. 2025-1 (The Avenues)" (the "CFD"), authorizing the levy of a special tax on property within the CFD and preliminarily establishing an appropriations limit for the CFD, all pursuant to the Mello-Roos Community Facilities Act of 1982, Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing with Section 53311, of the California Government Code (the "Act"); and

WHEREAS, this City Council has also adopted a resolution entitled "Resolution Determining the Necessity to Incur Bonded Indebtedness and Other Debt for City of Tracy Community Facilities District No. 2025-1 (The Avenues)" (the "Resolution of Necessity"), determining the necessity to incur bonded indebtedness in the maximum aggregate principal amount of $60,000,000 and other debt upon the security of the special tax to be levied within the CFD pursuant to the Act; and

WHEREAS, under the provisions of the Resolution of Formation and the Resolution Necessity and pursuant to a "Resolution Calling Special Election for City of Tracy Community Facilities District No. 2025-1 (The Avenues)" (the "Election Resolution") heretofore adopted by this City Council the propositions of the levy of the special tax, the establishment of the appropriations limit and the incurring of the bonded indebtedness and other debt were submitted to the qualified electors of the CFD as required by the provisions of the Act.

WHEREAS, pursuant to the terms of the Election Resolution, which are by this reference incorporated herein, the special election has been held and the City Clerk has on file a Canvass and Statement of Results of Election, (the "Canvass") a copy of which is attached hereto as Exhibit A; and

WHEREAS, this City Council has reviewed the Canvass, finds it appropriate and wishes to complete its proceedings for the CFD.

NOW, THEREFORE, BE IT RESOLVED as follows:

1. Recitals Correct. The foregoing recitals are all true and correct.

2. Issues Presented. The issues presented at the special election were the levy of a special tax within the CFD, the incurring of a bonded indebtedness in the maximum aggregate principal amount of $60,000,000, the incurring of other debt (as defined in the Act), and the approval of an annual appropriations limit of not to exceed $60,000,000, all pursuant to the Resolution of Formation and the Resolution of Necessity.

3. Canvass and Issues Approved. The Council hereby approves the Canvass and finds that it shall be a permanent part of the record of its proceedings for the CFD. Pursuant to the Canvass, the issues presented at the special election were approved by the qualified electors of the CFD by at least two-thirds (2/3) of the votes cast at the special election.

4. Proceedings Approved. Pursuant to the voter approval, the CFD is hereby declared to be fully formed with the authority to levy the special taxes, to incur the approved bonded indebtedness and other debt, and to have the established appropriations limit, all as heretofore provided in these proceedings and in the Act. It is hereby found that all prior proceedings and actions taken by this City Council with respect to the CFD were valid and in conformity with the Act.

5. Notice of Tax Lien. The City Clerk is hereby directed to complete, execute and cause to be recorded in the office of the County Recorder of the County of San Joaquin a notice of special tax lien in the form required by the Act, such recording to occur no later than fifteen (15) days following adoption by the Council of this resolution.

6. Effective Date. This Resolution shall take effect upon its adoption.

* * * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the Tracy City Council on the 16th day of December, 2025, by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

Exhibits:

Exhibit A – Canvass and Statement of Result of Election

EXHIBIT A
CANVASS AND STATEMENT OF RESULT OF ELECTION

CITY OF TRACY
Community Facilities District No. 2025-1
(The Avenues)

I hereby certify that on December 16, 2025, I canvassed the returns of the election held on December 16, 2025, in the City of Tracy Community Facilities District No. 2025-1 (The Avenues) and the total number of ballots cast in said District and the total number of votes cast for and against the measure are as follows and the totals as shown for and against the measure are full, true and correct:

	Qualified Landowner Votes	Votes Cast	YES	NO
City of Tracy Community Facilities District No. 2025-1 (The Avenues), Special Tax Election, December 16, 2025	61			

BALLOT MEASURE: Shall the following measure be adopted: authorizing the City of Tracy (the "City") to (i) levy a special tax solely on lands within the City of Tracy Community Facilities District No. 2025-1 (The Avenues) ("CFD") in accordance with the rate and method contained in the resolution of the City Council establishing the CFD ("Formation Resolution"), commencing in the City's fiscal year 2026-27 (with annual escalation thereafter), to pay for the facilities and the services specified in the Formation Resolution and to pay the costs of the City in administering the CFD, which special tax, if levied at the maximum rate and assuming full build-out of the properties in the CFD at the time of formation, is anticipated to raise $2,656,959 in fiscal year 2026-27 (with annual escalation thereafter); (ii) establish an annual appropriations limit for the CFD in the amount of $60,000,000; and (iii) issue bonds in one or more series for the CFD in the maximum aggregate principal amount of $60,000,000, and issue other debt, in each case with interest at a rate or rates not to exceed the maximum interest rate permitted by law at the time of sale of such bonds or debt on behalf of the CFD, the proceeds of which bonds and other debt will be used to acquire and/or construct certain facilities, reimburse certain costs of the facilities paid prior to the date

of issuance of the bonds, and pay for the costs of issuing the bonds and related expenses?

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND this 16th day of December, 2025.

By: _____
City Clerk

EXHIBIT A

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO. _____

RESOLUTION DETERMINING NECESSITY TO INCUR BONDED INDEBTEDNESS AND OTHER DEBT FOR CITY OF TRACY COMMUNITY FACILITIES DISTRICT NO. 2025-1 (THE AVENUES)

RESOLVED, by the City Council (the "Council") of the City of Tracy (the "City"), State of California, that:

WHEREAS, on November 4, 2025, this City Council adopted a resolution entitled "Resolution Declaring the Intention to Establish City of Tracy Community Facilities District No. 2025-1 (The Avenues) and Approving Related Documents and Actions" (the "Resolution of Intention") stating its intention to form "City of Tracy Community Facilities District No. 2025-1 (The Avenues)" (the "CFD"), pursuant to the Mello-Roos Community Facilities Act of 1982, Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing with Section 53311, of the California Government Code (the "Act");

WHEREAS, on November 4, 2025, this City Council also adopted a resolution entitled "Resolution of Intention to Incur Bonded Indebtedness and Other Debt for City of Tracy Community Facilities District No. 2025-1 (The Avenues)" (the "Resolution of Intention to Incur Indebtedness") stating its intention to incur bonded indebtedness and other debt (as defined in the Act) within the boundaries of the CFD for the purpose of financing the costs of certain facilities specified in the Resolution of Intention;

WHEREAS, this City Council has held a noticed public hearing as required by the Act about the determination to proceed with the formation of the CFD, the provision of certain facilities and services by the CFD and the rate and method of apportionment of the special tax to be levied within the CFD to pay the principal and interest on the proposed bonded indebtedness and other debt in the CFD and the administrative costs of the City relative to the CFD;

WHEREAS, subsequent to the public hearing, this City Council adopted a resolution entitled "Resolution of Formation of Community Facilities District" (the "Resolution of Formation");

WHEREAS, this City Council has also held a noticed public hearing as required by the Act relative to the matters material to the questions set forth in the Resolution of Intention to Incur Indebtedness; and

WHEREAS, no written protests with respect to the matters material to the questions set forth in the Resolution of Intention to Incur Indebtedness have been filed with the City Clerk.

NOW, THEREFORE, BE IT RESOLVED as follows:

1. Recitals Correct. The foregoing recitals are true and correct.

2. Necessity. This City Council deems it necessary to incur bonded indebtedness in the maximum aggregate principal amount of $60,000,000 within the boundaries of the CFD for the purpose of financing the costs of all or a portion of the facilities defined in the Resolution of Formation (the "Facilities"), including, but not limited to, the costs of issuing and selling bonds to finance all or a portion of the Facilities and the costs of the City in establishing and administering the CFD.

This City Council further deems it necessary to incur debt (as defined in the Act) for the CFD, in one or more series, although any such debt shall not be subject to the limitations on bonded indebtedness set forth above.

3. Entire CFD Liable. The whole of the CFD shall pay for the bonded indebtedness and other debt through the levy of the special tax. The tax is to be apportioned in accordance with the formula set forth in Exhibit “B” to the Resolution of Formation.

4. Bonds and Other Debt. Bonds in the maximum amount of $60,000,000 are hereby authorized subject to voter approval. The bonds may be issued in one or more series and mature and bear interest at such rate or rates, payable semiannually or in such other manner, all as this City Council or its designee shall determine, at the time or times of sale of such bonds; provided, however, that the interest rate or rates shall not to exceed the maximum interest rate permitted by applicable law at the time of sale of the bonds and the bonds or any series thereof shall have a maximum term of not to exceed forty years.

Debt (as defined in the Act) is hereby authorized subject to voter approval. The debt may be issued in one or more series in the amounts and bearing interest payable semi-annually or in such other manner as this Council shall determine, at a rate not to exceed the maximum rate of interest as may be authorized by applicable law at the time of sale of such debt. Any such debt shall not be subject to the limitations on bonded indebtedness set forth above.

5. Election. The proposition of incurring the bonded indebtedness and other debt herein authorized shall be submitted to the qualified electors of the CFD and shall

be consolidated with elections on the proposition of levying special taxes within the CFD and the establishment of an appropriations limit for the CFD pursuant to Section 53353.5 of the Act. The time, place and further particulars and conditions of such election shall be as specified by separate resolution of this City Council.

6. Effective Date. This Resolution shall take effect upon its adoption.

* * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the Tracy City Council on the 16th day of December, 2025, by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO. _____

RESOLUTION FORMING CI TY OF TRACY COMMUNITY FACILITIES DISTRICT NO. 2025-1 (THE AVENUES) AND APPROVING RELATED DOCUMENTS AND ACTIONS

RESOLVED, by the City Council (the "Council") of the City of Tracy (the "City"), State of California, that:

WHEREAS, on November 4, 2025, this City Council adopted a resolution entitled "Resolution Declaring the Intention to Establish City of Tracy Community Facilities District No. 2025-1 (The Avenues) and Approving Related Documents and Actions" (the "Resolution of Intention"), stating its intention to form "City of Tracy Community Facilities District No. 2025-1 (The Avenues)" (the "CFD"), of the City, pursuant to the Mello-Roos Community Facilities Act of 1982, as amended, Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing with Section 53311, of the California Government Code (the "Act");

WHEREAS, the Resolution of Intention, incorporating a map of the proposed boundaries of the CFD and stating the facilities and services to be provided (as set forth in the list attached hereto as Exhibit A), the cost of providing such facilities and services, and the rate and method of apportionment of the special tax to be levied within the CFD to pay for the facilities and the services, and the principal and interest on bonds and other debt proposed to be issued with respect to the CFD, is on file with the City Clerk and the provisions thereof are incorporated herein by this reference as if fully set forth herein;

WHEREAS, on this date, this City Council held a noticed public hearing as required by the Act and the Resolution of Intention relative to the proposed formation of the CFD;

WHEREAS, at the hearing all interested persons desiring to be heard on all matters pertaining to the formation of the CFD, the facilities and services to be provided therein and the levy of said special tax were heard and a full and fair hearing was held;

WHEREAS, at the hearing evidence was presented to this City Council on said matters before it, including a report caused to be prepared by the City Engineer (the "Report") as to the facilities and services to be provided through the CFD and the costs

thereof, a copy of which is on file with the City Clerk, and this City Council at the conclusion of said hearing is fully advised in the premises;

WHEREAS, written protests with respect to the formation of the CFD, the furnishing of specified types of facilities and services, and the rate and method of apportionment of the special taxes have not been filed with the City Clerk by fifty percent (50%) or more of the registered voters residing within the territory of the CFD or property owners of one-half (1/2) or more of the area of land within the CFD and not exempt from the proposed special tax; and

WHEREAS, the special tax proposed to be levied in the CFD to pay for the proposed facilities and services to be provided therein, as set forth in Exhibit B hereto, has not been eliminated by protest by fifty percent (50%) or more of the registered voters residing within the territory of the CFD or the owners of one-half (1/2) or more of the area of land within the CFD and not exempt from the special tax.

NOW, THEREFORE, BE IT RESOLVED as follows:

1. Recitals Correct. The foregoing recitals are true and correct.

2. No Majority Protest. The proposed special tax to be levied within the CFD has not been precluded by majority protest pursuant to section 53324 of the Act.

3. Prior Proceedings Valid. All prior proceedings taken by this City Council in connection with the establishment of the CFD and the levy of the special tax have been duly considered and are hereby found and determined to be valid and in conformity with the Act.

4. Name of CFD. The community facilities district designated “City of Tracy Community Facilities District No. 2025-1 (The Avenues)" is hereby established pursuant to the Act.

5. Boundaries of CFD. The boundaries of the CFD, as set forth in the map of the CFD heretofore recorded in the San Joaquin County Recorder’s Office on November 14, 2025, at 9:30 a.m. in Book 7 at Page 118 of Maps of Assessment and Community Facilities Districts, as Document 2025-100567, are hereby approved, are incorporated herein by reference and shall be the boundaries of the CFD.

The City Council hereby authorizes the City Clerk to record an amended boundary map to reflect an error in the Assessor Parcel Numbers shown in the map.

6. Description of Facilities. The type of facilities proposed to be financed by the CFD and pursuant to the Act shall consist of those listed as facilities on Exhibit A hereto and hereby incorporated herein (the “Facilities”). The Council hereby determines that the Facilities are necessary to meet increased demands placed upon local agencies as the result of development occurring within the CFD. The Council hereby finds and

determines that the public interest will not be served by allowing the property owners in the CFD to enter into a contract in accordance with Section 53329.5(a) of the Act. Notwithstanding the foregoing, the Council, on behalf of CFD, may enter into one or more contracts directly with any of the property owners with respect to the construction and/or acquisition of the any portion of the Facilities.

The City Manager is hereby authorized and directed to execute on behalf of the City one or more joint community facilities agreements with any entity that will own or operate any of the Facilities, as may be necessary to comply with the provisions of Section 53316.2(a) and (b) of the Act. The Council hereby declares that such joint agreements will be beneficial to owners of property in the area of the CFD. In the Resolution of Intention, the Council acknowledged that the Master Developer (as defined in Section 13) had notified the City Council that it intends to propose a joint community facilities agreement with Jefferson School District in substantially the form on file with the City Clerk.

The type of services proposed to be financed by the CFD and pursuant to the Act shall consist of those listed in Exhibit A hereto and hereby incorporated herein (the "Services"). The Council hereby determines that the Services are necessary to meet increased demands for such services placed upon local agencies as the result of development occurring within the area of the CFD. The Services are in addition to those provided in the territory of the CFD as of the date hereof and will not supplant services already available within the territory of the CFD as of the date hereof.

7. Special Tax.

a. Except to the extent that funds are otherwise available to the CFD to pay for the Facilities, the Services and/or the principal and interest as it becomes due on bonds and other debt of the CFD issued to finance the Facilities, a special tax (the "Special Tax") sufficient to pay the costs thereof, secured by the recordation of a continuing lien against all non-exempt real property in the CFD, is intended to be levied annually within the CFD, and collected in the same manner as ordinary *ad valorem* property taxes or in such other manner as may be prescribed by this City Council.

b. The proposed rate and method of apportionment of the Special Tax among the parcels of real property within the CFD, in sufficient detail to allow each landowner within the proposed CFD to estimate the maximum amount such owner will have to pay, are shown in Exhibit B attached hereto and hereby incorporated herein (the "Rate and Method").

The Special Tax to finance the Facilities (the "Facilities Special Tax") shall not be levied in the CFD after fiscal year 2066-67 except that a Facilities Special Tax that was lawfully levied in or before the final tax year and that remains delinquent may be collected in subsequent years. Under no circumstances shall the Facilities Special Tax levied against any parcel in the CFD to be used for

private residential purposes be increased as a consequence of delinquency or default by the owner of any other parcel or parcels within the CFD by more than 10%.

The Special Tax to finance the Services (the "Services Special Tax") will be levied in the CFD on a perpetual basis as set forth in the Rate and Method.

8. **I**ncreased Demands. It is hereby found and determined that the Facilities and Services are necessary to meet increased demands placed upon local agencies as the result of development occurring in the CFD.

9. Responsible Official. The Finance Director of the City of Tracy, 333 Civic Center Plaza, Tracy, CA 95376, 209-831-6000, is the officer of the City who will be responsible for preparing annually a current roll of special tax levy obligations by assessor's parcel number and who will be responsible for estimating future special tax levies pursuant to the Act.

10. Tax Lien. Upon recordation of a notice of special tax lien pursuant to Section 3114.5 of the Streets and Highways Code of California, a continuing lien to secure each levy of the special tax shall attach to all nonexempt real property in the CFD and this lien shall continue in force and effect until the special tax obligation is prepaid and permanently satisfied and the lien canceled in accordance with law or until collection of the tax by the City ceases.

11. Appropriations Limit. In accordance with the Act, the annual appropriations limit, as defined by subdivision (h) of Section 8 of Article XIII B of the California Constitution, of the CFD is hereby preliminarily established at $60,000,000, and said appropriations limit shall be submitted to the voters of the CFD as hereafter provided. The proposition establishing said annual appropriations limit shall become effective if approved by the qualified electors voting thereon and shall be adjusted in accordance with the applicable provisions of the Act.

12. Election. Pursuant to the provisions of the Act, the proposition of the levy of the special tax and the proposition of the establishment of the appropriations limit specified above shall be submitted to the qualified electors of the CFD at an election. The time, place and conditions of the election shall be as specified by a separate resolution of this City Council.

13. Acquisition Agreement. Section 53314.9 of the Act provides that, either before or after formation of the CFD, the City may accept work in-kind from any source, including, but not limited to, private persons or private entities, may provide, by resolution, for the use of that work in-kind for any authorized purpose and the City Council may enter into an agreement (an "Acquisition Agreement"), by resolution, with the person or entity advancing the work in-kind, to reimburse the person or entity for the value, or cost, whichever is less, of the work in-kind, as determined by the City Council, with or without interest, under the conditions specified in the Act. Any work in-kind must be performed or

constructed as if the work had been performed or constructed under the direction and supervision, or under the authority of, the City.

The Acquisition Agreement between the City and Surland Communities, LLC, the master developer of the residential development project known as The Avenues ("Master Developer"), in the form on file with the City Clerk, is hereby approved. Each of the City Manager and the Director of Finance, acting alone, is hereby authorized and directed to execute the Acquisition Agreement for and on behalf of the City, and to take all actions necessary to implement the Acquisition Agreement.

14. Tender. The City Council reserves to itself the right and authority set forth in Section 53344.1 of the Act, subject to any limitations set forth in any bond resolution or trust indenture related to the issuance of bonds.

15. Further Action. The Mayor, the City Manager, the Finance Director (the "Authorized Representatives" for purposes of this Resolution and the Resolution of Intention), the City Clerk and all other officers and agents of the City are hereby authorized and directed to take all actions necessary or advisable to give effect to the transactions contemplated by this Resolution.

16. Effective Date. This resolution shall take effect upon its adoption.

* * * * * * * * * * * * * *

The foregoing Resolution 2025-_____ was adopted by the Tracy City Council on the 16th day of December, 2025, by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

Exhibits:

Exhibit A – Description of Facilities and Services to be Financed by the CFD Exhibit B - Rate and Method of Apportionment of Special Tax

EXHIBIT A

CITY OFTRACY
Community Facilities District No. 2025-1
(The Avenues)

DESCRIPTION OF FACILITIES AND SERVICES TO BE FINANCED BY THE CFD

FACILITIES

The CFD shall be authorized to finance all or a portion of the costs of the acquisition, construction and improvement of facilities permitted under the Mello-Roos Act and that are required as conditions of development of the property within the Ellis Specific Plan Area, including, but not limited to, the following:

1. Public Buildings and Facilities (excluding Aquatic or Swim Center).

2. Wastewater Treatment Plant Improvements and Facilities.

3. Wastewater Collection Pipeline Improvements and Facilities.

4. Drainage Improvements and Facilities.

5. Water Improvements and Facilities.

6. Roadway Improvements and Facilities, including street lights, traffic signals, landscaped parkways, landscaped medians, curb, gutter, sidewalk, and pavement.

7. Public Parks and Facilities (excluding Aquatic or Swim Center), including trails and bike paths.

8. Ancillary Improvements and Facilities such as, publicly-owned masonry walls and fences.

9. School facilities and equipment to be owned and operated by the Jefferson School District.

Any facility authorized to be financed by the CFD may be financed through the construction and acquisition of the facility or through the payment of fees for such facility.

The facilities constructed or acquired may be located within or outside the CFD.

The facilities to be financed shall include all hard and soft costs associated with the facilities, including the costs of the acquisition of land and rights-of-way, the costs of design, engineering and planning, the costs of any environmental or traffic studies, surveys or other reports, costs related to landscaping and irrigation, soils testing, permits, plan check, and inspection fees, insurance, legal and related overhead costs, coordination and supervision and any other costs or appurtenances related to any of the foregoing as further defined in one or more acquisition agreements with the developer of the Property in the CFD.

SERVICES

Special taxes collected in the CFD may finance, in whole or in part, the following services ("services" and "maintenance" shall have the meaning given those terms in the Mello-Roos Community Facilities Act of 1982):

1. Costs of operation, maintenance, repair, and replacement for the streetlights and street sweeping within the CFD (including all costs required by Pacific Gas & Electric), as more specifically described in the Conditions of Approval in Vesting Tentative Subdivision Map 3883.

2. Costs of providing Police and Public Works services for the property in the CFD, as more specifically described in the Conditions of Approval in Vesting Tentative Subdivision Map 3883.

3. Costs of maintenance, operation, repair and replacement of public landscaping, public walls and any public amenities included in the Project, and ongoing public landscaping maintenance, operations, repair, and replacement costs associated with the adjacent landscape frontage on Valpico Road, as more fully described in the Conditions of Approval in Vesting Tentative Subdivision Map 3883.

4. Costs of operation, maintenance, repair, and replacement for the property within the CFD's fair share of storm drain basin or any other systems designed to meet the requirements of the City's Stormwater Standards Manual, as more specifically described in the Conditions of Approval in Vesting Tentative Subdivision Map 3883.

OTHER

The CFD may also finance any of the following:

1. Bond related expenses, including underwriters discount, reserve fund, capitalized interest, letter of credit fees and expenses, bond and disclosure counsel fees and expenses, bond remarketing costs, and all other incidental expenses.

2. Administrative fees of the City and the bond trustee or fiscal agent related to the CFD and the Bonds.

3. Reimbursement of costs related to the formation of the CFD advanced by the City, the Master Developer, the landowner(s) in the CFD, or any party related to any of the foregoing, as well as reimbursement of any costs advanced by the City, the Master Developer, the landowner(s) in the CFD or any party related to any of the foregoing, for facilities, fees or other purposes or costs of the CFD.

Special Taxes may be collected and set-aside in designated funds and collected over several years, and used to fund Facilities or Services authorized to be financed by the CFD.

EXHIBIT B

CITY OF TRACY
Community Facilities District No. 2025-1
(The Avenues)

RATE AND METHOD OF APPORTIONMENT OF SPECIAL TAX

December 16, 2025

Agenda Item 3.B

RECOMMENDATION

Staff and Planning Commission recommends the City Council conduct a public hearing and take the following actions:

1. **Adopt a Resolution determining that this project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15378 (not a "project" within the meaning of CEQA) and 15061(b)(3) ("common sense" exemption); and**

2. **Waive the first reading by substitution of title and introduce an ordinance amending Article 5 – Use Groups for All Zones, Article 18 - Central Business District Zone, and Article 26 – Off-Street Parking Requirements, of Chapter 10.08, Zoning Regulations, of Title 10, Planning and Zoning, of the Tracy Municipal Code, to amend the Central Business District Zone to allow Use Group 33 as a permitted use, establish a building height limit, add language regarding the ministerial review process, and eliminate parking requirements.**

EXECUTIVE SUMMARY

The Downtown Vision Plan directs staff to complete zoning amendments to the Central Business District (CBD) Zone to increase business and housing opportunities for the downtown area. The proposed amendments provide consistent guidance on parking standards, establish maximum building heights, provide an updated list of allowed uses in the downtown, and effectively integrate housing and mixed uses, with a streamlined review for qualifying affordable housing projects.

The amendments to the Central Business District Zone have been prepared in response to City Council direction provided on October 1, 2024.

BACKGROUND AND LEGISLATIVE HISTORY

On October 1, 2024, Tracy City Council approved the Downtown Vision Plan and directed staff to initiate amendments to the Central Business District (CBD) Zone as part of a three-pronged planning approach to increase business and housing opportunities for the downtown area. Over the past five years, the Tracy City Center Association (TCCA), Tracy Economic Development Division, Tracy Parks & Recreation Department, Tracy Planning Commission, Tracy City Council, downtown property owners, key stakeholders, and broader segments of the community engaged in the downtown planning process. With community input, the Downtown Vision Plan was designed to identify policies and actions to achieve commercial, housing, and economic development goals for the downtown

area. The Downtown Vision Plan established a strategy directing staff to update the CBD zoning standards, as the community felt this was the most effective method of change.

Completion of amendments to the CBD Zone were identified as the most effective tool in addressing TCCA concerns and priorities. The community and TCCA expressed that focused changes to development standards, parking, permitted uses, and design standards would provide the most immediate positive impacts. More specifically, the community and business leaders requested consistent guidance on parking standards, establishment of maximum building heights, an updated list of allowed uses in the downtown, and effective integration of housing and mixed uses. City Council directed staff to bring the CBD zoning standard updates to Planning Commission and City Council for consideration in 2025.

Please see the Project Description section below for further details regarding the proposed amendments.

PROJECT DESCRIPTION

The proposed zoning code amendments revise existing standards and propose new standards in the CBD Zone to meet the needs expressed by the community for the downtown area. Specifically, amendments to Article 18, Central Business District Zone, consist of the following:

- Section 10.08.2370, Descriptive regulations (CBD): Adds a new specified regulation stating that the CBD Zone is to provide effective integration of residential and commercial mixed uses for the City;

- Section 10.08.2380, Permitted uses (CBD): Adds Use Group 33, Specialized recreational and institutional uses in dance, athletics, arts, and self-defense, as a permitted use without conditional approval;

- Section 10.08.2420, Height (CBD): Revises the no height requirement to a new maximum height limit of 50 feet, or 4 floors, whichever is less;

- Section 10.08.2450, Off-street parking (CBD): Revises the existing parking standards to establish a no minimum parking standard in addition to an exemption from Article 26; and

- Section 10.08.2480, Development review (CBD): Adds language regarding a ministerial streamlined review pathway for qualifying residential projects, established in Chapter 10.10, Housing Regulations.

The proposed CBD Zone amendments provide more opportunities for existing property owners and business owners. Property and business owners may receive benefits through the streamlining of the development review process for qualifying projects, the additional land uses allowed without a conditional use permit, and the elimination of

parking requirements.

To maintain consistency throughout Title 10, Planning and Zoning, of the Tracy Municipal Code, further revisions to two existing sections were required. Section 10.08.1080, Permitted uses, is proposed to be amended to add the CBD Zone as a permitted zone for Use Group 33, Specialized recreational and instructional uses in dance, athletics, arts, and self-defense. Section 10.08.3470(c) is proposed to be amended to revise the language to allow an exception for parking in the CBD Zone. The revisions to these two sections implement the provisions of this ordinance and establish consistency.

Please see the CBD Zone Parking section below for further explanation of the proposal to eliminate parking requirements in the CBD Zone.

CBD Zone Parking

The new exemption from parking standards in the CBD zone is being proposed in alignment with previous City Council actions regarding the CBD Zone Parking In-Lieu Fee Program. This program enabled downtown developers to either provide parking or pay an in-lieu fee set by City Council resolution. On October 6, 2015, Tracy City Council reduced the parking in-lieu fee to $0 for a five-year period. Due to the success of the in-lieu parking fee waiver, City Council extended the $0 in-lieu parking fee in 2019 to last an additional five years. This parking fee program waiver expired in October of 2025. The in-lieu parking fee waiver has proven beneficial to the attraction of new businesses and in helping to maintain the attractiveness of downtown by keeping it financially accessible for improvements.

Due to the success of the parking fee waiver program over the last ten years, the permanent elimination of parking requirements in the CBD Zone is being proposed in these amendments. Staff is proposing to amend the CBD Zone parking requirements to continue to decrease the barriers to downtown revitalization. The in-lieu parking fee waiver currently applies to all buildings in the CBD Zone, inclusive of new buildings, modifications to existing buildings, and tenant changes. The proposed amendment carries on this language.

Please see the attached Exhibit A for amendments to Article 5, Use Groups for All Zones, Exhibit B for amendments to Article 18, Central Business District Zone (CBD), and Exhibit C for amendments to Article 26, Off-Street Parking Requirements. Revisions are shown in track changes, or with ~~deletions stricken~~ and **additions in bold and underline**.

PUBLIC OUTREACH / INTEREST

Public Hearing notices were provided to the local paper and posted on the City website. Noticing letters were provided to property owners within and within 300 feet of the CBD Zone to notify them of the upcoming hearings. These noticing requirements were completed for both the Planning Commission and City Council.

PLANNING COMMISSION ACTION

The Planning Commission held a duly noticed public hearing on December 3, 2025. The Commission considered and reviewed the staff report, exhibits, and recommended resolutions and ordinances. Based upon the information presented at the hearing, the Planning Commission voted 4-0, with one commissioner absent, to recommend that City Council approve the Central Business District Zone Amendments.

The agenda and minutes from the December 3, 2025 Planning Commission meeting are available at: https://www.cityoftracy.org/government/boards-and-commissions/planning-commission.

FISCAL IMPACT

The proposed ordinances implement the City Council approved Downtown Vision Plan, which is being funded by the City's General Fund.

CEQA DETERMINATION

The proposed ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that the ordinance is found to be a project under CEQA, it is subject to the CEQA exemption contained in CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty to have no possibility of a significant effect on the environment.

STRATEGIC PLAN

The amendments to the CBD Zone support the City's Economic Development Strategy, Goal Number 1: Support business attraction and retention activities and Goal Number 3: Advance the Downtown Specific Plan, including provisions for a Transit-Oriented Development Plan.

ACTION REQUESTED OF THE CITY COUNCIL

Staff and Planning Commission recommends the City Council conduct a public hearing and take the following actions:

1. Determine that this project is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Sections 15378 (not a "project" within the meaning of CEQA) and 15061(b)(3) ("common sense" exemption).

2. Recommend that the City Council adopt an ordinance amending Article 5 – Use Groups for All Zones, Article 18 - Central Business District Zone, and Article 26 – Off-Street Parking Requirements, of Chapter 10.08, Zoning Regulations, of Title 10, Planning and Zoning, of the Tracy Municipal Code, to amend the Central

Business District Zone to allow Use Group 33 as a permitted use, establish a building height limit, add language regarding the ministerial review process, and eliminate parking requirements.

Prepared by: Breanna Alamilla, Associate Planner

Reviewed by: Scott Claar, Planning Manager
Forrest Ebbs, Director of Community and Economic Development
Sara Castro, Director of Finance
Daniella Green, Assistant City Attorney
Arturo M. Sanchez, Assistant City Manager

Approved by: Midori Lichtwardt, City Manager

ATTACHMENTS

Attachment A – An Ordinance to Amend Article 5, Use Groups for All Zones; Article 18, Central Business District Zone; and Article 26, Off-Street Parking Requirements, of Chapter 10.08, Zoning Regulations, of Title 10, Planning and Zoning, of the Tracy Municipal Code

Exhibit A – Article 5, Use Groups for All Zones

Exhibit B - Article 18, Central Business District Zone

Exhibit C - Article 26, Off-Street Parking Requirements

Attachment B – Location Map of Central Business District Zone

Attachment C – Planning Commission Resolution No. 2025-026

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

ORDINANCE NO. _____

AN ORDINANCE 1) DETERMINING THAT THE ORDINANCE IS NOT A PROJECT WITHIN THE MEANING OF SECTION 15378 OF THE CEQA GUIDELINES BECAUSE IT HAS NO POTENTIAL FOR RESULTING IN PHYSICAL CHANGE IN THE ENVIRONMENT, EITHER DIRECTLY OR ULTIMATELY. IN THE EVENT THAT THE ORDINANCE IS FOUND TO BE A PROJECT UNDER CEQA, IT IS SUBJECT TO THE CEQA EXEMPTION CONTAINED IN CEQA GUIDELINES SECTION 15061(B)(3) BECAUSE IT CAN BE SEEN WITH CERTAINTY TO HAVE NO POSSIBILITY OF A SIGNIFICANT EFFECT ON THE ENVIRONMENT; AND 2) APPROVING AN AMENDMENT TO ARTICLE 5 – USE GROUPS FOR ALL ZONES, ARTICLE 18 - CENTRAL BUSINESS DISTRICT ZONE, AND ARTICLE 26 – OFF-STREET PARKING REQUIREMENTS, OF CHAPTER 10.08, ZONING REGULATIONS, OF TITLE 10, PLANNING AND ZONING, OF THE TRACY MUNICIPAL CODE, TO AMEND THE CENTRAL BUSINESS DISTRICT ZONE TO ALLOW USE GROUP 33 AS A PERMITTED USE, ESTABLISH A BUILDING HEIGHT LIMIT, ADD LANGUAGE REGARDING THE MINISTERIAL REVIEW PROCESS, AND ELIMINATE PARKING REQUIREMENTS.

WHEREAS, pursuant to Section 10.08.3470(c) of the Tracy Municipal Code, buildings enlarged, reconstructed, remodeled or structurally altered in the CBD zone shall either provide parking, or pay an in-lieu fee as set by Council resolution for the purpose of providing parking in the CBD zone; and

WHEREAS, on October 6, 2015, City Council adopted Resolution No. 2015-168, which approved a reduction of the CBD Zone parking in-lieu fee to $0 as a five-year pilot program with an ending date of October 6, 2020, and a check-in point with City Council at three years to gauge its effect on the Downtown and provide an opportunity to reexamine the fee amount in the future; and

WHEREAS, the five-year pilot program applied to all buildings in the CBD Zone, including new buildings, modifications to existing buildings, and tenant changes; and

WHEREAS, on July 16, 2019, Tracy City Council approved a five-year extension to the CBD Zone Parking In-Lieu Fee Pilot Program, which revised the ending date of

the program to October 6, 2025, and amended Resolution No. 2015-168 to be consistent with the approval; and

WHEREAS, article 18, Central Business District (CBD) Zone, of Chapter 10.08 of the Tracy Municipal Code establishes the permitted uses, conditionally permitted uses, and development standards of the CBD Zone; and

WHEREAS, the CBD Zone, of Chapter 10.08 of the Tracy Municipal Code, was last amended by Ordinance No. 1282, effective January 21, 2020, to permit high density residential uses; and

WHEREAS, on October 1, 2024, Tracy City Council approved the Downtown Vision Plan; and

WHEREAS, the Downtown Vision Plan strategy includes amending the Central Business District zoning standards separately from the Downtown Vision Plan; and

WHEREAS, updates to the Central Business District Zoning Standards were determined to be the most direct and effective response to priorities expressed by community and business leaders for downtown revitalization, as identified in the October 1, 2024 City Council meeting; and

WHEREAS, the desired updates to the Central Business District Zoning Standards included establishing a streamlined development review process to spur economic growth, provide consistent guidance on parking standards, establish maximum building heights, update the allowed uses in Downtown, and effectively integrate housing and mixed uses; and

WHEREAS, City Council directed staff to bring the updated CBD zoning standards to Planning Commission and City Council for consideration in 2025; and

WHEREAS, staff is proposing amendments to the CBD zoning standards to implement the Downtown Vision Plan, satisfy community input, and comply with City Council direction; and

WHEREAS, the proposed amendments include the addition of a new specified regulation stating that the CBD Zone is to provide effective integration of residential and commercial mixed uses for the City; and

WHEREAS, the proposed amendments include the addition of Use Group 33, Specialized recreational and institutional uses in dance, athletics, arts, and self-defense, as a permitted use without conditional approval; and

WHEREAS, the proposed amendments include a revision to the height requirement, establishing a new maximum height limit of 50 feet, or 4 floors, whichever is less; and

WHEREAS, the proposed amendments include a revision to the existing parking standards to establish a no minimum parking standard in addition to an exemption from Article 26, Off-Street Parking Requirements; and

WHEREAS, the proposed amendments include the addition of new language regarding a ministerial streamlined review pathway for qualifying residential projects, established in Chapter 10.10, Housing Regulations; and

WHEREAS, the ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that the ordinance is found to be a project under CEQA, it is subject to the CEQA exemption contained in CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty to have no possibility of a significant effect on the environment; and

WHEREAS, the Planning Commission considered this matter at a duly noticed public hearing held on December 3, 2025, and recommended that the City Council adopt the ordinance; and

WHEREAS, the City Council considered this matter at a duly noticed public hearing held on December 16, 2025; and

WHEREAS, the proposed revisions to the Tracy Municipal Code are in track changes or with ~~deletions stricken~~ and **additions in bold and underline** in the below referenced Exhibits.

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

SECTION 1. Incorporation of Recitals/Findings. The foregoing recitals are true and correct and are incorporated herein as findings.

SECTION 2. CEQA Determination. The City Council finds and determines this Ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that this Ordinance is found to be a project under CEQA, it is subject to the CEQA exemption contained in CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty to have no possibility of a significant effect on the environment.

SECTION 3. **Amendment to Tracy Municipal Code, Title 10, Chapter 10.08, Article 5.** The City Council hereby approves the zoning text amendment to Article 5 – Use Groups for All Zones, as attached to this Ordinance as Exhibit "A" and incorporated by reference as if fully set forth herein. This zoning text amendment made by this ordinance shall be codified in the Tracy Municipal Code.

SECTION 4. **Amendment to Tracy Municipal Code Title 10, Chapter 10.08, Article 18.** The City Council hereby approves the zoning text amendment to Article 18 – Central Business District Zone (CBD), as attached to this Ordinance as Exhibit "B" and incorporated by reference as if fully set forth herein. This zoning text amendment made by this ordinance shall be codified in the Tracy Municipal Code.

SECTION 5. **Amendment to Tracy Municipal Code, Title 10, Chapter 10.08, Article 26.** The City Council hereby approves the zoning text amendment to Article 26 – Off-Street Parking Requirements, as attached to this Ordinance as Exhibit "C" and incorporated by reference as if fully set forth herein. This zoning text amendment made by this ordinance shall be codified in the Tracy Municipal Code.

SECTION 9. Effective Date. This Ordinance shall take effect 30 days after its final passage and adoption.

SECTION 10. Publication This Ordinance shall either (1) be published once in a newspaper of general circulation, within 15 days after its final adoption, or (2) be published in summary form and posted in the City Clerk's office at least five days before the ordinance is adopted and within 15 days after adoption, with the names of the Council Members voting for and against the ordinance. (Gov't. Code §36933.)

SECTION 11. **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.

SECTION 12. **Typographical or Clerical (Scrivener's) Error.** Any typographical errors in this Ordinance may be remedied by the City Attorney with the assistance of the City Clerk and shall not constitute an alteration.

* *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the 16th day of December, 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:

_____
DAN ARRIOLA
Mayor of the City of Tracy

ATTEST: _____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the City of Tracy

Date of Attestation: _____

EXHIBIT A

Article 5. – Use Groups for All Zones

10.08.1080 Permitted uses.

…

(33) **Use Group No. 33: Specialized recreational and instructional uses in dance, athletics, arts and self defense.**

	Permitted in Zones	Conditionally Permitted in Zones
Specialized recreational and instructional uses in dance, athletics, arts and self defense include, but are not limited to:	GHC **CBD**	~~CBD~~ CS M1 NS
(a) Aerobics;		
(b) Dance;		
(c) Drama/theater group (excluding performances and spectators);		
(d) Gymnastic studios;		
(e) Martial arts/self defense;		
(f) Music; and		
(g) Weight training.		

…

(Ord. 1050 § 1, 2003; Ord. 1004 § 2, 1999; Ord. 982 § 5, 1998; prior code § 10-2.503)

(Ord. No. 1171, § 3, 6-19-2012; Ord. No. 1177, §§ 7, 8, 1-15-2013; Ord. No. 1202, Exh. A § 12, 12-1-2015; Ord. No. 1202, Exh. A § 18, 12-1-2015; Ord. No. 1254, § 5, 5-1-2018; Ord. No. 1354, § 5, 3-18-2025)

Article 18. Central Business District Zone (CBD)

10.08.2360 Purpose (CBD).

The Central Business District (CBD) Zone is to provide areas in which the forces of cumulative attraction or the need for comparison shopping may take place.

(Prior code § 10-2.1800)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2370 Descriptive regulations (CBD).

In the CBD Zone, the following specified regulations shall govern, unless otherwise provided in this chapter:

(a) The CBD Zone is to provide an area in which pedestrian-oriented establishments may locate and the forces of cumulative attraction or the need for comparison shopping may take place.

(b) The CBD Zone is to provide commercial business, service, and office facilities for the convenience of residents of the entire City.

(c) The CBD Zone is to provide the retail core and cultural focus for the City.

(d) The CBD Zone is to provide high density residential in close proximity to Downtown businesses and public gathering spaces.

(e) The CBD Zone is to provide effective integration of residential and commercial mixed uses for the City.

(Prior code § 10-2.1801)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2380 Permitted uses (CBD).

(a) In the CBD Zone, only general business, commercial, wholesale, high density residential, and governmental activities, which are included in the following use groups, shall be permitted without conditional approval:

Group 1	Minor public service uses;
Group 4	Temporary buildings and uses;
Groups 21, 22, 23, 24	Single-family dwellings, two-family dwellings, and multi-family dwellings, except that there shall be no residential uses on the ground floor of buildings with elevations that face the following: (1) Central Avenue between 11th Street and 6th Street, (2) 10th Street between Central Avenue and A Street, or (3) Front Street Plaza at 6th Street, excluding the eastern 110 feet

	of the block which faces a parking island within the 6th Street public right-of-way;
Group 29	Accessory uses, including signs;
Group 33	**Specialized recreational and instructional uses in dance, athletics, arts and self defense include, but are not limited to:** **(a) Aerobics,** **(b) Dance,** **(c) Drama/theater group (excluding performances and spectators),** **(d) Gymnastics studios,** **(e) Martial arts/self defense,** **(f) Music; and** **(g) Weight training.**
Group 40	Travelers' living accommodations, except for uses listed as (c-2), Eating and/or drinking establishment that serves alcohol and provides entertainment after 11:00 p.m.;
Group 41	Business offices and professional offices and laboratories;
Group 42	Retail trade establishments; except veterinary clinics;
Group 43	Consumer service and retail trade establishments, except for uses listed as (c-2), Eating and/or drinking establishment that serves alcohol and provides entertainment after 11:00 p.m.; and
Group 54	Small recycling collection facilities.

(b) In the CBD Zone, general business, commercial, wholesale, and governmental activities which are included in the following use groups shall be permitted only with conditional approval:

Group 2	Local public service and utility installations;
Group 10	Crop and tree farming;
Group 29	Accessory uses;
Group 30	Places of public assembly such as educational, cultural, institutional, religious, and recreational uses serving local residential areas, excluding uses that are classified within Use Group No. 48;
Group 31	Educational, cultural, institutional, and recreational uses;
Group 32	Educational, cultural, institutional, and recreational uses with special site or locational requirements;
Group 40	Traveler's living accommodations, except trailer parks and uses listed as (c-2), Eating and/or drinking establishment that serves alcohol and provides entertainment after 11:00 p.m.;
Group 43	Consumer service and retail trade, subsection (c-2), Eating and/or drinking establishment that serves alcohol and provides entertainment after 11:00 p.m.;
Group 44	Consumer service and retail trade establishments; and
Group 45	General consumer and business services, miscellaneous repairs, and catering services only.

~~;adv=6q'~~(Ord. 1050 § 6, 2003; Ord. 1004 § 3, 1999; prior code § 10-2.1802)

(Ord. No. 1177, § 10, 1-15-2013; Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2390 Building site area (CBD).

There shall be no building site area requirements in the CBD Zone.

(Prior code § 10-2.1803)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2400 Lot area (CBD).

There shall be no lot requirements in the CBD Zone.

(Prior code § 10-2.1804)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2405 Density (CBD).

There shall be at least 700 square feet of net lot area and no more than 2,500 square feet of net lot area for each dwelling unit in the CBD Zone.

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2410 Yard areas (CBD).

There shall be no yard area requirements in the CBD Zone, except adjacent to residential zones, in which case a fifteen-foot front yard shall be provided.

(Prior code § 10-2.1805) 10.08.2410)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2420 Height (CBD).

There shall be ~~no height requirements~~ **a maximum height of 50 feet, or 4 floors, whichever is less**, in the CBD Zone.

(Prior code § 10-2.1806)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2430 Permissible lot coverage (CBD).

There shall be no lot coverage requirements in the CBD Zone.

(Prior code § 10-2.1807)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2440 Floor area (CBD).

There shall be no floor area requirements in the CBD Zone, except that the minimum floor area for a single-family dwelling shall be 500 square feet.

(Prior code § 10-2.1808)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2450 Off-street parking (CBD).

~~See Article 26 of this chapter. A twenty (20) percent reduction in the required parking area, as required by the provisions of Article 26 of this chapter, will be permitted if seventy (70) percent of this area is used for pedestrian-oriented open space (mall). Developers interested in receiving such reduction shall submit plans for pedestrian-oriented open space to the Commission for approval prior to review by the Community Development Director. A five (5) percent reduction in required parking area will be permitted if one or more property owners provide public rest areas and direct telephone communication for public transit riders.~~ **There shall be no minimum parking standards. New buildings, modifications to existing buildings, and tenant changes shall be exempt from parking requirements provided in Article 26 of this chapter.**

(Prior code § 10-2.1809)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2460 Usable open space (CBD).

(See Section 10.08.2450 of this article.)

(Prior code § 10-2.1810)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2470 Loading and unloading space (CBD).

Loading and unloading areas in the CBD Zone shall be indicated and provided for at the rear of the buildings or upon adjoining alleys.

(Prior code § 10-2.1811)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2480 Development review (CBD).

All uses requiring a building permit shall obtain development review compliance, except as provided for in Article 30 of this chapter and the CEQA Guidelines adopted by the City, prior to being established in the CBD Zone. Additionally, any new residential development in the CBD Zone shall be subject to development review, including any new single-family dwellings, two-family dwellings, or multi-family dwellings, regardless of the number of units, **unless the residential development qualifies for a ministerial streamlined review as described in Chapter 10.10, Housing Regulations.**

(Prior code § 10-2.1812)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

EXHIBIT C

Article 26. – Off-Street Parking Requirements

10.08.3470 Exceptions.*

Exceptions to the determination of the required parking spaces and landscaping area are:

…

(c) Every building hereafter enlarged, reconstructed, remodeled or structurally altered shall be provided with parking spaces to compensate for the additional parking demand, if any, created by such enlargement, reconstruction, remodeling, or structural alteration, excluding those located in the CBD zone. Buildings enlarged, reconstructed, remodeled or structurally altered in the CBD zone shall ~~provide parking, or pay an in-lieu fee as set by Council resolution for the purpose of providing parking in the CBD zone.~~**be exempt from parking requirements**. Landscaping and improvement standards contained within Sections 10.08.3640 and 10.08.3670 shall be required for such new parking areas. Landscaping shall be distributed throughout the site for which additional parking is intended in a manner satisfactory to the Director of Community Development.

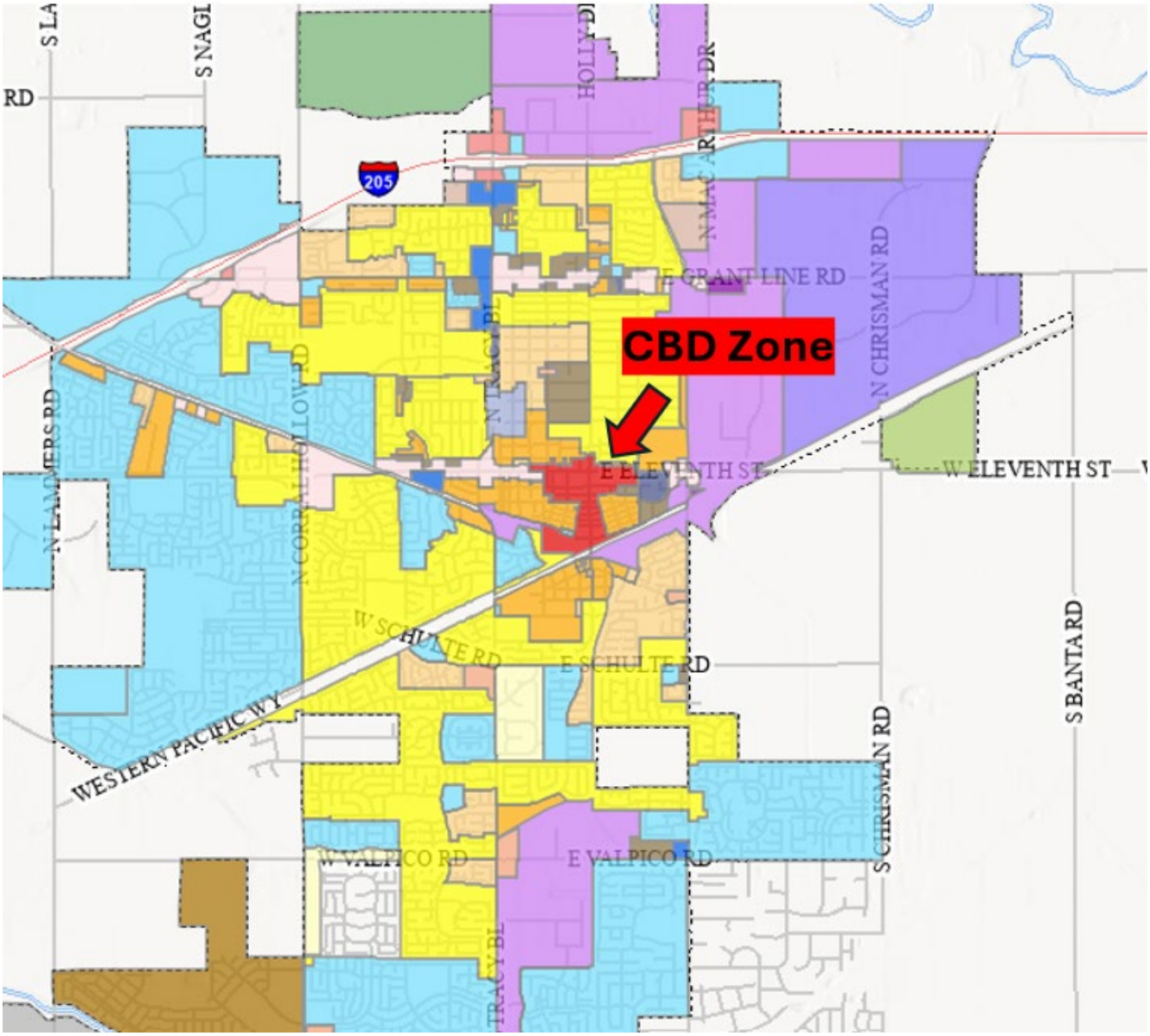
…

(Prior code § 10-2.2603 as amended by § 1, Ord. 954 C.S., eff. June 14, 1997)

(Ord. No. 1181, § 1, 1-15-2013)

Map of Central Business District Zone (CBD)

(shown in red)



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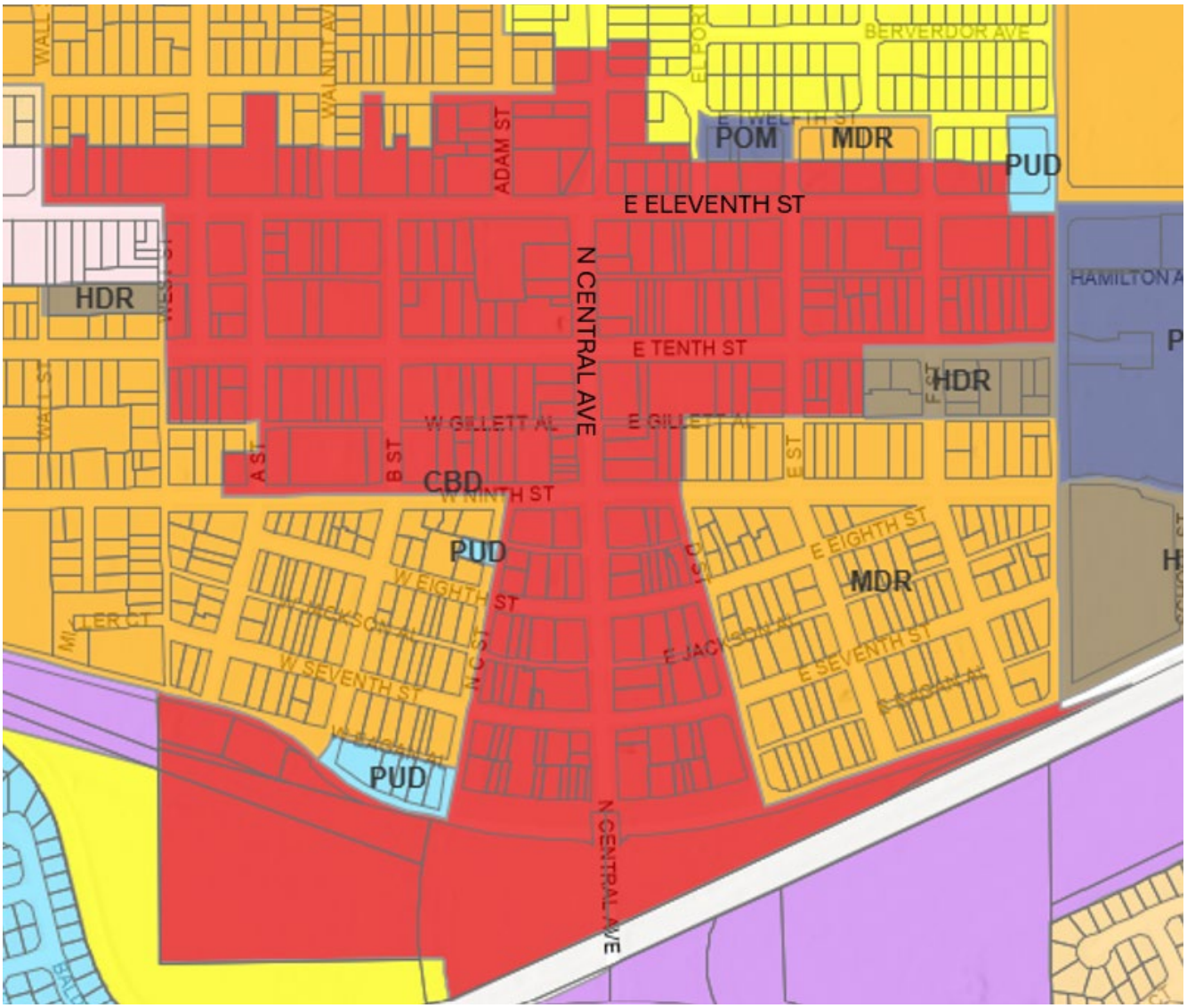
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PUD
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N CENTRAL AVE
BERVERDOR AVE
ADAM ST
WALNUT AV
A ST
B ST
E ST

APPROVED AS TO FORM

CITY ATTORNEY'S OFFICE

TRACY PLANNING COMMISSION

RESOLUTION 2025-026

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) DETERMINES THAT THE ORDINANCE IS NOT A PROJECT WITHIN THE MEANING OF SECTION 15378 OF THE CEQA GUIDELINES BECAUSE IT HAS NO POTENTIAL FOR RESULTING IN PHYSICAL CHANGE IN THE ENVIRONMENT, EITHER DIRECTLY OR ULTIMATELY. IN THE EVENT THAT THE ORDINANCE IS FOUND TO BE A PROJECT UNDER CEQA, IT IS SUBJECT TO THE CEQA EXEMPTION CONTAINED IN CEQA GUIDELINES SECTION 15061(B)(3) BECAUSE IT CAN BE SEEN WITH CERTAINTY TO HAVE NO POSSIBILITY OF A SIGNIFICANT EFFECT ON THE ENVIRONMENT; AND

(B) APPROVES AN AMENDMENT TO ARTICLE 5 – USE GROUPS FOR ALL ZONES, ARTICLE 18 - CENTRAL BUSINESS DISTRICT ZONE, AND ARTICLE 26 – OFF-STREET PARKING REQUIREMENTS, OF CHAPTER 10.08, ZONING REGULATIONS, OF TITLE 10, PLANNING AND ZONING, OF THE TRACY MUNICIPAL CODE, TO AMEND THE CENTRAL BUSINESS DISTRICT ZONE TO ALLOW USE GROUP 33 AS A PERMITTED USE, ESTABLISH A BUILDING HEIGHT LIMIT, ADD LANGUAGE REGARDING THE MINISTERIAL REVIEW PROCESS, AND ELIMINATE PARKING REQUIREMENTS.

WHEREAS, Pursuant to Section 10.08.3470(c) of the Tracy Municipal Code, buildings enlarged, reconstructed, remodeled or structurally altered in the CBD zone shall either provide parking, or pay an in-lieu fee as set by Council resolution for the purpose of providing parking in the CBD zone; and

WHEREAS, On October 6, 2015, City Council adopted Resolution No. 2015-168, which approved a reduction of the CBD Zone parking in-lieu fee to $0 as a five-year pilot program with an ending date of October 6, 2020, and a check-in point with City Council

at three years to gauge its effect on the Downtown and provide an opportunity to reexamine the fee amount in the future; and

WHEREAS, The five-year pilot program applied to all buildings in the CBD Zone, including new buildings, modifications to existing buildings, and tenant changes; and

WHEREAS, On July 16, 2019, Tracy City Council approved a five-year extension to the CBD Zone Parking In-Lieu Fee Pilot Program, which revised the ending date of the program to October 6, 2025, and amended Resolution No. 2015-168 to be consistent with the approval; and

WHEREAS, Article 18, Central Business District (CBD) Zone, of Chapter 10.08 of the Tracy Municipal Code establishes the permitted uses, conditionally permitted uses, and development standards of the CBD Zone; and

WHEREAS, The CBD Zone, of Chapter 10.08 of the Tracy Municipal Code, was last amended by Ordinance No. 1282, effective January 21, 2020, to permit high density residential uses; and

WHEREAS, On October 1, 2024, Tracy City Council approved the Downtown Vision Plan; and

WHEREAS, The Downtown Vision Plan strategy includes amending the Central Business District zoning standards separately from the Downtown Vision Plan; and

WHEREAS, Updates to the Central Business District Zoning Standards were determined to be the most direct and effective response to priorities expressed by community and business leaders for downtown revitalization, as identified in the October 1, 2024 City Council meeting; and

WHEREAS, The desired updates to the Central Business District Zoning Standards included establishing a streamlined development review process to spur economic growth, provide consistent guidance on parking standards, establish maximum building heights, update the allowed uses in Downtown, and effectively integrate housing and mixed uses; and

WHEREAS, City Council directed staff to bring the updated CBD zoning standards to Planning Commission and City Council for consideration in 2025; and

WHEREAS, Staff is proposing amendments to the CBD zoning standards to implement the Downtown Vision Plan, satisfy community input, and comply with City Council direction; and

WHEREAS, the proposed amendments include the addition of a new specified regulation stating that the CBD Zone is to provide effective integration of residential and commercial mixed uses for the City; and

WHEREAS, the proposed amendments include the addition of Use Group 33, Specialized recreational and institutional uses in dance, athletics, arts, and self-defense, as a permitted use without conditional approval; and

WHEREAS, the proposed amendments include a revision to the height requirement, establishing a new maximum height limit of 50 feet, or 4 floors, whichever is less; and

WHEREAS, the proposed amendments include a revision to the existing parking standards to establish a no minimum parking standard in addition to an exemption from Article 26, Off-Street Parking Requirements; and

WHEREAS, the proposed amendments include the addition of new language regarding a ministerial streamlined review pathway for qualifying residential projects, established in Chapter 10.10, Housing Regulations; and

WHEREAS, the ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines (14 Cal. Code Regs. § 15378) because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that the ordinance is found to be a project under CEQA, it is subject to the CEQA exemption contained in CEQA Guidelines Section 15061(b)(3) (14 Cal. Code Regs. § 15061(b)(3)) because it can be seen with certainty to have no possibility of a significant effect on the environment; and

WHEREAS, the Planning Commission considered this matter at a duly noticed public hearing held on December 3, 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 ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that the ordinance is found to be a project under CEQA, it is subject to the CEQA exemption contained in CEQA Guidelines Section 15061(B)(3) because it can be seen with certainty to have no possibility of a significant effect on the environment; 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 introduce and adopt an ordinance to amend Article 5 – Use Groups for All Zones, Article 18 - Central Business District Zone, and Article 26 – Off-Street Parking Requirements, of Chapter 10.08, Zoning Regulations, of Title 10, Planning and Zoning, of the Tracy Municipal Code, to

amend the Central Business District Zone to allow Use Group 33 as a permitted use, establish a building height limit, add language regarding the ministerial review process, and eliminate parking requirements.

* * * * * * * * * * * * * *

The foregoing Resolution 2025-026 was adopted by the Planning Commission of the City of Tracy on December 3, 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 Claar
STAFF LIAISON

Date of Attestation: 12/9/2025

Enclosed:

Exhibit 1 – Proposed City Council Ordinance to Amend Article 5, Use Groups for All Zones; Article 18, Central Business District Zone; and Article 26, Off-Street Parking Requirements, of Chapter 10.08, Zoning Regulations, of Title 10, Planning and Zoning, of the Tracy Municipal Code

Exhibit A – Article 5, Use Groups for All Zones

Exhibit B – Article 18, Central Business District Zone

Exhibit C – Article 26, Off-Street Parking Requirements

Exhibit 1

APPROVED AS TO FORM AND LEGALITY

_____

CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

ORDINANCE NO. _____

AN ORDINANCE 1) DETERMINING THAT THE ORDINANCE IS NOT A PROJECT WITHIN THE MEANING OF SECTION 15378 OF THE CEQA GUIDELINES BECAUSE IT HAS NO POTENTIAL FOR RESULTING IN PHYSICAL CHANGE IN THE ENVIRONMENT, EITHER DIRECTLY OR ULTIMATELY. IN THE EVENT THAT THE ORDINANCE IS FOUND TO BE A PROJECT UNDER CEQA, IT IS SUBJECT TO THE CEQA EXEMPTION CONTAINED IN CEQA GUIDELINES SECTION 15061(B)(3) BECAUSE IT CAN BE SEEN WITH CERTAINTY TO HAVE NO POSSIBILITY OF A SIGNIFICANT EFFECT ON THE ENVIRONMENT; AND 2) APPROVING AN AMENDMENT TO ARTICLE 5 – USE GROUPS FOR ALL ZONES, ARTICLE 18 - CENTRAL BUSINESS DISTRICT ZONE, AND ARTICLE 26 – OFF-STREET PARKING REQUIREMENTS, OF CHAPTER 10.08, ZONING REGULATIONS, OF TITLE 10, PLANNING AND ZONING, OF THE TRACY MUNICIPAL CODE, TO AMEND THE CENTRAL BUSINESS DISTRICT ZONE TO ALLOW USE GROUP 33 AS A PERMITTED USE, ESTABLISH A BUILDING HEIGHT LIMIT, ADD LANGUAGE REGARDING THE MINISTERIAL REVIEW PROCESS, AND ELIMINATE PARKING REQUIREMENTS.

WHEREAS, Pursuant to Section 10.08.3470(c) of the Tracy Municipal Code, buildings enlarged, reconstructed, remodeled or structurally altered in the CBD zone shall either provide parking, or pay an in-lieu fee as set by Council resolution for the purpose of providing parking in the CBD zone; and

WHEREAS, On October 6, 2015, City Council adopted Resolution No. 2015-168, which approved a reduction of the CBD Zone parking in-lieu fee to $0 as a five-year pilot program with an ending date of October 6, 2020, and a check-in point with City Council at three years to gauge its effect on the Downtown and provide an opportunity to reexamine the fee amount in the future; and

WHEREAS, The five-year pilot program applied to all buildings in the CBD Zone, including new buildings, modifications to existing buildings, and tenant changes; and

WHEREAS, On July 16, 2019, Tracy City Council approved a five-year extension to the CBD Zone Parking In-Lieu Fee Pilot Program, which revised the ending date of the program to October 6, 2025, and amended Resolution No. 2015-168 to be consistent with the approval; and

WHEREAS, Article 18, Central Business District (CBD) Zone, of Chapter 10.08 of the Tracy Municipal Code establishes the permitted uses, conditionally permitted uses, and development standards of the CBD Zone; and

WHEREAS, The CBD Zone, of Chapter 10.08 of the Tracy Municipal Code, was last amended by Ordinance No. 1282, effective January 21, 2020, to permit high density residential uses; and

WHEREAS, On October 1, 2024, Tracy City Council approved the Downtown Vision Plan; and

WHEREAS, The Downtown Vision Plan strategy includes amending the Central Business District zoning standards separately from the Downtown Vision Plan; and

WHEREAS, Updates to the Central Business District Zoning Standards were determined to be the most direct and effective response to priorities expressed by community and business leaders for downtown revitalization, as identified in the October 1, 2024 City Council meeting; and

WHEREAS, The desired updates to the Central Business District Zoning Standards included establishing a streamlined development review process to spur economic growth, provide consistent guidance on parking standards, establish maximum building heights, update the allowed uses in Downtown, and effectively integrate housing and mixed uses; and

WHEREAS, City Council directed staff to bring the updated CBD zoning standards to Planning Commission and City Council for consideration in 2025; and

WHEREAS, Staff is proposing amendments to the CBD zoning standards to implement the Downtown Vision Plan, satisfy community input, and comply with City Council direction; and

WHEREAS, the proposed amendments include the addition of a new specified regulation stating that the CBD Zone is to provide effective integration of residential and commercial mixed uses for the City; and

WHEREAS, the proposed amendments include the addition of Use Group 33, Specialized recreational and institutional uses in dance, athletics, arts, and self-defense, as a permitted use without conditional approval; and

WHEREAS, the proposed amendments include a revision to the height requirement, establishing a new maximum height limit of 50 feet, or 4 floors, whichever is less; and

WHEREAS, the proposed amendments include a revision to the existing parking standards to establish a no minimum parking standard in addition to an exemption from Article 26, Off-Street Parking Requirements; and

WHEREAS, the proposed amendments include the addition of new language regarding a ministerial streamlined review pathway for qualifying residential projects, established in Chapter 10.10, Housing Regulations; and

WHEREAS, the ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that the ordinance is found to be a project under CEQA, it is subject to the CEQA exemption contained in CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty to have no possibility of a significant effect on the environment; and

WHEREAS, the Planning Commission considered this matter at a duly noticed public hearing held on December 3, 2025, and recommended that the City Council adopt the ordinance; and

WHEREAS, The City Council considered this matter at a duly noticed public hearing held on December 16, 2025; and

WHEREAS, the proposed revisions to the Tracy Municipal Code are in track changes or with ~~deletions stricken~~ and **additions in bold and underline** in the below referenced Exhibits.

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

SECTION 1. Incorporation of Recitals/Findings. The foregoing recitals are true and correct and are incorporated herein as findings.

SECTION 2. CEQA Determination. The City Council finds and determines this Ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that this Ordinance is found to be a project under CEQA, it is subject to the CEQA exemption contained in CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty to have no possibility of a significant effect on the environment.

SECTION 3. Amendment to Tracy Municipal Code, Title 10, Chapter 10.08, Article 5. The City Council hereby approves the zoning text amendment to Article 5 – Use Groups for All Zones, as attached to this Ordinance as Exhibit "A" and incorporated by reference as if fully set forth herein. This zoning text amendment made by this ordinance shall be codified in the Tracy Municipal Code.

SECTION 4. Amendment to Tracy Municipal Code Title 10, Chapter 10.08, Article 18. The City Council hereby approves the zoning text amendment to Article 18 – Central Business District Zone (CBD), as attached to this Ordinance as Exhibit "B" and incorporated by reference as if fully set forth herein. This zoning text amendment made by this ordinance shall be codified in the Tracy Municipal Code.

SECTION 5. Amendment to Tracy Municipal Code, Title 10, Chapter 10.08, Article 26. The City Council hereby approves the zoning text amendment to Article 26 – Off-Street Parking Requirements, as attached to this Ordinance as Exhibit "C" and incorporated by reference as if fully set forth herein. This zoning text amendment made by this ordinance shall be codified in the Tracy Municipal Code.

SECTION 9. Effective Date. This Ordinance shall take effect 30 days after its final passage and adoption.

SECTION 10. Publication This Ordinance shall either (1) be published once in a newspaper of general circulation, within 15 days after its final adoption, or (2) be published in summary form and posted in the City Clerk's office at least five days before the ordinance is adopted and within 15 days after adoption, with the names of the Council Members voting for and against the ordinance. (Gov't. Code §36933.)

SECTION 11. 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.

SECTION 12. Typographical or Clerical (Scrivener's) Error. Any typographical errors in this Ordinance may be remedied by the City Attorney with the assistance of the City Clerk and shall not constitute an alteration.

* *

The foregoing Ordinance _____ was introduced at a regular meeting of the Tracy City Council on the 16th day of December, 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:

_____
DAN ARRIOLA
Mayor of the City of Tracy

ATTEST: _____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the City of Tracy

Date of Attestation: _____

Article 5. – Use Groups for All Zones

10.08.1080 Permitted uses.

...

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	Permitted in Zones	Conditionally Permitted in Zones
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(b) Dance;		
(c) Drama/theater group (excluding performances and spectators);		
(d) Gymnastic studios;		
(e) Martial arts/self defense;		
(f) Music; and		
(g) Weight training.		

...

(Ord. 1050 § 1, 2003; Ord. 1004 § 2, 1999; Ord. 982 § 5, 1998; prior code § 10-2.503)

(Ord. No. 1171, § 3, 6-19-2012; Ord. No. 1177, §§ 7, 8, 1-15-2013; Ord. No. 1202, Exh. A § 12, 12-1-2015; Ord. No. 1202, Exh. A § 18, 12-1-2015; Ord. No. 1254, § 5, 5-1-2018; Ord. No. 1354, § 5, 3-18-2025)

Article 18. Central Business District Zone (CBD)

10.08.2360 Purpose (CBD).

The Central Business District (CBD) Zone is to provide areas in which the forces of cumulative attraction or the need for comparison shopping may take place.

(Prior code § 10-2.1800)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2370 Descriptive regulations (CBD).

In the CBD Zone, the following specified regulations shall govern, unless otherwise provided in this chapter:

(a) The CBD Zone is to provide an area in which pedestrian-oriented establishments may locate and the forces of cumulative attraction or the need for comparison shopping may take place.

(b) The CBD Zone is to provide commercial business, service, and office facilities for the convenience of residents of the entire City.

(c) The CBD Zone is to provide the retail core and cultural focus for the City.

(d) The CBD Zone is to provide high density residential in close proximity to Downtown businesses and public gathering spaces.

(e) The CBD Zone is to provide effective integration of residential and commercial mixed uses for the City.

(Prior code § 10-2.1801)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2380 Permitted uses (CBD).

(a) In the CBD Zone, only general business, commercial, wholesale, high density residential, and governmental activities, which are included in the following use groups, shall be permitted without conditional approval:

Group 1	Minor public service uses;
Group 4	Temporary buildings and uses;
Groups 21, 22, 23, 24	Single-family dwellings, two-family dwellings, and multi-family dwellings, except that there shall be no residential uses on the ground floor of buildings with elevations that face the following: (1) Central Avenue between 11th Street and 6th Street, (2) 10th Street between Central Avenue and A Street, or (3) Front Street Plaza at 6th Street, excluding the eastern 110 feet

	of the block which faces a parking island within the 6th Street public right-of-way;
Group 29	Accessory uses, including signs;
Group 33	**Specialized recreational and instructional uses in dance, athletics, arts and self defense include, but are not limited to:** **(a) Aerobics,** **(b) Dance,** **(c) Drama/theater group (excluding performances and spectators),** **(d) Gymnastics studios,** **(e) Martial arts/self defense,** **(f) Music; and** **(g) Weight training.**
Group 40	Travelers' living accommodations, except for uses listed as (c-2), Eating and/or drinking establishment that serves alcohol and provides entertainment after 11:00 p.m.;
Group 41	Business offices and professional offices and laboratories;
Group 42	Retail trade establishments; except veterinary clinics;
Group 43	Consumer service and retail trade establishments, except for uses listed as (c-2), Eating and/or drinking establishment that serves alcohol and provides entertainment after 11:00 p.m.; and
Group 54	Small recycling collection facilities.

(b) In the CBD Zone, general business, commercial, wholesale, and governmental activities which are included in the following use groups shall be permitted only with conditional approval:

Group 2	Local public service and utility installations;
Group 10	Crop and tree farming;
Group 29	Accessory uses;
Group 30	Places of public assembly such as educational, cultural, institutional, religious, and recreational uses serving local residential areas, excluding uses that are classified within Use Group No. 48;
Group 31	Educational, cultural, institutional, and recreational uses;
Group 32	Educational, cultural, institutional, and recreational uses with special site or locational requirements;
Group 40	Traveler's living accommodations, except trailer parks and uses listed as (c-2), Eating and/or drinking establishment that serves alcohol and provides entertainment after 11:00 p.m.;
Group 43	Consumer service and retail trade, subsection (c-2), Eating and/or drinking establishment that serves alcohol and provides entertainment after 11:00 p.m.;
Group 44	Consumer service and retail trade establishments; and
Group 45	General consumer and business services, miscellaneous repairs, and catering services only.

~~;adv=6q~~'(Ord. 1050 § 6, 2003; Ord. 1004 § 3, 1999; prior code § 10-2.1802)

(Ord. No. 1177, § 10, 1-15-2013; Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2390 Building site area (CBD).

There shall be no building site area requirements in the CBD Zone.

(Prior code § 10-2.1803)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2400 Lot area (CBD).

There shall be no lot requirements in the CBD Zone.

(Prior code § 10-2.1804)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2405 Density (CBD).

There shall be at least 700 square feet of net lot area and no more than 2,500 square feet of net lot area for each dwelling unit in the CBD Zone.

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2410 Yard areas (CBD).

There shall be no yard area requirements in the CBD Zone, except adjacent to residential zones, in which case a fifteen-foot front yard shall be provided.

(Prior code § 10-2.1805) 10.08.2410)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2420 Height (CBD).

There shall be ~~no height requirements~~ **a maximum height of 50 feet, or 4 floors, whichever is less**, in the CBD Zone.

(Prior code § 10-2.1806)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2430 Permissible lot coverage (CBD).

There shall be no lot coverage requirements in the CBD Zone.

(Prior code § 10-2.1807)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2440 Floor area (CBD).

There shall be no floor area requirements in the CBD Zone, except that the minimum floor area for a single-family dwelling shall be 500 square feet.

(Prior code § 10-2.1808)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2450 Off-street parking (CBD).

~~See Article 26 of this chapter. A twenty (20) percent reduction in the required parking area, as required by the provisions of Article 26 of this chapter, will be permitted if seventy (70) percent of this area is used for pedestrian-oriented open space (mall). Developers interested in receiving such reduction shall submit plans for pedestrian-oriented open space to the Commission for approval prior to review by the Community Development Director. A five (5) percent reduction in required parking area will be permitted if one or more property owners provide public rest areas and direct telephone communication for public transit riders.~~ **There shall be no minimum parking standards. New buildings, modifications to existing buildings, and tenant changes shall be exempt from parking requirements provided in Article 26 of this chapter.**

(Prior code § 10-2.1809)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2460 Usable open space (CBD).

(See Section 10.08.2450 of this article.)

(Prior code § 10-2.1810)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2470 Loading and unloading space (CBD).

Loading and unloading areas in the CBD Zone shall be indicated and provided for at the rear of the buildings or upon adjoining alleys.

(Prior code § 10-2.1811)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

10.08.2480 Development review (CBD).

All uses requiring a building permit shall obtain development review compliance, except as provided for in Article 30 of this chapter and the CEQA Guidelines adopted by the City, prior to being established in the CBD Zone. Additionally, any new residential development in the CBD Zone shall be subject to development review, including any new single-family dwellings, two-family dwellings, or multi-family dwellings, regardless of the number of units, **unless the residential development qualifies for a ministerial streamlined review as described in Chapter 10.10, Housing Regulations.**

(Prior code § 10-2.1812)

(Ord. No. 1282, § 1(Exh. 1), 1-21-2020)

Article 26. – Off-Street Parking Requirements

10.08.3470 Exceptions.*

Exceptions to the determination of the required parking spaces and landscaping area are:

...

(c) Every building hereafter enlarged, reconstructed, remodeled or structurally altered shall be provided with parking spaces to compensate for the additional parking demand, if any, created by such enlargement, reconstruction, remodeling, or structural alteration, excluding those located in the CBD zone. Buildings enlarged, reconstructed, remodeled or structurally altered in the CBD zone shall ~~provide parking, or pay an in-lieu fee as set by Council resolution for the purpose of providing parking in the CBD zone.~~**be exempt from parking requirements**. Landscaping and improvement standards contained within Sections 10.08.3640 and 10.08.3670 shall be required for such new parking areas. Landscaping shall be distributed throughout the site for which additional parking is intended in a manner satisfactory to the Director of Community Development.

...

(Prior code § 10-2.2603 as amended by § 1, Ord. 954 C.S., eff. June 14, 1997)

(Ord. No. 1181, § 1, 1-15-2013)

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

RESOLUTION NO.

DETERMINING THAT THE ORDINANCE IS NOT A PROJECT WITHIN THE MEANING OF SECTION 15378 OF THE CEQA GUIDELINES BECAUSE IT HAS NO POTENTIAL FOR RESULTING IN PHYSICAL CHANGE IN THE ENVIRONMENT, EITHER DIRECTLY OR ULTIMATELY. IN THE EVENT THAT THE ORDINANCE IS FOUND TO BE A PROJECT UNDER CEQA, IT IS SUBJECT TO THE CEQA EXEMPTION CONTAINED IN CEQA GUIDELINES SECTION 15061(B)(3) BECAUSE IT CAN BE SEEN WITH CERTAINTY TO HAVE NO POSSIBILITY OF A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

WHEREAS, Pursuant to Section 10.08.3470(c) of the Tracy Municipal Code, buildings enlarged, reconstructed, remodeled or structurally altered in the CBD zone shall either provide parking, or pay an in-lieu fee as set by Council resolution for the purpose of providing parking in the CBD zone; and

WHEREAS, On October 6, 2015, City Council adopted Resolution No. 2015-168, which approved a reduction of the CBD Zone parking in-lieu fee to $0 as a five-year pilot program with an ending date of October 6, 2020, and a check-in point with City Council at three years to gauge its effect on the Downtown and provide an opportunity to reexamine the fee amount in the future; and

WHEREAS, The five-year pilot program applied to all buildings in the CBD Zone, including new buildings, modifications to existing buildings, and tenant changes; and

WHEREAS, On July 16, 2019, Tracy City Council approved a five-year extension to the CBD Zone Parking In-Lieu Fee Pilot Program, which revised the ending date of the program to October 6, 2025, and amended Resolution No. 2015-168 to be consistent with the approval; and

WHEREAS, Article 18, Central Business District (CBD) Zone, of Chapter 10.08 of the Tracy Municipal Code establishes the permitted uses, conditionally permitted uses, and development standards of the CBD Zone; and

WHEREAS, The CBD Zone, of Chapter 10.08 of the Tracy Municipal Code, was last amended by Ordinance No. 1282, effective January 21, 2020, to permit high density residential uses; and

WHEREAS, On October 1, 2024, Tracy City Council approved the Downtown Vision Plan; and

WHEREAS, The Downtown Vision Plan strategy includes amending the Central Business District zoning standards separately from the Downtown Vision Plan; and

WHEREAS, Updates to the Central Business District Zoning Standards were determined to be the most direct and effective response to priorities expressed by community and business leaders for downtown revitalization, as identified in the October 1, 2024 City Council meeting; and

WHEREAS, The desired updates to the Central Business District Zoning Standards included establishing a streamlined development review process to spur economic growth, provide consistent guidance on parking standards, establish maximum building heights, update the allowed uses in Downtown, and effectively integrate housing and mixed uses; and

WHEREAS, City Council directed staff to bring the updated CBD zoning standards to Planning Commission and City Council for consideration in 2025; and

WHEREAS, Staff is proposing amendments to the CBD zoning standards to implement the Downtown Vision Plan, satisfy community input, and comply with City Council direction; and

WHEREAS, the proposed amendments include the addition of a new specified regulation stating that the CBD Zone is to provide effective integration of residential and commercial mixed uses for the City; and

WHEREAS, the proposed amendments include the addition of Use Group 33, Specialized recreational and institutional uses in dance, athletics, arts, and self-defense, as a permitted use without conditional approval; and

WHEREAS, the proposed amendments include a revision to the height requirement, establishing a new maximum height limit of 50 feet, or 4 floors, whichever is less; and

WHEREAS, the proposed amendments include a revision to the existing parking standards to establish a no minimum parking standard in addition to an exemption from Article 26, Off-Street Parking Requirements; and

WHEREAS, the proposed amendments include the addition of new language regarding a ministerial streamlined review pathway for qualifying residential projects, established in Chapter 10.10, Housing Regulations; and

WHEREAS, the ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines (14 Cal. Code Regs. § 15378) because it has no potential for

resulting in physical change in the environment, either directly or ultimately. In the event that the ordinance is found to be a project under CEQA, it is subject to the CEQA exemption contained in CEQA Guidelines Section 15061(b)(3) (14 Cal. Code Regs. § 15061(b)(3)) because it can be seen with certainty to have no possibility of a significant effect on the environment; and

WHEREAS, the Planning Commission considered this matter at a duly noticed public hearing held on December 3, 2025, and recommend that the City Council determine that the project is exempt from CEQA pursuant to CEQA guidelines Sections 15378 and 15061(b)(3); and

WHEREAS, the City Council considered this matter at a duly noticed public hearing held on December 16, 2025; and now, therefore, be it

RESOLVED: That the City Council of the City of Tracy hereby determines that the that the ordinance is not a project within the meaning of Section 15378 of the CEQA Guidelines because it has no potential for resulting in physical change in the environment, either directly or ultimately. In the event that the ordinance is found to be a project under CEQA, it is subject to the CEQA exemption contained in CEQA Guidelines Section 15061(B)(3) because it can be seen with certainty to have no possibility of a significant effect on the environment

* * * * * * * * * * * * * * * * * * * *

The foregoing Resolution 2025-___ was adopted by the Tracy City Council on the 16th day of December 2025, by the following vote:

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

DAN ARRIOLA
Mayor of the City of Tracy, California

ATTEST:_____
APRIL B. A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

Central Business District Zone Amendments

City Council Public Hearing

December 16, 2025

Project Background

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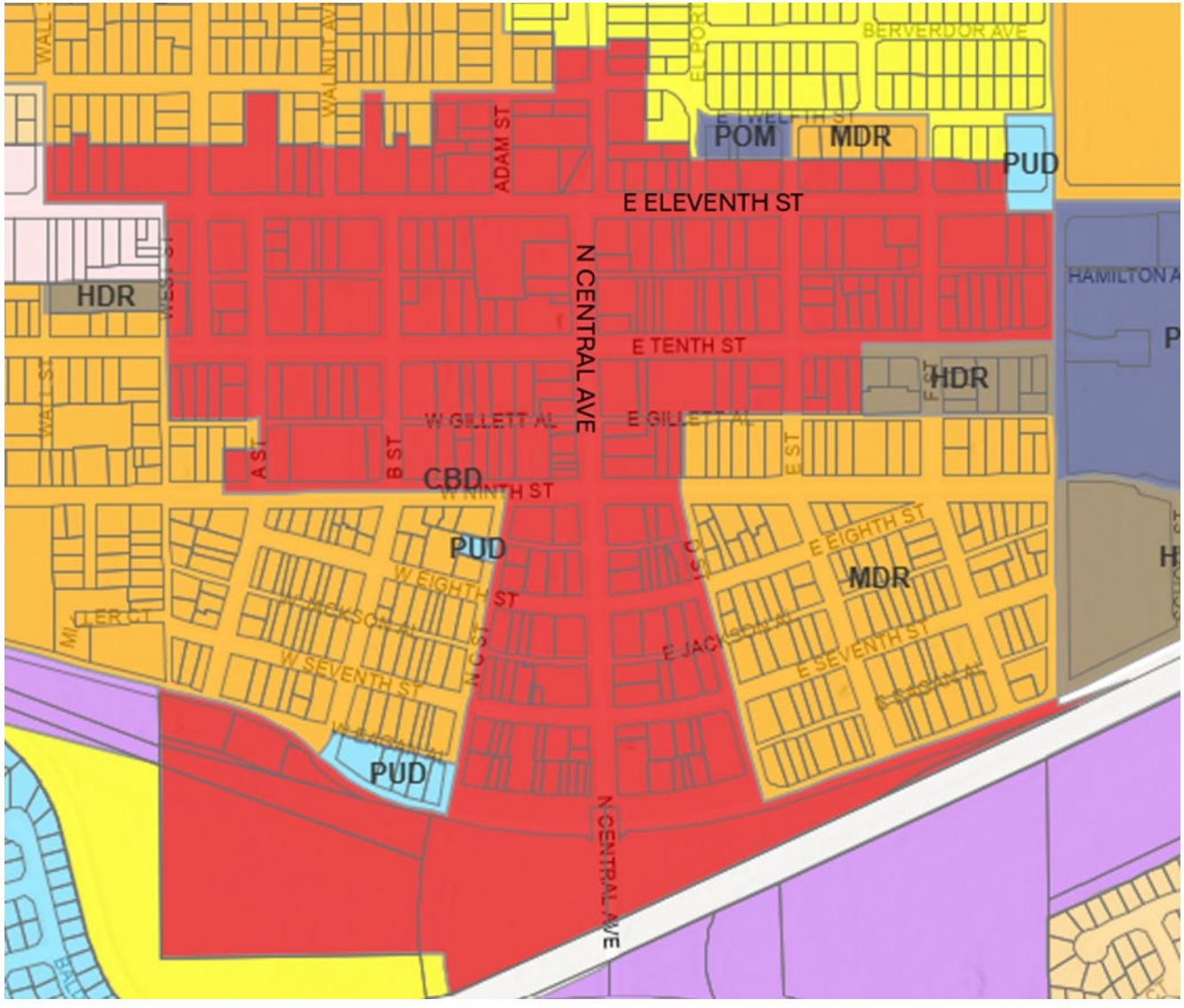
Project Location



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Project Background: Downtown Vision Plan

- Downtown Vision Plan approved on October 1, 2024
  - Directs staff to complete Central Business District (CBD) Zone amendments
- Goal to increase business and housing opportunities for downtown area
- Staff is proposing changes to the CBD development standards, parking, and permitted uses

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Project Background: Parking Exemption

- City initiated a parking exemption pilot program in 2015 for the CBD Zone
  - Required extension every 5 years
  - Expired in October 2025
  - Proposal to make the CBD Zone parking exemptions permanent
  - Applies to any new buildings, modifications to existing buildings, and tenant changes

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Revised Articles

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Revised Articles

- Article 18 – Central Business District Zone
- Article 5 – Use Groups for All Zones
- Article 26 – Off-Street Parking Requirements

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Article 18 – Central Business District Zone

1. Adds a statement on the CBD Zone providing residential and commercial mixed uses
2. Adds specialized recreational and instructional uses as a permitted use
3. Adds a maximum height limit of 4 floors, or 50 feet
4. Exempts parking requirements
5. Adds a statement on the streamlined review of qualifying affordable housing in the CBD Zone

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Article 5 – Use Groups for All Zones

- Adds specialized recreational and instructional uses as a permitted use in the CBD Zone (no CUP required):
  - Aerobics
  - Dance
  - Drama/theater group
  - Gymnastics studios
  - Martial arts/self defense
  - Music
  - Weight training

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Article 26 – Off-Street Parking Requirements

- Revises the parking exemptions section to:
  - Delete language about the CBD in-lieu parking program
  - Replace language with CBD parking exemptions

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Recommendations

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Recommendations

Staff and the Planning Commission recommend that City Council:

1) Determine that the ordinance is exempt from CEQA pursuant to Section 15061(b)(3)

2) Adopt ZA23-0003

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Questions?

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December 16, 2025

Agenda Item 4.A

RECOMMENDATION

Staff recommends that the City Council waive the first reading by substitution of title and introduce an ordinance amending Section 3.08.580, Article 12 of the Tracy Municipal Code, to establish speed limits on specific street segments in accordance with the California Vehicle Code.

EXECUTIVE SUMMARY

This agenda item proposes that the City Council waive the first reading by substitution of title and introduce an ordinance amending Section 3.08.580, Article 12 of the Tracy Municipal Code (TMC) to establish speed limits on designated street segments, in accordance with the California Vehicle Code (CVC).

BACKGROUND AND LEGISLATIVE HISTORY

To allow the City of Tracy Police Department to enforce posted traffic speeds using radar equipment, speed limits must be established in accordance with the California Vehicle Code (CVC). The Tracy Municipal Code (TMC) Article 12, Section 3.08.580, sets speed zones on various streets within the City.

Speed limits are determined based on engineering and traffic surveys, in accordance with the requirements of the CVC and applicable traffic engineering standards. The CVC mandates that these surveys be conducted at least once every five years to establish posted speed limits.

To comply with this CVC requirement, staff recently completed engineering and traffic surveys to update speed limits on forty-three (43) segments of arterial and collector streets. These updates align with the CVC and the California Manual on Uniform Traffic Control Devices (CMUTCD).

ANALYSIS

Staff recently collaborated with Advanced Mobility Group (Consultant) to complete the required Engineering and Traffic Surveys, attached as Attachment A. These surveys were conducted to update speed limits on forty-three (43) arterial and collector street segments in accordance with the CVC and CAMUTCD. The survey results support introducing an ordinance to amend the special speed zones outlined in Article 12, Section 3.08.580, of the TMC.

This update to the TMC will establish radar-enforceable speed limit zones for the following arterial and collector streets: Central Avenue, Chrisman Road, Corral Hollow

Road, Crossroad Drive, Cypress Drive, Eleventh Street, Fabian Road, Kavanagh Avenue, Lammers Road, Lauriana Lane, Linne Road, MacArthur Drive, Mount Diablo Avenue, Naglee Road, Orchard Parkway, Pescadero Avenue, Schulte Road, Starflower Drive, Sycamore Parkway, Tennis Lane, Tracy Boulevard, Western Pacific Way, Whispering Drive, and Hansen Road.

The recommended speed limits are based on the 85th percentile speed of moving vehicles on those surveyed streets, with consideration given to the existing road site conditions, such as street alignment, classification, and collision history. The CVC allows further adjustment of the surveyed speed based upon the above conditions.

The Engineering and Traffic Survey results recommend maintaining the existing posted speed limits for thirty-eight (38) road segments, with no changes required in the field or in the TMC. However, four (4) road segments were identified as requiring updated posted speed limits, which are recommended to reflect the new survey findings.

Of the four (4) street segments with newly recommended speed limits, two (2) require updates, both in the field and in Section 3.08.580 of the TMC. One (1) segment requires an update only in the field, as the TMC already reflects the correct speed limit. The remaining one (1) segment must be added as a new subsection in the TMC, as it is not currently included.

Please refer to Table 1 below for details of recommended changes.

Table 1:

Speed Limits to be updated in the field and in the TMC (miles/hour)					
Street Name	**Segment**	**Existing Posted Speed Limit in Field**	**Recommended Speed Limit**	**Current Listed Speed Limit in TMC**	**New Speed Limit to be updated in TMC/Field**
MacArthur Drive	Fair Oaks Drive - Valpico Road	45	40	45	40
MacArthur Drive	South City Limits- Fair Oaks Drive	40	35	40	35
Speed Limit to be updated in the field					
Corral Hollow Road	Parkside Drive- Schulte Road	45	40	40	40
Speed Limit to be added as a new subsection in the TMC					
Linne Road	Corral Hollow Road – Chrisman Road	50	45	50	45

While reviewing the forty-three (43) segments in the TMC, staff identified speed limits for two (2) road segments that have not been updated in the past. Staff requests that the current posted speed limits for these two (2) road segments be updated in the TMC. The recommended speed limits and the existing posted speeds are the same; therefore, only the updates in the TMC are necessary.

Please refer to Table 2 below for details.

Table 2:

Speed Limit to be updated only in the TMC (miles/hour)					
Street Name	**Segment**	**Existing Posted Speed Limit in the Field**	**Recommended Speed Limit**	**Current Listed Speed Limit in TMC**	**New Speed Limit to be Updated in TMC**
Cypress Drive	Hickory Avenue - Corral Hollow Road	30	30	25	30
Hansen Road	Schulte Road - I-205 (City Limit)	45	45	50	45

A copy of all Engineering and Traffic Surveys certified as correct by the City Engineer will be maintained in the Engineering Division files, with a duplicate copy on file with the Police Department.

FISCAL IMPACT

There is no fiscal impact associated with this action. Enforcement of speed limits is an existing, budgeted responsibility of the Police Department. Any necessary signing and striping changes resulting from speed limit adjustments will be carried out by Public Works staff, as needed.

PUBLIC OUTREACH/ INTEREST

This agenda item does not require Public Outreach.

COORDINATION

The Police Department and the Operations Division of the Public Works Department will receive a copy of the Engineering and Traffic Survey Report along with the signed resolution, which updates the special speed zone table in Section 3.08.580 of the Tracy Municipal Code. This coordination supports both departments in enforcing speed limits and implementing any necessary changes to signage or striping in the field once the ordinance becomes effective.

CEQA DETERMINATION

The proposed item is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA guidelines Section 15301, which pertains to existing highways and streets. In accordance with CEQA Guidelines, no further environmental assessment is needed.

STRATEGIC PLAN

This agenda item supports the City of Tracy's Quality of Life Strategic Priority, which is to provide an outstanding quality of life by enhancing the City's amenities, business mix, and services, and cultivating connections to promote positive change and progress in our community.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council waive the first reading by substitution of title and introduce an ordinance amending Section 3.08.580, Article 12 of the Tracy Municipal Code, to establish speed limits on specific street segments in accordance with the California Vehicle Code.

Prepared by: Habibullah Habib, PE, Senior Civil Engineer

Reviewed by: Sharat Bandugula, PE, Assistant City Engineer
Even Marcelo, PE, City Engineer
Anush Nejad, PE, Public Works Director
Sara Castro, Finance Director
L. David Nefouse, City Attorney
Arturo M. Sanchez, Assistant City Manager

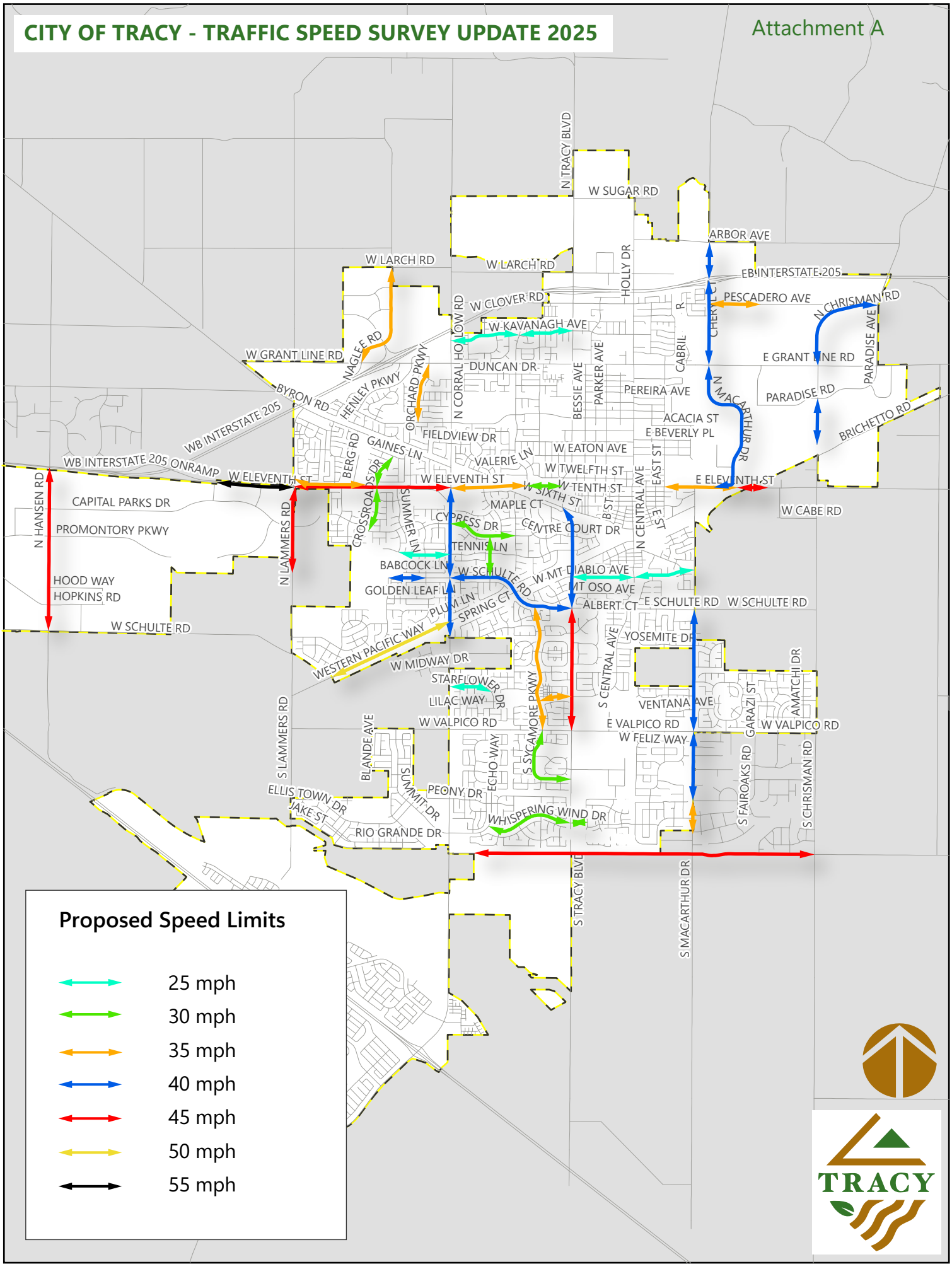
Approved by: Midori Lichtwardt, City Manager

ATTACHMENT

Attachment A – Engineering and Traffic Survey Report

CITY OF TRACY - TRAFFIC SPEED SURVEY UPDATE 2025

Attachment A



Proposed Speed Limits

- 25 mph
- 30 mph
- 35 mph
- 40 mph
- 45 mph
- 50 mph
- 55 mph

TRACY

City of Tracy ETS 2025

11/7/25

Rdwy No.	Road Name	From	To	Existing Speed Limit (mph)	2025 ADT	Total Collisions 2020-2024	Length (ft)	Collision Rate	State Average Collision Rate	10 MPH Pace	Number in Pace	% in Pace	85TH %ile Speed	Recommended Speed (MPH)	Justification
					Determination of the Recommended Speed										
1	Central Avenue	Tracy Blvd	Sycamore Pkwy	35	2,228	1	1,426	0.91	1.00	28-37	102	85	36	35	Residential area and school
2	Corral Hollow Rd	Parkside Dr	Schulte Rd	45	14,939	8	2,534	0.61	1.00	39-48	94	78	46	40	Residential area & railroad crossing near the south end
3	Corral Hollow Rd	Schulte Rd	Eleventh Street	45	25,845	12	3,907	0.34	1.00	37-46	84	70	49	45	high collision rate and bicycle facilities
4	Crossroads Dr	Eleventh Street	Gaines Ln	25	860	0	1,637	0.00	1.12	21-30	97	81	31	25	Residential area and park
5	Crossroads Dr	Eleventh Street	Greystone Dr	30	4,423	0	1,637	0.00	1.00	29-38	84	70	40	30	bicycle facilities and Tracy Sports Complex
6	Cypress Dr	Hickory Ave	Corral Hollow Rd	30	2,699	0	3,010	0.00	1.12	27-36	89	74	39	30	bicycle facilities, Elementary School & park
7	Eleventh Street	Lammers Rd	West City Limit	55	23,905	7	3,326	0.25	1.12	46-55	97	81	54	55	CVC section 22358.6(a) to maintain existing posted speed
8	Eleventh Street	Lammers Rd	Corral Hollow Rd	45	27,302	3	6,758	0.05	1.00	46-55	112	93	55	45	bicycle facilities, Tracy Sports Complex & Plascencia Fields
9	Eleventh Street	Corral Hollow Rd	Lincoln Blvd	35	31,397	10	3,326	0.28	1.00	29-38	101	84	38	35	Commercial and residential area CVC section 22358.6 (c)
10	Eleventh Street	Lincoln Blvd	Tracy Blvd	30	30,944	2	1,531	0.12	1.27	32-41	98	82	39	30	commercial area with bicycle facilities
11	Eleventh Street	East Street	Beginning Of Bridge	35	22,527	6	2,218	0.35	1.27	29-38	77	64	43	35	commercial area and Tracy High School
12	Eleventh Street	Beginning Of Bridge	East City Limits	45	28,798	0	1,742	0.00	1.27	46-55	67	56	53	45	bicycle facilities and railroad crossing
13	Fabian Road	Lammers Rd	Mame Anderson Ln	35	799	0	3,221	0.00	1.12	29-38	71	59	39	35	Residential area, CVC section 22358.6 (c)
14	Kavanagh Ave	Corral Hollow Rd	Lincoln Blvd	25	4,006	4	3,010	0.96	1.12	24-33	111	93	32	25	Residential area, elementary school, and park
15	Kavanagh Ave	Lincoln Blvd	Tracy Blvd	25	4,760	2	2,376	0.51	1.12	25-34	94	78	35	25	residential district with 25 mph Prima Facie speed limit
16	Lammers Rd	Eleventh Street	South City Limits	45	13,922	1	2,006	0.10	1.00	45-54	94	78	53	45	bicycle facilities and John C Kimball High School
17	Lauriana Lane	Schulte Rd	Cypress Dr	30	4,357	1	1,848	0.36	1.12	27-36	87	73	36	30	Residential area, elementary and middle school, park
18	Linne Rd	Corral Hollow Rd	Chrisman Road	50	7,483	0	9,240	0.00	1.12	37-46	73	62	46	45	bicycle facilities, two parks and Jefferson Middle School
19	Macarthur Dr	North City Limits	I-205	40	1,125	6	1,795	8.60	1.12	32-41	81	68	43	40	high collision rate, bicycle facilities per CVC section 22358.6(c)
20	Macarthur Dr	I-205	Grant Line Rd	40	15,959	7	3,590	0.35	1.00	33-42	82	67	42	40	commercial, and residential area
21	Macarthur Dr	Eleventh Street	Grant Line Rd	40	7,316	2	7,867	0.10	1.00	28-37	82	69	39	40	rounding to nearest 5 mph increment CVC section 22358.6(a)
22	Macarthur Dr	Valpico Rd	Shulte Rd	40	3,937	9	5,280	1.25	1.27	35-44	92	77	46	40	residential area with bike lane
23	Macarthur Dr	Valpico Rd	Fairoaks Rd	45	5,016	0	3,010	0.00	1.12	36-45	84	70	47	40	bicycle facilities & elementary school CVC section 22358.6(b)
24	Macarthur Dr	Fairoaks Rd	South City Limits	40	3,397	1	2,323	0.37	1.12	27-36	97	81	36	35	residential frontage and intermediate intersections
25	Mt Diablo Ave	Central Ave	Tracy Blvd	25	1,570	0	2,640	0.00	1.12	23-32	77	68	34	25	residential district and elementary school
26	Mt Diablo Ave	Central Ave	Macarthur Dr	25	1,657	1	2,640	0.66	1.12	21-30	93	76	33	25	residential district and elementary school
27	Naglee Rd	North City Limits	Grant Line Rd	35	5,609	14	3,960	1.82	1.00	31-40	79	66	41	35	bike path, lane transitions, commercial driveways
28	Orchard Pkwy	Grant Line Rd	Lowell Ave	35	2,635	2	2,640	0.83	1.12	32-41	71	59	41	35	bike lane, road curve and intermediate intersections
29	Shulte Rd	Tracy Blvd	Corral Hollow Rd	40	15,064	2	7,603	0.05	1.00	36-45	90	75	44	40	bike lane, road curve and intermediate intersections
30	Shulte Rd	Josephine Dr	Barcelona Dr	40	3,580	2	2,640	0.61	1.12	31-40	66	55	45	40	residential area with bike lane and road termination
31	Starflower Dr	Corral Hollow Rd	Dove St	25	2,117	0	1,848	0.00	1.12	25-34	95	79	32	25	residential driveways on both sides of this segment
32	Sycamore Pkwy	Valpico Rd	Shulte Rd	35	4,958	2	5,491	0.21	1.12	32-41	83	69	44	35	bicycle facilities and Wanda Hirsch Elementary School
33	Sycamore Pkwy	Tracy Blvd	Valpico Rd	30	1,397	0	1,214	0.00	1.12	25-34	96	76	34	30	bike path, road curves, school frontage
34	Tennis Ln	Corral Hollow Rd	Jill Dr	25	2,845	1	2,640	0.39	1.12	21-30	96	79	31	25	residential frontage and intermediate intersections
35	Tracy Blvd	Sixth St	Shulte Rd	40	26,376	13	4,488	0.32	1.00	36-45	83	69	45	40	bike lane, road curve and intermediate intersections
36	Tracy Blvd	Shulte Rd	Valpico Rd	45	19,054	6	5,333	0.17	1.27	36-45	87	72	47	45	bike lane, road curve and intermediate intersections
37	Wester Pacific Way	Corral Hollow Rd	West City Limit	50	3,261	1	9,346	0.09	1.12	46-55	77	64	54	50	residential driveways and no shoulder
38	Whispering Wind Dr	Tracy Blvd	Middlefield Dr	30	4,903	1	3,590	0.16	1.27	28-37	84	69	38	30	bicycle facilities and Anthony Traina Elementary School
39	Whispering Wind Dr	Regis Dr	Tracy Blvd	30	5,365	1	739	0.73	1.12	21-30	114	95	28	30	city park frontage, bike lane and road termination
40	Chrisman Road	Grant Line Road	Paradise Avenue	40	666	2	1,214	7.15	1.00	26-35	73	61	39	40	no driveways in this segment
41	Chrisman Road	Paradise Avenue	Rr Tracks (South End)	40	3,327	1	1,954	0.45	1.27	25-34	57	48	42	40	maintain 40 mph to be consistent with the other segments
42	Pescadero Avenue	Macarthur Drive	1/2 Mile East Of Macarthur	35	5,301	0	2,640	0.00	1.12	32-41	63	53	41	35	commercial/agricultural area
43	Hansen Road	I-205	Schulte Road	45	2,779	3	6,970	0.45	1.27	33-42	57	48	46	45	commercial and agricultural area

City of Tracy

Engineering & Traffic Survey Report
December 2025

Engineering Division
Public Works Department

December 2025

Engineering & Traffic Survey Report

INTRODUCTION

This report presents the results of Traffic and Engineering Surveys conducted in 2025 by and for the City of Tracy. The surveys were conducted to establish safe and reasonable speed limits. The findings of this report will enable the City to justify radar enforcement of speed limits in these roadways, as indicated in Section 40802 of the California Vehicle Code. Segments of the following City streets were investigated:

Rdwy No.	Road Name	From	To
1	Central Avenue	Tracy Blvd	Sycamore Pkwy
2	Corral Hollow Rd	Parkside Dr	Schulte Rd
3	Corral Hollow Rd	Schulte Rd	Eleventh Street
4	Crossroads Dr	Eleventh Street	Gaines Ln
5	Crossroads Dr	Eleventh Street	Greystone Dr
6	Cypress Dr	Hickory Ave	Corral Hollow Rd
7	Eleventh Street	Lammers Rd	West City Limit
8	Eleventh Street	Lammers Rd	Corral Hollow Rd
9	Eleventh Street	Corral Hollow Rd	Lincoln Blvd
10	Eleventh Street	Lincoln Blvd	Tracy Blvd
11	Eleventh Street	East Street	Beginning Of Bridge
12	Eleventh Street	Beginning Of Bridge	East City Limits
13	Fabian Road	Lammers Rd	Mame Anderson Ln
14	Kavanagh Ave	Corral Hollow Rd	Lincoln Blvd
15	Kavanagh Ave	Lincoln Blvd	Tracy Blvd
16	Lammers Rd	Eleventh Street	South City Limits
17	Lauriana Lane	Schulte Rd	Cypress Dr
18	Linne Rd	Corral Hollow Rd	Chrisman Road
19	Macarthur Dr	North City Limits	I-205
20	Macarthur Dr	I-205	Grant Line Rd
21	Macarthur Dr	Eleventh Street	Grant Line Rd
22	Macarthur Dr	Valpico Rd	Shulte Rd
23	Macarthur Dr	Valpico Rd	Fairoaks Rd
24	Macarthur Dr	Fairoaks Rd	South City Limits
25	Mt Diablo Ave	Central Ave	Tracy Blvd
26	Mt Diablo Ave	Central Ave	Macarthur Dr
27	Naglee Rd	North City Limits	Grant Line Rd
28	Orchard Pkwy	Grant Line Rd	Lowell Ave
29	Shulte Rd	Tracy Blvd	Corral Hollow Rd
30	Shulte Rd	Josephine Dr	Barcelona Dr
31	Starflower Dr	Corral Hollow Rd	Dove St
32	Sycamore Pkwy	Valpico Rd	Shulte Rd
33	Sycamore Pkwy	Tracy Blvd	Valpico Rd
34	Tennis Ln	Corral Hollow Rd	Jill Dr
35	Tracy Blvd	Sixth St	Shulte Rd
36	Tracy Blvd	Shulte Rd	Valpico Rd
37	Wester Pacific Way	Corral Hollow Rd	West City Limit
38	Whispering Wind Dr	Tracy Blvd	Middlefield Dr
39	Whispering Wind Dr	Regis Dr	Tracy Blvd
40	Chrisman Road	Grant Line Road	Paradise Avenue
41	Chrisman Road	Paradise Avenue	Rr Tracks (South End)
42	Pescadero Avenue	Macarthur Drive	1/2 Mile East Of Macarthur
43	Hansen Road	I-205	Schulte Road

STUDY PROCEDURES

Section 22352 of the California Vehicle Code requires a 25 mph prima facie speed limit on streets in residential or business district, 15 mph at railroad grade crossings, highway intersections with sight restrictions and in any alley. However, upon the basis of an Engineering and Traffic survey, a local authority may declare speed limits of 30, 35, 40, 45, 50, 55, 60, or a maximum of 65 mph in order to facilitate the orderly movement of traffic. Section 22356 currently sets the maximum speed limit at 65 mph.

Also, except as provided in Section 22356, Section 22349 (b) Not withstanding any other provisions of law, no person may drive a vehicle upon a two lane, undivided highway at a speed greater than 55 miles per hour unless that highway, or portion thereof, has been posted for higher speed by local agency on the bases of an engineering and traffic survey. Prima facie speed limits can be posted without the need for engineering and traffic surveys. The required elements in such Engineering and Traffic Survey are outlined in Section 627 of the Code.

This report adopts the aforementioned guidelines in formulating the recommendations in this report.

The principle elements in this study of the selected streets are highlighted below:

RADAR CHECK

Each street was divided into segments to account for its differing roadway characteristics. Variations in roadway segments include street width, and other significant geometric factors and constraints. One speed check was made in each section from an inconspicuously parked, unmarked vehicle. Every effort was made to insure that the presence of the vehicle does not affect the driving behavior of other motorists. A minimum of 100 samples or more were taken for each section of major Roadway. All field data was coded onto forms for subsequent computer analysis.

DATA ANALYSIS

The radar speed survey data was compiled and analyzed to determine the 50th percentile speed, 85th percentile speed, 10 mph pace speed, the percent of vehicles observed within the 10-mph pace speed, the range of speed observed, and the average speed for each surveyed location. A description of these terms is provided below:

- *50th Percentile Speed (Median Speed):* The speed above and below which 50 percent of the sample speeds were observed. This value indicates the speed that a driver may choose to drive without the influence of any speed limits, speed signs, or enforcement.
- *85th Percentile Speed (Critical Speed):* The speed at or below 85 percent of the sample speeds were observed. The 85th percentile speed of a spot speed survey is the primary indicator of the appropriate speed limit for a section of the roadway.

- *10 mph Pace Speed:* The 10-mph increment (range) of speeds containing the greatest number of vehicles. In almost all cases, the 85th percentile speed and the recommended speed lie within the range, frequently in the middle to upper range of the interval. The percent of vehicles that fall within the pace speed is an indicator of the bunching of vehicular speeds. The percent within the pace is often between 60 and 80.
- *Average speed:* The average speed is simply the cumulative speed divided by the number of observed vehicles.

The speed limit for each study segment was recommended after determining the average speed, 85th percentile speed, pace speed and considering other significant factors like existing land use, roadway design characteristics, and accident rates (based on accident records for the last three years) for the study segment.

COLLISION REVIEW

Collisions reported at study roadway segments were obtained from the California Crash Reporting System (CCRS)[1] database for a period of five years from January 2020 to December 2024. Collision rates are a significant factor in determining the appropriate speed limits. The E&TS summary for each roadway segment included in the table shows the number of collisions in the last five years and the accident rate. CCRS dataset was used to map and summarize the collisions. 2023 crash Data on California State Highways (most recent available report) data was used to compare the collision rates of the roadway segments with the reported statewide collision rates for similar roadways. 2023 total collision rates for urban roadways per Million Vehicle Miles (MVM) are as follows:

- 2 and 3 lane roadways – 1.12 per MVM
- 4+ undivided roadways – 1.00 per MVM
- 4+ divided roadways – 1.27 per MVM
- 2 and 3 lane expressways – 0.79 per MVM
- 4+ divided expressways – 1.00 per MVM

FIELD CHECK

After performing the radar checks, data analyses, and collision review, a final field check was made. In performing a field check, the driver needs to be fully aware of the aforementioned parameters and particularly cognizant of the 85th percentile speeds and the pace speed. The driver evaluates the appropriateness of these values and notes the significance of other factors such as roadside development, driveways, parked vehicles, emergency shoulder areas, schools and playgrounds, pedestrians, roadway alignment, control, and numerous other intangible factors. These elements are given serious consideration in the determination of a reasonable and safe speed limit.

[1] *Statistic crash records within State of California, State of California, https://lab.data.ca.gov/dataset/ccrs*

Reasonable limits are speeds at which motorists would drive without the affects of enforcement of signs. However, it is known that motorists tend to drive faster in residential districts away from their homes that the local residents would prefer.

People are more concerned about traffic speeds in their neighborhood than elsewhere. This is not a tendency to willfully break the law, but rather a reflection of human behavior. Consequently, unlike multi-lane arterial roadways, where the 85th percentile speed closely approximates the posted speed limit, the 85th percentile speed on local residential streets may be much higher than the legal limit. In fact, it is not uncommon that the majority of the motorists, ever as high as 80 to 90 percent of those observed, travels in excess of the 25 mph prima facie residential speed limit. This fact does not imply that the 25 mph limit is inappropriate; it simply implies that the majority of the motorists are driving imprudently.

Frequent changes of the speed limit over a stretch of roadway need to be avoided in establishing speed limits. Varying the limits over a relatively short length of roadway may also be inappropriate. Speed limits that change every few blocks may accurately reflect prevailing driving conditions on the street, but they do not give the motorist the opportunity to become aware of the lawful limit.

For the reasons mentioned above, the recommendations in this report are made to produce consistency in the speed limits and are not intended to encourage unsafe speeds.

TRAFFIC AND ENGINEERING STUDIES

The following sections present the findings of the Engineering and Traffic surveys. Each of the roadway segments into which a street is divided is discussed separately, and recommendation on the speed limit is provided at the end of each sub-section. The 85th percentile speed and the recommended speed limits for the surveyed roadways are included.

ENGINEERING & TRAFFIC SURVEY RECOMMENDATIONS

Central Avenue

Segment 1: Tracy Blvd. to Sycamore Parkway

This segment of the Central Avenue is a two-lane major residential collector street. The segment is approximately 0.27 mile in length and 56' feet in width. There is a median island. There is a Class II bike lane. There is school frontage near the West end of the intersection. On street parking is not permitted. The previously established speed limit in this section is 35 mph.

There were 1 reported collision on this roadway from January 2020 to December 2024.

10 mph pace speed	28 mph - 37 mph.
85th percentile speed	36 mph.
50th percentile speed	32 mph.

The 85th percentile speed indicates a 36 mph speed limit. There is a bike lane, intermediate intersections and school frontage in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 35 mph.

The recommended speed limit for this section therefore is 35 mph.

Corral Hollow Road

Segment 2: Parkside Drive to Schulte Road

This segment of the Corral Hollow Road is a four-lane major arterial. The segment is approximately 0.48 mile in length and 104' to 118' feet in width. There is a median island. There is a Class II bike lane. On street parking is not permitted. The posted speed limit is 45 mph.

There were 8 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	39 mph - 48 mph.
85th percentile speed	46 mph.
50th percentile speed	43 mph.

The 85th percentile speed indicates a 46 mph speed limit. There is a bike lane and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore it is recommended that the posted speed limit be reduced to 40 mph.

The recommended speed limit for this section therefore is 40 mph.

Segment 3: Schulte Road to Eleventh Street

This segment of the Corral Hollow Road is a four-lane major arterial. The segment is approximately 0.74 mile in length and 120' feet in width. There is a median island. There is a Class II bike lane. On street parking is not permitted. The posted speed limit is 45 mph.

There were 12 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	37 mph – 46 mph.
85th percentile speed	49 mph.
50th percentile speed	43 mph.

The 85th percentile speed indicates a 49 mph speed limit. There is a bike lane and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remains at 45 mph.

The recommended speed limit for this section therefore is 45 mph.

Crossroads Drive

Segment 4: Eleventh Street to Gaines Lane

This segment of the Crossroads Drive is a two-lane residential collector street. The segment is approximately 0.31 mile in length and 40 to 55 feet in width. There is a Class II bike lane. There is a City Park and Residential homes which fronts Crossroads Drive. There is a future school planned on this segment frontage. On street parking is permitted. The posted speed limit is 25 mph.

There were 0 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	21 mph - 30 mph.
85th percentile speed	31 mph.
50th percentile speed	27 mph.

The 85th percentile speed indicates a 31 mph speed limit. There is a bike lane, residential driveways, intermediate intersections and City Park in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 25 mph.

The recommended speed limit for this section therefore is 25 mph.

Segment 5: Eleventh Street to Greystone Drive

This segment of the Crossroads Drive is a four-lane collector street. The segment is approximately 0.31 mile in length and width varies from 78 feet to 90 feet. There is a Class II bike lane. There is Tracy Sports Complex and residential subdivisions along Crossroads Drive. The posted speed limit is 30 mph.

There were 0 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	29 mph - 38 mph.
85th percentile speed	40 mph.
50th percentile speed	35 mph.

The 85th percentile speed indicates a 40 mph speed limit. There is a bike lane, intermediate intersections and City Park in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 30 mph.

The recommended speed limit for this section therefore is 30 mph.

Cypress Drive

Segment 6: Hickory Ave to Corral Hollow Road

This segment of the Cypress Drive is a major residential collector street. The segment is approximately .57 miles in length and 42 feet in width. On street parking is permitted in portion of this segment. There is school frontage in this segment. The posted speed limit is 30 mph.

There were 0 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	27 mph - 36 mph.
85th percentile speed	39 mph.
50th percentile speed	32 mph.

The 85th percentile speed indicates a 39 mph speed limit. There is school frontage, City Park, and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 30 mph.

The recommended speed limit for this section therefore is 30 mph.

Eleventh Street

Segment 7: Lammers Road to West City limit

This segment of Eleventh Street is a four-lane major arterial street. This segment is also a freeway entrance and exit. The segment is approximately .63 miles in length. There is no parking, no bike lane. The posted speed limit is 55 mph.

There were 7 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	46 mph – 55 mph.
85th percentile speed	54 mph.
50th percentile speed	50 mph.

The 85th percentile speed indicates a 54 mph speed limit. This section of Eleventh Street connects the freeway off ramp to another segment with proposed speed limits of 45 mph. Downgrading the 85th percentile speed by only 5 mph will result in a sudden reduced 20 mph transition into the City Urban area which is not recommended. To provide adequate transitions within these connected segments the downgrading of 85th percentile speed significantly is necessary. Therefore it is recommended that the posted speed limit remains at 55 mph.

The recommended speed limit for this section is 55 mph.

Segment 8: Lammers Road to Corral Hollow Road

This segment of the Eleventh Street is a four-lane major arterial street and is a major entrance to the City. The segment is approximately 1.29 miles in length and 130 – 147 feet in width. There is a median island. There is a Class III bike lane. There is no parking permitted. The posted speed limit is 45 mph.

There were 3 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	46 mph - 55 mph.
85th percentile speed	55 mph.
50th percentile speed	51 mph.

The 85th percentile speed indicates a 55 mph speed limit. There is a Class III Bike Path, park frontage, and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remains at 45 mph.

The recommended speed limit for this section therefore is 45 mph.

Segment 9: Corral Hollow Road to Lincoln Blvd.

This segment of the Eleventh Street is a four-lane major arterial street. The segment is approximately .63 miles in length. The width from Corral Hollow Rd. to Alden Glen is 97 feet from Alden Glen to Lincoln 60 feet. There is a median island. There is a Class II bike lane. The posted speed limit is 35 mph.

There were 10 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	29 mph – 38 mph.
85th percentile speed	38 mph.
50th percentile speed	34 mph.

The 85th percentile speed indicates a 38 mph speed limit. There is Class II Bike lane, fire station and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remains at 35 mph.

The recommended speed limit for this section therefore is 35 mph.

Segment 10: Lincoln Blvd. to Tracy Blvd.

This segment of Eleventh Street is a four-lane major arterial street. The segment is approximately .29 miles in length and 60 feet in width. There is no bike lane and no parking. The posted speed limit is 30 mph.

There were 2 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	32 mph – 41 mph.
85th percentile speed	39 mph.
50th percentile speed	35 mph.

The 85th percentile speed indicates a 39 mph speed limit. There are intermediate intersection and commercial driveways in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 30 mph.

The recommended speed limit for this section therefore is 30 mph.

Segment 11: East Street to Beginning of Bridge

This segment of the Eleventh Street is a four-lane major arterial street. The segment is approximately .42 miles in length and in 60 feet width. There is no bike lane and no parking. There is school frontage on the North side of this segment. The posted speed limit is 35 mph.

There were 6 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	29 mph – 38 mph.
85th percentile speed	43 mph.
50th percentile speed	35 mph.

The 85th percentile speed indicates a 43 mph speed limit. There is school frontage, commercial driveways, residential driveways and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 35 mph.

The recommended speed limit for this section therefore is 35 mph.

Segment 12: Beginning of Bridge to East City Limits

This segment of the 11th Street is a four-lane arterial street. The bridge was recently completed. The segment is approximately 0.33 mile in length and 68 feet in width. There is a class II bike lane and a sidewalk along this segment. On street parking is not permitted. The current posted speed limit is 45 mph.

There were 0 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	46 mph - 55 mph.
85th percentile speed	53 mph.
50th percentile speed	46 mph.

The 85th percentile speed indicates a 53 mph speed limit. There are intersections on both sides of this segment that justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 45 mph.

The recommended speed limit for this section is 45 mph.

Fabian Road

Segment 13: Lammers Road to Mamie Anderson Lane

This segment of the Fabian Road is a two-lane residential collector street. The segment is approximately 0.61 mile in length and 18 feet in width. On street parking is not permitted. There is some residential frontage. The posted speed limit is 35 mph.

There was 0 reported collision on this roadway from March 2021 to July 202024.

10 mph pace speed	29 mph - 38 mph.
85th percentile speed	39 mph.
50th percentile speed	33 mph.

The 85th percentile speed indicates a 39 mph speed limit. There is residential frontage and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 35 mph.

The recommended speed limit for this section therefore is 35 mph.

Kavanagh Avenue

Segment 14: Corral Hollow Road to Lincoln Blvd.

This segment of Kavanagh Avenue is a two-lane residential collector. The segment is approximately .57 miles in length and 40 feet in width. There is Class II bike lane in this segment. Street segment has and driveway openings in this section. There is school and park frontage on the Southside in this segment. On street parking is permitted. The posted speed limit is 25 mph.

There were 4 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	24 mph - 33 mph.
85th percentile speed	32 mph.
50th percentile speed	29 mph.

The 85th percentile speed indicates a 32 mph speed limit. There is a school frontage, bike lane and residential frontage in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 25 mph.

The recommended speed limit for this section therefore is 25 mph.

Segment 15: Lincoln Blvd. to Tracy Blvd.

This segment of Kavanagh Avenue is a two lane residential collector. The segment is approximately .45 mile in length and 40 feet in width. There are driveway openings in this section. On street parking is permitted. The posted speed limit is 25 mph.

There were 2 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	25 mph - 34 mph.
85th percentile speed	35 mph.
50th percentile speed	31 mph.

The 85th percentile speed indicates a 35 mph speed limit. There is a class III bike route and residential frontage in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 25 mph.

The recommended speed limit for this section therefore is 25 mph.

Lammers Road

Segment 16: Eleventh St to South City Limits

This segment of Lammers Road is a six-lane major arterial facility within the City. The street narrows to a two-lane facility in the un-incorporated San Joaquin County. The segment is approximately .38 mile in length and 144 feet at its widest point. On street parking is not permitted. The posted speed limit is 45 mph.

There were 1 reported collision on this roadway from January 2020 to December 2024.

10 mph pace speed	45 mph - 54 mph.
85th percentile speed	53 mph.
50th percentile speed	49 mph

The 85th percentile speed indicates a 53 mph speed limit. There is school frontage, bike path and lane transitions in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 45 mph.

The recommended speed limit for this section therefore is 45 mph.

Lauriana Lane

Segment 17: Schulte Rd to Cypress Dr

This segment of Lauriana Lane is a two-lane major residential collector street. The segment is approximately 0.35 mile in length and 46' feet in width. There is a median island. There is a Class II bike lane. There is school frontage on the east side. On street parking is not permitted. The posted speed limit is 30 mph.

There were 1 reported collision on this roadway from January 2020 to December 2024.

10 mph pace speed	27 mph. - 36 mph.
85th percentile speed	36 mph.
50th percentile speed	31 mph.

The 85th percentile speed indicates a 36 mph speed limit. There is a bike lane and school route in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 30 mph.

The recommended speed limit for this section therefore is 30 mph.

Linne Road

Segment 18: Corral Hollow Road to Chrisman Road

This segment of the Linne Road is a two-lane arterial. The segment is approximately 1.75 miles in length and 24 feet in width. On street parking is not permitted. The posted speed limit is 50 mph.

There were 0 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	37 mph - 46 mph.
85th percentile speed	46 mph.
50th percentile speed	40 mph

The 85th percentile speed indicates a 46 mph speed limit. There are commercial driveways, truck route and no shoulder present in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit is reduced to 45 mph.

The recommended speed limit for this section therefore is 45 mph.

MacArthur Drive

Segment 19: North City limits to I-205

This segment of the MacArthur Drive is a two-lane arterial roadway. The segment is approximately .34 miles in length and 30' feet in width. On street parking is not permitted. The posted speed limit is 40 mph.

There were 6 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	32 mph - 41 mph.
85th percentile speed	43 mph.
50th percentile speed	37 mph.

The 85th percentile speed indicates a 43 mph speed limit. The posted speed limit contiguous to this segment in the un-incorporated San Joaquin County north of this segment is 40mph. The posted speed limit contiguous to this segment to the south of this segment is 40mph. Therefore, to provide consistency it is recommended that the posted speed limit remain at 40 mph.

The recommended speed limit for this section therefore is 40 mph.

Segment 20: I-205 to Grant Line Road

This segment of the MacArthur Drive is a four-lane major arterial. The segment is approximately .68 miles in length and 94 feet in width. On street parking is not permitted. There is a Class II bike lane. There are Commercial Driveways on the Eastside of the street. The posted speed limit is 40 mph.

There were 7 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	33 mph - 42 mph.
85th percentile speed	42 mph.
50th percentile speed	36 mph.

The 85th percentile speed indicates a 42 mph speed limit. There is a bike lane, truck route, lane transitions, and industrial driveways in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 40 mph.

The recommended speed limit for this section therefore is 40 mph.

Segment 21: Eleventh St to Grant Line Road.

This segment of the Macarthur Drive is a four-lane major arterial. The segment is approximately 1.49 miles in length and 80 feet in width. There is a Class I Bike path and Class II bike lane present in this segment. On street parking is not permitted. The posted speed limit is 40 mph.

There were 2 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	28 mph - 37 mph.
85th percentile speed	39 mph.
50th percentile speed	34 mph

The 85th percentile speed indicates a 39 mph speed limit. Therefore, it is recommended that the posted speed limit should remain 40 mph.

The recommended speed limit for this section therefore is 40 mph.

Segment 22: Valpico Road to Schulte Road

This segment of the MacArthur Drive is a two-lane major arterial. The segment is approximately 1.0 mile in length and 116' South of Yosemite drive to 381' feet North of East lake Drive the roadway is 24 feet. The remaining roadway is 80'. On street parking is not permitted. The posted speed limit is 40 mph.

There were 9 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	35 mph - 44 mph.
85th percentile speed	46 mph.
50th percentile speed	41 mph.

The 85th percentile speed indicates a 46 mph speed limit. There is bike lane, intermediate intersections, and low or no shoulder in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 40 mph.

The recommended speed limit for this section therefore is 40 mph.

Segment 23: Valpico Road to Fairoaks Drive

This segment of the MacArthur Drive is a two-lane arterial street. The segment is approximately .57 miles in length. The segment width varies from 44 feet to 24 feet. There are residential driveway openings in this section on both sides. On street parking is not permitted. The posted speed limit is 45 mph.

There were no reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	36 mph - 45 mph.
85th percentile speed	47 mph.
50th percentile speed	41 mph.

The 85th percentile speed indicates a 47 mph speed limit. There is residential frontage, bike lane, Tom Hawkins Elementary School and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit be reduced to 40 mph.

The recommended speed limit for this section therefore is 40mph.

Segment 24: Fairoaks Drive to South City limits

This segment of the MacArthur Drive is a two-lane arterial street. The segment is approximately .44 miles in length. The segment width varies from 44 feet to 24 feet. There are residential driveway openings in this section on both sides. On street parking is not permitted. The posted speed limit is 40 mph.

There was 1 reported collision on this roadway from January 2020 to December 2024.

10 mph pace speed	27 mph - 36 mph.
85th percentile speed	36 mph.
50th percentile speed	32 mph

The 85th percentile speed indicates a 36 mph speed limit. There is residential frontage with bike facilities and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit should be reduced to 35 mph.

The recommended speed limit for this section therefore is 35 mph.

Mount Diablo Avenue

Segment 25: Central Avenue to Tracy Blvd

This segment of the Mt. Diablo Drive is a two-lane residential collector street. The segment is approximately .50 miles in length. The segment width varies from 44 feet to 56 feet. There are residential driveway openings in this section on both sides. There is school frontage on the south side of this segment. On street parking is permitted. The posted speed limit is 25 mph.

There were no reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	23 mph - 32 mph.
85th percentile speed	34 mph.
50th percentile speed	28 mph.

The 85th percentile speed indicates a 34 mph speed limit. There is school frontage, residential frontage and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 25 mph

The recommended speed limit for this section therefore is 25 mph.

Segment 26: Central Avenue to MacArthur Drive

This segment of the Mt. Diablo Drive is a two-lane residential collector street. The segment is approximately .50 miles in length. The width varies from 44 feet to 56 feet in this segment. There are residential driveway openings in this section on both sides. On street parking is permitted. The posted speed limit is 25 mph.

There was 1 reported collision on this roadway from January 2020 to December 2024

10 mph pace speed	21 mph - 30 mph.
85th percentile speed	33 mph.
50th percentile speed	27 mph

The 85th percentile speed indicates a 33 mph speed limit. There is school frontage, residential frontage and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 25 mph.

The recommended speed limit for this section therefore is 25 mph.

Naglee Road

Segment 27: North City limits to Grant Line Road

This segment of the Naglee Road is a four-lane minor arterial street. The segment is approximately 0.75 mile in length and 102 feet in width with a raised median island. There is a class I Bike Lane. On street parking is prohibited. The posted speed limit is 35 mph.

There were 14 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	31 mph - 40 mph.
85th percentile speed	41 mph.
50th percentile speed	35 mph.

The 85th percentile speed indicates a 41 mph speed limit. There is a bike path, lane transitions, commercial driveways and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 35 mph.

The recommended speed limit for this section therefore is 35 mph.

Orchard Parkway

Segment 28: Grant Line Road to Lowell Avenue

This segment of the Orchard Parkway is a two-lane residential collector. The segment is approximately .50 mile in length and 56 feet in width. On street parking is prohibited. The posted speed limit is 35 mph.

There were two reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	32 mph - 41 mph.
85th percentile speed	41 mph.
50th percentile speed	35 mph

The 85th percentile speed indicates a 41 mph speed limit. There is a bike lane, road curve and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 35 mph.

The recommended speed limit for this section therefore is 35 mph.

Schulte Road

Segment 29: Tracy Blvd to Corral Hollow Road.

This segment of Schulte Road is a four lane arterial. The segment is approx. 1.44 mile in length and 83' feet in width. There are residential developments in this section. On street parking is not permitted and there is a class II bike lane in this segment. The posted speed limit is 40 mph.

There were 2 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	36 mph. - 45 mph.
85th percentile speed	44 mph.
50th percentile speed	40 mph.

The 85th percentile speed indicates a 44 mph speed limit. There is a bike lane, road curve, intermediate intersections and school route in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 40 mph.

The recommended speed limit therefore is 40 mph.

Segment 30: Mabel Josephine Drive to Barcelona Drive

This segment of Schulte Road is a four lane arterial. The segment is approx. 0.50 mile in length and 56' feet in width with a median island. There are residential developments in this section. On street parking is not permitted and there is a class II bike lane in this segment. The posted speed limit is 40 mph.

There were 2 reported collisions on this roadway from January 2020 to December 2024

10 mph pace speed	31 mph. - 40 mph.
85th percentile speed	45 mph.
50th percentile speed	37 mph.

The 85th percentile speed indicates a 45 mph speed limit. There is a bike lane and road termination which justifies the downgrading of 85th percentile speed by 5 mph.

Therefore, it is recommended that the posted speed limit remains at 40 mph.

The recommended speed limit therefore is 40 mph.

Starflower Drive

Segment 31: Corral Hollow Road and Dove Street

This segment of the Starflower Drive is a two-lane collector street. The segment is approximately 0.35 mile in length and 48 feet in width. There is a class II bike lane in this segment. There are residential driveway openings in this section. On street parking is not permitted. The posted speed limit is 25 mph.

There were 0 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	25 mph - 33 mph.
85th percentile speed	32 mph.
50th percentile speed	29 mph.

The 85th percentile speed indicates a 32 mph speed limit. There are residential driveways on both sides of this segment in addition to on-street parking that justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 25 mph.

The recommended speed limit for this section is 25 mph.

Sycamore Parkway

Segment 32: Valpico Road to Schulte Road

This segment of Sycamore Parkway is a two-lane minor arterial. The segment is approx. 1.04 mile in length and 64 feet wide. On street parking is not permitted. There is a Class I Bike Lane. There is school frontage on the West side. The posted speed limit is 35 mph.

There were 2 reported collisions on this roadway from January 2020 to December 2024

10 mph pace speed	32 mph. - 41 mph.
85th percentile speed	44 mph.
50th percentile speed	38 mph.

The 85th percentile speed indicates a 44 mph speed limit. There is a bike path, road curves, school frontage and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 35 mph.

The recommended speed limit for this section is 35 mph.

Segment 33: Tracy Blvd to Valpico Road .

This segment of Sycamore Parkway is four-lane minor arterial in the major portion of the segment. The segment than narrow downs to two-lane major collector before Tracy Blvd. The segment is approx.69 mile in length and 64' feet wide. On street parking is not permitted. There is a city park and school on the east side of this segment. The posted speed limit is 30 mph.

There were 0 reported collisions on this roadway from January 2020 to December 2024

10 mph pace speed	25 mph. - 34 mph.
85th percentile speed	34 mph.
50th percentile speed	31 mph.

The 85th percentile speed indicates a 34 mph speed limit. There is a bike path, road curves, school frontage and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 30 mph.

The recommended speed limit for this section is 30 mph.

Tennis Lane

Segment 34: Corral Hollow Road to Jill Drive

This segment of Tennis Lane is a two-lane residential collector street. The segment is approximately .50 miles in length. The width varies from 44 feet to 56 feet in this segment. There are residential driveway openings in this section on both sides. On street parking is permitted. The posted speed limit is 25 mph.

There were 1 reported collision on this roadway from January 2020 to December 2024.

10 mph pace speed	21 mph - 30 mph.
85th percentile speed	31 mph.
50th percentile speed	26 mph.

The 85th percentile speed indicates a 31 mph speed limit. There is residential frontage and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 25 mph.

The recommended speed limit for this section therefore is 25 mph.

Tracy Boulevard

Segment 35: Sixth Street to Schulte Road

This segment of Tracy Boulevard is a four-lane arterial. The segment is approximately .85 mile in length and 82 feet in width. There are residential subdivisions, on street parking is not permitted. There is a class II bike lane. The posted limit is 40 mph.

There were 13 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	36 mph – 45 mph.
85th percentile speed	45 mph.
50th percentile speed	40 mph

The 85th percentile speed indicates a 45 mph speed limit. There is a bike lane, road curve and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 40 mph.

The recommended speed limit therefore is 40 mph.

Segment 36: Schulte Road & Valpico Road

This segment of Tracy Boulevard is a four-lane arterial. The segment is approx. 1.01 mile in length and 82 feet in width. There are commercial developments developed on the West side. There are residential subdivisions on both sides. On street parking is not permitted. There is a class II bike lane. The posted limit is 45 mph.

There were 6 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	36 mph - 45 mph.
85th percentile speed	47 mph.
50th percentile speed	42 mph

The 85th percentile speed indicates a 47 mph speed limit. There is a bike lane and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 45 mph.

The recommended speed limit therefore is 45 mph.

Western Pacific Way

Segment 37 : Corral Hollow Road to West City limits

This segment is along railroad tracks and is a two-lane rural collector road. The segment is approximately 1.77 mile in length and 20 feet in width. There is no bike lane, and the road parallels the railroad track. On street parking is not permitted. The posted speed limit is 50 mph.

There were 1 reported collision on this roadway from January 2020 to December 2024.

10 mph pace speed	46 mph - 55 mph.
85th percentile speed	54 mph.
50th percentile speed	48 mph

The 85th percentile speed indicates a 54 mph speed limit. There are residential driveways and no shoulder present in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 50 mph.

The recommended speed limit for this section therefore is 50 mph.

Whispering Wind Drive

Segment 38: Tracy Blvd. to Middlefield Drive

This segment of the Whispering Wind Drive is a residential collector. The segment is approx. 0.68 mile in length and 52 feet in width. There is a residential neighborhood on both sides and a future school on the north side of the segment. On street parking is permitted in this segment. The posted speed limit is 30 mph.

There were 1 reported collision on this roadway from January 2020 to December 2024.

10 mph pace speed	28 mph. - 37 mph.
85th percentile speed	38 mph.
50th percentile speed	33 mph.

The 85th percentile speed indicates a 38 mph speed limit. There is residential frontage, school frontage and intermediate intersections in this segment which justifies not increasing the speed limit. Therefore, it is recommended that the posted speed limit remains at 30 mph.

The recommended speed limit therefore is 30 mph.

Segment 39: Regis Drive to Tracy Blvd.

This segment of the Whispering Wind Drive is an Industrial collector. The segment is approx. 52' feet in width. There is an industrial complex to the South. There is City Park frontage at the east end of this segment. On street parking is not permitted. The posted speed limit is 30 mph.

There were 1 reported collision on this roadway from January 2020 to December 2024

10 mph pace speed	21 mph. - 30 mph.
85th percentile speed	28 mph.
50th percentile speed	24 mph.

The 85th percentile speed indicates a 28 mph speed limit. There is city park frontage, bike lane and road termination in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 30 mph.

The recommended speed limit therefore is 30 mph.

Chrisman Road

Segment 40: Grant Line Road to Paradise Avenue.

This segment of Chrisman Road is a four-lane arterial. The segment is approximately 0.23 miles in length and 90 feet in width. There are no driveways on the roadway. The posted speed limit in this section is 40 mph.

There were 2 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	26 mph. - 35 mph.
85th percentile speed	39 mph.
50th percentile speed	32 mph.

The 85th percentile speed indicates a speed of 39 mph. There are no driveways in this segment which do not support downgrading of the 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 40 mph.

The recommended speed limit for this section therefore is 40 mph.

Segment 41: Paradise Avenue to RR Track(South End).

This segment of Chrisman Road is a four-lane arterial. The segment is approximately 0.37 miles in length and 90 feet in width. There are no driveways on the roadway. The posted speed limit in this section is 40 mph.

There were 1 reported collision on this roadway from January 2020 to December 2024.

10 mph pace speed	25 mph. - 34 mph.
85th percentile speed	42 mph.
50th percentile speed	34 mph.

The 85th percentile speed indicates a speed of 42 mph to keep consistency with the other portion justifies the downgrading of the 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 40 mph.

The recommended speed limit for this section therefore is 40 mph.

Pescadero Avenue

Segment 42: MacArthur Road to ½ mile East of MacArthur Road

This segment of Pescadero Avenue is a two lane with turn pocket minor arterial. in a commercial/agricultural area. The segment is approximately 0.5 miles in length and approximately 64 feet in width. The posted speed limit in this section is 35mph.

There were 0 reported collisions on this roadway from January 2020 to December 2024

10 mph pace speed	32 mph. - 41 mph.
85th percentile speed	41 mph.
50th percentile speed	34 mph.

The 85th percentile speed indicates a speed of 41 mph. The presence of commercial/agricultural area in this segment justifies the downgrading of the 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains 35 mph.

The recommended speed limit for this section therefore is 35 mph.

Segment 43:Hansen Road

I-205 to Schulte Road

This segment of Hansen Road is a two-lane with to four lanes other collectors. The segment is approximately 1.32 miles in length and 62 to 22 feet in width. The previously established speed limit in this section is 45mph.

There were 3 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	33 mph. - 42 mph.
85th percentile speed	46 mph.
50th percentile speed	38 mph.

The 85th percentile speed indicates a speed of 46 mph. The presence of commercial and agricultural area in this segment justifies the downgrading of the 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains 45 mph.

The recommended speed limit for this section therefore is 45 mph.

SPEED SURVEY DATA SHEETS

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Central Avenue**
Limits:	Tracy Boulevard to Sycamore Parkway
Direction:	EB/WB
Existing Posted Speed Limit (mph):	35
Recommended Speed Limit (mph):	35

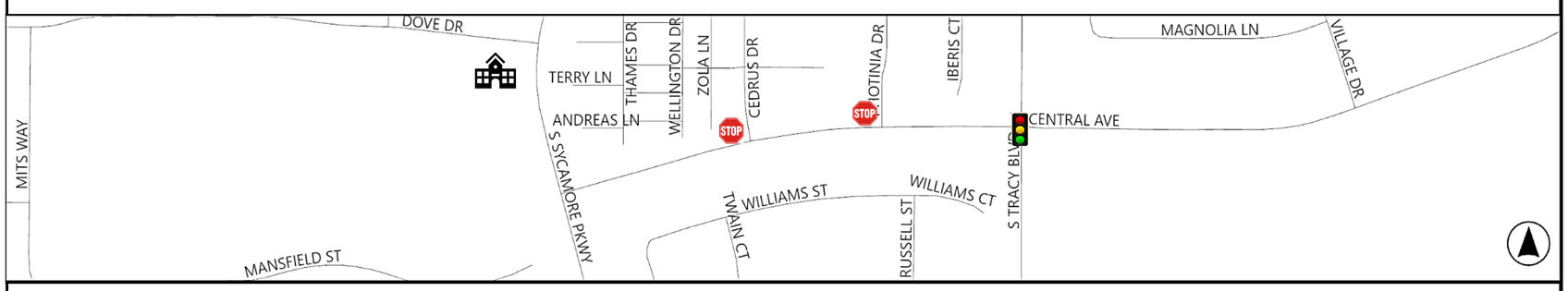
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 35

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	5.1.24 / Central Ave bet. Tracy Blvd & Sycamore Pkwy
Radar Enforced Posted Speed Limit (mph)	35
# Speed Data Collected	120
85th Percentile (mph)	36
10 mph Pace	28-37
Percent in Pace	85%

B. Traffic Factors

Average Daily Traffic (ADT)	2,228
Length of Segment (mi.)	0.27
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.91
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Residential area and school
Roadway Geometrics	This four-lane divided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along the segment. There are bicycle facilities. Wanda Hirsch Elementary School is located on the west end of the segment. Tracy Fire Station 97 is located on the east end of the segment

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.6(a) maintaining the existing posted 35 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#1

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Corral Hollow Rd**
Limits:	Parkside Drive to Schulte Road
Direction:	NB/SB
Existing Posted Speed Limit (mph):	45
Recommended Speed Limit (mph):	40

Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 45

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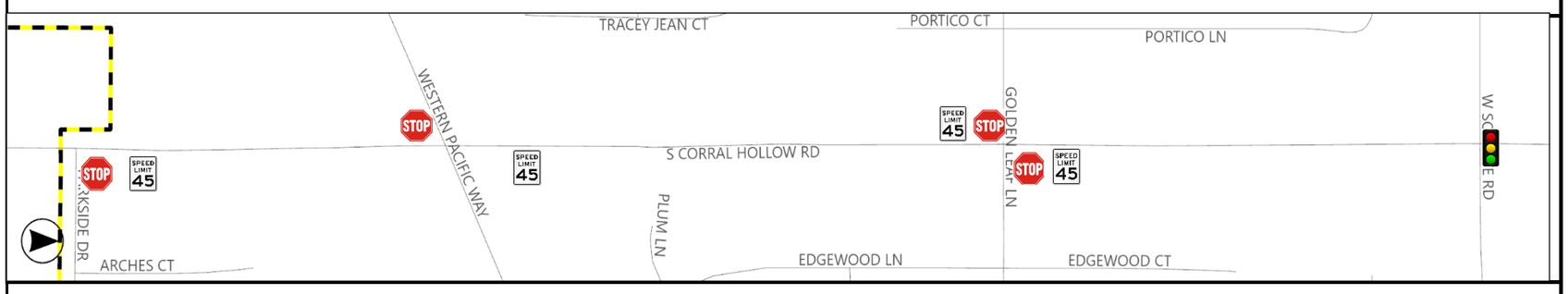

Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	4.24.24 / Corral Hollow Rd bet. Parkside Dr & Schulte Rd
Radar Enforced Posted Speed Limit (mph)	45
# Speed Data Collected	120
85th Percentile (mph)	46
10 mph Pace	39-48
Percent in Pace	78%

B. Traffic Factors

Average Daily Traffic (ADT)	14,939
Length of Segment (mi.)	0.48
Street Classification	Major Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	8
Accident Rate (Acc/MVM)	0.61
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Residential area and undeveloped land
Roadway Geometrics	This four-lane divided major arterial roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along the segment. There are bicycle facilities. There is a railroad crossing near the south end of the segment.

Speed Limit Justifications

It is recommended to change to a posted speed limit of 40 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **Yes**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#2

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Corral Hollow Road**
Limits:	Schulte Road to Eleventh Street
Direction:	NB/SB
Existing Posted Speed Limit (mph):	45
Recommended Speed Limit (mph):	45

Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 45

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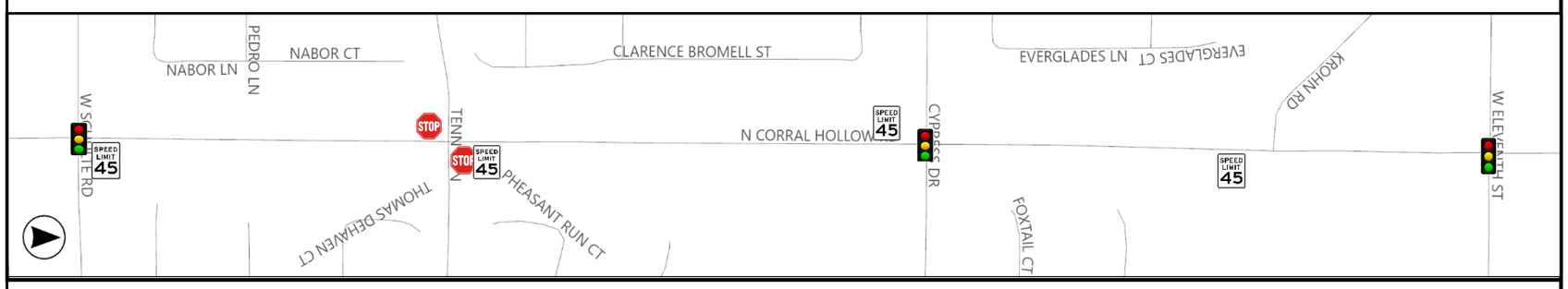

Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	5.2.24 / Corral Hollow Rd bet. Schulte Rd & 11th St
Radar Enforced Posted Speed Limit (mph)	45
# Speed Data Collected	120
85th Percentile (mph)	49
10 mph Pace	37-46
Percent in Pace	70%

B. Traffic Factors

Average Daily Traffic (ADT)	25,845
Length of Segment (mi.)	0.74
Street Classification	Major Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	12
Accident Rate (Acc/MVM)	0.34
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Residential and commercial area
Roadway Geometrics	This four-lane divided major arterial roadway is located in a predominantly residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permited along the segment. There are bicycle facilities. There are commercial establishments on the north end of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 45 mph radar enforced speed limit. The collision rate is above state average and there are bicycle facilities.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#3

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Crossroads Drive**
Limits:	Eleventh Street to Gaines Lane
Direction:	NB/SB
Existing Posted Speed Limit (mph):	25
Recommended Speed Limit (mph):	25

Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 25

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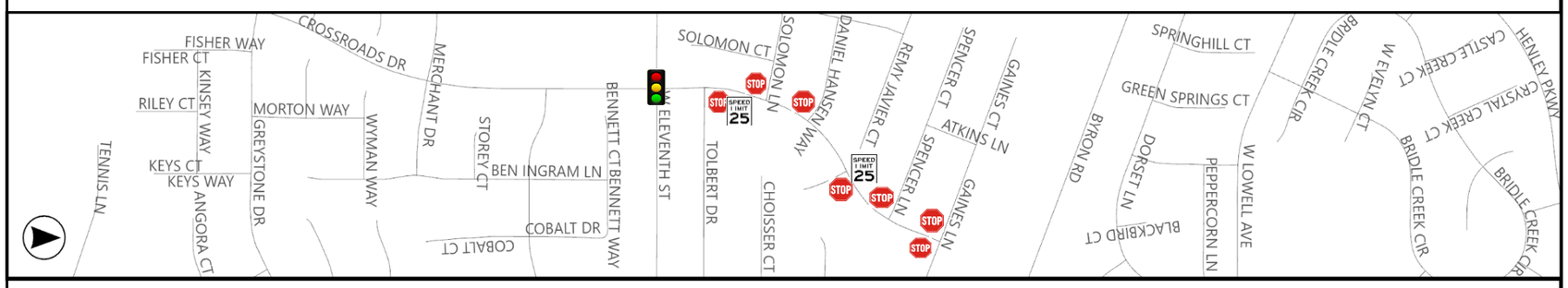

Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	5.8.24 / Crossroads Dr bet. 11th St & Gaines Ln
Radar Enforced Posted Speed Limit (mph)	25
# Speed Data Collected	120
85th Percentile (mph)	31
10 mph Pace	21-30
Percent in Pace	81%

B. Traffic Factors

Average Daily Traffic (ADT)	860
Length of Segment (mi.)	0.31
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area and park
Roadway Geometrics	This two-lane undivided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is permitted along the segment. There are bicycle facilities. Dan Busch Park is located east of the segment.

Speed Limit Justifications

It is recommended to maintain the posted speed limit of 25 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#4

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Crossroads Drive**
Limits:	Eleventh Street to Greystone Drive
Direction:	NB/SB
Existing Posted Speed Limit (mph):	30
Recommended Speed Limit (mph):	30

Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 30

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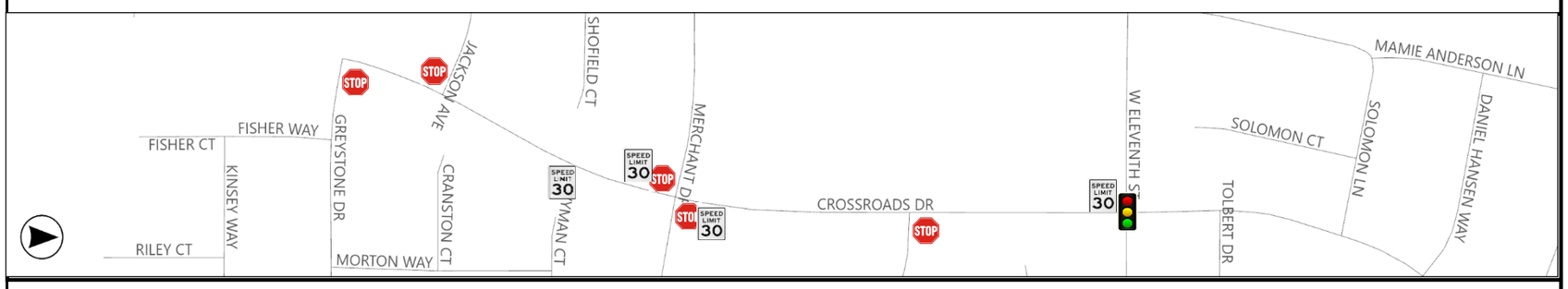


Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.5.24 / Crossroads Dr bet. 11th St & Greystone Dr
Radar Enforced Posted Speed Limit (mph)	30
# Speed Data Collected	120
85th Percentile (mph)	40
10 mph Pace	29-38
Percent in Pace	70%

B. Traffic Factors

Average Daily Traffic (ADT)	4,423
Length of Segment (mi.)	0.31
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Residential area and sports complex
Roadway Geometrics	This four-lane divided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along the segment. There are bicycle facilities. Tracy Sports Complex located west of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 30 mph radar enforced speed limit. There are bicycle facilities and Tracy Sports Complex located west of the segment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#5

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Cypress Drive**
Limits:	Hickory Avenue to Corral Hollow Road
Direction:	EB/WB
Existing Posted Speed Limit (mph):	30
Recommended Speed Limit (mph):	30

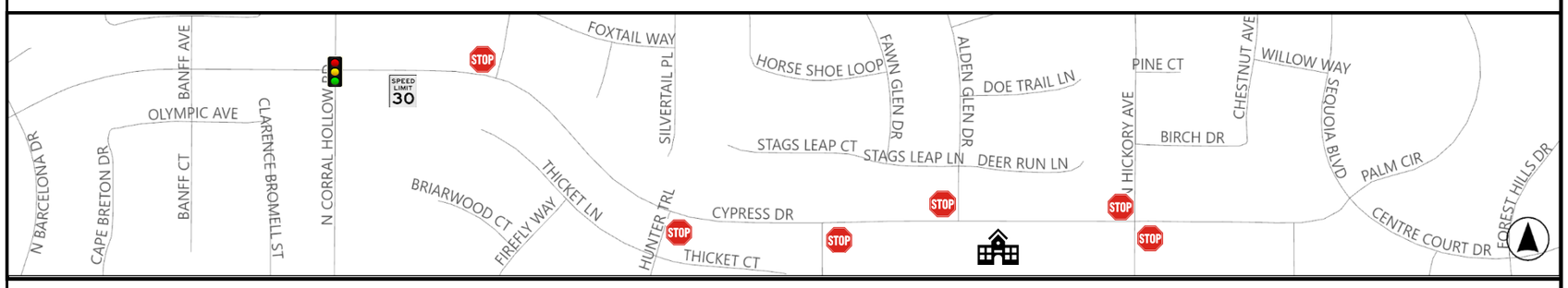
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 30

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.7.24 / Cypress Dr bet. Corral Hollow Rd & Hickory Ave
Radar Enforced Posted Speed Limit (mph)	30
# Speed Data Collected	120
85th Percentile (mph)	39
10 mph Pace	27-36
Percent in Pace	74%

B. Traffic Factors

Average Daily Traffic (ADT)	2,699
Length of Segment (mi.)	0.57
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area, elementary school, park
Roadway Geometrics	This two-lane predominantly divided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is permitted on a portion of the segment. There are bicycle facilities. Louis J Villalovoz Elemetary School and Ceciliani Park located south of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 30 mph radar enforced speed limit. There are bicycle facilities with Louis J Villalovoz Elemetary School and Ceciliani Park on the segment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#6

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Eleventh Street**
Limits:	Lammers Road to West City Limit
Direction:	EB/WB
Existing Posted Speed Limit (mph):	55
Recommended Speed Limit (mph):	55

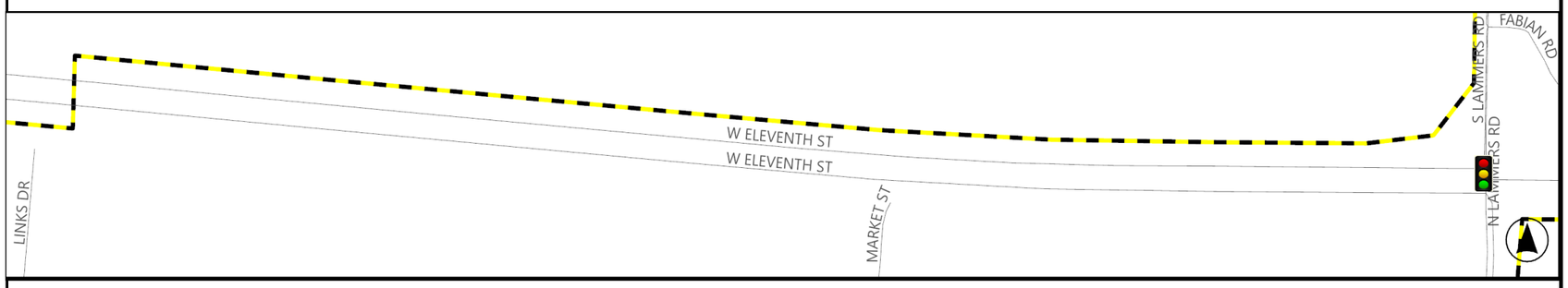
Location Map

LEGEND

SCHOOL

SPEED LIMIT (SPEED LIMIT 55)

I/S CONTROL (STOP) (STOP ALL WAY)



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.25.24 / 11th St bet. Lammers Rd & West City Limit
Radar Enforced Posted Speed Limit (mph)	55
# Speed Data Collected	120
85th Percentile (mph)	54
10 mph Pace	46-55
Percent in Pace	81%

B. Traffic Factors

Average Daily Traffic (ADT)	23,905
Length of Segment (mi.)	0.63
Street Classification	Major Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	7
Accident Rate (Acc/MVM)	0.25
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Undeveloped land
Roadway Geometrics	This two-lane divided major arterial roadway is located in an undeveloped area within the City of Tracy. There is no curb, gutter, or sidewalk located along the segment. Parking is not permitted along the segment. There are no bicycle facilities.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.6(a) maintaining the existing posted 55 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#7

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Eleventh Street**
Limits:	Lammers Road to Corral Hollow Road
Direction:	EB/WB
Existing Posted Speed Limit (mph):	45
Recommended Speed Limit (mph):	45

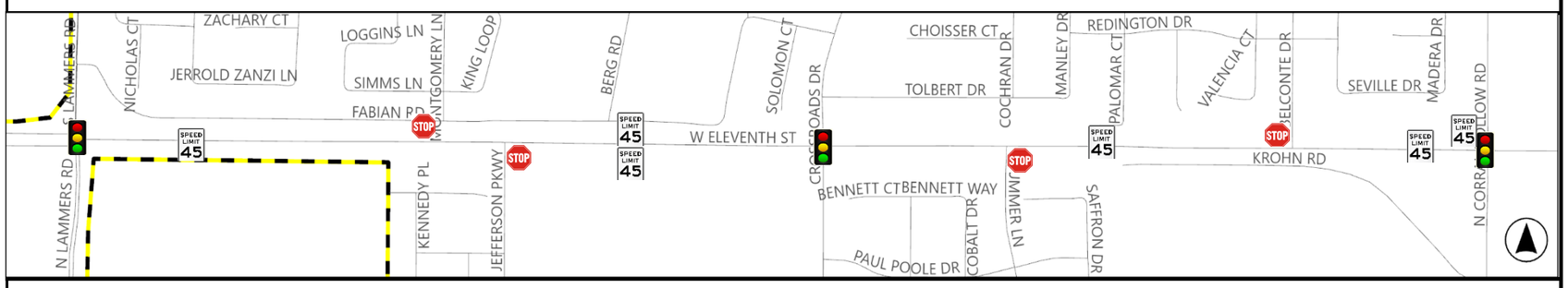
Location Map

LEGEND

SCHOOL

SPEED LIMIT 45

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	5.15.24 / 11th St bet. Lammers Rd & Corral Hollow Rd
Radar Enforced Posted Speed Limit (mph)	45
# Speed Data Collected	120
85th Percentile (mph)	55
10 mph Pace	46-55
Percent in Pace	93%

B. Traffic Factors

Average Daily Traffic (ADT)	27,302
Length of Segment (mi.)	1.28
Street Classification	Major Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	3
Accident Rate (Acc/MVM)	0.05
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Residential area, parks/sports complexes, and undveloped land
Roadway Geometrics	This six-lane divided major arterial roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along the segment. There are bicycle facilties. Tracy Sports Complex and Plascencia Fields are located south of the segment. There is undeveloped land on the west end of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 45 mph radar enforced speed limit. There are bicycle facilities with Tracy Sports Complex and Plascencia Fields located south of the segment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#8

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Eleventh Street**
Limits:	Corral Hollow Road to Lincoln Boulevard
Direction:	EB/WB
Existing Posted Speed Limit (mph):	35
Recommended Speed Limit (mph):	35

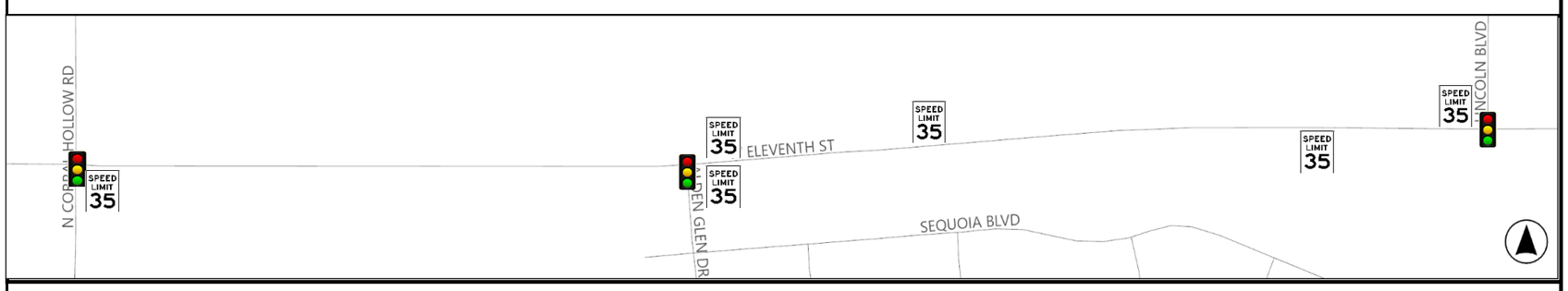
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 35

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	5.15.24 / 11th St bet. Lincoln Blvd & Corral Hollow Rd
Radar Enforced Posted Speed Limit (mph)	35
# Speed Data Collected	120
85th Percentile (mph)	38
10 mph Pace	29-38
Percent in Pace	84%

B. Traffic Factors

Average Daily Traffic (ADT)	31,397
Length of Segment (mi.)	0.63
Street Classification	Major Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	10
Accident Rate (Acc/MVM)	0.28
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Commercial and residential area
Roadway Geometrics	This four-lane divided major arterial roadway is located in a commercial and residential area within the City of Tracy. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along the segment. There are bicycle facilities. Tracy Community Church is located south of the segment. There is a railroad crossing in the middle of the segment.

Speed Limit Justifications

The injury collision rate (1.3) is higher than the state rate (1.0) for the roadway. It is recommended to lower the speed limit to 35 mph via rounding down 5 mph from the nearest 85th percentile speed, per CVC section 22358.6(c).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#9

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Eleventh Street**
Limits:	Lincoln Boulevard to Tracy Boulevard
Direction:	EB/WB
Existing Posted Speed Limit (mph):	30
Recommended Speed Limit (mph):	30

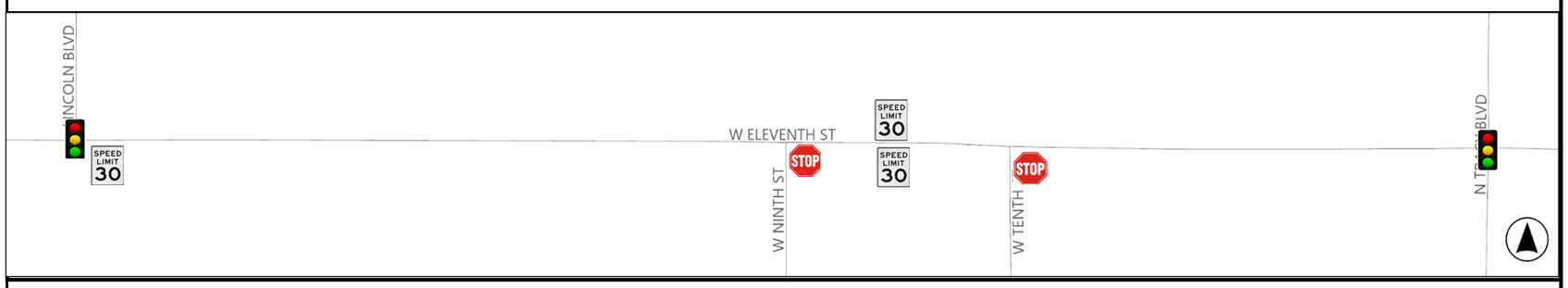
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 30

I/S CONTROL



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	5.15.24 / 11th St bet. Tracy Blvd & Lincoln Blvd
Radar Enforced Posted Speed Limit (mph)	30
# Speed Data Collected	120
85th Percentile (mph)	39
10 mph Pace	32-41
Percent in Pace	82%

B. Traffic Factors

Average Daily Traffic (ADT)	30,944
Length of Segment (mi.)	0.29
Street Classification	Major Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	2
Accident Rate (Acc/MVM)	0.12
Statewide Average Accident Rate (Caltrans 2023)	1.27

D. Roadway Conditions

Adjacent Land Use	Commercial area
Roadway Geometrics	This four-lane predominantly undivided major arterial roadway is located in a commercial area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along the segment. There are bicycle facilities.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 30 mph radar enforced speed limit. It is located in a commercial area with bicycle facilities.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#10

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Eleventh Street**
Limits:	East Street to Beginning of Bridge
Direction:	EB/WB
Existing Posted Speed Limit (mph):	35
Recommended Speed Limit (mph):	35

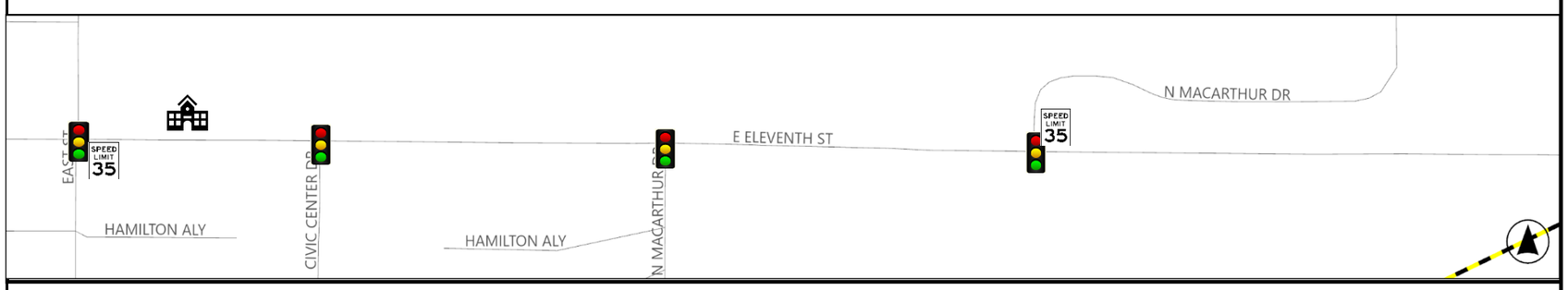
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 35

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.21.24 / 11th St bet. East St & Beginning of Bridge
Radar Enforced Posted Speed Limit (mph)	35
# Speed Data Collected	120
85th Percentile (mph)	43
10 mph Pace	29-38
Percent in Pace	64%

B. Traffic Factors

Average Daily Traffic (ADT)	22,527
Length of Segment (mi.)	0.42
Street Classification	Major Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	6
Accident Rate (Acc/MVM)	0.35
Statewide Average Accident Rate (Caltrans 2023)	1.27

D. Roadway Conditions

Adjacent Land Use	Commercial area and high school
Roadway Geometrics	This four-lane undivided major arterial roadway is located in a predominantly commercial area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along the segment. There are no bicycle facilties. Tracy High School is located north of the segment. There is a railroad crossing on the east end of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 35 mph radar enforced speed limit. It is located in a commercial area and Tracy High School is located north of the segment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY Lic. No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#11

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Eleventh Street**
Limits:	Beginning of Bridge to East City Limits
Direction:	EB/WB
Existing Posted Speed Limit (mph):	45
Recommended Speed Limit (mph):	45

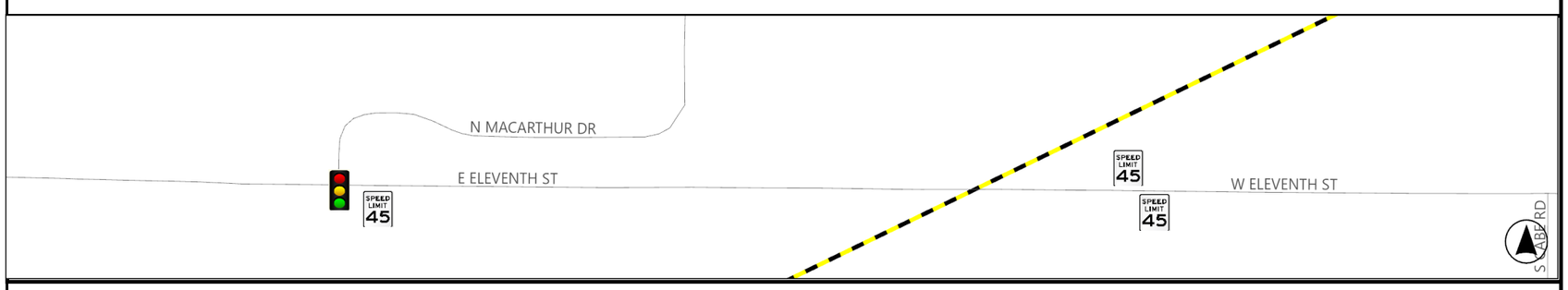
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 45

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.21.24 / 11th St bet. Beginning of Bridge & East City Limits
Radar Enforced Posted Speed Limit (mph)	45
# Speed Data Collected	120
85th Percentile (mph)	53
10 mph Pace	46-55
Percent in Pace	56%

B. Traffic Factors

Average Daily Traffic (ADT)	28,798
Length of Segment (mi.)	0.33
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.27

D. Roadway Conditions

Adjacent Land Use	Industrial area and undeveloped land
Roadway Geometrics	This four-lane predominantly undivided arterial roadway is located in an industrial and undeveloped area within the City of Tracy. The undeveloped land is on the east end of the segment towards the East City Limit. There is curb and gutter located throughout some of the segment. Parking is not permitted along the segment. There are bicycle facilities. There is a railroad crossing on the west end of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 45 mph radar enforced speed limit. There are bicycle facilities and railroad crossing on the west end of the segment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#12

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Fabian Road**
Limits:	Lammers Road to Mamie Anderson Lane
Direction:	EB/WB
Existing Posted Speed Limit (mph):	35
Recommended Speed Limit (mph):	35

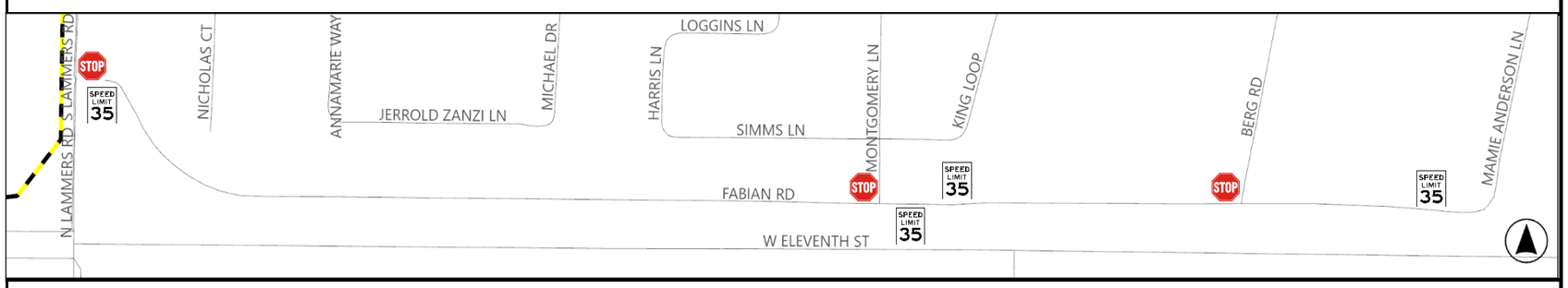
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 35

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.12.24 / Fabian Rd bet. Lammers Rd & Mamie Anderson Ln
Radar Enforced Posted Speed Limit (mph)	35
# Speed Data Collected	120
85th Percentile (mph)	39
10 mph Pace	29-38
Percent in Pace	59%

B. Traffic Factors

Average Daily Traffic (ADT)	799
Length of Segment (mi.)	0.61
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area
Roadway Geometrics	This two-lane collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along the segment. There are no bicycle facilities.

Speed Limit Justifications

It is recommended to lower the speed limit to 35 mph via rounding down 5 mph from the nearest 85th percentile speed, per CVC section 22358.6(c).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#13

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Kavanagh Avenue**
Limits:	Corral Hollow Road to Lincoln Boulevard
Direction:	EB/WB
Existing Posted Speed Limit (mph):	25
Recommended Speed Limit (mph):	25

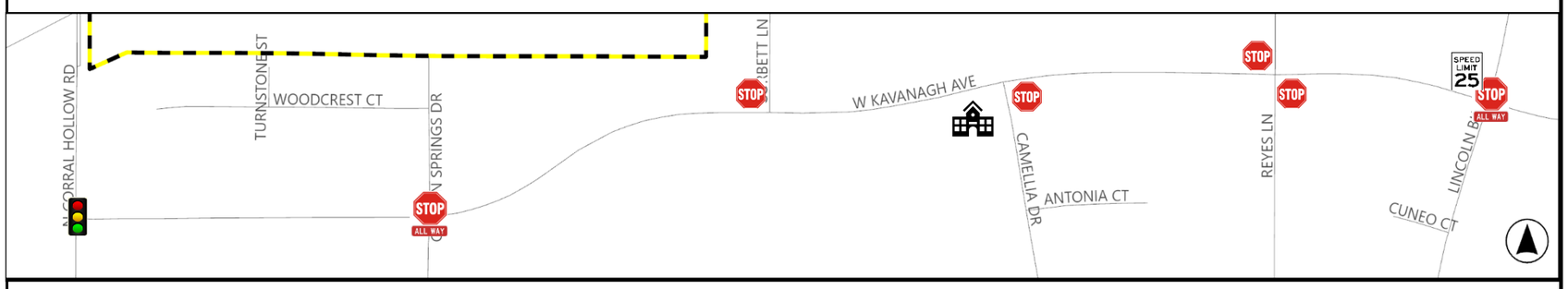
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 25

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	5.22.24 / Kavanagh Ave bet. Lincoln Blvd & Corral Hollow Rd
Radar Enforced Posted Speed Limit (mph)	25
# Speed Data Collected	120
85th Percentile (mph)	32
10 mph Pace	24-33
Percent in Pace	93%

B. Traffic Factors

Average Daily Traffic (ADT)	4,006
Length of Segment (mi.)	0.57
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	4
Accident Rate (Acc/MVM)	0.96
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area, elementary school, and park
Roadway Geometrics	This two-lane undivided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is permitted along the segment. There are bicycle facilities located along the segment. Jacobson Elementary School and Robert Kenner Park are located south of the segment. There is a dialysis center located west of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.6(a) maintaining the existing posted 25 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY LIC. NO. 1771 EXP. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#14

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Kavanagh Avenue**
Limits:	Lincoln Boulevard to Tracy Boulevard
Direction:	EB/WB
Existing Posted Speed Limit (mph):	25
Recommended Speed Limit (mph):	25

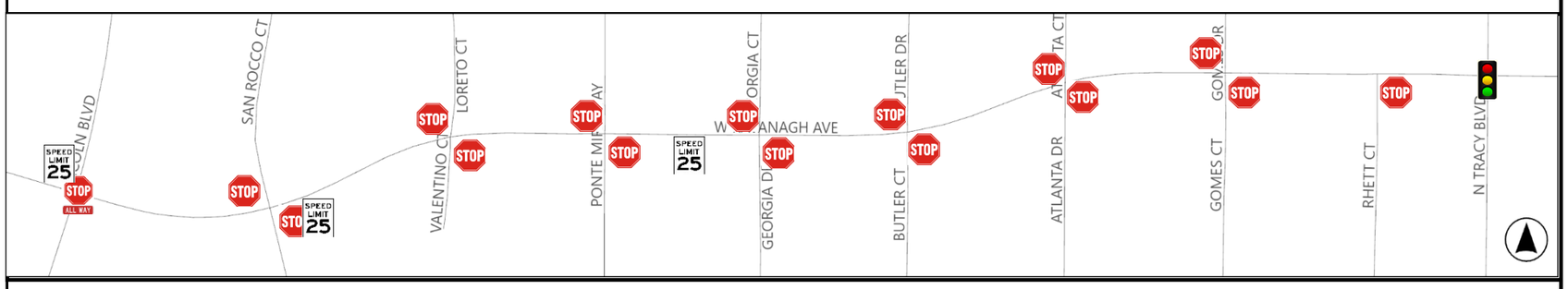
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 25

I/S CONTROL STOP, STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	5.22.24 / Kavanagh Ave bet. Lincoln Blvd & Tracy Blvd
Radar Enforced Posted Speed Limit (mph)	25
# Speed Data Collected	120
85th Percentile (mph)	35
10 mph Pace	25-34
Percent in Pace	78%

B. Traffic Factors

Average Daily Traffic (ADT)	4,760
Length of Segment (mi.)	0.45
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	2
Accident Rate (Acc/MVM)	0.51
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area
Roadway Geometrics	This two-lane undivided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is permitted along the segment. There are no bicycle facilities.

Speed Limit Justifications

It is located in a residential district and should maintain the existing posted 25 mph Prima Facie speed limit per CVC 22352.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#15

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Lammers Road**
Limits:	Eleventh Street to South City Limits
Direction:	NB/SB
Existing Posted Speed Limit (mph):	45
Recommended Speed Limit (mph):	45

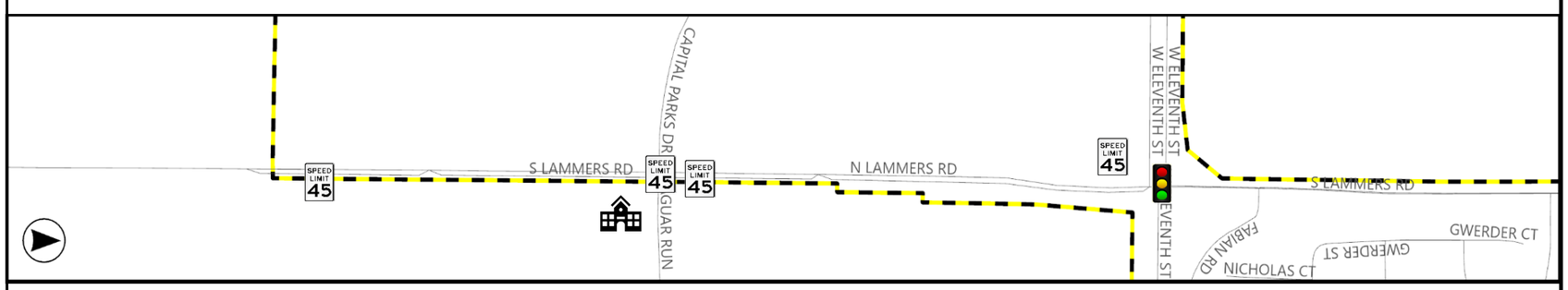
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 45

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.21.24 / Lammers Rd bet. 11th St & South City Limits
Radar Enforced Posted Speed Limit (mph)	45
# Speed Data Collected	120
85th Percentile (mph)	53
10 mph Pace	45-54
Percent in Pace	78%

B. Traffic Factors

Average Daily Traffic (ADT)	13,922
Length of Segment (mi.)	0.38
Street Classification	Major Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.10
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Residential area, undeveloped land, high school
Roadway Geometrics	This two to six-lane predominantly divided major arterial roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along some of the segment. Parking is not permitted along the segment. There are bicycle facilities. John C Kimball High School is located on the east side of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 45 mph radar enforced speed limit. It is located in a residential area with bicycle facilities and John C Kimball High School is located on the east side of the segment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#16

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Lauriana Lane**
Limits:	Schulte Road to Cypress Drive
Direction:	NB/SB
Existing Posted Speed Limit (mph):	30
Recommended Speed Limit (mph):	30

Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 30

I/S CONTROL STOP STOP ALL WAY

Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.27.24 / Lauriana Ln bet. Schulte Rd & Cypress Dr
Radar Enforced Posted Speed Limit (mph)	30
# Speed Data Collected	120
85th Percentile (mph)	36
10 mph Pace	27-36
Percent in Pace	73%

B. Traffic Factors

Average Daily Traffic (ADT)	4,357
Length of Segment (mi.)	0.35
Street Classification	Major Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.36
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area, elementary and middle school, park
Roadway Geometrics	This two-lane divided major collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along the segment. There are bicycle facilities. Louis J Villalovoz Elementary School, Earle E Williams Middle School, and Ceciliani Park are located on the east side of the segment.

Speed Limit Justifications

It is recommended to maintain the posted speed limit of 30 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#17

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Linne Road**
Limits:	Corral Hollow Road to Chrisman Road
Direction:	EB/WB
Existing Posted Speed Limit (mph):	50
Recommended Speed Limit (mph):	45

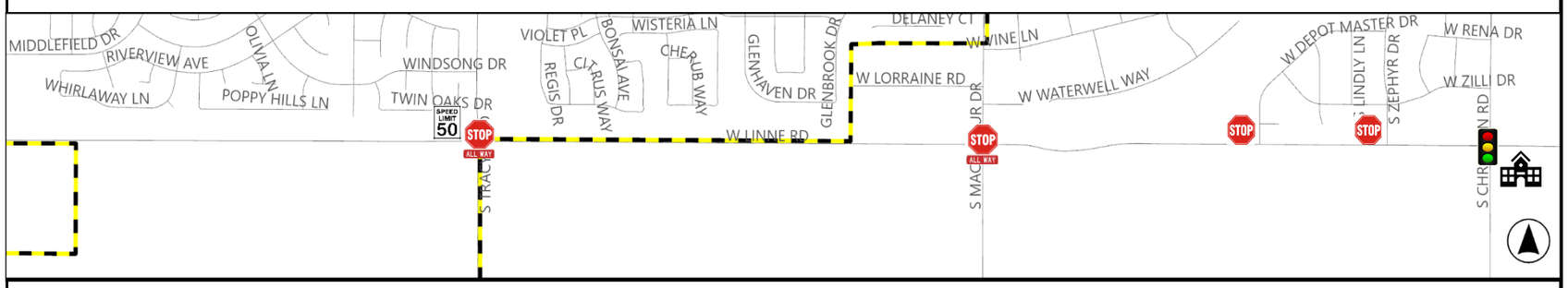
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 50

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	7.2.24 / Linne Rd bet. Corral Hollow Rd & Chrisman Rd
Radar Enforced Posted Speed Limit (mph)	50
# Speed Data Collected	118
85th Percentile (mph)	46
10 mph Pace	37-46
Percent in Pace	62%

B. Traffic Factors

Average Daily Traffic (ADT)	7,483
Length of Segment (mi.)	1.75
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Industrial, residential, undeveloped land, middle school, and parks
Roadway Geometrics	This two-lane undivided arterial roadway is located in the City of Tracy. This area features industrial, residential, and undeveloped areas. There is no curb, gutter, or sidewalk along the segment. Parking is not permitted along the segment. There are bicycle facilities. There are two parks located north of the segment. Jefferson Middle School is located east of the segment. There are railroad tracks parallel to the segment on the north side.

Speed Limit Justifications

Results of attached engineering & traffic survey information indicated bicycle facilities, two parks and Jefferson Middle School in the area which support CVC section 22358.6(a) for a reduction of 5 mph to a posted 45 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment.

Speed Limit Change? **Yes**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY LIC. NO. 1771 EXP. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#18

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Macarthur Drive**
Limits:	North City Limits to Interstate 205
Direction:	NB/SB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	40

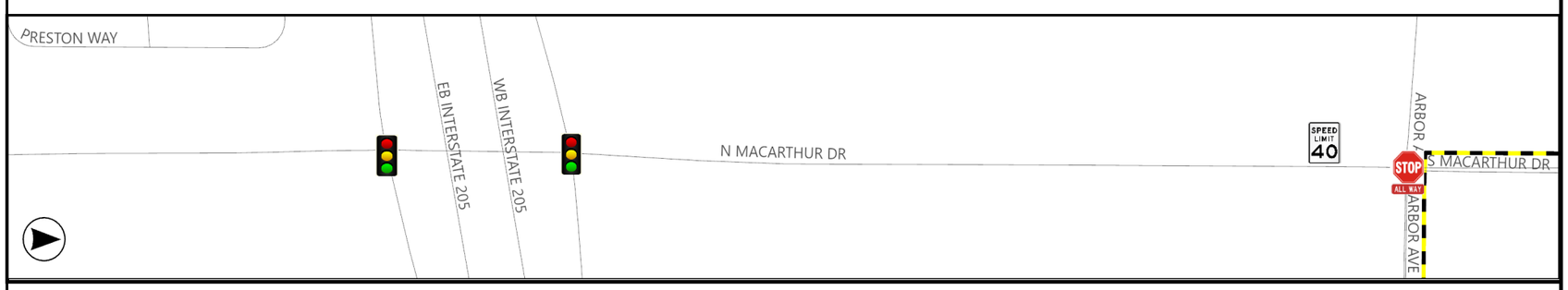
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 40

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.25.24 / Macarthur Dr bet. North City Limit & I-205
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	120
85th Percentile (mph)	43
10 mph Pace	32-41
Percent in Pace	68%

B. Traffic Factors

Average Daily Traffic (ADT)	1,125
Length of Segment (mi.)	0.34
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	6
Accident Rate (Acc/MVM)	8.60
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Undeveloped land
Roadway Geometrics	This two-lane undivided arterial roadway is located in an undeveloped area within the City of Tracy. There is no curb, gutter, or sidewalk along the segment. Parking is not permitted along the segment. There are bicycle facilities.

Speed Limit Justifications

Results of attached engineering & traffic survey information with high collision rate and bicycle facilities support speed limit of 40 mph via rounding down 5 mph from the nearest 85th percentile speed, per CVC section 22358.6(c).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#19

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Macarthur Drive**
Limits:	Interstate 205 to Grant Line Road
Direction:	NB/SB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	40

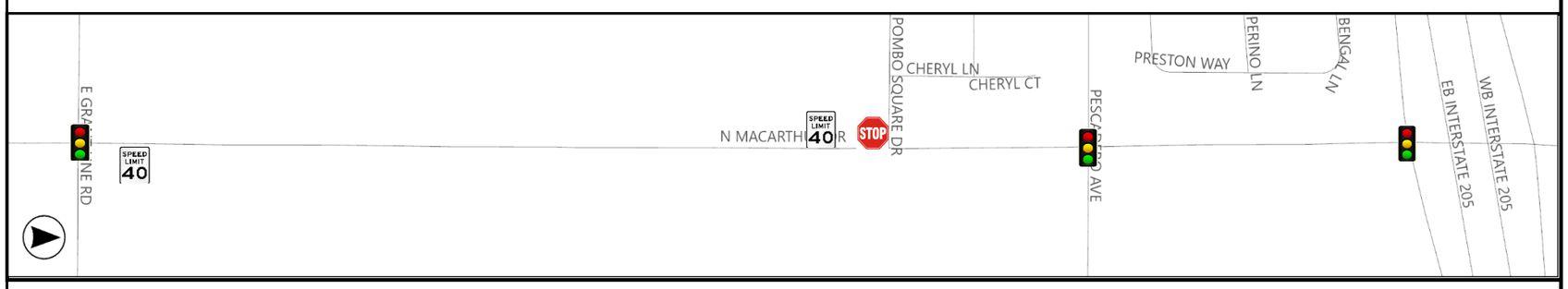
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 40

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.21.24 / Macarthur Dr bet. I-205 & Grant Line Rd
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	122
85th Percentile (mph)	42
10 mph Pace	33-42
Percent in Pace	67%

B. Traffic Factors

Average Daily Traffic (ADT)	15,959
Length of Segment (mi.)	0.68
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	7
Accident Rate (Acc/MVM)	0.35
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Industrial, commercial, and residential area
Roadway Geometrics	This four-lane divided major arterial roadway is located within the City of Tracy. The area is features residential, industrial, and commercial spaces. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along the segment. There are bicycle facilities.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.6(a) maintaining the existing posted 40 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER — CHRISTOPHER THNAY — No. 1771 — Exp. 6-30 — TRAFFIC — STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#20

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Macarthur Drive**
Limits:	Eleventh Street to Grant Line Road
Direction:	NB/SB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	40

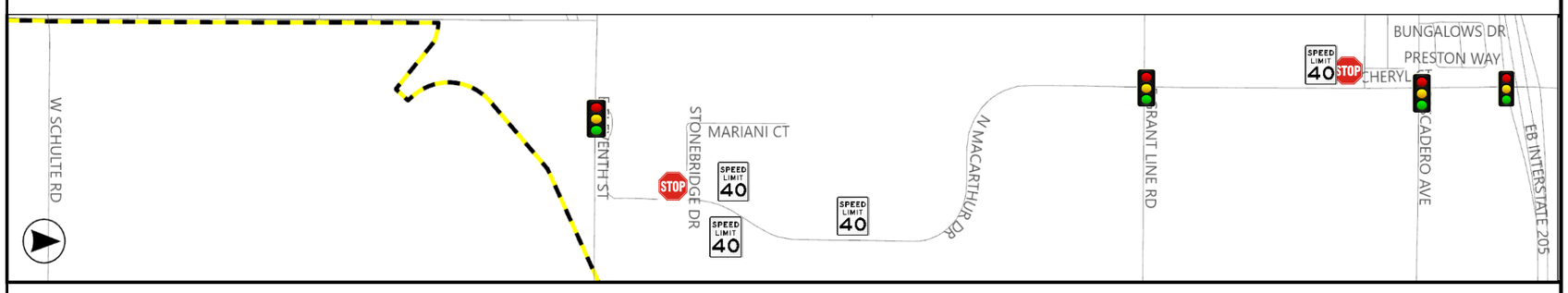
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 40

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.20.24 / Macarthur Dr bet. 11th St & Grant Line Rd
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	119
85th Percentile (mph)	39
10 mph Pace	28-37
Percent in Pace	69%

B. Traffic Factors

Average Daily Traffic (ADT)	7,316
Length of Segment (mi.)	1.49
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	2
Accident Rate (Acc/MVM)	0.10
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Industrial area
Roadway Geometrics	This four-lane predominantly divided major arterial roadway is located in an industrial area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along the segment. There are bicycle facilties.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.6(a) maintaining the existing posted 45 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#21

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Macarthur Drive**
Limits:	Valpico Road to Schulte Rd
Direction:	NB/SB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	40

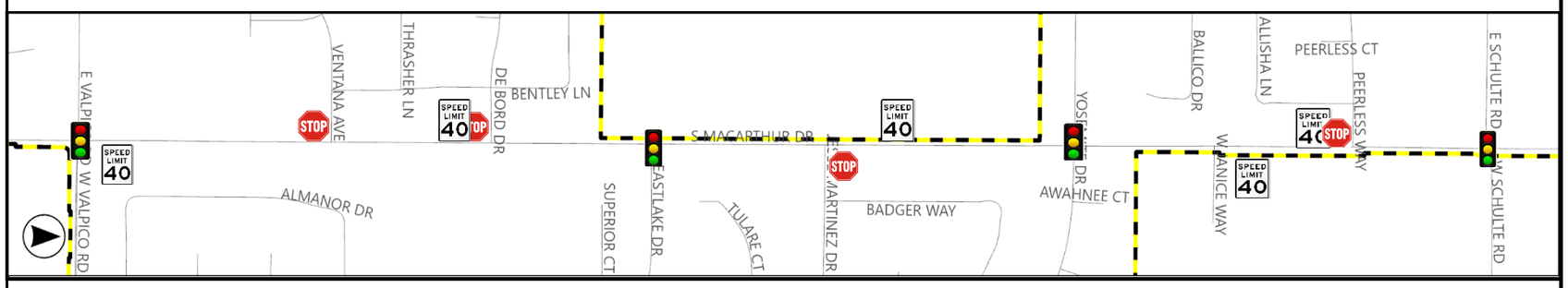
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 40

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.25.24 / Macarthur Dr bet. Valpico Rd & Schulte Rd
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	120
85th Percentile (mph)	46
10 mph Pace	35-44
Percent in Pace	77%

B. Traffic Factors

Average Daily Traffic (ADT)	3,937
Length of Segment (mi.)	1.00
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	9
Accident Rate (Acc/MVM)	1.25
Statewide Average Accident Rate (Caltrans 2023)	1.27

D. Roadway Conditions

Adjacent Land Use	Residential area and undeveloped land
Roadway Geometrics	This four-lane divided and undivided major arterial roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along the segment. There are bicycle facilities. There is an urgent care located on the south end of the segment. There is a Jehova's Witness Church located on the east side of the segment. There is undeveloped land located on the west and north sides of the segment.

Speed Limit Justifications

It is recommended to maintain the posted speed limit of 40 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#22

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Macarthur Drive**
Limits:	Valpico Road to Fairoaks Drive
Direction:	NB/SB
Existing Posted Speed Limit (mph):	45
Recommended Speed Limit (mph):	40

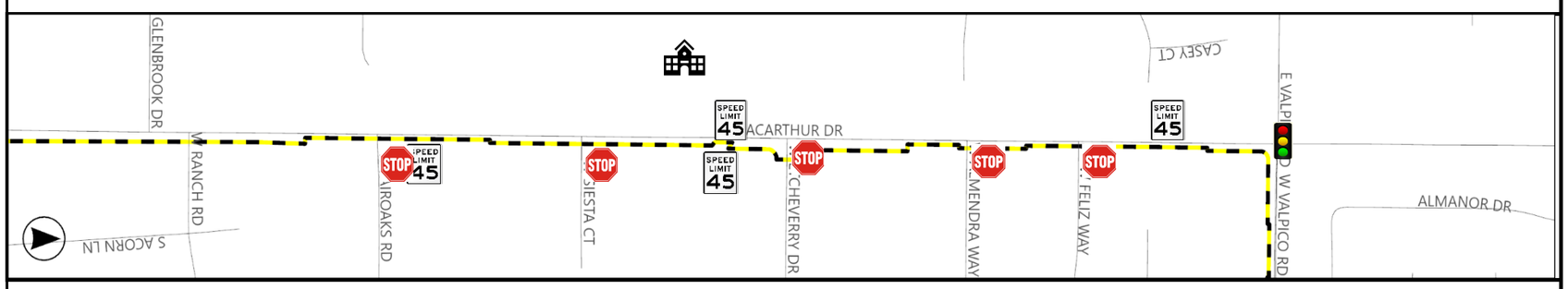
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 45

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.21.24 / Macarthur Dr bet. Valpico Rd & Fairoaks Dr
Radar Enforced Posted Speed Limit (mph)	45
# Speed Data Collected	120
85th Percentile (mph)	47
10 mph Pace	36-45
Percent in Pace	70%

B. Traffic Factors

Average Daily Traffic (ADT)	5,016
Length of Segment (mi.)	0.57
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area and elementary school
Roadway Geometrics	This two-lane undivided arterial roadway located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is permitted along the segment. There are bicycle facilities. Tom Hawkins Elementary School is located on the west side of the segment. There is an urgent care center located north of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information showed bicycle facilities and Tom Hawkins Elementary School on the segment which support a reduction of 5mph to a posted speed limit of 40 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **Yes**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#23

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Macarthur Drive**
Limits:	Fairoaks Road to South City Limits
Direction:	NB/SB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	35

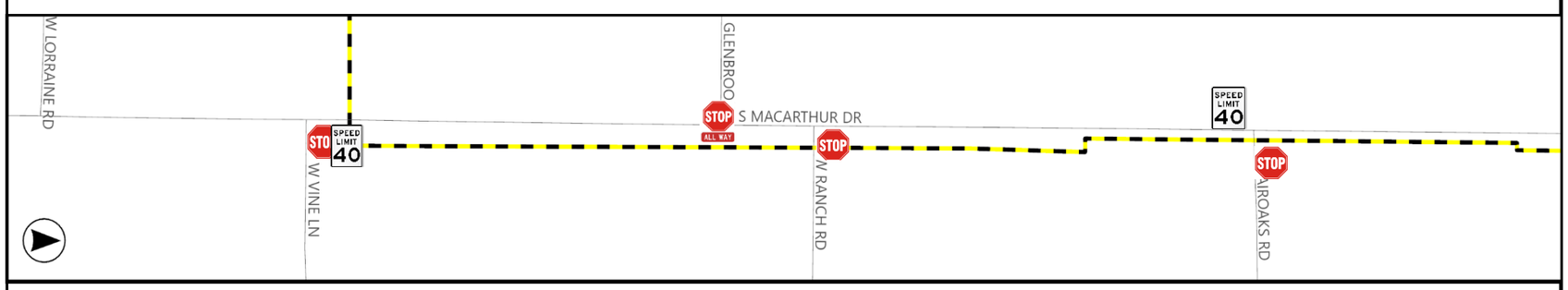
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 40

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.25.24 / Macarthur Dr bet. Fairoaks Rd & South City Limits
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	120
85th Percentile (mph)	36
10 mph Pace	27-36
Percent in Pace	81%

B. Traffic Factors

Average Daily Traffic (ADT)	3,397
Length of Segment (mi.)	0.44
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.37
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area, industrial buildings, and undeveloped land
Roadway Geometrics	This two-lane undivided arterial roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along some of the segment. Parking is not permitted along the segment. There are no bicycle facilities. There are industrial buildings and undeveloped land on the south end of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information showed bicycle facilities and residential area which support reduction of 5 mph to a posted 35 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment CVC section 22358.6(a).

Speed Limit Change? **Yes**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#24

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Mount Diablo Avenue**
Limits:	Central Avenue to Tracy Boulevard
Direction:	EB/WB
Existing Posted Speed Limit (mph):	25
Recommended Speed Limit (mph):	25

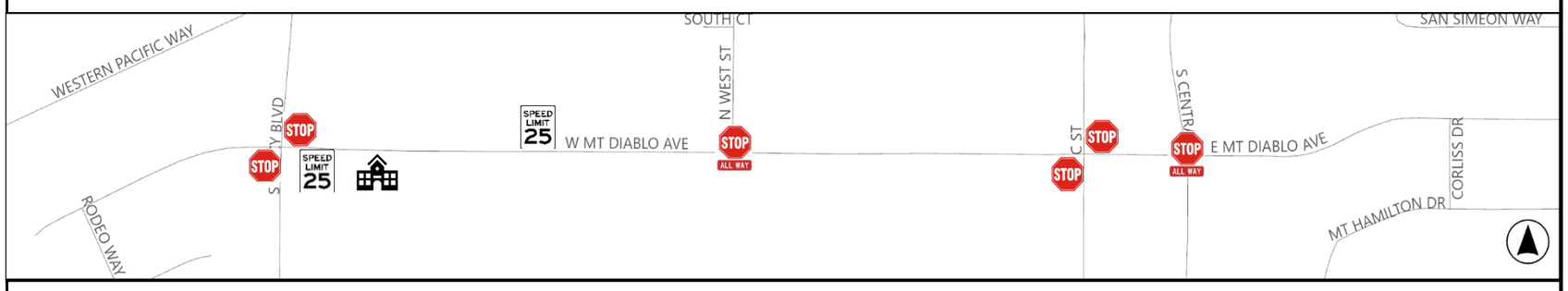
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 25

I/S CONTROL STOP, STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.27.24 / Mt Diablo Ave bet. Central Ave & Tracy Blvd
Radar Enforced Posted Speed Limit (mph)	25
# Speed Data Collected	113
85th Percentile (mph)	34
10 mph Pace	23-32
Percent in Pace	68%

B. Traffic Factors

Average Daily Traffic (ADT)	1,570
Length of Segment (mi.)	0.5
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area, elementary school, undeveloped land
Roadway Geometrics	This two-lane undivided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is permitted along the segment. There are bicycle facilities. South/West Park Elementary School is located on the south side of the segment. There is some undeveloped land throughout the segment.

Speed Limit Justifications

There are bicycle facilities and South/West Park Elementary School is located on the south side of the segment. It is located in a residential district and should maintain the existing posted 25 mph Prima Facie speed limit per CVC 22352.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY LIC NO. 1771 EXP. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#25

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Mount Diablo Boulevard**
Limits:	Central Avenue to Macarthur Drive
Direction:	EB/WB
Existing Posted Speed Limit (mph):	25
Recommended Speed Limit (mph):	25

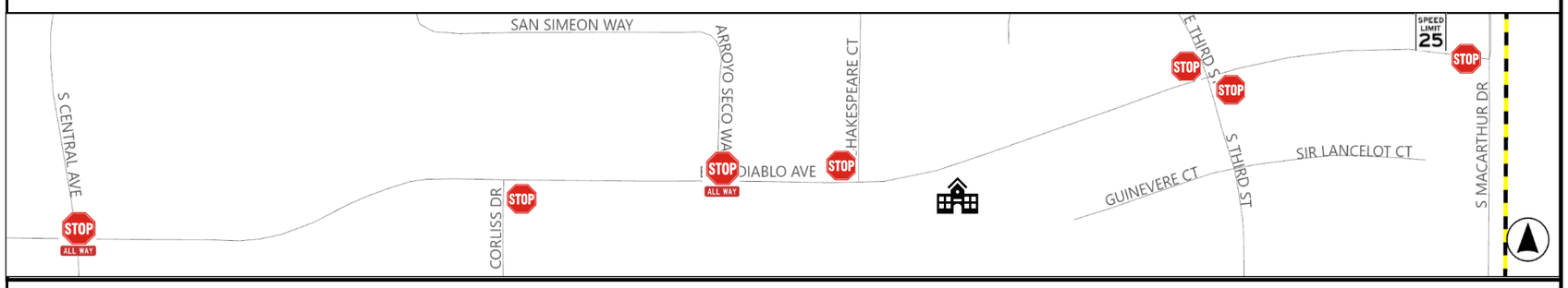
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 25

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.27.24 / Mt Diablo Ave bet. Central Ave & Macarthur Dr
Radar Enforced Posted Speed Limit (mph)	25
# Speed Data Collected	123
85th Percentile (mph)	33
10 mph Pace	21-30
Percent in Pace	76%

B. Traffic Factors

Average Daily Traffic (ADT)	1,657
Length of Segment (mi.)	0.5
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.66
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area, elementary school, park, church, undeveloped land
Roadway Geometrics	This two-lane undivided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is permitted along the segment. There are bicycle facilities. Bohn Elementary School, Pleasant Valley Baptist Church, and Stevens Park are all next to each other located south of the segment. There is a railroad crossing located on the west end of the segment. There is undeveloped land on the east end of the segment.

Speed Limit Justifications

There are bicycle facilities and Bohn Elementary School is located on the south side of the segment. It is located in a residential district and should maintain the existing posted 25 mph Prima Facie speed limit per CVC 22352.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#26

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Naglee Road**
Limits:	North City Limits to Grant Line Road
Direction:	NB/SB
Existing Posted Speed Limit (mph):	35
Recommended Speed Limit (mph):	35

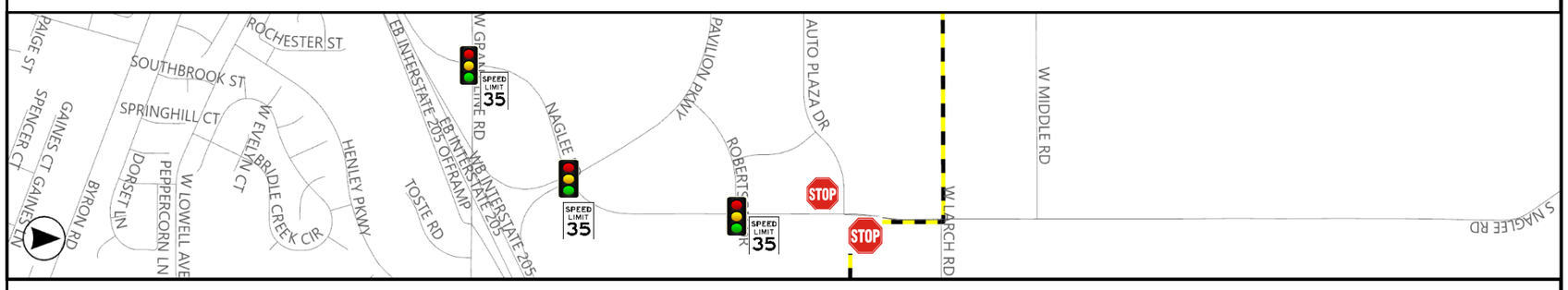
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 35

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data		**B. Traffic Factors**	
Date / Location of Survey	6.26.24 / Naglee Rd bet. North City Limits & Grant Line Rd	Average Daily Traffic (ADT)	5,609
Radar Enforced Posted Speed Limit (mph)	35	Length of Segment (mi.)	0.75
# Speed Data Collected	119	Street Classification	Arterial
85th Percentile (mph)	41	Terrain	Flat
10 mph Pace	31-40		
Percent in Pace	66%		

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	14
Accident Rate (Acc/MVM)	1.82
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Commercial area
Roadway Geometrics	This two to four-lane primarily divided collector roadway is located in a commercial area within the City of Tracy. There is curb, gutter, and sidewalk located along some of the segment. Parking is not permitted along this segment. There are bicycle facilities. There are commercial establishments located throughout the segment and undeveloped land on the north end.

Speed Limit Justifications

Results of attached engineering & traffic survey information and high crash rate support maintaining the posted speed limit of 35 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER — CHRISTOPHER THNAY — No. 1771 — Exp. 6-30 — TRAFFIC — STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#27

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Orchard Parkway**
Limits:	Grant Line Road to Lowell Avenue
Direction:	NB/SB
Existing Posted Speed Limit (mph):	35
Recommended Speed Limit (mph):	35

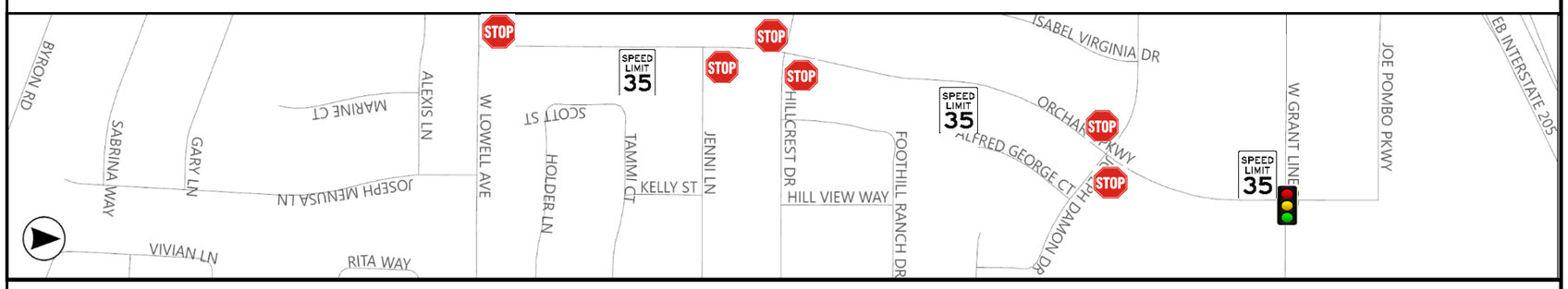
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 35

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.27.24 / Orchard Pkwy bet. Grant Line Rd & Lowell Ave
Radar Enforced Posted Speed Limit (mph)	35
# Speed Data Collected	120
85th Percentile (mph)	41
10 mph Pace	32-41
Percent in Pace	59%

B. Traffic Factors

Average Daily Traffic (ADT)	2,635
Length of Segment (mi.)	0.5
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	2
Accident Rate (Acc/MVM)	0.83
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area, park, commercial establishments
Roadway Geometrics	This two-lane divided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalks located along the segment. Parking is not permitted along the segment. There are bicycle facilities. Galli Family Park is located on the west side of the segment. There are commercial establishments located on the north end of the segment.

Speed Limit Justifications

It is recommended to maintain the posted speed limit of 35 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#28

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Schulte Road**
Limits:	Tracy Boulevard to Corral Hollow Road
Direction:	EB/WB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	40

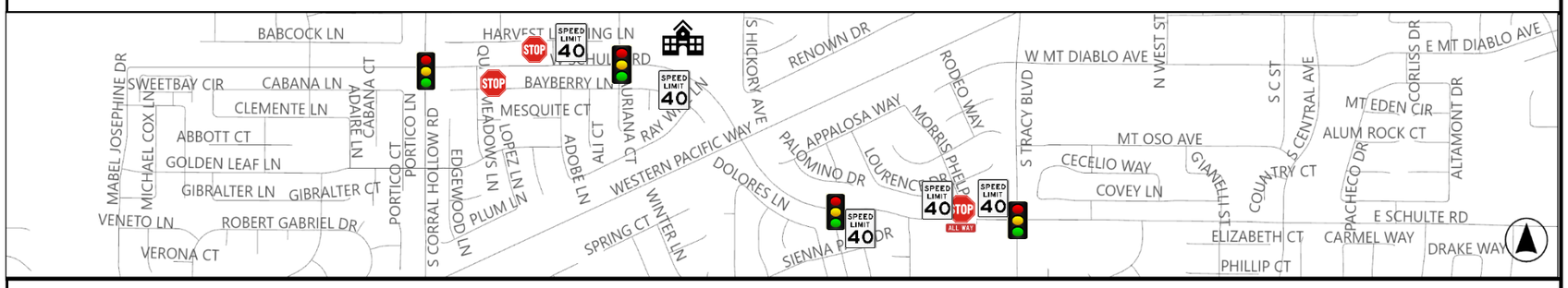
Location Map

LEGEND

SCHOOL

SPEED LIMIT 40

I/S CONTROL STOP, STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.25.24 / Schulte Rd bet. Tracy Blvd & Corral Hollow Rd
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	120
85th Percentile (mph)	44
10 mph Pace	36-45
Percent in Pace	75%

B. Traffic Factors

Average Daily Traffic (ADT)	15,064
Length of Segment (mi.)	1.44
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	2
Accident Rate (Acc/MVM)	0.05
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Residential area, middle school, park, and commercial establishments
Roadway Geometrics	This four-lane divided arterial roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along this segment. There are bicycle facilities. Earle E Williams Middle School is located north of the segment. Tracy Press Park is located near the east end of the segment. There are commercial establishments located on the east end of the segment.

Speed Limit Justifications

It is recommended to lower the speed limit to 40 mph via rounding down 5 mph from the nearest 85th percentile speed, per CVC section 22358.6(c).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER — CHRISTOPHER THNAY — No. 1771 — Exp. 6-30 — TRAFFIC — STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#29

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Schulte Road**
Limits:	Mabel Josephine Drive to Barcelona Drive
Direction:	EB/WB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	40

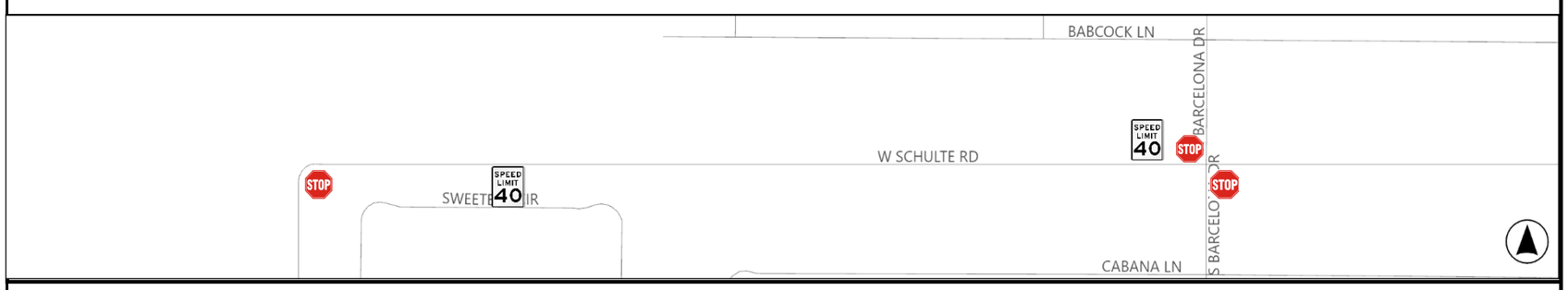
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 40

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	7.2.24 / Schulte Rd bet. Josephine Dr & Barcelona Dr
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	120
85th Percentile (mph)	45
10 mph Pace	31-40
Percent in Pace	55%

B. Traffic Factors

Average Daily Traffic (ADT)	3,580
Length of Segment (mi.)	0.5
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	2
Accident Rate (Acc/MVM)	0.61
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area
Roadway Geometrics	This two-lane divided arterial roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along this segment. There are bicycle facilities. There is undeveloped land north-west of the segment.

Speed Limit Justifications

It is recommended to lower the speed limit to 40 mph via rounding down 5 mph from the nearest 85th percentile speed, per CVC section 22358.6(c).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#30

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Starflower Drive**
Limits:	Corral Hollow Road to Dove Street
Direction:	EB/WB
Existing Posted Speed Limit (mph):	25
Recommended Speed Limit (mph):	25

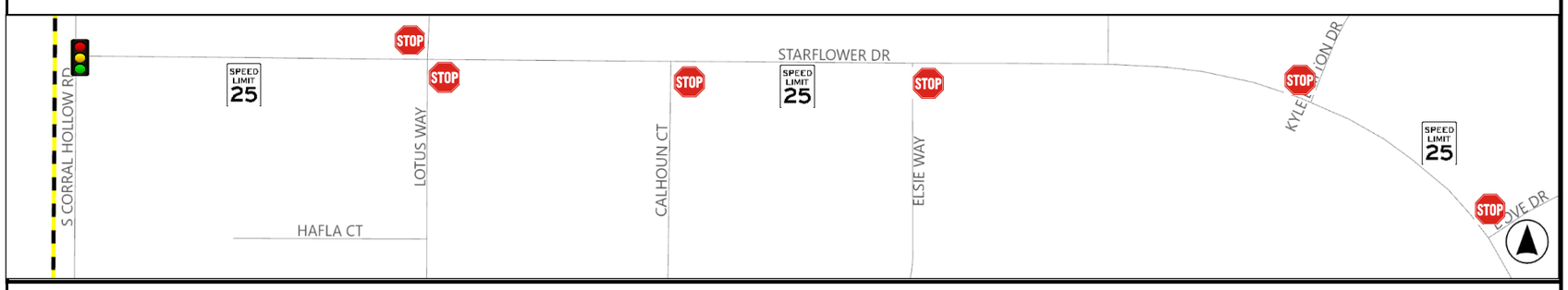
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 25

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	1.29.24 / Starflower Dr bet. Corral Hollow Rd & Dove St
Radar Enforced Posted Speed Limit (mph)	25
# Speed Data Collected	120
85th Percentile (mph)	32
10 mph Pace	25-34
Percent in Pace	79%

B. Traffic Factors

Average Daily Traffic (ADT)	2,117
Length of Segment (mi.)	0.35
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area
Roadway Geometrics	This two-lane predominantly undivided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along this segment. There are bicycle facilities. There is undeveloped land to the west of the segment.

Speed Limit Justifications

It is recommended to maintain the posted speed limit of 25 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#31

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Sycamore Parkway**
Limits:	Valpico Road to Schulte Road
Direction:	NB/SB
Existing Posted Speed Limit (mph):	35
Recommended Speed Limit (mph):	35

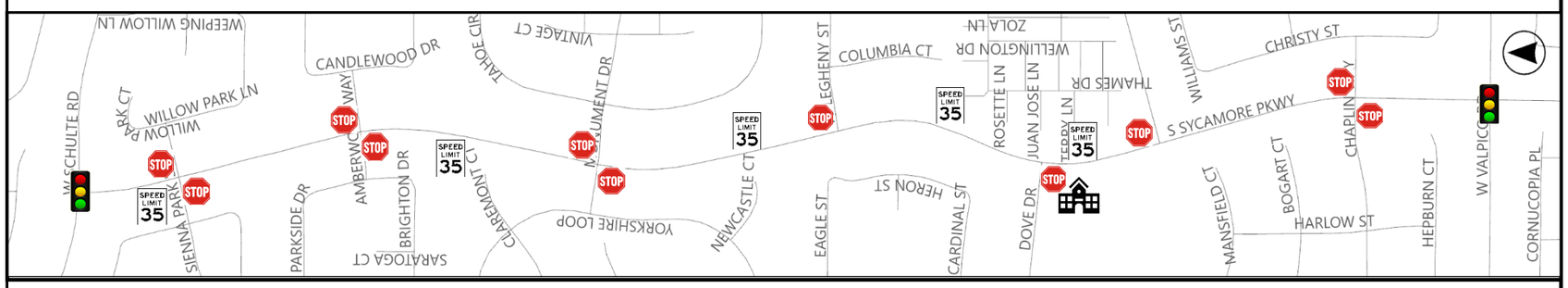
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 35

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	1.30.24 / Sycamore Pkwy bet. Valpico Rd & Schulte Rd
Radar Enforced Posted Speed Limit (mph)	35
# Speed Data Collected	120
85th Percentile (mph)	44
10 mph Pace	32-41
Percent in Pace	69%

B. Traffic Factors

Average Daily Traffic (ADT)	4,958
Length of Segment (mi.)	1.04
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	2
Accident Rate (Acc/MVM)	0.21
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area and elementary school
Roadway Geometrics	This two-lane divided minor arterial roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along the segment. There are bicycle faciltities. Wanda Hirsch Elementary School is located on the southwest side of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 35 mph radar enforced speed limit. It is located in a residential area with bicycle facilities and Wanda Hirsch Elementary School is located on the southwest side of the segment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY Lic. No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#32

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Sycamore Parkway**
Limits:	Tracy Boulevard to Valpico Road
Direction:	NB/SB
Existing Posted Speed Limit (mph):	30
Recommended Speed Limit (mph):	30

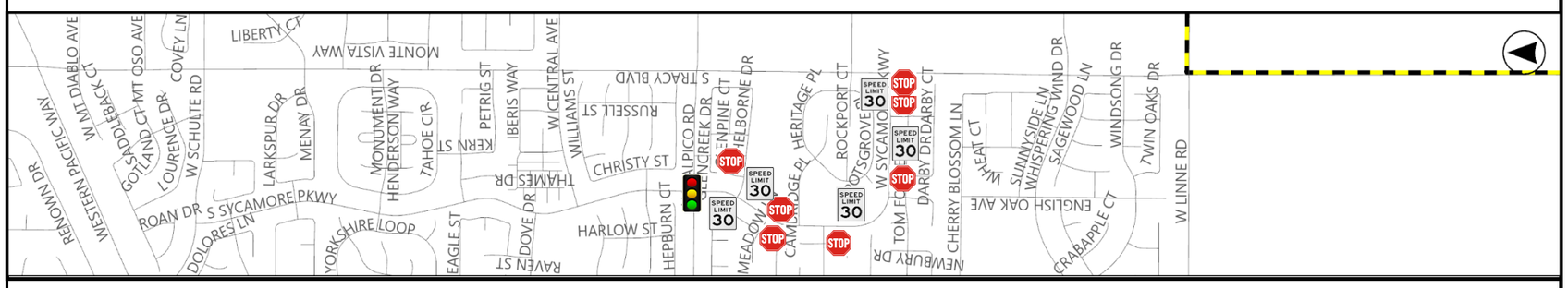
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 30

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	2.8.24 / Sycamore Pkwy bet. Tracy Blvd & Valpico Rd
Radar Enforced Posted Speed Limit (mph)	30
# Speed Data Collected	127
85th Percentile (mph)	34
10 mph Pace	25-34
Percent in Pace	76%

B. Traffic Factors

Average Daily Traffic (ADT)	1,397
Length of Segment (mi.)	0.23
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area, park, and daycare
Roadway Geometrics	This two-lane divided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is permitted along this segment. There are bicycle facilities. Edgar Thoming Park and Tender Loving Daycare are located within the segment.

Speed Limit Justifications

It is recommended to lower the speed limit to 30 mph via rounding down 5 mph from the nearest 85th percentile speed, per CVC section 22358.6(c).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER — CHRISTOPHER THNAY — Lic No. 1771 — Exp. 6-30 — TRAFFIC — STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#33

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Tennis Lane**
Limits:	Corral Hollow Road to Jill Drive
Direction:	EB/WB
Existing Posted Speed Limit (mph):	25
Recommended Speed Limit (mph):	25

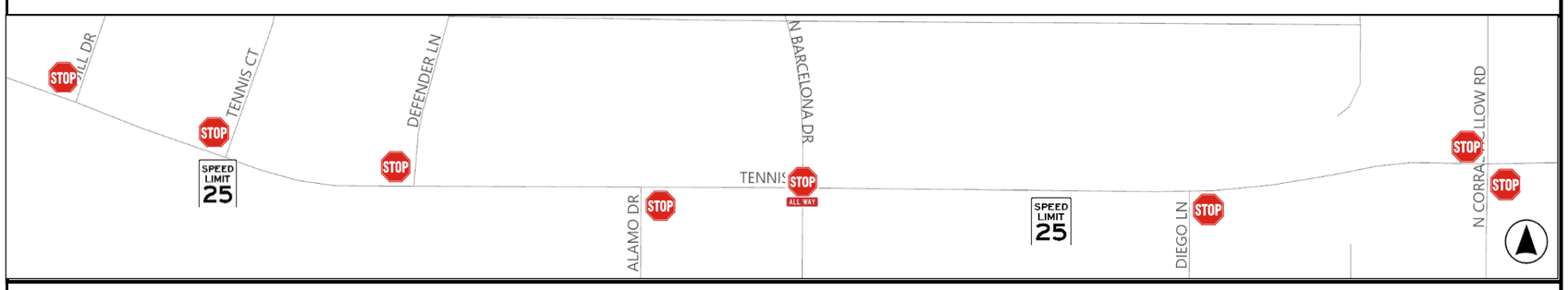
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 25

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	7.3.24 / Tennis Ln bet. Corral Hollow Rd & Jill Dr
Radar Enforced Posted Speed Limit (mph)	25
# Speed Data Collected	121
85th Percentile (mph)	31
10 mph Pace	21-30
Percent in Pace	79%

B. Traffic Factors

Average Daily Traffic (ADT)	2,845
Length of Segment (mi.)	0.5
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.39
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area and park
Roadway Geometrics	This two-lane predominantly undivided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is permitted along this segment. There are bicycle facilities. Verner Hanson Park is located on the west end of the segment.

Speed Limit Justifications

It is recommended to maintain the posted speed limit of 25 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER — CHRISTOPHER THNAY — No. 1771 — Exp. 6-30 — TRAFFIC — STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#34

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Tracy Boulevard**
Limits:	Sixth Street to Schulte Road
Direction:	NB/SB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	40

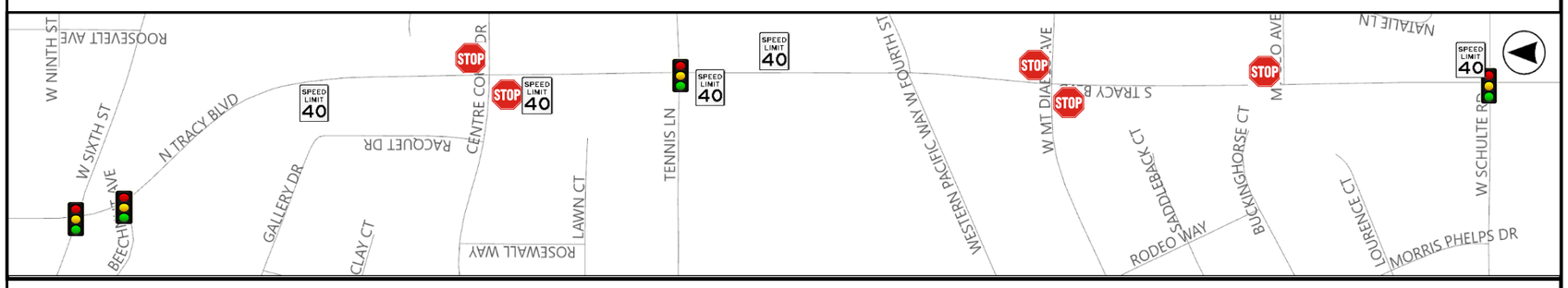
Location Map

LEGEND

SCHOOL

SPEED LIMIT 40

I/S CONTROL STOP / STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	4.29.24 / Tracy Blvd bet. 6th St & Schulte Rd
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	120
85th Percentile (mph)	45
10 mph Pace	36-45
Percent in Pace	69%

B. Traffic Factors

Average Daily Traffic (ADT)	26,376
Length of Segment (mi.)	0.85
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	13
Accident Rate (Acc/MVM)	0.32
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Residential and commercial areas
Roadway Geometrics	This four-lane predominantly divided arterial roadway is located in a predominantly residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along this segment. There are bicycle facilities. There are commercial establishments located at the north and south ends of the segment.

Speed Limit Justifications

It is recommended to lower the speed limit to 40 mph via rounding down 5 mph from the nearest 85th percentile speed, per CVC section 22358.6(c).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER — CHRISTOPHER THNAY — No. 1771 — Exp. 6-30 — TRAFFIC — STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#35

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Tracy Boulevard**
Limits:	Schulte Road to Valpico Road
Direction:	NB/SB
Existing Posted Speed Limit (mph):	45
Recommended Speed Limit (mph):	45

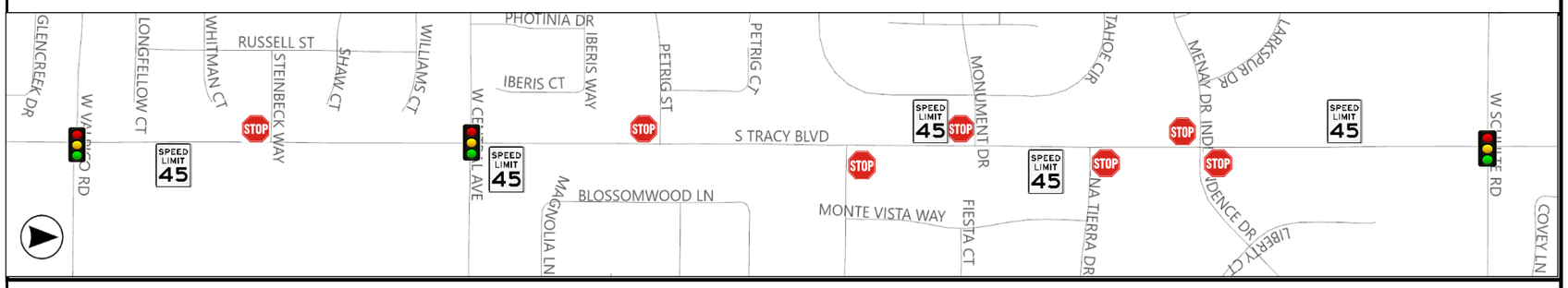
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 45

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	4.29.24 / Tracy Blvd bet. Schulte Rd & Valpico Rd
Radar Enforced Posted Speed Limit (mph)	45
# Speed Data Collected	121
85th Percentile (mph)	47
10 mph Pace	36-45
Percent in Pace	72%

B. Traffic Factors

Average Daily Traffic (ADT)	19,054
Length of Segment (mi.)	1.01
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	6
Accident Rate (Acc/MVM)	0.17
Statewide Average Accident Rate (Caltrans 2023)	1.27

D. Roadway Conditions

Adjacent Land Use	Residential and commercial areas
Roadway Geometrics	This four-lane divided and undivided arterial roadway is located in a predominantly residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along this segment. There are bicycle facilities. There are commercial establishments located at the north and south ends of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.6(a) maintaining the existing posted 45 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#36

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Western Pacific Way**
Limits:	Corral Hollow Road to West City Limits
Direction:	EB/WB
Existing Posted Speed Limit (mph):	50
Recommended Speed Limit (mph):	50

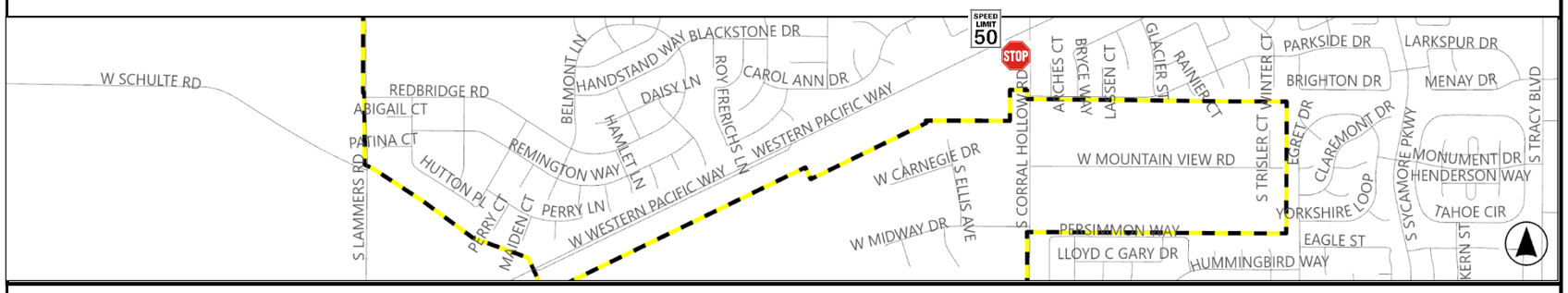
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 50

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	7.1.24 / Western Pacific Way bet. Corral Hollow Rd & West City Limit
Radar Enforced Posted Speed Limit (mph)	50
# Speed Data Collected	120
85th Percentile (mph)	54
10 mph Pace	46-55
Percent in Pace	64%

B. Traffic Factors

Average Daily Traffic (ADT)	3,261
Length of Segment (mi.)	1.77
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.09
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Undeveloped land
Roadway Geometrics	This two-lane undivided collector roadway is located in a undeveloped area within the City of Tracy. There is no curb, gutter, or sidewalk along the segment. Parking is not permitted along this segment. There are no bicycle facilities. There are railroad tracks south of the segment.

Speed Limit Justifications

It is recommended to lower the speed limit to 50 mph via rounding down 5 mph from the nearest 85th percentile speed, per CVC section 22358.6(c).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#37

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Whispering Wind Drive**
Limits:	Tracy Boulevard to Middlefield Drive
Direction:	EB/WB
Existing Posted Speed Limit (mph):	30
Recommended Speed Limit (mph):	30

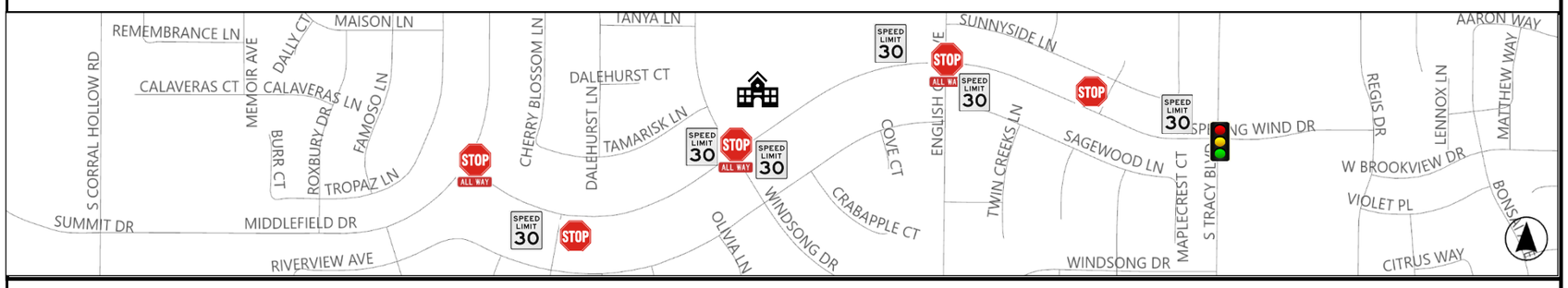
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 30

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.26.24 / Whispering Wind Dr bet. Tracy Blvd & Middlefield Dr
Radar Enforced Posted Speed Limit (mph)	30
# Speed Data Collected	121
85th Percentile (mph)	38
10 mph Pace	28-37
Percent in Pace	69%

B. Traffic Factors

Average Daily Traffic (ADT)	4,903
Length of Segment (mi.)	0.68
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.16
Statewide Average Accident Rate (Caltrans 2023)	1.27

D. Roadway Conditions

Adjacent Land Use	Residential area and elementary school
Roadway Geometrics	This four-lane predominantly undivided arterial roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along the segment. There are bicycle facilities. Anthony Traina Elementary School, district office, and park located north of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 30 mph radar enforced speed limit. It is located in a residential area with bicycle facilities and Anthony Traina Elementary School is located on the north side of the segment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER — CHRISTOPHER THNAY — NO. 1771 — EXP. 6-30 — TRAFFIC — STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#38

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Whispering Wind Drive**
Limits:	Regis Drive to Tracy Boulevard
Direction:	EB/WB
Existing Posted Speed Limit (mph):	30
Recommended Speed Limit (mph):	30

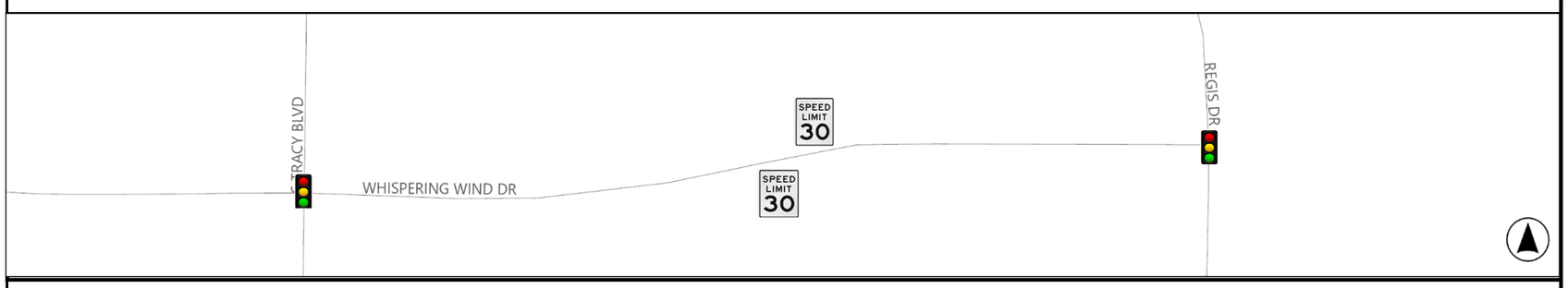
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 30

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.26.24 / Whispering Wind Dr bet. Regis Dr & Tracy Blvd
Radar Enforced Posted Speed Limit (mph)	30
# Speed Data Collected	120
85th Percentile (mph)	28
10 mph Pace	21-30
Percent in Pace	95%

B. Traffic Factors

Average Daily Traffic (ADT)	5,365
Length of Segment (mi.)	0.14
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.73
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Commercial & residential areas
Roadway Geometrics	This two-lane divided arterial roadway is located in a commercial and residential area within the City of Tracy. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along the segment. There are no bicycle facilities. There is undeveloped land north of the segment. There are railroad crossing tracks near the east end of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.6(a) maintaining the existing posted 30 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#39

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Chrisman Road**
Limits:	Grant Line Road to Paradise Avenue
Direction:	NB/SB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	40

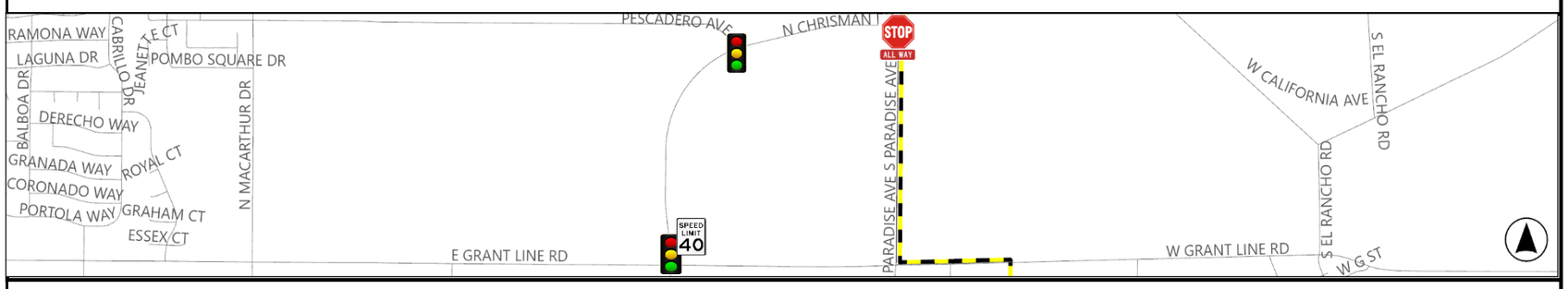
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 40

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	7.1.24 / Chrisman Rd bet. Grant Line Rd & Paradise Ave
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	119
85th Percentile (mph)	39
10 mph Pace	26-35
Percent in Pace	61%

B. Traffic Factors

Average Daily Traffic (ADT)	666
Length of Segment (mi.)	0.23
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	2
Accident Rate (Acc/MVM)	7.15
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Industrial area
Roadway Geometrics	This four-lane divided arterial roadway is located in an industrial area within the City of Tracy. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along the segment. There are no bicycle facilities.

Speed Limit Justifications

Results of attached engineering & traffic survey information with high crash rate support CVC section 22358.6(a) maintaining the existing posted 40 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#40

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Chrisman Road**
Limits:	Paradise Avenue to Railroad Tracks (South End)
Direction:	NB/SB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	40

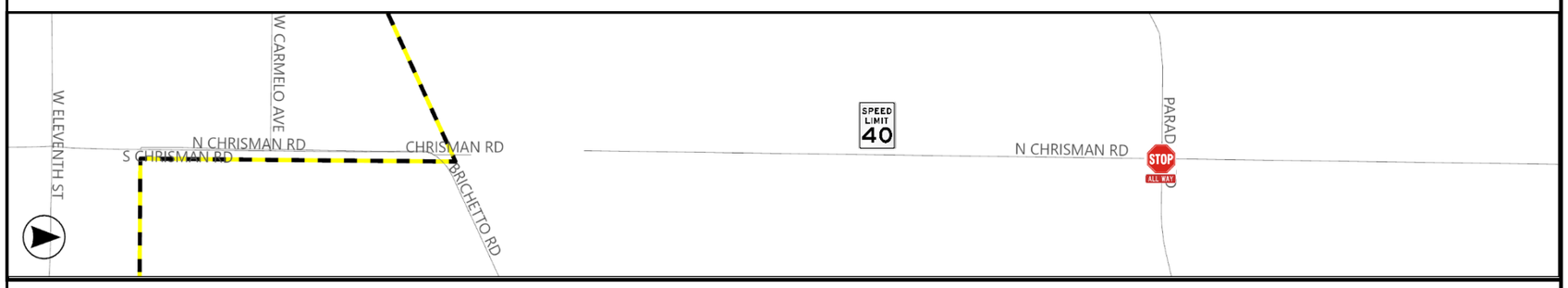
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 40

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	7.1.24 / Chrisman Rd bet. Paradise Ave & Railroad Tracks (South End)
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	119
85th Percentile (mph)	42
10 mph Pace	25-34
Percent in Pace	48%

B. Traffic Factors

Average Daily Traffic (ADT)	3,327
Length of Segment (mi.)	0.37
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.45
Statewide Average Accident Rate (Caltrans 2023)	1.27

D. Roadway Conditions

Adjacent Land Use	Industrial area
Roadway Geometrics	This two and four-lane undivided arterial roadway is located in an industrial area within the City of Tracy. There is curb, gutter, and sidewalk on about half of the segment. Parking is not permitted along the segment. There are no bicycle facilities.

Speed Limit Justifications

It is recommended to maintain the posted speed limit of 40 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER — CHRISTOPHER THNAY — No. 1771 — Exp. 6-30 — TRAFFIC — STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#41

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Pescadero Avenue**
Limits:	Macarthur Drive to 0.5 Miles East of Macarthur Drive
Direction:	EB/WB
Existing Posted Speed Limit (mph):	35
Recommended Speed Limit (mph):	35

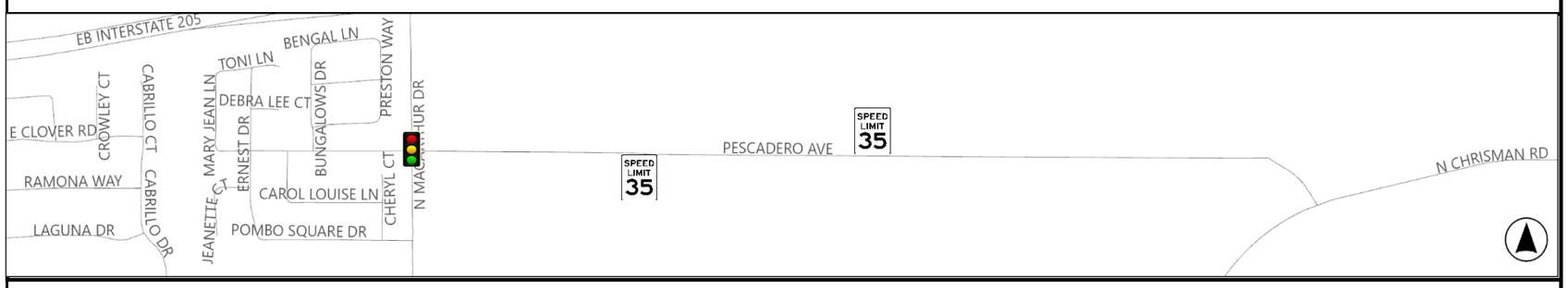
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 35

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.28.24 / Pescadero Ave bet. Macarthur Dr & 0.5 miles e/o Macarthur Dr
Radar Enforced Posted Speed Limit (mph)	35
# Speed Data Collected	120
85th Percentile (mph)	41
10 mph Pace	32-41
Percent in Pace	53%

B. Traffic Factors

Average Daily Traffic (ADT)	5,301
Length of Segment (mi.)	0.5
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Industrial area
Roadway Geometrics	This two-lane divided and undivided minor arterial roadway is located in an industrial area within the City of Tracy. There is curb, gutter, and sidewalk along for most of the segment. Parking is permitted along most of the segment. There are no bicycle facilities.

Speed Limit Justifications

It is recommended to maintain the posted speed limit of 35 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#42

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Hansen Road**
Limits:	Interstate 205 to Schulte Road
Direction:	NB/SB
Existing Posted Speed Limit (mph):	45
Recommended Speed Limit (mph):	45

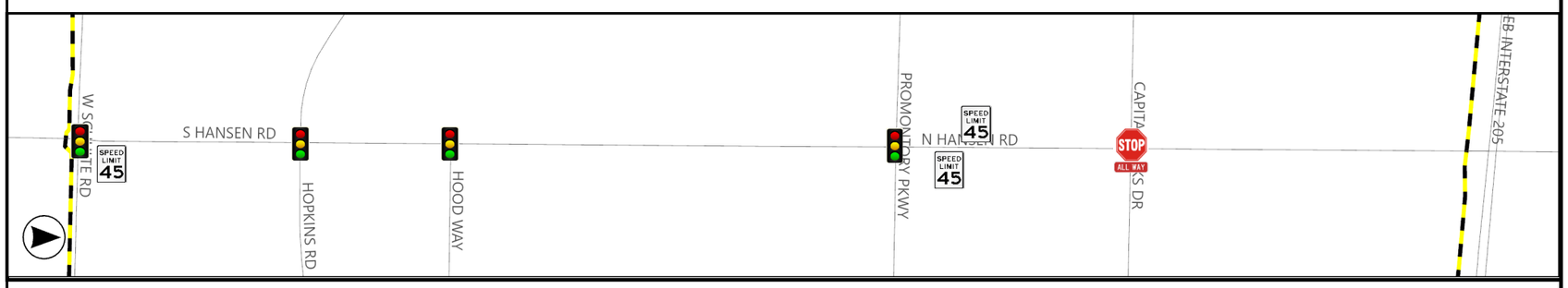
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 45

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	7.1.24 / Hansen Rd bet. I-205 & Schulte Rd
Radar Enforced Posted Speed Limit (mph)	45
# Speed Data Collected	119
85th Percentile (mph)	46
10 mph Pace	33-42
Percent in Pace	48%

B. Traffic Factors

Average Daily Traffic (ADT)	2,779
Length of Segment (mi.)	1.32
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	3
Accident Rate (Acc/MVM)	0.45
Statewide Average Accident Rate (Caltrans 2023)	1.27

D. Roadway Conditions

Adjacent Land Use	Industrial & agricultural area
Roadway Geometrics	This two and four-lane undivided and divided collector roadway located in an industrial and agricultural area in the City of Tracy. There is curb, gutter, and sidewalk until 1,110 feet north of Promontory Parkway. Parking is not permitted along this segment. There are no bicycle facilities.

Speed Limit Justifications

It is recommended to maintain the posted speed limit of 45 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#43

(See Attached Speed Study)

APPROVED AS TO FORM AND LEGALITY

_____
CITY ATTORNEY'S OFFICE

TRACY CITY COUNCIL

ORDINANCE NO. _____

WAIVE THE FIRST READING BY SUBSTITUTION OF TITLE AND INTRODUCE AN ORDINANCE AMENDING SECTION 3.08.580, ARTICLE 12 OF THE TRACY MUNICIPAL CODE, TO ESTABLISH SPEED LIMITS ON SPECIFIC STREET SEGMENTS IN ACCORDANCE WITH THE CALIFORNIA VEHICLE CODE.

WHEREAS, the City Council introduced an ordinance amending Section 3.08.580, Article 12 of the Tracy Municipal Code (TMC) to establish speed limits on designated street segments, in accordance with the California Vehicle Code (CVC); and

WHEREAS, to allow the Police Department to enforce posted traffic speeds using radar equipment, speed limits must be established in accordance with the California Vehicle Code (CVC). Section 3.08.580, Article 12, of the Tracy Municipal Code (TMC) which sets speed zones on various streets within the City. Speed limits are determined based on Engineering and Traffic Surveys, in accordance with the requirements of the CVC and the applicable traffic engineering standards; and

WHEREAS, the CVC mandates that these surveys be conducted at least once every five years to establish posted speed limits. To comply with this CVC requirement, staff recently completed Engineering and Traffic Surveys to update speed limits on forty-three (43) segments of arterial and collector streets. These updates align with the CVC and the California Manual on Uniform Traffic Control Devices (CMUTCD); and

WHEREAS, Staff recently collaborated with Advanced Mobility Group (Consultant) to complete the required Engineering and Traffic Surveys, attached as Exhibit 1. These surveys were conducted to update speed limits on forty-three (43) arterial and collector street segments in accordance with the CVC and CAMUTCD; and

WHEREAS, the survey results support introducing an ordinance to amend the special speed zones outlined in Section 3.08.580 of the TMC; and

WHEREAS, this update to the TMC will establish radar-enforceable speed limit zones for the following arterial and collector streets: Central Avenue, Chrisman Road, Corral Hollow Road, Crossroad Drive, Cypress Drive, Eleventh Street, Fabian Road,

Kavanagh Avenue, Lammers Road, Lauriana Lane, Linne Road, MacArthur Drive, Mount Diablo Avenue, Naglee Road, Orchard Parkway, Pescadero Avenue, Schulte Road, Starflower Drive, Sycamore Parkway, Tennis Lane, Tracy Boulevard, Western Pacific Way, Whispering Drive, and Hansen Road; and

WHEREAS, the results of the Engineering and Traffic Survey recommend that the existing posted speed limits for thirty-eight (38) road segments will not be changed in the field or in the TMC, and that the existing posted speed limit for four (4) road segments will be changed to the new recommended speed limit; and

WHEREAS, of the four (4) street segments with newly recommended speed limits, two (2) require updates both in the field and in Section 3.08.580 of the TMC. One (1) segment requires an update only in the field, as the TMC already reflects the correct speed limit. The remaining one (1) segment must be added as a new subsection in the TMC, as it is not currently included; and

WHEREAS, while reviewing all forty-three (43) segments in the TMC, staff identified speed limits for two (2) road segments that have not been updated in the past. Staff requests that the current posted speed limits for these two (2) road segments be updated in the TMC. The recommended speed limits and the existing posted speeds are the same; therefore, only the updates in the TMC are necessary; and

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

SECTION 1: Amended Section. Article 12, Section 3.08.580 of Chapter 3.08 of Title 3 of the Tracy Municipal Code is hereby amended to change the previously established Declared Prima Facie Speed Limit (Miles per Hour) for the below-described street segments:

Table 1:

Speed Limits to be updated in the field and in the TMC (miles/hour)					
Street Name	**Segment**	**Existing Posted Speed Limit in Field**	**Recommended Speed Limit**	**Current Listed Speed Limit in TMC**	**New Speed Limit to be updated in TMC/Field**
MacArthur Drive	Fair Oaks Drive - Valpico Road	45	40	45	40
MacArthur Drive	South City Limits- Fair Oaks Drive	40	35	40	35
Speed Limit to be updated in the field					
Corral Hollow Road	Parkside Drive- Schulte Road	45	40	40	40
Speed Limit to be added as a new subsection in the TMC					
Linne Road	Corral Hollow Road – Chrisman Road	50	45	50	45

Table 2:

Speed Limit to be updated only in the TMC (miles/hour)					
Street Name	**Segment**	**Existing Posted Speed Limit in the Field**	**Recommended Speed Limit**	**Current Listed Speed Limit in TMC**	**New Speed Limit to be Updated in TMC**
Cypress Drive	Hickory Avenue - Corral Hollow Road	30	30	25	30
Hansen Road	Schulte Road - I-205 (City Limit)	45	45	50	45

SECTION 2: Remaining sections. Except as herein added or changed, the remaining sections of the Tracy Municipal Code, including the Declared Prima Facie Speed Limit (Miles per Hour) for the Portions of Streets not set forth above, shall remain in full force.

SECTION 3: Title, chapter, and section headings. Title, chapter, and section headings contained herein shall not be deemed to govern, limit, modify, or in any manner affect the scope, meaning or intent of the provisions of any title, chapter, or section hereof.

SECTION 4: Constitutionality. If any section, subsection, sentence, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this Ordinance.

SECTION 5: CEQA Determination. The proposed item is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA guidelines Section 15301, which pertains to existing highways and streets. In accordance with CEQA Guidelines, no further environmental assessment is needed.

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 Chapter. 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.

SECTION 7: Effective Date. This ordinance shall become effective upon the thirtieth (30th) day after final adoption.

SECTION 8: Publication. The City Clerk is directed to publish this ordinance in a manner required by law.

SECTION 9: Codification. This Ordinance shall be codified in the Tracy.

* * * * * * * * * * * * * *

The foregoing ordinance 2025-_____ was introduced at a regular meeting by the City Council on the 16th day of December 2025 by the following vote:

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

_____
DAN ARRIOLA
Mayor of the City of Tracy, California

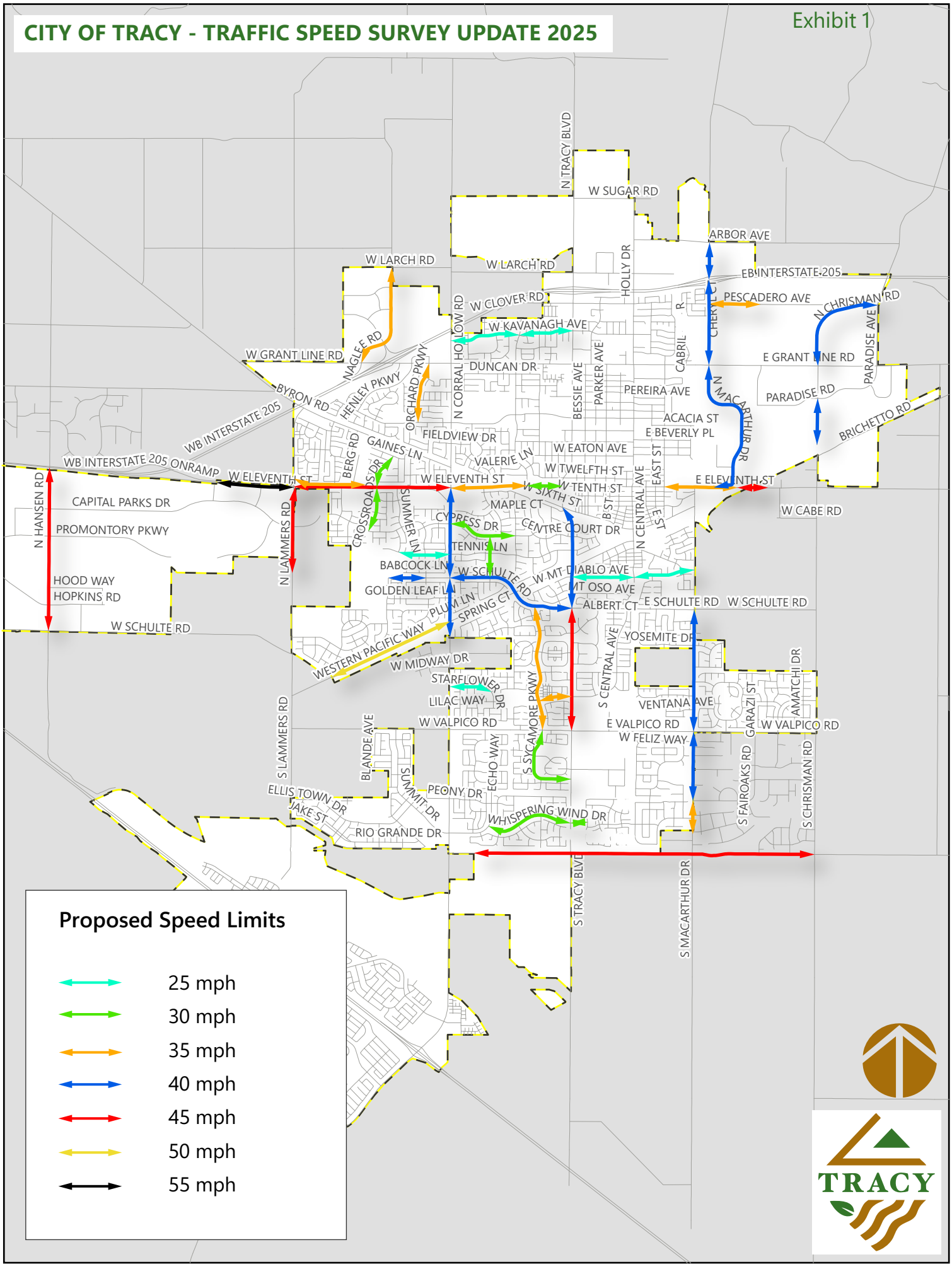
ATTEST:_____
APRIL B.A. QUINTANILLA
City Clerk and Clerk of the Council of the
City of Tracy, California

EXHIBITS

Exhibit 1 – Engineering and Traffic Survey Report

CITY OF TRACY - TRAFFIC SPEED SURVEY UPDATE 2025

Exhibit 1



Proposed Speed Limits

- 25 mph
- 30 mph
- 35 mph
- 40 mph
- 45 mph
- 50 mph
- 55 mph

City of Tracy ETS 2025

11/7/25

Rdwy No.	Road Name	From	To	Existing Speed Limit (mph)	2025 ADT	Total Collisions 2020-2024	Length (ft)	Collision Rate	State Average Collision Rate	10 MPH Pace	Number in Pace	% in Pace	85TH %ile Speed	Recommended Speed (MPH)	Justification
						Determination of the Recommended Speed									
1	Central Avenue	Tracy Blvd	Sycamore Pkwy	35	2,228	1	1,426	0.91	1.00	28-37	102	85	36	35	Residential area and school
2	Corral Hollow Rd	Parkside Dr	Schulte Rd	45	14,939	8	2,534	0.61	1.00	39-48	94	78	46	40	Residential area & railroad crossing near the south end
3	Corral Hollow Rd	Schulte Rd	Eleventh Street	45	25,845	12	3,907	0.34	1.00	37-46	84	70	49	45	high collision rate and bicycle facilities
4	Crossroads Dr	Eleventh Street	Gaines Ln	25	860	0	1,637	0.00	1.12	21-30	97	81	31	25	Residential area and park
5	Crossroads Dr	Eleventh Street	Greystone Dr	30	4,423	0	1,637	0.00	1.00	29-38	84	70	40	30	bicycle facilities and Tracy Sports Complex
6	Cypress Dr	Hickory Ave	Corral Hollow Rd	30	2,699	0	3,010	0.00	1.12	27-36	89	74	39	30	bicycle facilities, Elementary School & park
7	Eleventh Street	Lammers Rd	West City Limit	55	23,905	7	3,326	0.25	1.12	46-55	97	81	54	55	CVC section 22358.6(a) to maintain existing posted speed
8	Eleventh Street	Lammers Rd	Corral Hollow Rd	45	27,302	3	6,758	0.05	1.00	46-55	112	93	55	45	bicycle facilities, Tracy Sports Complex & Plascencia Fields
9	Eleventh Street	Corral Hollow Rd	Lincoln Blvd	35	31,397	10	3,326	0.28	1.00	29-38	101	84	38	35	Commercial and residential area CVC section 22358.6 (c)
10	Eleventh Street	Lincoln Blvd	Tracy Blvd	30	30,944	2	1,531	0.12	1.27	32-41	98	82	39	30	commercial area with bicycle facilities
11	Eleventh Street	East Street	Beginning Of Bridge	35	22,527	6	2,218	0.35	1.27	29-38	77	64	43	35	commercial area and Tracy High School
12	Eleventh Street	Beginning Of Bridge	East City Limits	45	28,798	0	1,742	0.00	1.27	46-55	67	56	53	45	bicycle facilities and railroad crossing
13	Fabian Road	Lammers Rd	Mame Anderson Ln	35	799	0	3,221	0.00	1.12	29-38	71	59	39	35	Residential area, CVC section 22358.6 (c)
14	Kavanagh Ave	Corral Hollow Rd	Lincoln Blvd	25	4,006	4	3,010	0.96	1.12	24-33	111	93	32	25	Residential area, elementary school, and park
15	Kavanagh Ave	Lincoln Blvd	Tracy Blvd	25	4,760	2	2,376	0.51	1.12	25-34	94	78	35	25	residential district with 25 mph Prima Facie speed limit
16	Lammers Rd	Eleventh Street	South City Limits	45	13,922	1	2,006	0.10	1.00	45-54	94	78	53	45	bicycle facilities and John C Kimball High School
17	Lauriana Lane	Schulte Rd	Cypress Dr	30	4,357	1	1,848	0.36	1.12	27-36	87	73	36	30	Residential area, elementary and middle school, park
18	Linne Rd	Corral Hollow Rd	Chrisman Road	50	7,483	0	9,240	0.00	1.12	37-46	73	62	46	45	bicycle facilities, two parks and Jefferson Middle School
19	Macarthur Dr	North City Limits	I-205	40	1,125	6	1,795	8.60	1.12	32-41	81	68	43	40	high collision rate, bicycle facilities per CVC section 22358.6(c)
20	Macarthur Dr	I-205	Grant Line Rd	40	15,959	7	3,590	0.35	1.00	33-42	82	67	42	40	commercial, and residential area
21	Macarthur Dr	Eleventh Street	Grant Line Rd	40	7,316	2	7,867	0.10	1.00	28-37	82	69	39	40	rounding to nearest 5 mph increment CVC section 22358.6(a)
22	Macarthur Dr	Valpico Rd	Shulte Rd	40	3,937	9	5,280	1.25	1.27	35-44	92	77	46	40	residential area with bike lane
23	Macarthur Dr	Valpico Rd	Fairoaks Rd	45	5,016	0	3,010	0.00	1.12	36-45	84	70	47	40	bicycle facilities & elementary school CVC section 22358.6(b)
24	Macarthur Dr	Fairoaks Rd	South City Limits	40	3,397	1	2,323	0.37	1.12	27-36	97	81	36	35	residential frontage and intermediate intersections
25	Mt Diablo Ave	Central Ave	Tracy Blvd	25	1,570	0	2,640	0.00	1.12	23-32	77	68	34	25	residential district and elementary school
26	Mt Diablo Ave	Central Ave	Macarthur Dr	25	1,657	1	2,640	0.66	1.12	21-30	93	76	33	25	residential district and elementary school
27	Naglee Rd	North City Limits	Grant Line Rd	35	5,609	14	3,960	1.82	1.00	31-40	79	66	41	35	bike path, lane transitions, commercial driveways
28	Orchard Pkwy	Grant Line Rd	Lowell Ave	35	2,635	2	2,640	0.83	1.12	32-41	71	59	41	35	bike lane, road curve and intermediate intersections
29	Shulte Rd	Tracy Blvd	Corral Hollow Rd	40	15,064	2	7,603	0.05	1.00	36-45	90	75	44	40	bike lane, road curve and intermediate intersections
30	Shulte Rd	Josephine Dr	Barcelona Dr	40	3,580	2	2,640	0.61	1.12	31-40	66	55	45	40	residential area with bike lane and road termination
31	Starflower Dr	Corral Hollow Rd	Dove St	25	2,117	0	1,848	0.00	1.12	25-34	95	79	32	25	residential driveways on both sides of this segment
32	Sycamore Pkwy	Valpico Rd	Shulte Rd	35	4,958	2	5,491	0.21	1.12	32-41	83	69	44	35	bicycle facilities and Wanda Hirsch Elementary School
33	Sycamore Pkwy	Tracy Blvd	Valpico Rd	30	1,397	0	1,214	0.00	1.12	25-34	96	76	34	30	bike path, road curves, school frontage
34	Tennis Ln	Corral Hollow Rd	Jill Dr	25	2,845	1	2,640	0.39	1.12	21-30	96	79	31	25	residential frontage and intermediate intersections
35	Tracy Blvd	Sixth St	Shulte Rd	40	26,376	13	4,488	0.32	1.00	36-45	83	69	45	40	bike lane, road curve and intermediate intersections
36	Tracy Blvd	Shulte Rd	Valpico Rd	45	19,054	6	5,333	0.17	1.27	36-45	87	72	47	45	bike lane, road curve and intermediate intersections
37	Wester Pacific Way	Corral Hollow Rd	West City Limit	50	3,261	1	9,346	0.09	1.12	46-55	77	64	54	50	residential driveways and no shoulder
38	Whispering Wind Dr	Tracy Blvd	Middlefield Dr	30	4,903	1	3,590	0.16	1.27	28-37	84	69	38	30	bicycle facilities and Anthony Traina Elementary School
39	Whispering Wind Dr	Regis Dr	Tracy Blvd	30	5,365	1	739	0.73	1.12	21-30	114	95	28	30	city park frontage, bike lane and road termination
40	Chrisman Road	Grant Line Road	Paradise Avenue	40	666	2	1,214	7.15	1.00	26-35	73	61	39	40	no driveways in this segment
41	Chrisman Road	Paradise Avenue	Rr Tracks (South End)	40	3,327	1	1,954	0.45	1.27	25-34	57	48	42	40	maintain 40 mph to be consistent with the other segments
42	Pescadero Avenue	Macarthur Drive	1/2 Mile East Of Macarthur	35	5,301	0	2,640	0.00	1.12	32-41	63	53	41	35	commercial/agricultural area
43	Hansen Road	I-205	Schulte Road	45	2,779	3	6,970	0.45	1.27	33-42	57	48	46	45	commercial and agricultural area

City of Tracy

Engineering & Traffic Survey Report
December 2025

Engineering Division
Public Works Department

December 2025

Engineering & Traffic Survey Report

INTRODUCTION

This report presents the results of Traffic and Engineering Surveys conducted in 2025 by and for the City of Tracy. The surveys were conducted to establish safe and reasonable speed limits. The findings of this report will enable the City to justify radar enforcement of speed limits in these roadways, as indicated in Section 40802 of the California Vehicle Code. Segments of the following City streets were investigated:

Rdwy No.	Road Name	From	To
1	Central Avenue	Tracy Blvd	Sycamore Pkwy
2	Corral Hollow Rd	Parkside Dr	Schulte Rd
3	Corral Hollow Rd	Schulte Rd	Eleventh Street
4	Crossroads Dr	Eleventh Street	Gaines Ln
5	Crossroads Dr	Eleventh Street	Greystone Dr
6	Cypress Dr	Hickory Ave	Corral Hollow Rd
7	Eleventh Street	Lammers Rd	West City Limit
8	Eleventh Street	Lammers Rd	Corral Hollow Rd
9	Eleventh Street	Corral Hollow Rd	Lincoln Blvd
10	Eleventh Street	Lincoln Blvd	Tracy Blvd
11	Eleventh Street	East Street	Beginning Of Bridge
12	Eleventh Street	Beginning Of Bridge	East City Limits
13	Fabian Road	Lammers Rd	Mame Anderson Ln
14	Kavanagh Ave	Corral Hollow Rd	Lincoln Blvd
15	Kavanagh Ave	Lincoln Blvd	Tracy Blvd
16	Lammers Rd	Eleventh Street	South City Limits
17	Lauriana Lane	Schulte Rd	Cypress Dr
18	Linne Rd	Corral Hollow Rd	Chrisman Road
19	Macarthur Dr	North City Limits	I-205
20	Macarthur Dr	I-205	Grant Line Rd
21	Macarthur Dr	Eleventh Street	Grant Line Rd
22	Macarthur Dr	Valpico Rd	Shulte Rd
23	Macarthur Dr	Valpico Rd	Fairoaks Rd
24	Macarthur Dr	Fairoaks Rd	South City Limits
25	Mt Diablo Ave	Central Ave	Tracy Blvd
26	Mt Diablo Ave	Central Ave	Macarthur Dr
27	Naglee Rd	North City Limits	Grant Line Rd
28	Orchard Pkwy	Grant Line Rd	Lowell Ave
29	Shulte Rd	Tracy Blvd	Corral Hollow Rd
30	Shulte Rd	Josephine Dr	Barcelona Dr
31	Starflower Dr	Corral Hollow Rd	Dove St
32	Sycamore Pkwy	Valpico Rd	Shulte Rd
33	Sycamore Pkwy	Tracy Blvd	Valpico Rd
34	Tennis Ln	Corral Hollow Rd	Jill Dr
35	Tracy Blvd	Sixth St	Shulte Rd
36	Tracy Blvd	Shulte Rd	Valpico Rd
37	Wester Pacific Way	Corral Hollow Rd	West City Limit
38	Whispering Wind Dr	Tracy Blvd	Middlefield Dr
39	Whispering Wind Dr	Regis Dr	Tracy Blvd
40	Chrisman Road	Grant Line Road	Paradise Avenue
41	Chrisman Road	Paradise Avenue	Rr Tracks (South End)
42	Pescadero Avenue	Macarthur Drive	1/2 Mile East Of Macarthur
43	Hansen Road	I-205	Schulte Road

STUDY PROCEDURES

Section 22352 of the California Vehicle Code requires a 25 mph prima facie speed limit on streets in residential or business district, 15 mph at railroad grade crossings, highway intersections with sight restrictions and in any alley. However, upon the basis of an Engineering and Traffic survey, a local authority may declare speed limits of 30, 35, 40, 45, 50, 55, 60, or a maximum of 65 mph in order to facilitate the orderly movement of traffic. Section 22356 currently sets the maximum speed limit at 65 mph.

Also, except as provided in Section 22356, Section 22349 (b) Not withstanding any other provisions of law, no person may drive a vehicle upon a two lane, undivided highway at a speed greater than 55 miles per hour unless that highway, or portion thereof, has been posted for higher speed by local agency on the bases of an engineering and traffic survey. Prima facie speed limits can be posted without the need for engineering and traffic surveys. The required elements in such Engineering and Traffic Survey are outlined in Section 627 of the Code.

This report adopts the aforementioned guidelines in formulating the recommendations in this report.

The principle elements in this study of the selected streets are highlighted below:

RADAR CHECK

Each street was divided into segments to account for its differing roadway characteristics. Variations in roadway segments include street width, and other significant geometric factors and constraints. One speed check was made in each section from an inconspicuously parked, unmarked vehicle. Every effort was made to insure that the presence of the vehicle does not affect the driving behavior of other motorists. A minimum of 100 samples or more were taken for each section of major Roadway. All field data was coded onto forms for subsequent computer analysis.

DATA ANALYSIS

The radar speed survey data was compiled and analyzed to determine the 50th percentile speed, 85th percentile speed, 10 mph pace speed, the percent of vehicles observed within the 10-mph pace speed, the range of speed observed, and the average speed for each surveyed location. A description of these terms is provided below:

- *50th Percentile Speed (Median Speed):* The speed above and below which 50 percent of the sample speeds were observed. This value indicates the speed that a driver may choose to drive without the influence of any speed limits, speed signs, or enforcement.
- *85th Percentile Speed (Critical Speed):* The speed at or below 85 percent of the sample speeds were observed. The 85th percentile speed of a spot speed survey is the primary indicator of the appropriate speed limit for a section of the roadway.

- *10 mph Pace Speed:* The 10-mph increment (range) of speeds containing the greatest number of vehicles. In almost all cases, the 85th percentile speed and the recommended speed lie within the range, frequently in the middle to upper range of the interval. The percent of vehicles that fall within the pace speed is an indicator of the bunching of vehicular speeds. The percent within the pace is often between 60 and 80.
- *Average speed:* The average speed is simply the cumulative speed divided by the number of observed vehicles.

The speed limit for each study segment was recommended after determining the average speed, 85th percentile speed, pace speed and considering other significant factors like existing land use, roadway design characteristics, and accident rates (based on accident records for the last three years) for the study segment.

COLLISION REVIEW

Collisions reported at study roadway segments were obtained from the California Crash Reporting System (CCRS)[1] database for a period of five years from January 2020 to December 2024. Collision rates are a significant factor in determining the appropriate speed limits. The E&TS summary for each roadway segment included in the table shows the number of collisions in the last five years and the accident rate. CCRS dataset was used to map and summarize the collisions. 2023 crash Data on California State Highways (most recent available report) data was used to compare the collision rates of the roadway segments with the reported statewide collision rates for similar roadways. 2023 total collision rates for urban roadways per Million Vehicle Miles (MVM) are as follows:

- 2 and 3 lane roadways – 1.12 per MVM
- 4+ undivided roadways – 1.00 per MVM
- 4+ divided roadways – 1.27 per MVM
- 2 and 3 lane expressways – 0.79 per MVM
- 4+ divided expressways – 1.00 per MVM

FIELD CHECK

After performing the radar checks, data analyses, and collision review, a final field check was made. In performing a field check, the driver needs to be fully aware of the aforementioned parameters and particularly cognizant of the 85th percentile speeds and the pace speed. The driver evaluates the appropriateness of these values and notes the significance of other factors such as roadside development, driveways, parked vehicles, emergency shoulder areas, schools and playgrounds, pedestrians, roadway alignment, control, and numerous other intangible factors. These elements are given serious consideration in the determination of a reasonable and safe speed limit.

[1] *Statistic crash records within State of California, State of California, https://lab.data.ca.gov/dataset/ccrs*

Reasonable limits are speeds at which motorists would drive without the affects of enforcement of signs. However, it is known that motorists tend to drive faster in residential districts away from their homes that the local residents would prefer.

People are more concerned about traffic speeds in their neighborhood than elsewhere. This is not a tendency to willfully break the law, but rather a reflection of human behavior. Consequently, unlike multi-lane arterial roadways, where the 85th percentile speed closely approximates the posted speed limit, the 85th percentile speed on local residential streets may be much higher than the legal limit. In fact, it is not uncommon that the majority of the motorists, ever as high as 80 to 90 percent of those observed, travels in excess of the 25 mph prima facie residential speed limit. This fact does not imply that the 25 mph limit is inappropriate; it simply implies that the majority of the motorists are driving imprudently.

Frequent changes of the speed limit over a stretch of roadway need to be avoided in establishing speed limits. Varying the limits over a relatively short length of roadway may also be inappropriate. Speed limits that change every few blocks may accurately reflect prevailing driving conditions on the street, but they do not give the motorist the opportunity to become aware of the lawful limit.

For the reasons mentioned above, the recommendations in this report are made to produce consistency in the speed limits and are not intended to encourage unsafe speeds.

TRAFFIC AND ENGINEERING STUDIES

The following sections present the findings of the Engineering and Traffic surveys. Each of the roadway segments into which a street is divided is discussed separately, and recommendation on the speed limit is provided at the end of each sub-section. The 85th percentile speed and the recommended speed limits for the surveyed roadways are included.

ENGINEERING & TRAFFIC SURVEY RECOMMENDATIONS

Central Avenue

Segment 1: Tracy Blvd. to Sycamore Parkway

This segment of the Central Avenue is a two-lane major residential collector street. The segment is approximately 0.27 mile in length and 56' feet in width. There is a median island. There is a Class II bike lane. There is school frontage near the West end of the intersection. On street parking is not permitted. The previously established speed limit in this section is 35 mph.

There were 1 reported collision on this roadway from January 2020 to December 2024.

10 mph pace speed	28 mph - 37 mph.
85th percentile speed	36 mph.
50th percentile speed	32 mph.

The 85th percentile speed indicates a 36 mph speed limit. There is a bike lane, intermediate intersections and school frontage in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 35 mph.

The recommended speed limit for this section therefore is 35 mph.

Corral Hollow Road

Segment 2: Parkside Drive to Schulte Road

This segment of the Corral Hollow Road is a four-lane major arterial. The segment is approximately 0.48 mile in length and 104' to 118' feet in width. There is a median island. There is a Class II bike lane. On street parking is not permitted. The posted speed limit is 45 mph.

There were 8 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	39 mph - 48 mph.
85th percentile speed	46 mph.
50th percentile speed	43 mph.

The 85th percentile speed indicates a 46 mph speed limit. There is a bike lane and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore it is recommended that the posted speed limit be reduced to 40 mph.

The recommended speed limit for this section therefore is 40 mph.

Segment 3: Schulte Road to Eleventh Street

This segment of the Corral Hollow Road is a four-lane major arterial. The segment is approximately 0.74 mile in length and 120' feet in width. There is a median island. There is a Class II bike lane. On street parking is not permitted. The posted speed limit is 45 mph.

There were 12 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	37 mph – 46 mph.
85th percentile speed	49 mph.
50th percentile speed	43 mph.

The 85th percentile speed indicates a 49 mph speed limit. There is a bike lane and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remains at 45 mph.

The recommended speed limit for this section therefore is 45 mph.

Crossroads Drive

Segment 4: Eleventh Street to Gaines Lane

This segment of the Crossroads Drive is a two-lane residential collector street. The segment is approximately 0.31 mile in length and 40 to 55 feet in width. There is a Class II bike lane. There is a City Park and Residential homes which fronts Crossroads Drive. There is a future school planned on this segment frontage. On street parking is permitted. The posted speed limit is 25 mph.

There were 0 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	21 mph - 30 mph.
85th percentile speed	31 mph.
50th percentile speed	27 mph.

The 85th percentile speed indicates a 31 mph speed limit. There is a bike lane, residential driveways, intermediate intersections and City Park in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 25 mph.

The recommended speed limit for this section therefore is 25 mph.

Segment 5: Eleventh Street to Greystone Drive

This segment of the Crossroads Drive is a four-lane collector street. The segment is approximately 0.31 mile in length and width varies from 78 feet to 90 feet. There is a Class II bike lane. There is Tracy Sports Complex and residential subdivisions along Crossroads Drive. The posted speed limit is 30 mph.

There were 0 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	29 mph - 38 mph.
85th percentile speed	40 mph.
50th percentile speed	35 mph.

The 85th percentile speed indicates a 40 mph speed limit. There is a bike lane, intermediate intersections and City Park in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 30 mph.

The recommended speed limit for this section therefore is 30 mph.

Cypress Drive

Segment 6: Hickory Ave to Corral Hollow Road

This segment of the Cypress Drive is a major residential collector street. The segment is approximately .57 miles in length and 42 feet in width. On street parking is permitted in portion of this segment. There is school frontage in this segment. The posted speed limit is 30 mph.

There were 0 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	27 mph - 36 mph.
85th percentile speed	39 mph.
50th percentile speed	32 mph.

The 85th percentile speed indicates a 39 mph speed limit. There is school frontage, City Park, and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 30 mph.

The recommended speed limit for this section therefore is 30 mph.

Eleventh Street

Segment 7: Lammers Road to West City limit

This segment of Eleventh Street is a four-lane major arterial street. This segment is also a freeway entrance and exit. The segment is approximately .63 miles in length. There is no parking, no bike lane. The posted speed limit is 55 mph.

There were 7 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	46 mph – 55 mph.
85th percentile speed	54 mph.
50th percentile speed	50 mph.

The 85th percentile speed indicates a 54 mph speed limit. This section of Eleventh Street connects the freeway off ramp to another segment with proposed speed limits of 45 mph. Downgrading the 85th percentile speed by only 5 mph will result in a sudden reduced 20 mph transition into the City Urban area which is not recommended. To provide adequate transitions within these connected segments the downgrading of 85th percentile speed significantly is necessary. Therefore it is recommended that the posted speed limit remains at 55 mph.

The recommended speed limit for this section is 55 mph.

Segment 8: Lammers Road to Corral Hollow Road

This segment of the Eleventh Street is a four-lane major arterial street and is a major entrance to the City. The segment is approximately 1.29 miles in length and 130 – 147 feet in width. There is a median island. There is a Class III bike lane. There is no parking permitted. The posted speed limit is 45 mph.

There were 3 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	46 mph - 55 mph.
85th percentile speed	55 mph.
50th percentile speed	51 mph.

The 85th percentile speed indicates a 55 mph speed limit. There is a Class III Bike Path, park frontage, and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remains at 45 mph.

The recommended speed limit for this section therefore is 45 mph.

Segment 9: Corral Hollow Road to Lincoln Blvd.

This segment of the Eleventh Street is a four-lane major arterial street. The segment is approximately .63 miles in length. The width from Corral Hollow Rd. to Alden Glen is 97 feet from Alden Glen to Lincoln 60 feet. There is a median island. There is a Class II bike lane. The posted speed limit is 35 mph.

There were 10 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	29 mph – 38 mph.
85th percentile speed	38 mph.
50th percentile speed	34 mph.

The 85th percentile speed indicates a 38 mph speed limit. There is Class II Bike lane, fire station and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore it is recommended that the posted speed limit remains at 35 mph.

The recommended speed limit for this section therefore is 35 mph.

Segment 10: Lincoln Blvd. to Tracy Blvd.

This segment of Eleventh Street is a four-lane major arterial street. The segment is approximately .29 miles in length and 60 feet in width. There is no bike lane and no parking. The posted speed limit is 30 mph.

There were 2 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	32 mph – 41 mph.
85th percentile speed	39 mph.
50th percentile speed	35 mph.

The 85th percentile speed indicates a 39 mph speed limit. There are intermediate intersection and commercial driveways in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 30 mph.

The recommended speed limit for this section therefore is 30 mph.

Segment 11: East Street to Beginning of Bridge

This segment of the Eleventh Street is a four-lane major arterial street. The segment is approximately .42 miles in length and in 60 feet width. There is no bike lane and no parking. There is school frontage on the North side of this segment. The posted speed limit is 35 mph.

There were 6 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	29 mph – 38 mph.
85th percentile speed	43 mph.
50th percentile speed	35 mph.

The 85th percentile speed indicates a 43 mph speed limit. There is school frontage, commercial driveways, residential driveways and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 35 mph.

The recommended speed limit for this section therefore is 35 mph.

Segment 12: Beginning of Bridge to East City Limits

This segment of the 11th Street is a four-lane arterial street. The bridge was recently completed. The segment is approximately 0.33 mile in length and 68 feet in width. There is a class II bike lane and a sidewalk along this segment. On street parking is not permitted. The current posted speed limit is 45 mph.

There were 0 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	46 mph - 55 mph.
85th percentile speed	53 mph.
50th percentile speed	46 mph.

The 85th percentile speed indicates a 53 mph speed limit. There are intersections on both sides of this segment that justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 45 mph.

The recommended speed limit for this section is 45 mph.

Fabian Road

Segment 13: Lammers Road to Mamie Anderson Lane

This segment of the Fabian Road is a two-lane residential collector street. The segment is approximately 0.61 mile in length and 18 feet in width. On street parking is not permitted. There is some residential frontage. The posted speed limit is 35 mph.

There was 0 reported collision on this roadway from March 2021 to July 202024.

10 mph pace speed	29 mph - 38 mph.
85th percentile speed	39 mph.
50th percentile speed	33 mph.

The 85th percentile speed indicates a 39 mph speed limit. There is residential frontage and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 35 mph.

The recommended speed limit for this section therefore is 35 mph.

Kavanagh Avenue

Segment 14: Corral Hollow Road to Lincoln Blvd.

This segment of Kavanagh Avenue is a two-lane residential collector. The segment is approximately .57 miles in length and 40 feet in width. There is Class II bike lane in this segment. Street segment has and driveway openings in this section. There is school and park frontage on the Southside in this segment. On street parking is permitted. The posted speed limit is 25 mph.

There were 4 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	24 mph - 33 mph.
85th percentile speed	32 mph.
50th percentile speed	29 mph.

The 85th percentile speed indicates a 32 mph speed limit. There is a school frontage, bike lane and residential frontage in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 25 mph.

The recommended speed limit for this section therefore is 25 mph.

Segment 15: Lincoln Blvd. to Tracy Blvd.

This segment of Kavanagh Avenue is a two lane residential collector. The segment is approximately .45 mile in length and 40 feet in width. There are driveway openings in this section. On street parking is permitted. The posted speed limit is 25 mph.

There were 2 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	25 mph - 34 mph.
85th percentile speed	35 mph.
50th percentile speed	31 mph.

The 85th percentile speed indicates a 35 mph speed limit. There is a class III bike route and residential frontage in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 25 mph.

The recommended speed limit for this section therefore is 25 mph.

Lammers Road

Segment 16: Eleventh St to South City Limits

This segment of Lammers Road is a six-lane major arterial facility within the City. The street narrows to a two-lane facility in the un-incorporated San Joaquin County. The segment is approximately .38 mile in length and 144 feet at its widest point. On street parking is not permitted. The posted speed limit is 45 mph.

There were 1 reported collision on this roadway from January 2020 to December 2024.

10 mph pace speed	45 mph - 54 mph.
85th percentile speed	53 mph.
50th percentile speed	49 mph

The 85th percentile speed indicates a 53 mph speed limit. There is school frontage, bike path and lane transitions in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 45 mph.

The recommended speed limit for this section therefore is 45 mph.

Lauriana Lane

Segment 17: Schulte Rd to Cypress Dr

This segment of Lauriana Lane is a two-lane major residential collector street. The segment is approximately 0.35 mile in length and 46' feet in width. There is a median island. There is a Class II bike lane. There is school frontage on the east side. On street parking is not permitted. The posted speed limit is 30 mph.

There were 1 reported collision on this roadway from January 2020 to December 2024.

10 mph pace speed	27 mph. - 36 mph.
85th percentile speed	36 mph.
50th percentile speed	31 mph.

The 85th percentile speed indicates a 36 mph speed limit. There is a bike lane and school route in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 30 mph.

The recommended speed limit for this section therefore is 30 mph.

Linne Road

Segment 18: Corral Hollow Road to Chrisman Road

This segment of the Linne Road is a two-lane arterial. The segment is approximately 1.75 miles in length and 24 feet in width. On street parking is not permitted. The posted speed limit is 50 mph.

There were 0 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	37 mph - 46 mph.
85th percentile speed	46 mph.
50th percentile speed	40 mph

The 85th percentile speed indicates a 46 mph speed limit. There are commercial driveways, truck route and no shoulder present in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit is reduced to 45 mph.

The recommended speed limit for this section therefore is 45 mph.

MacArthur Drive

Segment 19: North City limits to I-205

This segment of the MacArthur Drive is a two-lane arterial roadway. The segment is approximately .34 miles in length and 30' feet in width. On street parking is not permitted. The posted speed limit is 40 mph.

There were 6 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	32 mph - 41 mph.
85th percentile speed	43 mph.
50th percentile speed	37 mph.

The 85th percentile speed indicates a 43 mph speed limit. The posted speed limit contiguous to this segment in the un-incorporated San Joaquin County north of this segment is 40mph. The posted speed limit contiguous to this segment to the south of this segment is 40mph. Therefore, to provide consistency it is recommended that the posted speed limit remain at 40 mph.

The recommended speed limit for this section therefore is 40 mph.

Segment 20: I-205 to Grant Line Road

This segment of the MacArthur Drive is a four-lane major arterial. The segment is approximately .68 miles in length and 94 feet in width. On street parking is not permitted. There is a Class II bike lane. There are Commercial Driveways on the Eastside of the street. The posted speed limit is 40 mph.

There were 7 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	33 mph - 42 mph.
85th percentile speed	42 mph.
50th percentile speed	36 mph.

The 85th percentile speed indicates a 42 mph speed limit. There is a bike lane, truck route, lane transitions, and industrial driveways in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 40 mph.

The recommended speed limit for this section therefore is 40 mph.

Segment 21: Eleventh St to Grant Line Road.

This segment of the Macarthur Drive is a four-lane major arterial. The segment is approximately 1.49 miles in length and 80 feet in width. There is a Class I Bike path and Class II bike lane present in this segment. On street parking is not permitted. The posted speed limit is 40 mph.

There were 2 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	28 mph - 37 mph.
85th percentile speed	39 mph.
50th percentile speed	34 mph

The 85th percentile speed indicates a 39 mph speed limit. Therefore, it is recommended that the posted speed limit should remain 40 mph.

The recommended speed limit for this section therefore is 40 mph.

Segment 22: Valpico Road to Schulte Road

This segment of the MacArthur Drive is a two-lane major arterial. The segment is approximately 1.0 mile in length and 116' South of Yosemite drive to 381' feet North of East lake Drive the roadway is 24 feet. The remaining roadway is 80'. On street parking is not permitted. The posted speed limit is 40 mph.

There were 9 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	35 mph - 44 mph.
85th percentile speed	46 mph.
50th percentile speed	41 mph.

The 85th percentile speed indicates a 46 mph speed limit. There is bike lane, intermediate intersections, and low or no shoulder in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 40 mph.

The recommended speed limit for this section therefore is 40 mph.

Segment 23: Valpico Road to Fairoaks Drive

This segment of the MacArthur Drive is a two-lane arterial street. The segment is approximately .57 miles in length. The segment width varies from 44 feet to 24 feet. There are residential driveway openings in this section on both sides. On street parking is not permitted. The posted speed limit is 45 mph.

There were no reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	36 mph - 45 mph.
85th percentile speed	47 mph.
50th percentile speed	41 mph.

The 85th percentile speed indicates a 47 mph speed limit. There is residential frontage, bike lane, Tom Hawkins Elementary School and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit be reduced to 40 mph.

The recommended speed limit for this section therefore is 40mph.

Segment 24: Fairoaks Drive to South City limits

This segment of the MacArthur Drive is a two-lane arterial street. The segment is approximately .44 miles in length. The segment width varies from 44 feet to 24 feet. There are residential driveway openings in this section on both sides. On street parking is not permitted. The posted speed limit is 40 mph.

There was 1 reported collision on this roadway from January 2020 to December 2024.

10 mph pace speed	27 mph - 36 mph.
85th percentile speed	36 mph.
50th percentile speed	32 mph

The 85th percentile speed indicates a 36 mph speed limit. There is residential frontage with bike facilities and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit should be reduced to 35 mph.

The recommended speed limit for this section therefore is 35 mph.

Mount Diablo Avenue

Segment 25: Central Avenue to Tracy Blvd

This segment of the Mt. Diablo Drive is a two-lane residential collector street. The segment is approximately .50 miles in length. The segment width varies from 44 feet to 56 feet. There are residential driveway openings in this section on both sides. There is school frontage on the south side of this segment. On street parking is permitted. The posted speed limit is 25 mph.

There were no reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	23 mph - 32 mph.
85th percentile speed	34 mph.
50th percentile speed	28 mph.

The 85th percentile speed indicates a 34 mph speed limit. There is school frontage, residential frontage and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 25 mph

The recommended speed limit for this section therefore is 25 mph.

Segment 26: Central Avenue to MacArthur Drive

This segment of the Mt. Diablo Drive is a two-lane residential collector street. The segment is approximately .50 miles in length. The width varies from 44 feet to 56 feet in this segment. There are residential driveway openings in this section on both sides. On street parking is permitted. The posted speed limit is 25 mph.

There was 1 reported collision on this roadway from January 2020 to December 2024

10 mph pace speed	21 mph - 30 mph.
85th percentile speed	33 mph.
50th percentile speed	27 mph

The 85th percentile speed indicates a 33 mph speed limit. There is school frontage, residential frontage and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 25 mph.

The recommended speed limit for this section therefore is 25 mph.

Naglee Road

Segment 27: North City limits to Grant Line Road

This segment of the Naglee Road is a four-lane minor arterial street. The segment is approximately 0.75 mile in length and 102 feet in width with a raised median island. There is a class I Bike Lane. On street parking is prohibited. The posted speed limit is 35 mph.

There were 14 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	31 mph - 40 mph.
85th percentile speed	41 mph.
50th percentile speed	35 mph.

The 85th percentile speed indicates a 41 mph speed limit. There is a bike path, lane transitions, commercial driveways and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 35 mph.

The recommended speed limit for this section therefore is 35 mph.

Orchard Parkway

Segment 28: Grant Line Road to Lowell Avenue

This segment of the Orchard Parkway is a two-lane residential collector. The segment is approximately .50 mile in length and 56 feet in width. On street parking is prohibited. The posted speed limit is 35 mph.

There were two reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	32 mph - 41 mph.
85th percentile speed	41 mph.
50th percentile speed	35 mph

The 85th percentile speed indicates a 41 mph speed limit. There is a bike lane, road curve and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 35 mph.

The recommended speed limit for this section therefore is 35 mph.

Schulte Road

Segment 29: Tracy Blvd to Corral Hollow Road.

This segment of Schulte Road is a four lane arterial. The segment is approx. 1.44 mile in length and 83' feet in width. There are residential developments in this section. On street parking is not permitted and there is a class II bike lane in this segment. The posted speed limit is 40 mph.

There were 2 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	36 mph. - 45 mph.
85th percentile speed	44 mph.
50th percentile speed	40 mph.

The 85th percentile speed indicates a 44 mph speed limit. There is a bike lane, road curve, intermediate intersections and school route in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 40 mph.

The recommended speed limit therefore is 40 mph.

Segment 30: Mabel Josephine Drive to Barcelona Drive

This segment of Schulte Road is a four lane arterial. The segment is approx. 0.50 mile in length and 56' feet in width with a median island. There are residential developments in this section. On street parking is not permitted and there is a class II bike lane in this segment. The posted speed limit is 40 mph.

There were 2 reported collisions on this roadway from January 2020 to December 2024

10 mph pace speed	31 mph. - 40 mph.
85th percentile speed	45 mph.
50th percentile speed	37 mph.

The 85th percentile speed indicates a 45 mph speed limit. There is a bike lane and road termination which justifies the downgrading of 85th percentile speed by 5 mph.

Therefore, it is recommended that the posted speed limit remains at 40 mph.

The recommended speed limit therefore is 40 mph.

Starflower Drive

Segment 31: Corral Hollow Road and Dove Street

This segment of the Starflower Drive is a two-lane collector street. The segment is approximately 0.35 mile in length and 48 feet in width. There is a class II bike lane in this segment. There are residential driveway openings in this section. On street parking is not permitted. The posted speed limit is 25 mph.

There were 0 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	25 mph - 33 mph.
85th percentile speed	32 mph.
50th percentile speed	29 mph.

The 85th percentile speed indicates a 32 mph speed limit. There are residential driveways on both sides of this segment in addition to on-street parking that justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 25 mph.

The recommended speed limit for this section is 25 mph.

Sycamore Parkway

Segment 32: Valpico Road to Schulte Road

This segment of Sycamore Parkway is a two-lane minor arterial. The segment is approx. 1.04 mile in length and 64 feet wide. On street parking is not permitted. There is a Class I Bike Lane. There is school frontage on the West side. The posted speed limit is 35 mph.

There were 2 reported collisions on this roadway from January 2020 to December 2024

10 mph pace speed	32 mph. - 41 mph.
85th percentile speed	44 mph.
50th percentile speed	38 mph.

The 85th percentile speed indicates a 44 mph speed limit. There is a bike path, road curves, school frontage and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 35 mph.

The recommended speed limit for this section is 35 mph.

Segment 33: Tracy Blvd to Valpico Road .

This segment of Sycamore Parkway is four-lane minor arterial in the major portion of the segment. The segment than narrow downs to two-lane major collector before Tracy Blvd. The segment is approx.69 mile in length and 64' feet wide. On street parking is not permitted. There is a city park and school on the east side of this segment. The posted speed limit is 30 mph.

There were 0 reported collisions on this roadway from January 2020 to December 2024

10 mph pace speed	25 mph. - 34 mph.
85th percentile speed	34 mph.
50th percentile speed	31 mph.

The 85th percentile speed indicates a 34 mph speed limit. There is a bike path, road curves, school frontage and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 30 mph.

The recommended speed limit for this section is 30 mph.

Tennis Lane

Segment 34: Corral Hollow Road to Jill Drive

This segment of Tennis Lane is a two-lane residential collector street. The segment is approximately .50 miles in length. The width varies from 44 feet to 56 feet in this segment. There are residential driveway openings in this section on both sides. On street parking is permitted. The posted speed limit is 25 mph.

There were 1 reported collision on this roadway from January 2020 to December 2024.

10 mph pace speed	21 mph - 30 mph.
85th percentile speed	31 mph.
50th percentile speed	26 mph.

The 85th percentile speed indicates a 31 mph speed limit. There is residential frontage and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 25 mph.

The recommended speed limit for this section therefore is 25 mph.

Tracy Boulevard

Segment 35: Sixth Street to Schulte Road

This segment of Tracy Boulevard is a four-lane arterial. The segment is approximately .85 mile in length and 82 feet in width. There are residential subdivisions, on street parking is not permitted. There is a class II bike lane. The posted limit is 40 mph.

There were 13 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	36 mph – 45 mph.
85th percentile speed	45 mph.
50th percentile speed	40 mph

The 85th percentile speed indicates a 45 mph speed limit. There is a bike lane, road curve and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 40 mph.

The recommended speed limit therefore is 40 mph.

Segment 36: Schulte Road & Valpico Road

This segment of Tracy Boulevard is a four-lane arterial. The segment is approx. 1.01 mile in length and 82 feet in width. There are commercial developments developed on the West side. There are residential subdivisions on both sides. On street parking is not permitted. There is a class II bike lane. The posted limit is 45 mph.

There were 6 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	36 mph - 45 mph.
85th percentile speed	47 mph.
50th percentile speed	42 mph

The 85th percentile speed indicates a 47 mph speed limit. There is a bike lane and intermediate intersections in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 45 mph.

The recommended speed limit therefore is 45 mph.

Western Pacific Way

Segment 37 : Corral Hollow Road to West City limits

This segment is along railroad tracks and is a two-lane rural collector road. The segment is approximately 1.77 mile in length and 20 feet in width. There is no bike lane, and the road parallels the railroad track. On street parking is not permitted. The posted speed limit is 50 mph.

There were 1 reported collision on this roadway from January 2020 to December 2024.

10 mph pace speed	46 mph - 55 mph.
85th percentile speed	54 mph.
50th percentile speed	48 mph

The 85th percentile speed indicates a 54 mph speed limit. There are residential driveways and no shoulder present in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 50 mph.

The recommended speed limit for this section therefore is 50 mph.

Whispering Wind Drive

Segment 38: Tracy Blvd. to Middlefield Drive

This segment of the Whispering Wind Drive is a residential collector. The segment is approx. 0.68 mile in length and 52 feet in width. There is a residential neighborhood on both sides and a future school on the north side of the segment. On street parking is permitted in this segment. The posted speed limit is 30 mph.

There were 1 reported collision on this roadway from January 2020 to December 2024.

10 mph pace speed	28 mph. - 37 mph.
85th percentile speed	38 mph.
50th percentile speed	33 mph.

The 85th percentile speed indicates a 38 mph speed limit. There is residential frontage, school frontage and intermediate intersections in this segment which justifies not increasing the speed limit. Therefore, it is recommended that the posted speed limit remains at 30 mph.

The recommended speed limit therefore is 30 mph.

Segment 39: Regis Drive to Tracy Blvd.

This segment of the Whispering Wind Drive is an Industrial collector. The segment is approx. 52' feet in width. There is an industrial complex to the South. There is City Park frontage at the east end of this segment. On street parking is not permitted. The posted speed limit is 30 mph.

There were 1 reported collision on this roadway from January 2020 to December 2024

10 mph pace speed	21 mph. - 30 mph.
85th percentile speed	28 mph.
50th percentile speed	24 mph.

The 85th percentile speed indicates a 28 mph speed limit. There is city park frontage, bike lane and road termination in this segment which justifies the downgrading of 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 30 mph.

The recommended speed limit therefore is 30 mph.

Chrisman Road

Segment 40: Grant Line Road to Paradise Avenue.

This segment of Chrisman Road is a four-lane arterial. The segment is approximately 0.23 miles in length and 90 feet in width. There are no driveways on the roadway. The posted speed limit in this section is 40 mph.

There were 2 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	26 mph. - 35 mph.
85th percentile speed	39 mph.
50th percentile speed	32 mph.

The 85th percentile speed indicates a speed of 39 mph. There are no driveways in this segment which do not support downgrading of the 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 40 mph.

The recommended speed limit for this section therefore is 40 mph.

Segment 41: Paradise Avenue to RR Track(South End).

This segment of Chrisman Road is a four-lane arterial. The segment is approximately 0.37 miles in length and 90 feet in width. There are no driveways on the roadway. The posted speed limit in this section is 40 mph.

There were 1 reported collision on this roadway from January 2020 to December 2024.

10 mph pace speed	25 mph. - 34 mph.
85th percentile speed	42 mph.
50th percentile speed	34 mph.

The 85th percentile speed indicates a speed of 42 mph to keep consistency with the other portion justifies the downgrading of the 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains at 40 mph.

The recommended speed limit for this section therefore is 40 mph.

Pescadero Avenue

Segment 42: MacArthur Road to ½ mile East of MacArthur Road

This segment of Pescadero Avenue is a two lane with turn pocket minor arterial. in a commercial/agricultural area. The segment is approximately 0.5 miles in length and approximately 64 feet in width. The posted speed limit in this section is 35mph.

There were 0 reported collisions on this roadway from January 2020 to December 2024

10 mph pace speed	32 mph. - 41 mph.
85th percentile speed	41 mph.
50th percentile speed	34 mph.

The 85th percentile speed indicates a speed of 41 mph. The presence of commercial/agricultural area in this segment justifies the downgrading of the 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains 35 mph.

The recommended speed limit for this section therefore is 35 mph.

Segment 43:Hansen Road

I-205 to Schulte Road

This segment of Hansen Road is a two-lane with to four lanes other collectors. The segment is approximately 1.32 miles in length and 62 to 22 feet in width. The previously established speed limit in this section is 45mph.

There were 3 reported collisions on this roadway from January 2020 to December 2024.

10 mph pace speed	33 mph. - 42 mph.
85th percentile speed	46 mph.
50th percentile speed	38 mph.

The 85th percentile speed indicates a speed of 46 mph. The presence of commercial and agricultural area in this segment justifies the downgrading of the 85th percentile speed by 5 mph. Therefore, it is recommended that the posted speed limit remains 45 mph.

The recommended speed limit for this section therefore is 45 mph.

SPEED SURVEY DATA SHEETS

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Central Avenue**
Limits:	Tracy Boulevard to Sycamore Parkway
Direction:	EB/WB
Existing Posted Speed Limit (mph):	35
Recommended Speed Limit (mph):	35

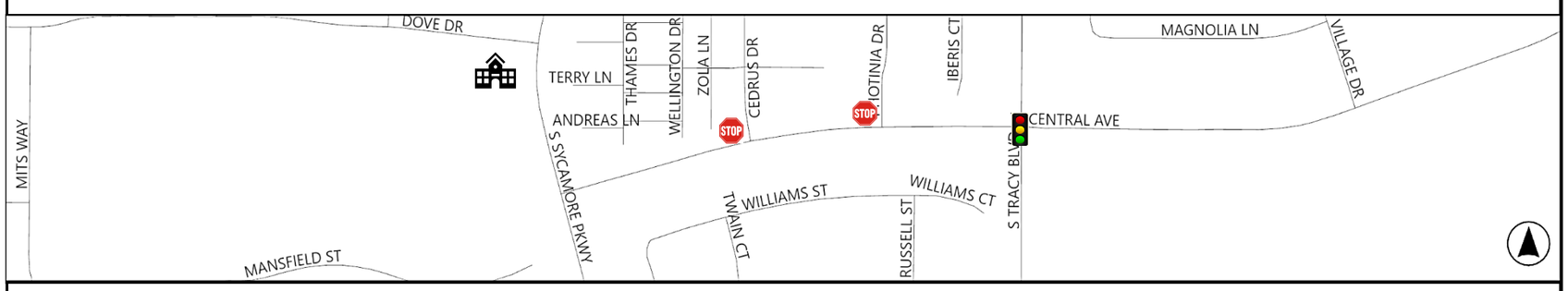
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 35

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	5.1.24 / Central Ave bet. Tracy Blvd & Sycamore Pkwy
Radar Enforced Posted Speed Limit (mph)	35
# Speed Data Collected	120
85th Percentile (mph)	36
10 mph Pace	28-37
Percent in Pace	85%

B. Traffic Factors

Average Daily Traffic (ADT)	2,228
Length of Segment (mi.)	0.27
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.91
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Residential area and school
Roadway Geometrics	This four-lane divided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along the segment. There are bicycle facilities. Wanda Hirsch Elementary School is located on the west end of the segment. Tracy Fire Station 97 is located on the east end of the segment

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.6(a) maintaining the existing posted 35 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#1

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Corral Hollow Rd**
Limits:	Parkside Drive to Schulte Road
Direction:	NB/SB
Existing Posted Speed Limit (mph):	45
Recommended Speed Limit (mph):	40

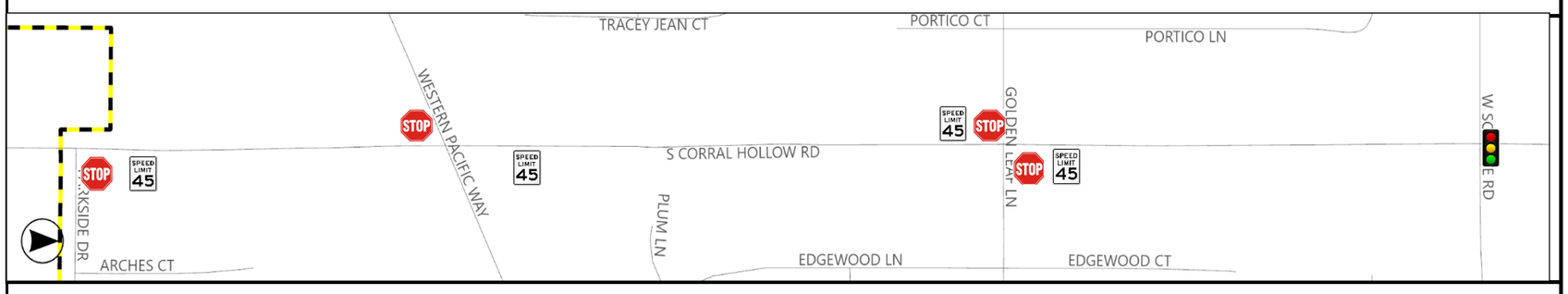
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 45

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	4.24.24 / Corral Hollow Rd bet. Parkside Dr & Schulte Rd
Radar Enforced Posted Speed Limit (mph)	45
# Speed Data Collected	120
85th Percentile (mph)	46
10 mph Pace	39-48
Percent in Pace	78%

B. Traffic Factors

Average Daily Traffic (ADT)	14,939
Length of Segment (mi.)	0.48
Street Classification	Major Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	8
Accident Rate (Acc/MVM)	0.61
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Residential area and undeveloped land
Roadway Geometrics	This four-lane divided major arterial roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along the segment. There are bicycle facilities. There is a railroad crossing near the south end of the segment.

Speed Limit Justifications

It is recommended to change to a posted speed limit of 40 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **Yes**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#2

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Corral Hollow Road**
Limits:	Schulte Road to Eleventh Street
Direction:	NB/SB
Existing Posted Speed Limit (mph):	45
Recommended Speed Limit (mph):	45

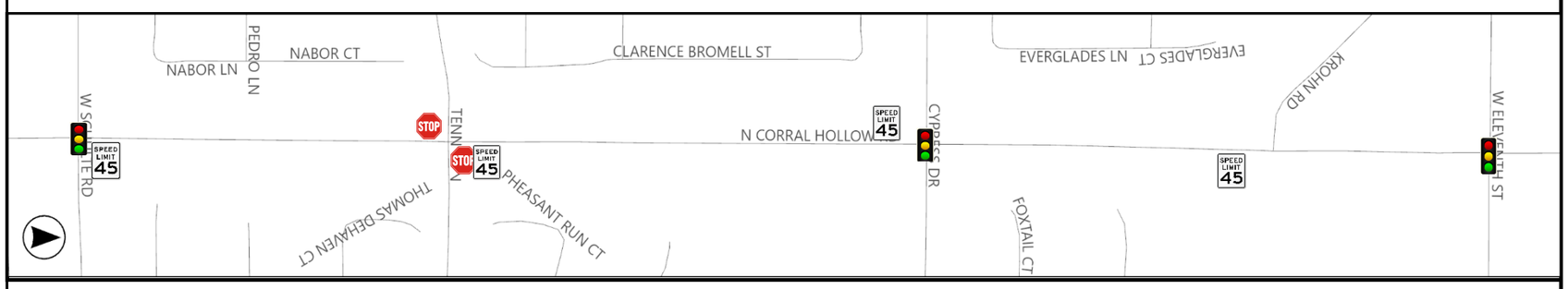
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 45

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	5.2.24 / Corral Hollow Rd bet. Schulte Rd & 11th St
Radar Enforced Posted Speed Limit (mph)	45
# Speed Data Collected	120
85th Percentile (mph)	49
10 mph Pace	37-46
Percent in Pace	70%

B. Traffic Factors

Average Daily Traffic (ADT)	25,845
Length of Segment (mi.)	0.74
Street Classification	Major Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	12
Accident Rate (Acc/MVM)	0.34
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Residential and commercial area
Roadway Geometrics	This four-lane divided major arterial roadway is located in a predominantly residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permited along the segment. There are bicycle facilities. There are commercial establishments on the north end of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 45 mph radar enforced speed limit. The collision rate is above state average and there are bicycle facilities.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#3

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Crossroads Drive**
Limits:	Eleventh Street to Gaines Lane
Direction:	NB/SB
Existing Posted Speed Limit (mph):	25
Recommended Speed Limit (mph):	25

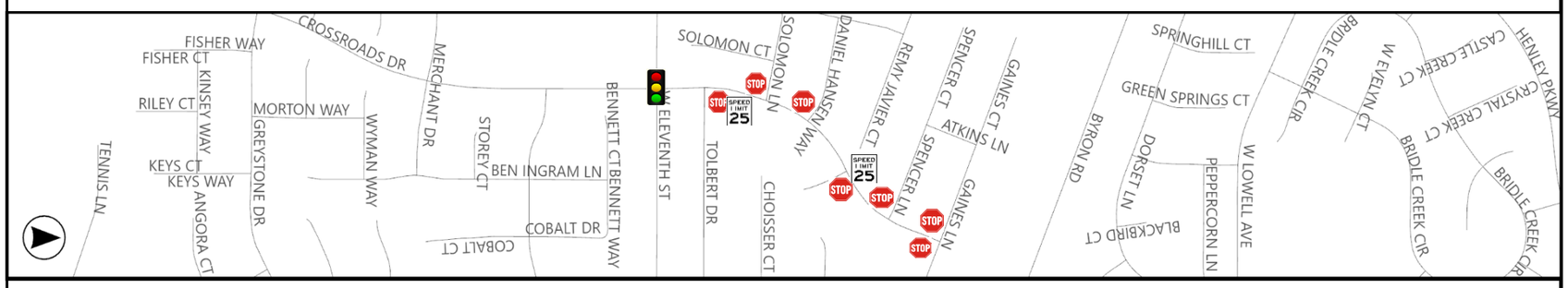
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 25

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	5.8.24 / Crossroads Dr bet. 11th St & Gaines Ln
Radar Enforced Posted Speed Limit (mph)	25
# Speed Data Collected	120
85th Percentile (mph)	31
10 mph Pace	21-30
Percent in Pace	81%

B. Traffic Factors

Average Daily Traffic (ADT)	860
Length of Segment (mi.)	0.31
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area and park
Roadway Geometrics	This two-lane undivided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is permitted along the segment. There are bicycle facilities. Dan Busch Park is located east of the segment.

Speed Limit Justifications

It is recommended to maintain the posted speed limit of 25 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#4

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Crossroads Drive**
Limits:	Eleventh Street to Greystone Drive
Direction:	NB/SB
Existing Posted Speed Limit (mph):	30
Recommended Speed Limit (mph):	30

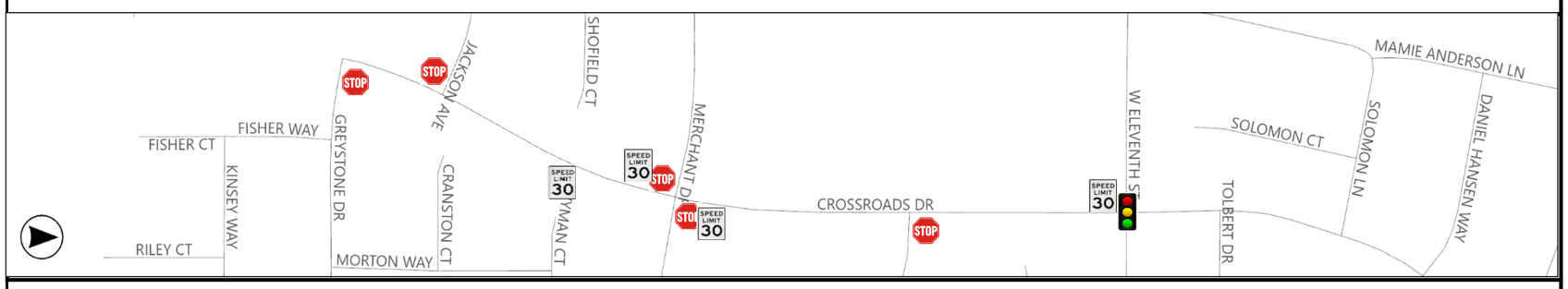
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 30

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.5.24 / Crossroads Dr bet. 11th St & Greystone Dr
Radar Enforced Posted Speed Limit (mph)	30
# Speed Data Collected	120
85th Percentile (mph)	40
10 mph Pace	29-38
Percent in Pace	70%

B. Traffic Factors

Average Daily Traffic (ADT)	4,423
Length of Segment (mi.)	0.31
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Residential area and sports complex
Roadway Geometrics	This four-lane divided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along the segment. There are bicycle facilities. Tracy Sports Complex located west of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 30 mph radar enforced speed limit. There are bicycle facilities and Tracy Sports Complex located west of the segment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#5

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Cypress Drive**
Limits:	Hickory Avenue to Corral Hollow Road
Direction:	EB/WB
Existing Posted Speed Limit (mph):	30
Recommended Speed Limit (mph):	30

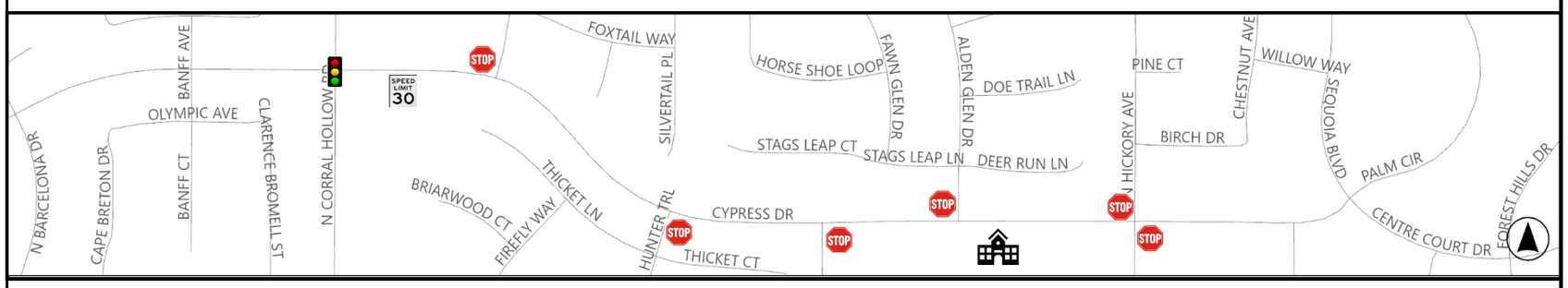
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 30

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.7.24 / Cypress Dr bet. Corral Hollow Rd & Hickory Ave
Radar Enforced Posted Speed Limit (mph)	30
# Speed Data Collected	120
85th Percentile (mph)	39
10 mph Pace	27-36
Percent in Pace	74%

B. Traffic Factors

Average Daily Traffic (ADT)	2,699
Length of Segment (mi.)	0.57
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area, elementary school, park
Roadway Geometrics	This two-lane predominantly divided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is permitted on a portion of the segment. There are bicycle facilities. Louis J Villalovoz Elemetary School and Ceciliani Park located south of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 30 mph radar enforced speed limit. There are bicycle facilities with Louis J Villalovoz Elemetary School and Ceciliani Park on the segment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#6

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Eleventh Street**
Limits:	Lammers Road to West City Limit
Direction:	EB/WB
Existing Posted Speed Limit (mph):	55
Recommended Speed Limit (mph):	55

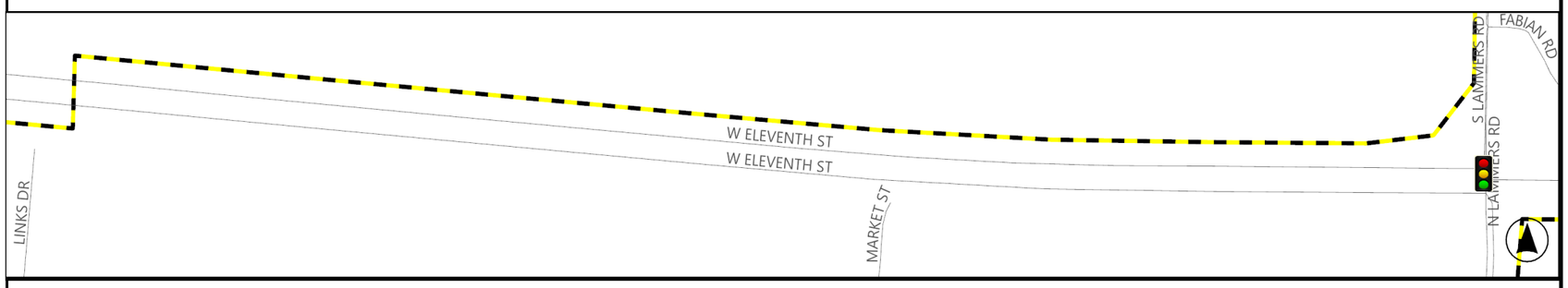
Location Map

LEGEND

SCHOOL

SPEED LIMIT (SPEED LIMIT 55)

I/S CONTROL (STOP) (STOP ALL WAY)



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.25.24 / 11th St bet. Lammers Rd & West City Limit
Radar Enforced Posted Speed Limit (mph)	55
# Speed Data Collected	120
85th Percentile (mph)	54
10 mph Pace	46-55
Percent in Pace	81%

B. Traffic Factors

Average Daily Traffic (ADT)	23,905
Length of Segment (mi.)	0.63
Street Classification	Major Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	7
Accident Rate (Acc/MVM)	0.25
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Undeveloped land
Roadway Geometrics	This two-lane divided major arterial roadway is located in an undeveloped area within the City of Tracy. There is no curb, gutter, or sidewalk located along the segment. Parking is not permitted along the segment. There are no bicycle facilities.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.6(a) maintaining the existing posted 55 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#7

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Eleventh Street**
Limits:	Lammers Road to Corral Hollow Road
Direction:	EB/WB
Existing Posted Speed Limit (mph):	45
Recommended Speed Limit (mph):	45

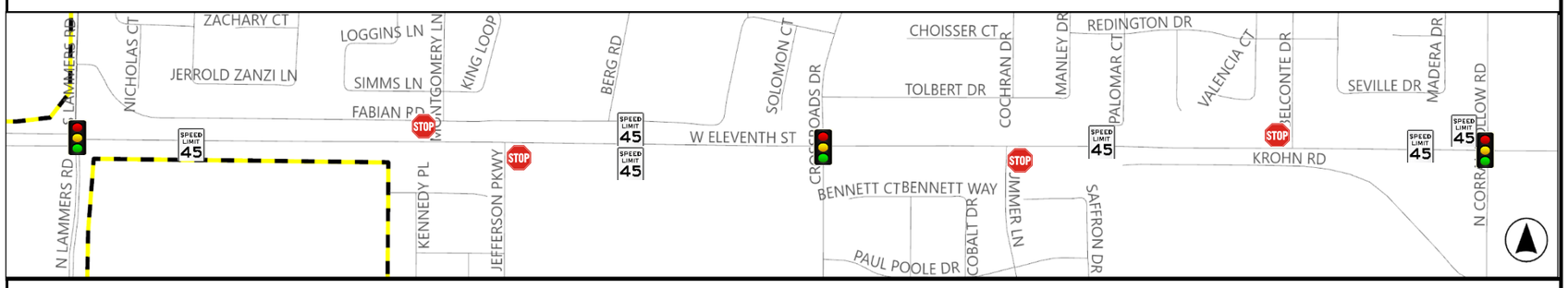
Location Map

LEGEND

SCHOOL

SPEED LIMIT 45

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	5.15.24 / 11th St bet. Lammers Rd & Corral Hollow Rd
Radar Enforced Posted Speed Limit (mph)	45
# Speed Data Collected	120
85th Percentile (mph)	55
10 mph Pace	46-55
Percent in Pace	93%

B. Traffic Factors

Average Daily Traffic (ADT)	27,302
Length of Segment (mi.)	1.28
Street Classification	Major Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	3
Accident Rate (Acc/MVM)	0.05
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Residential area, parks/sports complexes, and undveloped land
Roadway Geometrics	This six-lane divided major arterial roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along the segment. There are bicycle facilties. Tracy Sports Complex and Plascencia Fields are located south of the segment. There is undeveloped land on the west end of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 45 mph radar enforced speed limit. There are bicycle facilities with Tracy Sports Complex and Plascencia Fields located south of the segment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#8

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Eleventh Street**
Limits:	Corral Hollow Road to Lincoln Boulevard
Direction:	EB/WB
Existing Posted Speed Limit (mph):	35
Recommended Speed Limit (mph):	35

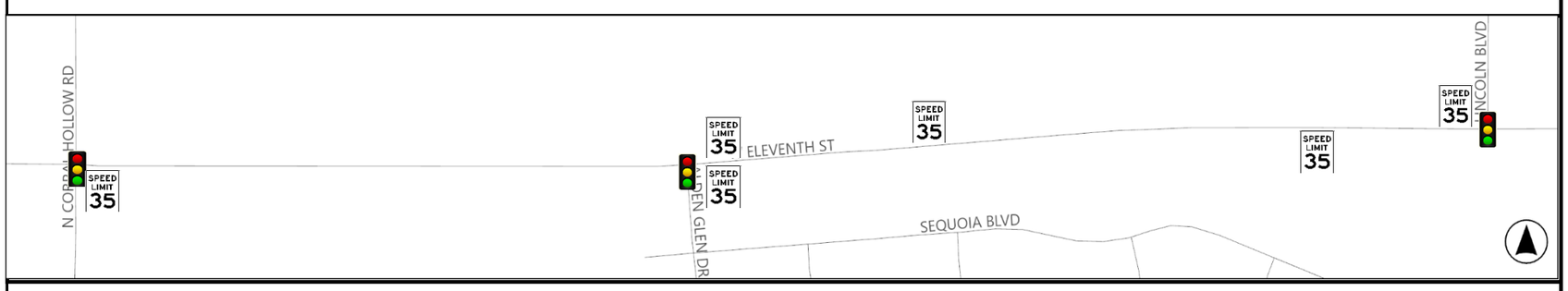
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 35

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	5.15.24 / 11th St bet. Lincoln Blvd & Corral Hollow Rd
Radar Enforced Posted Speed Limit (mph)	35
# Speed Data Collected	120
85th Percentile (mph)	38
10 mph Pace	29-38
Percent in Pace	84%

B. Traffic Factors

Average Daily Traffic (ADT)	31,397
Length of Segment (mi.)	0.63
Street Classification	Major Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	10
Accident Rate (Acc/MVM)	0.28
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Commercial and residential area
Roadway Geometrics	This four-lane divided major arterial roadway is located in a commercial and residential area within the City of Tracy. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along the segment. There are bicycle facilities. Tracy Community Church is located south of the segment. There is a railroad crossing in the middle of the segment.

Speed Limit Justifications

The injury collision rate (1.3) is higher than the state rate (1.0) for the roadway. It is recommended to lower the speed limit to 35 mph via rounding down 5 mph from the nearest 85th percentile speed, per CVC section 22358.6(c).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#9

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Eleventh Street**
Limits:	Lincoln Boulevard to Tracy Boulevard
Direction:	EB/WB
Existing Posted Speed Limit (mph):	30
Recommended Speed Limit (mph):	30

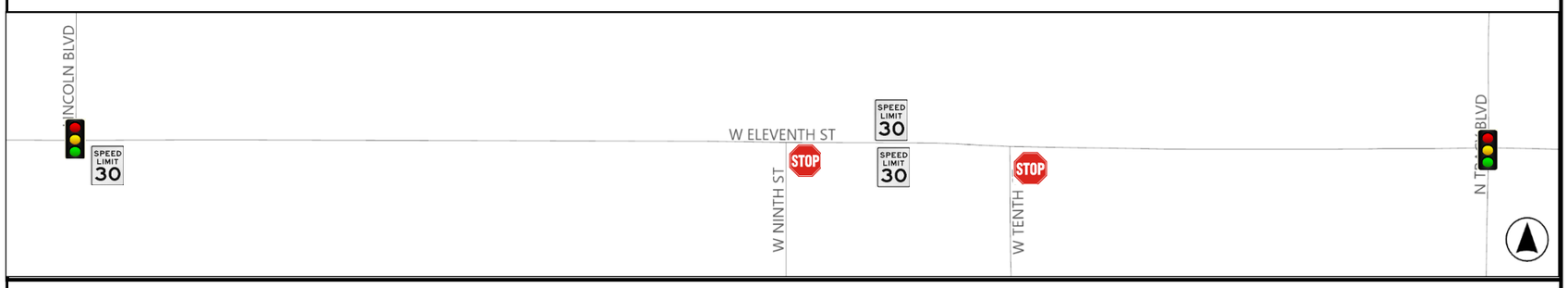
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 30

I/S CONTROL



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	5.15.24 / 11th St bet. Tracy Blvd & Lincoln Blvd
Radar Enforced Posted Speed Limit (mph)	30
# Speed Data Collected	120
85th Percentile (mph)	39
10 mph Pace	32-41
Percent in Pace	82%

B. Traffic Factors

Average Daily Traffic (ADT)	30,944
Length of Segment (mi.)	0.29
Street Classification	Major Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	2
Accident Rate (Acc/MVM)	0.12
Statewide Average Accident Rate (Caltrans 2023)	1.27

D. Roadway Conditions

Adjacent Land Use	Commercial area
Roadway Geometrics	This four-lane predominantly undivided major arterial roadway is located in a commercial area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along the segment. There are bicycle facilities.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 30 mph radar enforced speed limit. It is located in a commercial area with bicycle facilities.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#10

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Eleventh Street**
Limits:	East Street to Beginning of Bridge
Direction:	EB/WB
Existing Posted Speed Limit (mph):	35
Recommended Speed Limit (mph):	35

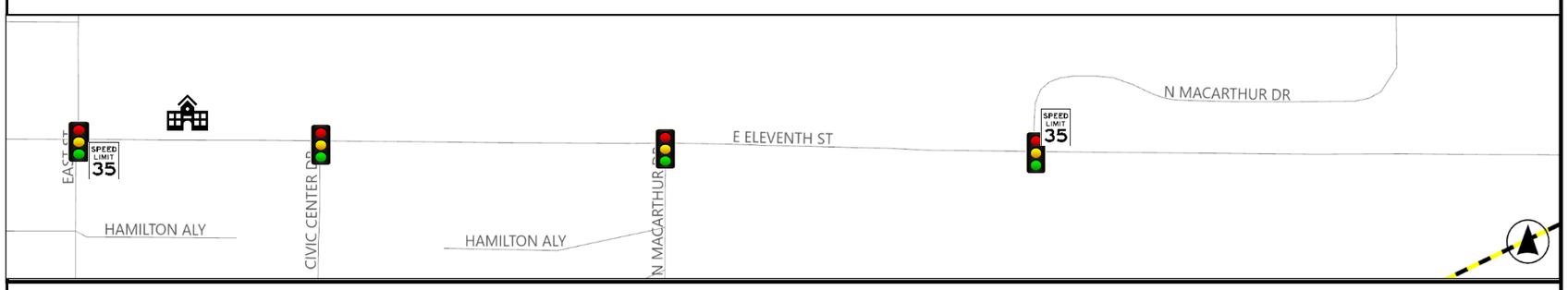
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 35

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.21.24 / 11th St bet. East St & Beginning of Bridge
Radar Enforced Posted Speed Limit (mph)	35
# Speed Data Collected	120
85th Percentile (mph)	43
10 mph Pace	29-38
Percent in Pace	64%

B. Traffic Factors

Average Daily Traffic (ADT)	22,527
Length of Segment (mi.)	0.42
Street Classification	Major Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	6
Accident Rate (Acc/MVM)	0.35
Statewide Average Accident Rate (Caltrans 2023)	1.27

D. Roadway Conditions

Adjacent Land Use	Commercial area and high school
Roadway Geometrics	This four-lane undivided major arterial roadway is located in a predominantly commercial area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along the segment. There are no bicycle facilties. Tracy High School is located north of the segment. There is a railroad crossing on the east end of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 35 mph radar enforced speed limit. It is located in a commercial area and Tracy High School is located north of the segment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY Lic. No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#11

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Eleventh Street**
Limits:	Beginning of Bridge to East City Limits
Direction:	EB/WB
Existing Posted Speed Limit (mph):	45
Recommended Speed Limit (mph):	45

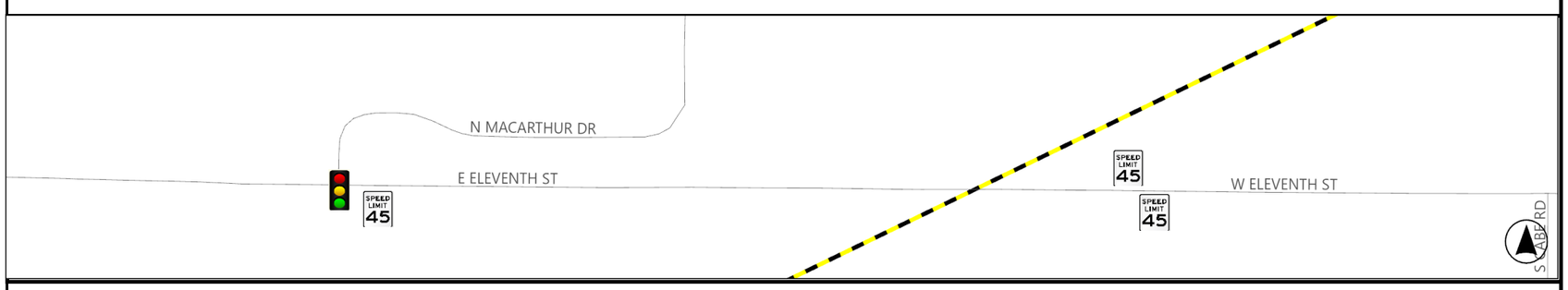
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 45

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.21.24 / 11th St bet. Beginning of Bridge & East City Limits
Radar Enforced Posted Speed Limit (mph)	45
# Speed Data Collected	120
85th Percentile (mph)	53
10 mph Pace	46-55
Percent in Pace	56%

B. Traffic Factors

Average Daily Traffic (ADT)	28,798
Length of Segment (mi.)	0.33
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.27

D. Roadway Conditions

Adjacent Land Use	Industrial area and undeveloped land
Roadway Geometrics	This four-lane predominantly undivided arterial roadway is located in an industrial and undeveloped area within the City of Tracy. The undeveloped land is on the east end of the segment towards the East City Limit. There is curb and gutter located throughout some of the segment. Parking is not permitted along the segment. There are bicycle facilities. There is a railroad crossing on the west end of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 45 mph radar enforced speed limit. There are bicycle facilities and railroad crossing on the west end of the segment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#12

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Fabian Road**
Limits:	Lammers Road to Mamie Anderson Lane
Direction:	EB/WB
Existing Posted Speed Limit (mph):	35
Recommended Speed Limit (mph):	35

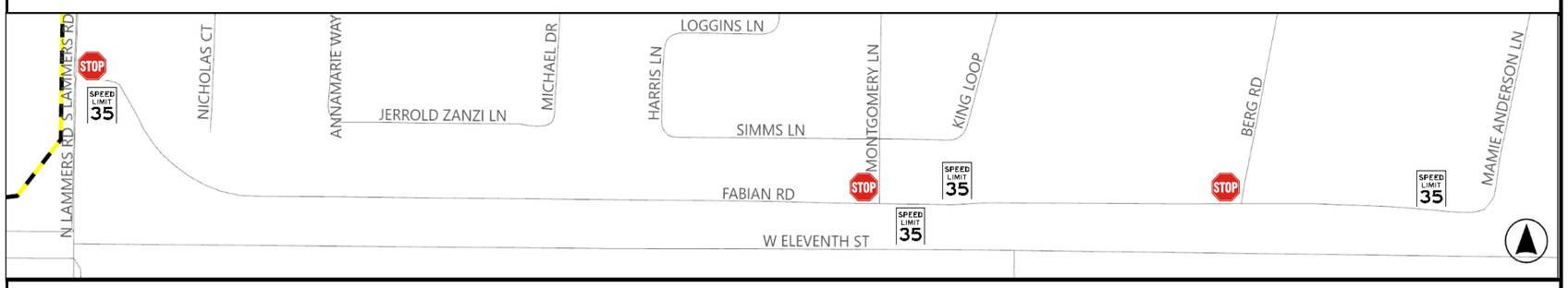
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 35

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.12.24 / Fabian Rd bet. Lammers Rd & Mamie Anderson Ln
Radar Enforced Posted Speed Limit (mph)	35
# Speed Data Collected	120
85th Percentile (mph)	39
10 mph Pace	29-38
Percent in Pace	59%

B. Traffic Factors

Average Daily Traffic (ADT)	799
Length of Segment (mi.)	0.61
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area
Roadway Geometrics	This two-lane collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along the segment. There are no bicycle facilities.

Speed Limit Justifications

It is recommended to lower the speed limit to 35 mph via rounding down 5 mph from the nearest 85th percentile speed, per CVC section 22358.6(c).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#13

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Kavanagh Avenue**
Limits:	Corral Hollow Road to Lincoln Boulevard
Direction:	EB/WB
Existing Posted Speed Limit (mph):	25
Recommended Speed Limit (mph):	25

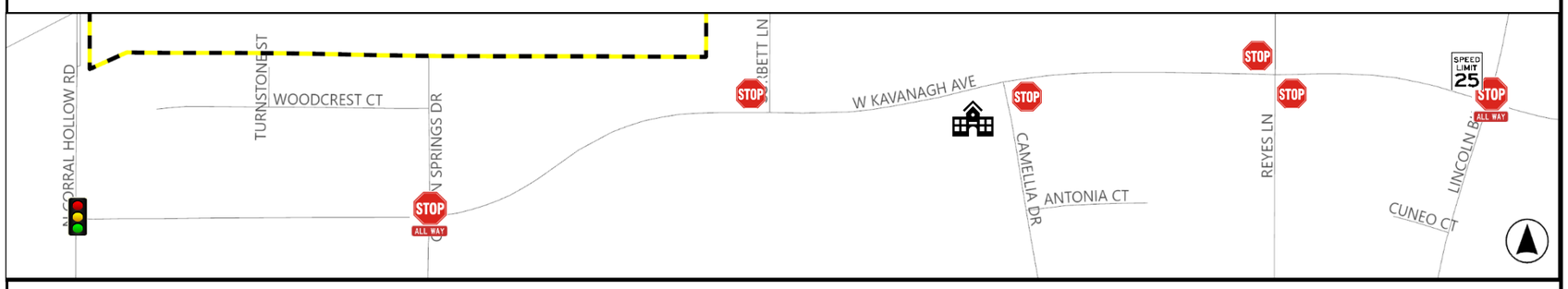
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 25

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	5.22.24 / Kavanagh Ave bet. Lincoln Blvd & Corral Hollow Rd
Radar Enforced Posted Speed Limit (mph)	25
# Speed Data Collected	120
85th Percentile (mph)	32
10 mph Pace	24-33
Percent in Pace	93%

B. Traffic Factors

Average Daily Traffic (ADT)	4,006
Length of Segment (mi.)	0.57
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	4
Accident Rate (Acc/MVM)	0.96
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area, elementary school, and park
Roadway Geometrics	This two-lane undivided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is permitted along the segment. There are bicycle facilities located along the segment. Jacobson Elementary School and Robert Kenner Park are located south of the segment. There is a dialysis center located west of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.6(a) maintaining the existing posted 25 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY LIC. NO. 1771 EXP. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#14

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Kavanagh Avenue**
Limits:	Lincoln Boulevard to Tracy Boulevard
Direction:	EB/WB
Existing Posted Speed Limit (mph):	25
Recommended Speed Limit (mph):	25

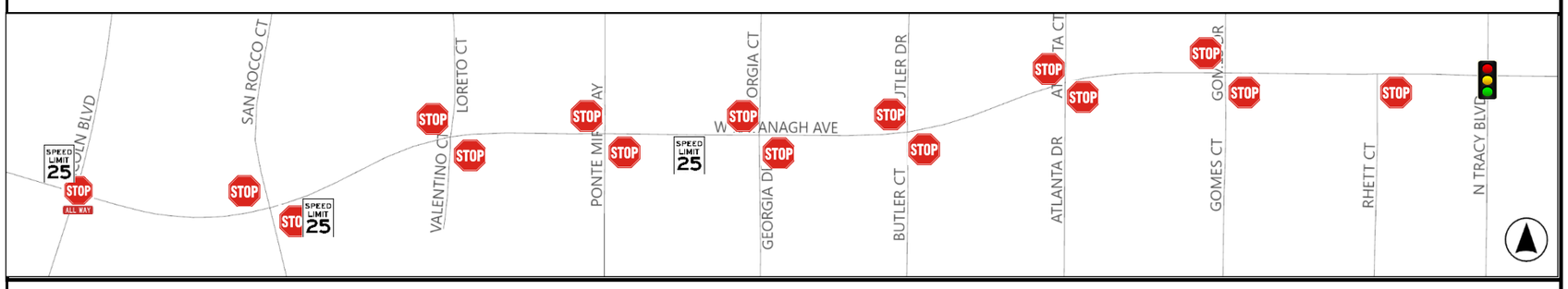
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 25

I/S CONTROL STOP, STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	5.22.24 / Kavanagh Ave bet. Lincoln Blvd & Tracy Blvd
Radar Enforced Posted Speed Limit (mph)	25
# Speed Data Collected	120
85th Percentile (mph)	35
10 mph Pace	25-34
Percent in Pace	78%

B. Traffic Factors

Average Daily Traffic (ADT)	4,760
Length of Segment (mi.)	0.45
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	2
Accident Rate (Acc/MVM)	0.51
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area
Roadway Geometrics	This two-lane undivided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is permitted along the segment. There are no bicycle facilities.

Speed Limit Justifications

It is located in a residential district and should maintain the existing posted 25 mph Prima Facie speed limit per CVC 22352.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#15

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Lammers Road**
Limits:	Eleventh Street to South City Limits
Direction:	NB/SB
Existing Posted Speed Limit (mph):	45
Recommended Speed Limit (mph):	45

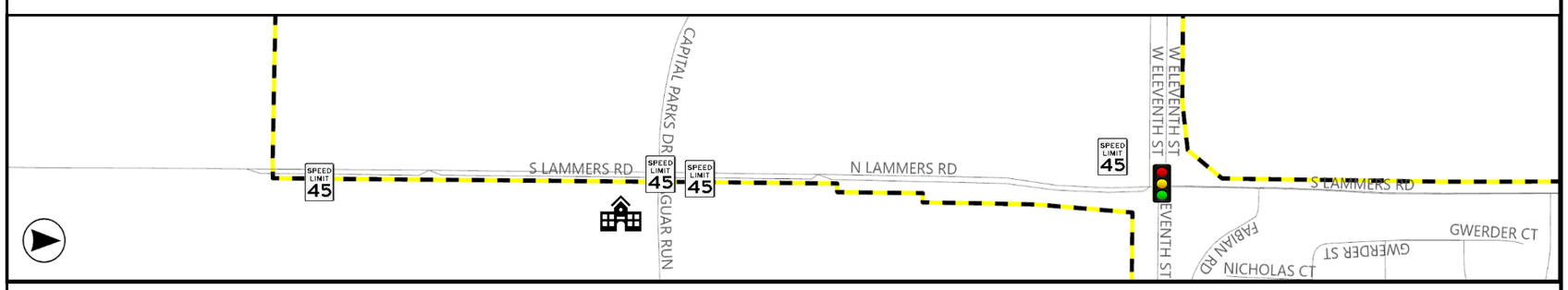
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 45

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.21.24 / Lammers Rd bet. 11th St & South City Limits
Radar Enforced Posted Speed Limit (mph)	45
# Speed Data Collected	120
85th Percentile (mph)	53
10 mph Pace	45-54
Percent in Pace	78%

B. Traffic Factors

Average Daily Traffic (ADT)	13,922
Length of Segment (mi.)	0.38
Street Classification	Major Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.10
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Residential area, undeveloped land, high school
Roadway Geometrics	This two to six-lane predominantly divided major arterial roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along some of the segment. Parking is not permitted along the segment. There are bicycle facilities. John C Kimball High School is located on the east side of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 45 mph radar enforced speed limit. It is located in a residential area with bicycle facilities and John C Kimball High School is located on the east side of the segment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#16

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Lauriana Lane**
Limits:	Schulte Road to Cypress Drive
Direction:	NB/SB
Existing Posted Speed Limit (mph):	30
Recommended Speed Limit (mph):	30

Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 30

I/S CONTROL STOP STOP ALL WAY

Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.27.24 / Lauriana Ln bet. Schulte Rd & Cypress Dr
Radar Enforced Posted Speed Limit (mph)	30
# Speed Data Collected	120
85th Percentile (mph)	36
10 mph Pace	27-36
Percent in Pace	73%

B. Traffic Factors

Average Daily Traffic (ADT)	4,357
Length of Segment (mi.)	0.35
Street Classification	Major Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.36
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area, elementary and middle school, park
Roadway Geometrics	This two-lane divided major collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along the segment. There are bicycle facilities. Louis J Villalovoz Elementary School, Earle E Williams Middle School, and Ceciliani Park are located on the east side of the segment.

Speed Limit Justifications

It is recommended to maintain the posted speed limit of 30 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#17

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Linne Road**
Limits:	Corral Hollow Road to Chrisman Road
Direction:	EB/WB
Existing Posted Speed Limit (mph):	50
Recommended Speed Limit (mph):	45

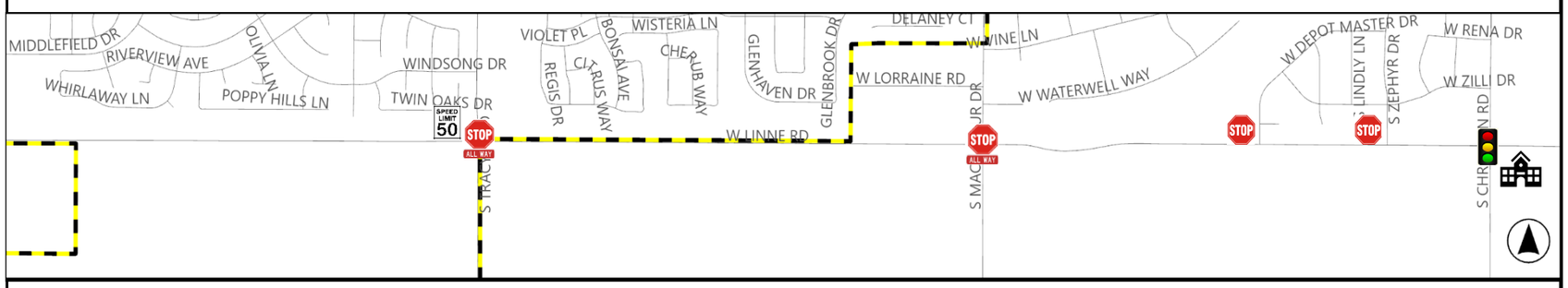
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 50

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	7.2.24 / Linne Rd bet. Corral Hollow Rd & Chrisman Rd
Radar Enforced Posted Speed Limit (mph)	50
# Speed Data Collected	118
85th Percentile (mph)	46
10 mph Pace	37-46
Percent in Pace	62%

B. Traffic Factors

Average Daily Traffic (ADT)	7,483
Length of Segment (mi.)	1.75
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Industrial, residential, undeveloped land, middle school, and parks
Roadway Geometrics	This two-lane undivided arterial roadway is located in the City of Tracy. This area features industrial, residential, and undeveloped areas. There is no curb, gutter, or sidewalk along the segment. Parking is not permitted along the segment. There are bicycle facilities. There are two parks located north of the segment. Jefferson Middle School is located east of the segment. There are railroad tracks parallel to the segment on the north side.

Speed Limit Justifications

Results of attached engineering & traffic survey information indicated bicycle facilities, two parks and Jefferson Middle School in the area which support CVC section 22358.6(a) for a reduction of 5 mph to a posted 45 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment.

Speed Limit Change? **Yes**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY LIC. NO. 1771 EXP. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#18

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Macarthur Drive**
Limits:	North City Limits to Interstate 205
Direction:	NB/SB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	40

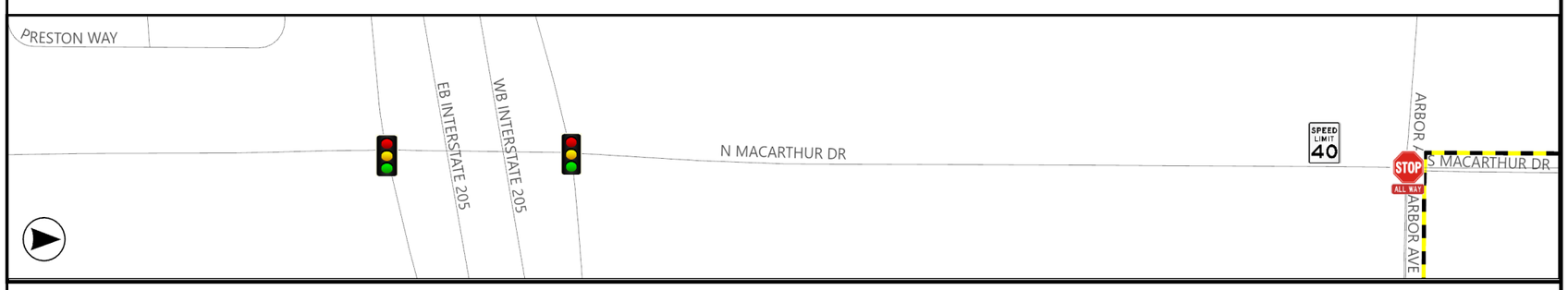
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 40

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.25.24 / Macarthur Dr bet. North City Limit & I-205
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	120
85th Percentile (mph)	43
10 mph Pace	32-41
Percent in Pace	68%

B. Traffic Factors

Average Daily Traffic (ADT)	1,125
Length of Segment (mi.)	0.34
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	6
Accident Rate (Acc/MVM)	8.60
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Undeveloped land
Roadway Geometrics	This two-lane undivided arterial roadway is located in an undeveloped area within the City of Tracy. There is no curb, gutter, or sidewalk along the segment. Parking is not permitted along the segment. There are bicycle facilities.

Speed Limit Justifications

Results of attached engineering & traffic survey information with high collision rate and bicycle facilities support speed limit of 40 mph via rounding down 5 mph from the nearest 85th percentile speed, per CVC section 22358.6(c).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#19

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Macarthur Drive**
Limits:	Interstate 205 to Grant Line Road
Direction:	NB/SB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	40

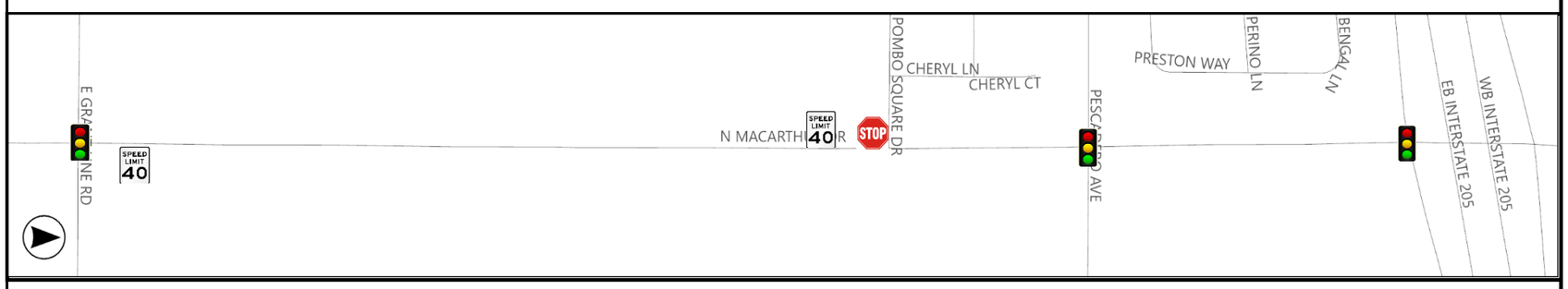
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 40

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.21.24 / Macarthur Dr bet. I-205 & Grant Line Rd
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	122
85th Percentile (mph)	42
10 mph Pace	33-42
Percent in Pace	67%

B. Traffic Factors

Average Daily Traffic (ADT)	15,959
Length of Segment (mi.)	0.68
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	7
Accident Rate (Acc/MVM)	0.35
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Industrial, commercial, and residential area
Roadway Geometrics	This four-lane divided major arterial roadway is located within the City of Tracy. The area is features residential, industrial, and commercial spaces. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along the segment. There are bicycle facilities.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.6(a) maintaining the existing posted 40 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER — CHRISTOPHER THNAY — No. 1771 — Exp. 6-30 — TRAFFIC — STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#20

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Macarthur Drive**
Limits:	Eleventh Street to Grant Line Road
Direction:	NB/SB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	40

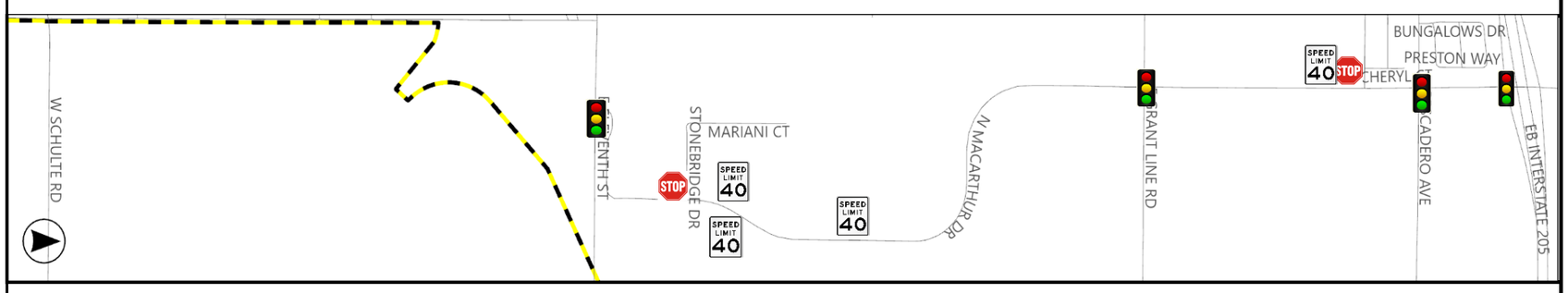
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 40

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.20.24 / Macarthur Dr bet. 11th St & Grant Line Rd
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	119
85th Percentile (mph)	39
10 mph Pace	28-37
Percent in Pace	69%

B. Traffic Factors

Average Daily Traffic (ADT)	7,316
Length of Segment (mi.)	1.49
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	2
Accident Rate (Acc/MVM)	0.10
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Industrial area
Roadway Geometrics	This four-lane predominantly divided major arterial roadway is located in an industrial area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along the segment. There are bicycle facilties.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.6(a) maintaining the existing posted 45 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#21

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Macarthur Drive**
Limits:	Valpico Road to Schulte Rd
Direction:	NB/SB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	40

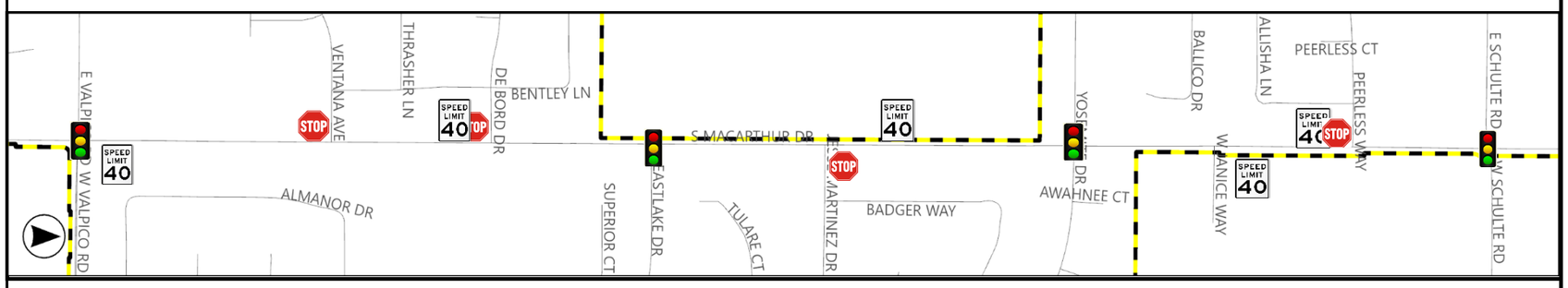
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 40

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.25.24 / Macarthur Dr bet. Valpico Rd & Schulte Rd
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	120
85th Percentile (mph)	46
10 mph Pace	35-44
Percent in Pace	77%

B. Traffic Factors

Average Daily Traffic (ADT)	3,937
Length of Segment (mi.)	1.00
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	9
Accident Rate (Acc/MVM)	1.25
Statewide Average Accident Rate (Caltrans 2023)	1.27

D. Roadway Conditions

Adjacent Land Use	Residential area and undeveloped land
Roadway Geometrics	This four-lane divided and undivided major arterial roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along the segment. There are bicycle facilities. There is an urgent care located on the south end of the segment. There is a Jehova's Witness Church located on the east side of the segment. There is undeveloped land located on the west and north sides of the segment.

Speed Limit Justifications

It is recommended to maintain the posted speed limit of 40 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#22

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Macarthur Drive**
Limits:	Valpico Road to Fairoaks Drive
Direction:	NB/SB
Existing Posted Speed Limit (mph):	45
Recommended Speed Limit (mph):	40

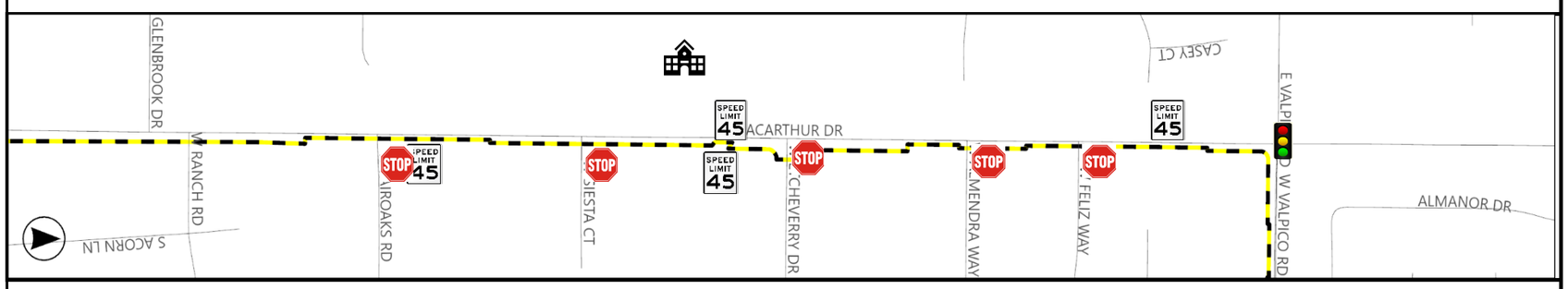
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 45

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.21.24 / Macarthur Dr bet. Valpico Rd & Fairoaks Dr
Radar Enforced Posted Speed Limit (mph)	45
# Speed Data Collected	120
85th Percentile (mph)	47
10 mph Pace	36-45
Percent in Pace	70%

B. Traffic Factors

Average Daily Traffic (ADT)	5,016
Length of Segment (mi.)	0.57
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area and elementary school
Roadway Geometrics	This two-lane undivided arterial roadway located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is permitted along the segment. There are bicycle facilities. Tom Hawkins Elementary School is located on the west side of the segment. There is an urgent care center located north of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information showed bicycle facilities and Tom Hawkins Elementary School on the segment which support a reduction of 5mph to a posted speed limit of 40 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **Yes**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#23

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Macarthur Drive**
Limits:	Fairoaks Road to South City Limits
Direction:	NB/SB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	35

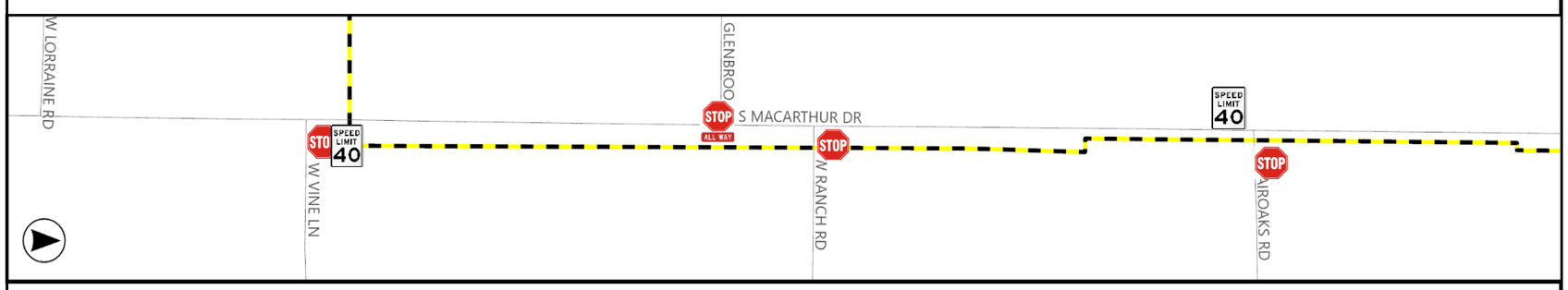
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 40

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.25.24 / Macarthur Dr bet. Fairoaks Rd & South City Limits
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	120
85th Percentile (mph)	36
10 mph Pace	27-36
Percent in Pace	81%

B. Traffic Factors

Average Daily Traffic (ADT)	3,397
Length of Segment (mi.)	0.44
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.37
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area, industrial buildings, and undeveloped land
Roadway Geometrics	This two-lane undivided arterial roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along some of the segment. Parking is not permitted along the segment. There are no bicycle facilities. There are industrial buildings and undeveloped land on the south end of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information showed bicycle facilities and residential area which support reduction of 5 mph to a posted 35 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment CVC section 22358.6(a).

Speed Limit Change? **Yes**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#24

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Mount Diablo Avenue**
Limits:	Central Avenue to Tracy Boulevard
Direction:	EB/WB
Existing Posted Speed Limit (mph):	25
Recommended Speed Limit (mph):	25

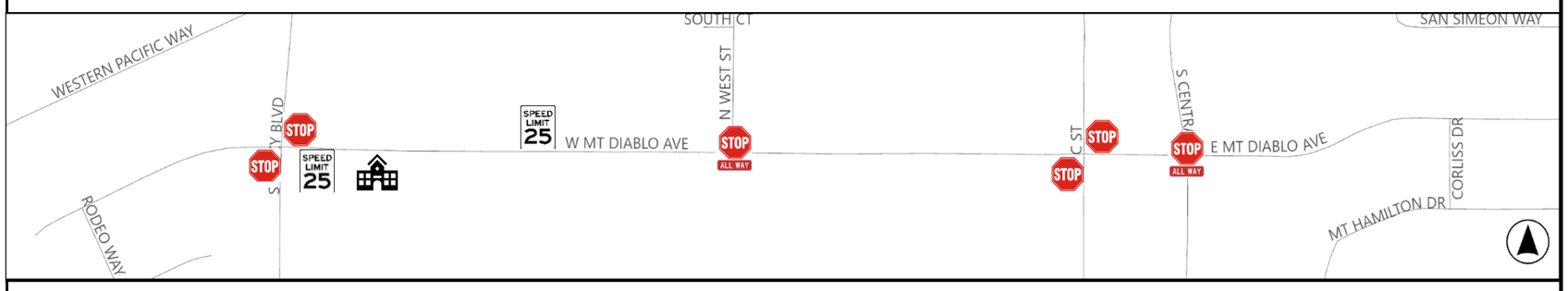
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 25

I/S CONTROL STOP, STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.27.24 / Mt Diablo Ave bet. Central Ave & Tracy Blvd
Radar Enforced Posted Speed Limit (mph)	25
# Speed Data Collected	113
85th Percentile (mph)	34
10 mph Pace	23-32
Percent in Pace	68%

B. Traffic Factors

Average Daily Traffic (ADT)	1,570
Length of Segment (mi.)	0.5
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area, elementary school, undeveloped land
Roadway Geometrics	This two-lane undivided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is permitted along the segment. There are bicycle facilities. South/West Park Elementary School is located on the south side of the segment. There is some undeveloped land throughout the segment.

Speed Limit Justifications

There are bicycle facilities and South/West Park Elementary School is located on the south side of the segment. It is located in a residential district and should maintain the existing posted 25 mph Prima Facie speed limit per CVC 22352.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY LIC NO. 1771 EXP. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#25

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Mount Diablo Boulevard**
Limits:	Central Avenue to Macarthur Drive
Direction:	EB/WB
Existing Posted Speed Limit (mph):	25
Recommended Speed Limit (mph):	25

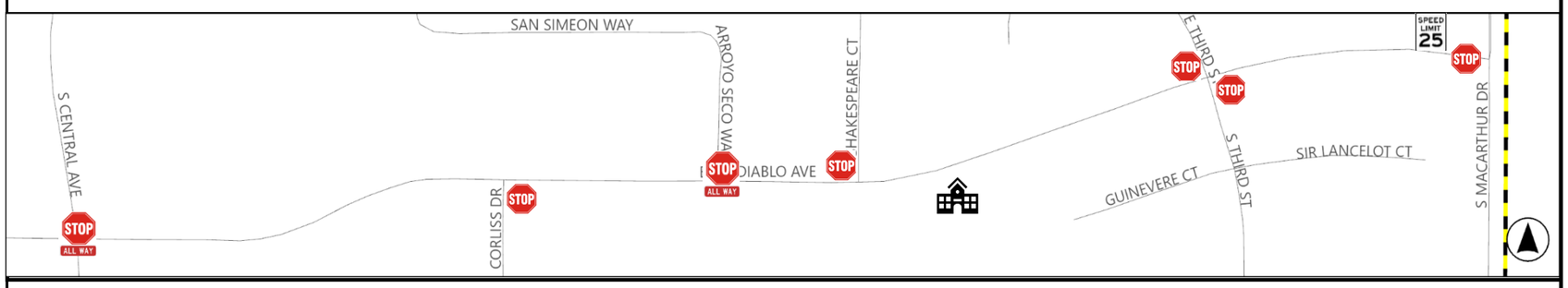
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 25

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.27.24 / Mt Diablo Ave bet. Central Ave & Macarthur Dr
Radar Enforced Posted Speed Limit (mph)	25
# Speed Data Collected	123
85th Percentile (mph)	33
10 mph Pace	21-30
Percent in Pace	76%

B. Traffic Factors

Average Daily Traffic (ADT)	1,657
Length of Segment (mi.)	0.5
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.66
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area, elementary school, park, church, undeveloped land
Roadway Geometrics	This two-lane undivided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is permitted along the segment. There are bicycle facilities. Bohn Elementary School, Pleasant Valley Baptist Church, and Stevens Park are all next to each other located south of the segment. There is a railroad crossing located on the west end of the segment. There is undeveloped land on the east end of the segment.

Speed Limit Justifications

There are bicycle facilities and Bohn Elementary School is located on the south side of the segment. It is located in a residential district and should maintain the existing posted 25 mph Prima Facie speed limit per CVC 22352.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#26

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Naglee Road**
Limits:	North City Limits to Grant Line Road
Direction:	NB/SB
Existing Posted Speed Limit (mph):	35
Recommended Speed Limit (mph):	35

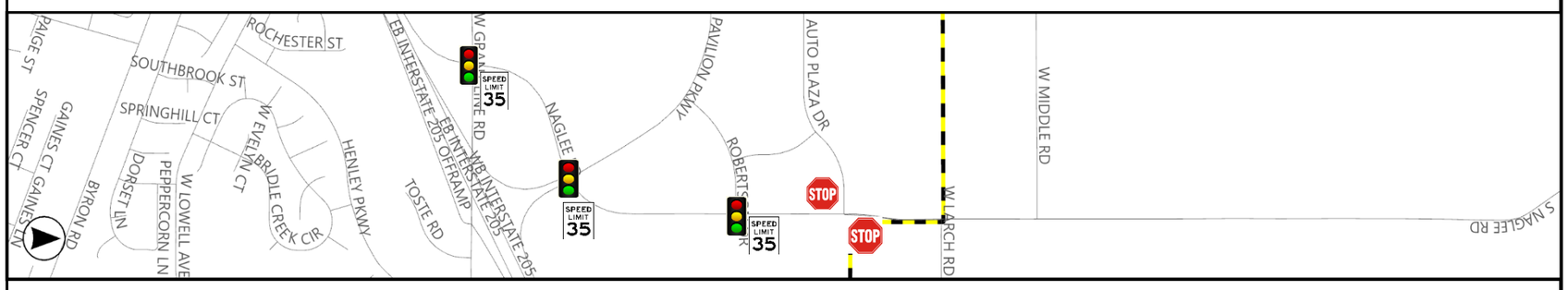
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 35

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data		**B. Traffic Factors**	
Date / Location of Survey	6.26.24 / Naglee Rd bet. North City Limits & Grant Line Rd	Average Daily Traffic (ADT)	5,609
Radar Enforced Posted Speed Limit (mph)	35	Length of Segment (mi.)	0.75
# Speed Data Collected	119	Street Classification	Arterial
85th Percentile (mph)	41	Terrain	Flat
10 mph Pace	31-40		
Percent in Pace	66%		

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	14
Accident Rate (Acc/MVM)	1.82
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Commercial area
Roadway Geometrics	This two to four-lane primarily divided collector roadway is located in a commercial area within the City of Tracy. There is curb, gutter, and sidewalk located along some of the segment. Parking is not permitted along this segment. There are bicycle facilities. There are commercial establishments located throughout the segment and undeveloped land on the north end.

Speed Limit Justifications

Results of attached engineering & traffic survey information and high crash rate support maintaining the posted speed limit of 35 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER — CHRISTOPHER THNAY — No. 1771 — Exp. 6-30 — TRAFFIC — STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#27

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Orchard Parkway**
Limits:	Grant Line Road to Lowell Avenue
Direction:	NB/SB
Existing Posted Speed Limit (mph):	35
Recommended Speed Limit (mph):	35

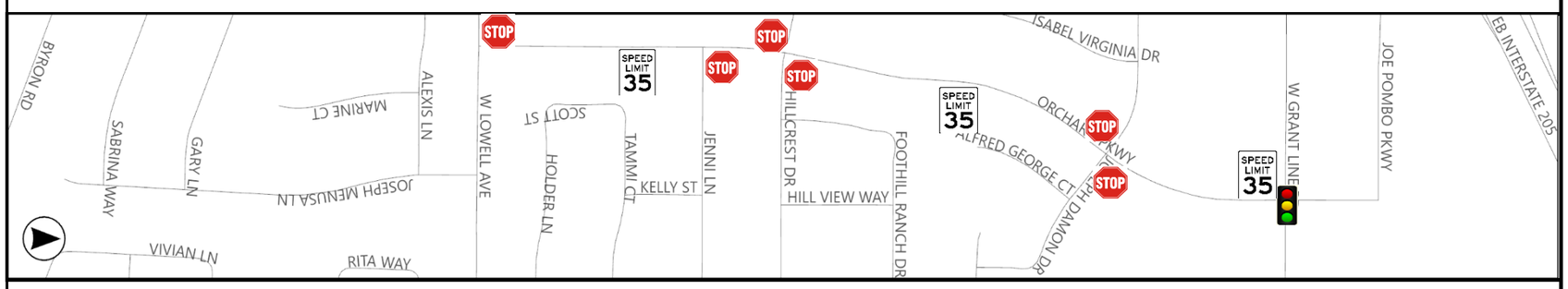
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 35

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.27.24 / Orchard Pkwy bet. Grant Line Rd & Lowell Ave
Radar Enforced Posted Speed Limit (mph)	35
# Speed Data Collected	120
85th Percentile (mph)	41
10 mph Pace	32-41
Percent in Pace	59%

B. Traffic Factors

Average Daily Traffic (ADT)	2,635
Length of Segment (mi.)	0.5
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	2
Accident Rate (Acc/MVM)	0.83
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area, park, commercial establishments
Roadway Geometrics	This two-lane divided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalks located along the segment. Parking is not permitted along the segment. There are bicycle facilities. Galli Family Park is located on the west side of the segment. There are commercial establishments located on the north end of the segment.

Speed Limit Justifications

It is recommended to maintain the posted speed limit of 35 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#28

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Schulte Road**
Limits:	Tracy Boulevard to Corral Hollow Road
Direction:	EB/WB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	40

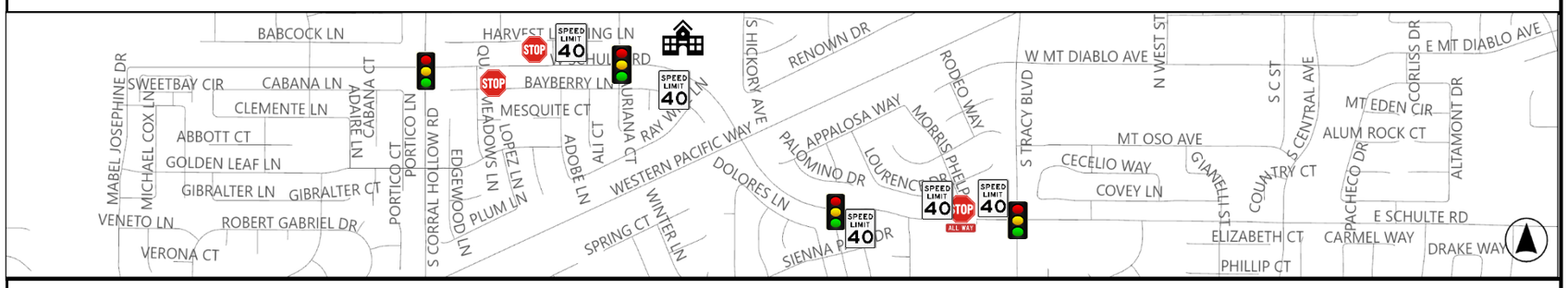
Location Map

LEGEND

SCHOOL

SPEED LIMIT 40

I/S CONTROL STOP, STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.25.24 / Schulte Rd bet. Tracy Blvd & Corral Hollow Rd
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	120
85th Percentile (mph)	44
10 mph Pace	36-45
Percent in Pace	75%

B. Traffic Factors

Average Daily Traffic (ADT)	15,064
Length of Segment (mi.)	1.44
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	2
Accident Rate (Acc/MVM)	0.05
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Residential area, middle school, park, and commercial establishments
Roadway Geometrics	This four-lane divided arterial roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along this segment. There are bicycle facilities. Earle E Williams Middle School is located north of the segment. Tracy Press Park is located near the east end of the segment. There are commercial establishments located on the east end of the segment.

Speed Limit Justifications

It is recommended to lower the speed limit to 40 mph via rounding down 5 mph from the nearest 85th percentile speed, per CVC section 22358.6(c).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER — CHRISTOPHER THNAY — No. 1771 — Exp. 6-30 — TRAFFIC — STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#29

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Schulte Road**
Limits:	Mabel Josephine Drive to Barcelona Drive
Direction:	EB/WB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	40

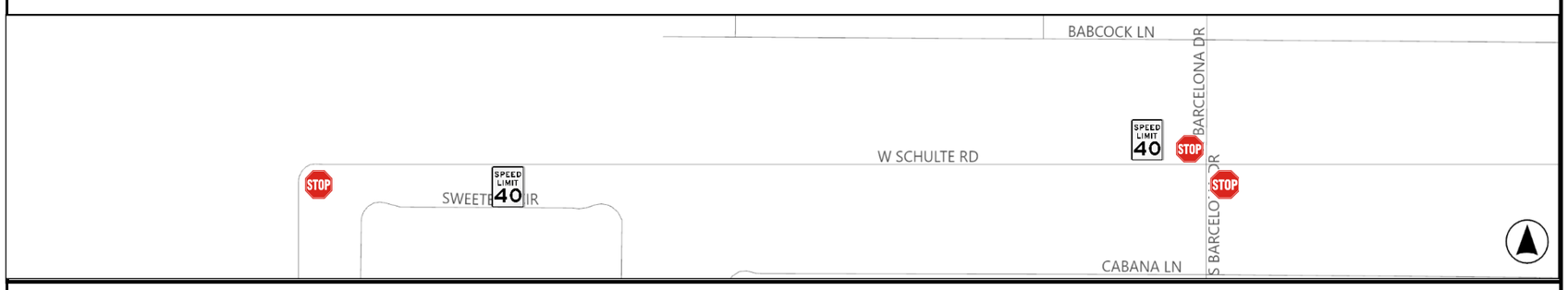
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 40

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	7.2.24 / Schulte Rd bet. Josephine Dr & Barcelona Dr
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	120
85th Percentile (mph)	45
10 mph Pace	31-40
Percent in Pace	55%

B. Traffic Factors

Average Daily Traffic (ADT)	3,580
Length of Segment (mi.)	0.5
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	2
Accident Rate (Acc/MVM)	0.61
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area
Roadway Geometrics	This two-lane divided arterial roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along this segment. There are bicycle facilities. There is undeveloped land north-west of the segment.

Speed Limit Justifications

It is recommended to lower the speed limit to 40 mph via rounding down 5 mph from the nearest 85th percentile speed, per CVC section 22358.6(c).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#30

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Starflower Drive**
Limits:	Corral Hollow Road to Dove Street
Direction:	EB/WB
Existing Posted Speed Limit (mph):	25
Recommended Speed Limit (mph):	25

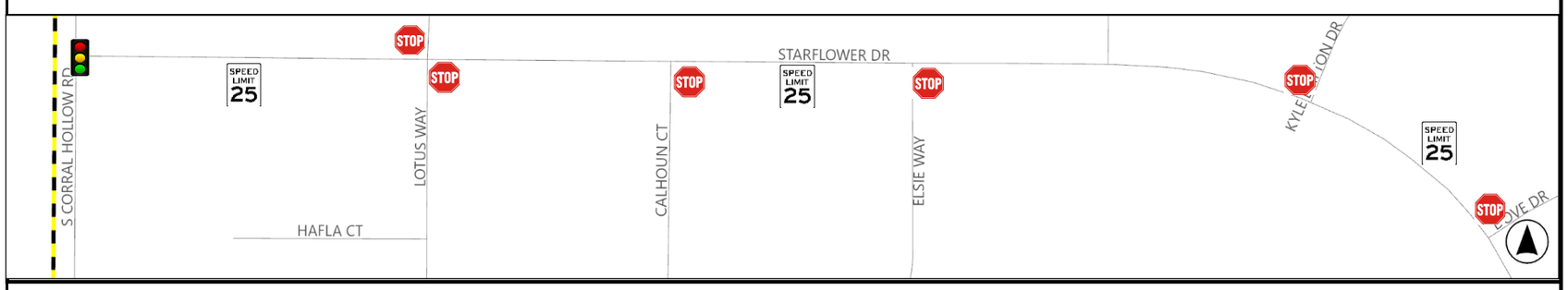
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 25

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	1.29.24 / Starflower Dr bet. Corral Hollow Rd & Dove St
Radar Enforced Posted Speed Limit (mph)	25
# Speed Data Collected	120
85th Percentile (mph)	32
10 mph Pace	25-34
Percent in Pace	79%

B. Traffic Factors

Average Daily Traffic (ADT)	2,117
Length of Segment (mi.)	0.35
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area
Roadway Geometrics	This two-lane predominantly undivided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along this segment. There are bicycle facilities. There is undeveloped land to the west of the segment.

Speed Limit Justifications

It is recommended to maintain the posted speed limit of 25 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#31

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Sycamore Parkway**
Limits:	Valpico Road to Schulte Road
Direction:	NB/SB
Existing Posted Speed Limit (mph):	35
Recommended Speed Limit (mph):	35

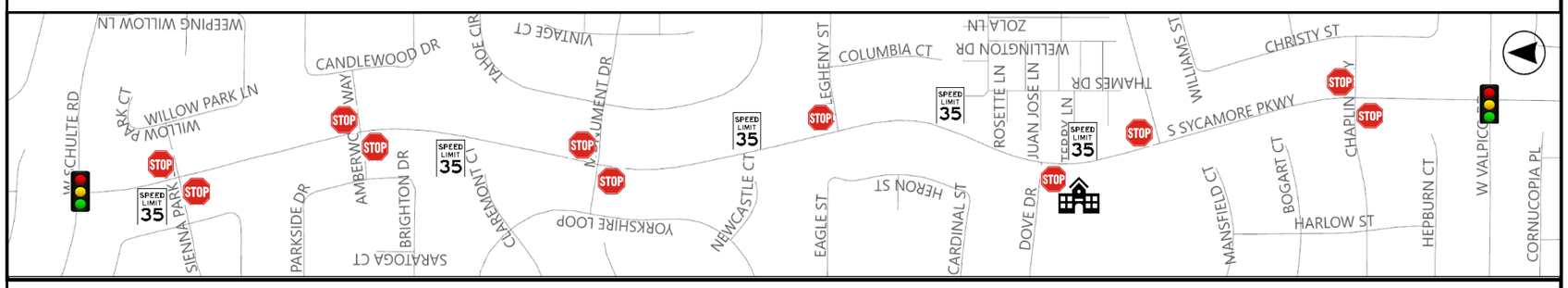
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 35

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	1.30.24 / Sycamore Pkwy bet. Valpico Rd & Schulte Rd
Radar Enforced Posted Speed Limit (mph)	35
# Speed Data Collected	120
85th Percentile (mph)	44
10 mph Pace	32-41
Percent in Pace	69%

B. Traffic Factors

Average Daily Traffic (ADT)	4,958
Length of Segment (mi.)	1.04
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	2
Accident Rate (Acc/MVM)	0.21
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area and elementary school
Roadway Geometrics	This two-lane divided minor arterial roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along the segment. There are bicycle faciltities. Wanda Hirsch Elementary School is located on the southwest side of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 35 mph radar enforced speed limit. It is located in a residential area with bicycle facilities and Wanda Hirsch Elementary School is located on the southwest side of the segment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY Lic. No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#32

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Sycamore Parkway**
Limits:	Tracy Boulevard to Valpico Road
Direction:	NB/SB
Existing Posted Speed Limit (mph):	30
Recommended Speed Limit (mph):	30

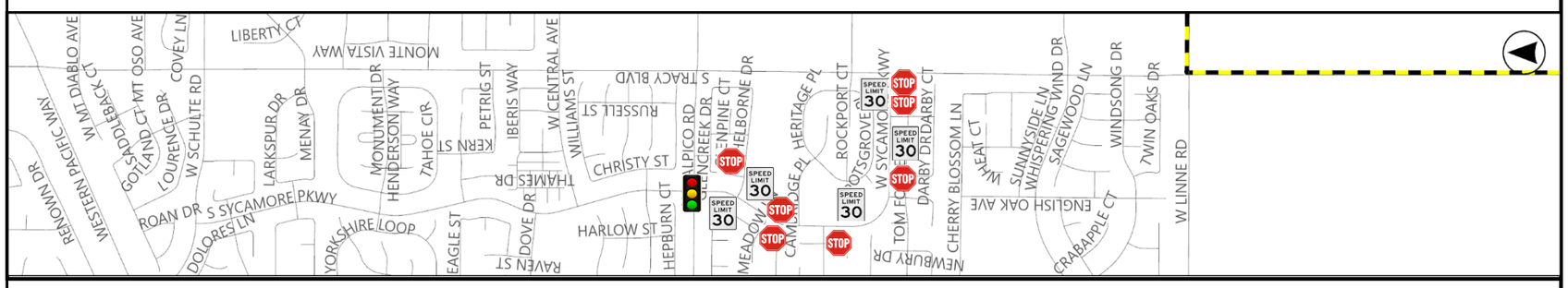
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 30

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	2.8.24 / Sycamore Pkwy bet. Tracy Blvd & Valpico Rd
Radar Enforced Posted Speed Limit (mph)	30
# Speed Data Collected	127
85th Percentile (mph)	34
10 mph Pace	25-34
Percent in Pace	76%

B. Traffic Factors

Average Daily Traffic (ADT)	1,397
Length of Segment (mi.)	0.23
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area, park, and daycare
Roadway Geometrics	This two-lane divided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is permitted along this segment. There are bicycle facilities. Edgar Thoming Park and Tender Loving Daycare are located within the segment.

Speed Limit Justifications

It is recommended to lower the speed limit to 30 mph via rounding down 5 mph from the nearest 85th percentile speed, per CVC section 22358.6(c).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER — CHRISTOPHER THNAY — Lic No. 1771 — Exp. 6-30 — TRAFFIC — STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#33

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Tennis Lane**
Limits:	Corral Hollow Road to Jill Drive
Direction:	EB/WB
Existing Posted Speed Limit (mph):	25
Recommended Speed Limit (mph):	25

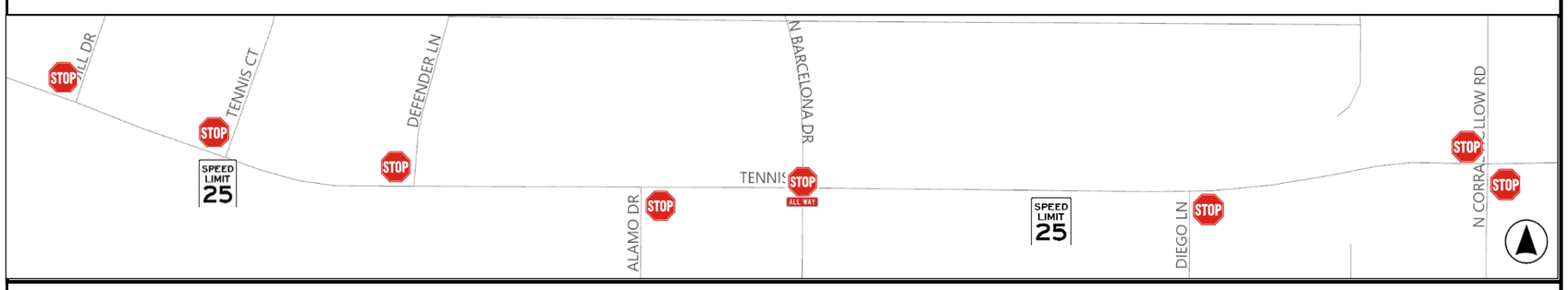
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 25

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	7.3.24 / Tennis Ln bet. Corral Hollow Rd & Jill Dr
Radar Enforced Posted Speed Limit (mph)	25
# Speed Data Collected	121
85th Percentile (mph)	31
10 mph Pace	21-30
Percent in Pace	79%

B. Traffic Factors

Average Daily Traffic (ADT)	2,845
Length of Segment (mi.)	0.5
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.39
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Residential area and park
Roadway Geometrics	This two-lane predominantly undivided collector roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is permitted along this segment. There are bicycle facilities. Verner Hanson Park is located on the west end of the segment.

Speed Limit Justifications

It is recommended to maintain the posted speed limit of 25 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER — CHRISTOPHER THNAY — No. 1771 — Exp. 6-30 — TRAFFIC — STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#34

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Tracy Boulevard**
Limits:	Sixth Street to Schulte Road
Direction:	NB/SB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	40

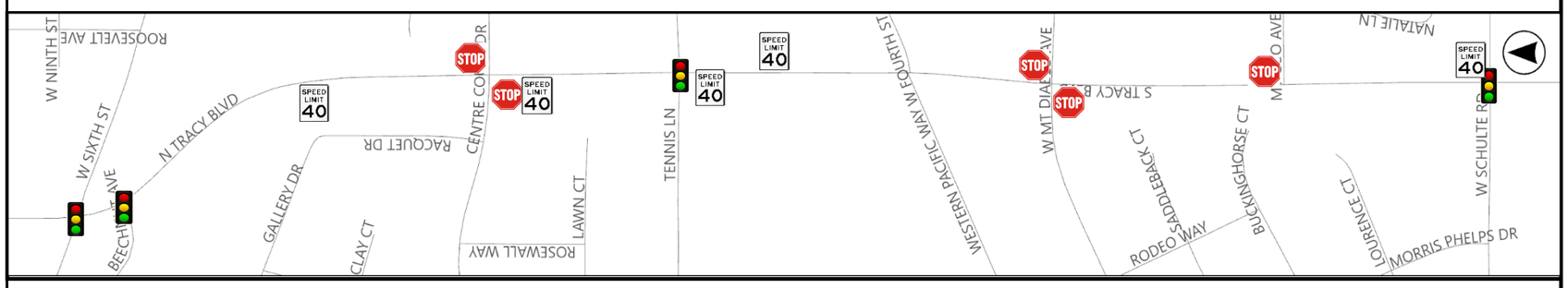
Location Map

LEGEND

SCHOOL

SPEED LIMIT 40

I/S CONTROL STOP / STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	4.29.24 / Tracy Blvd bet. 6th St & Schulte Rd
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	120
85th Percentile (mph)	45
10 mph Pace	36-45
Percent in Pace	69%

B. Traffic Factors

Average Daily Traffic (ADT)	26,376
Length of Segment (mi.)	0.85
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	13
Accident Rate (Acc/MVM)	0.32
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Residential and commercial areas
Roadway Geometrics	This four-lane predominantly divided arterial roadway is located in a predominantly residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along this segment. There are bicycle facilities. There are commercial establishments located at the north and south ends of the segment.

Speed Limit Justifications

It is recommended to lower the speed limit to 40 mph via rounding down 5 mph from the nearest 85th percentile speed, per CVC section 22358.6(c).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER — CHRISTOPHER THNAY — No. 1771 — Exp. 6-30 — TRAFFIC — STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#35

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Tracy Boulevard**
Limits:	Schulte Road to Valpico Road
Direction:	NB/SB
Existing Posted Speed Limit (mph):	45
Recommended Speed Limit (mph):	45

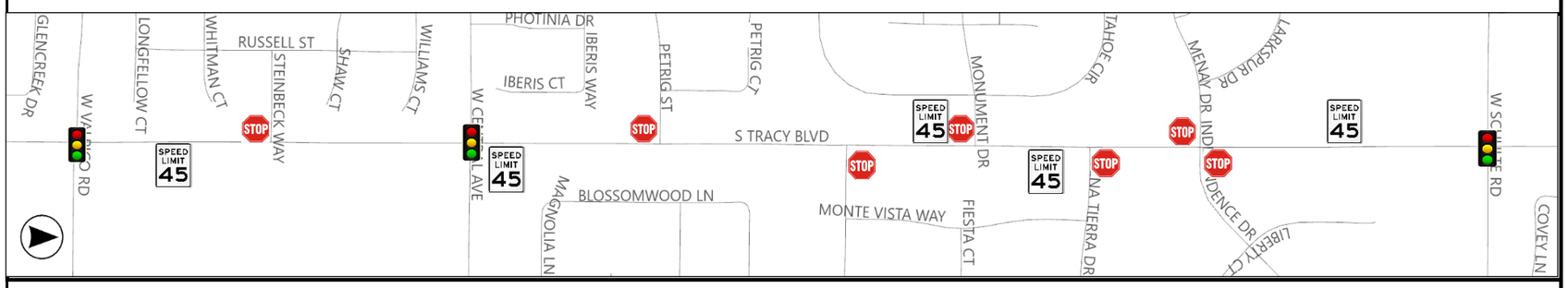
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 45

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	4.29.24 / Tracy Blvd bet. Schulte Rd & Valpico Rd
Radar Enforced Posted Speed Limit (mph)	45
# Speed Data Collected	121
85th Percentile (mph)	47
10 mph Pace	36-45
Percent in Pace	72%

B. Traffic Factors

Average Daily Traffic (ADT)	19,054
Length of Segment (mi.)	1.01
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	6
Accident Rate (Acc/MVM)	0.17
Statewide Average Accident Rate (Caltrans 2023)	1.27

D. Roadway Conditions

Adjacent Land Use	Residential and commercial areas
Roadway Geometrics	This four-lane divided and undivided arterial roadway is located in a predominantly residential area within the City of Tracy. There is curb, gutter, and sidewalk located along the segment. Parking is not permitted along this segment. There are bicycle facilities. There are commercial establishments located at the north and south ends of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.6(a) maintaining the existing posted 45 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#36

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Western Pacific Way**
Limits:	Corral Hollow Road to West City Limits
Direction:	EB/WB
Existing Posted Speed Limit (mph):	50
Recommended Speed Limit (mph):	50

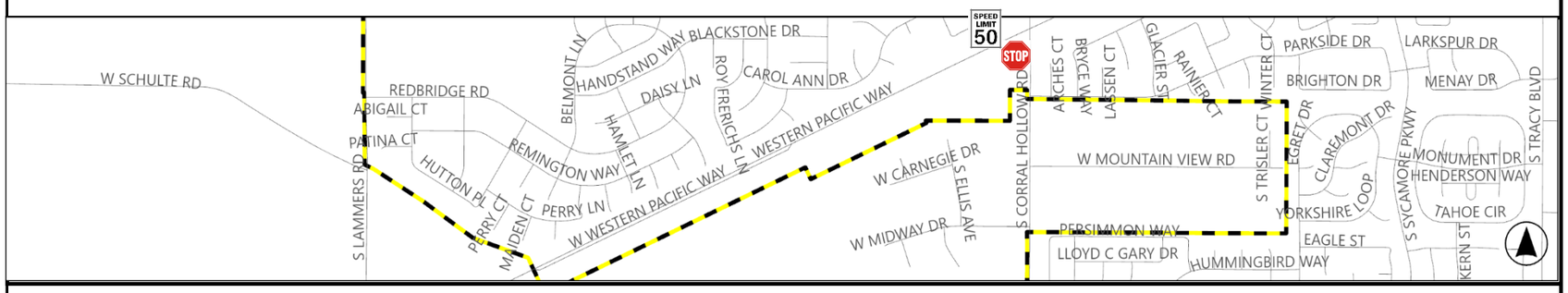
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 50

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	7.1.24 / Western Pacific Way bet. Corral Hollow Rd & West City Limit
Radar Enforced Posted Speed Limit (mph)	50
# Speed Data Collected	120
85th Percentile (mph)	54
10 mph Pace	46-55
Percent in Pace	64%

B. Traffic Factors

Average Daily Traffic (ADT)	3,261
Length of Segment (mi.)	1.77
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.09
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Undeveloped land
Roadway Geometrics	This two-lane undivided collector roadway is located in a undeveloped area within the City of Tracy. There is no curb, gutter, or sidewalk along the segment. Parking is not permitted along this segment. There are no bicycle facilities. There are railroad tracks south of the segment.

Speed Limit Justifications

It is recommended to lower the speed limit to 50 mph via rounding down 5 mph from the nearest 85th percentile speed, per CVC section 22358.6(c).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#37

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Whispering Wind Drive**
Limits:	Tracy Boulevard to Middlefield Drive
Direction:	EB/WB
Existing Posted Speed Limit (mph):	30
Recommended Speed Limit (mph):	30

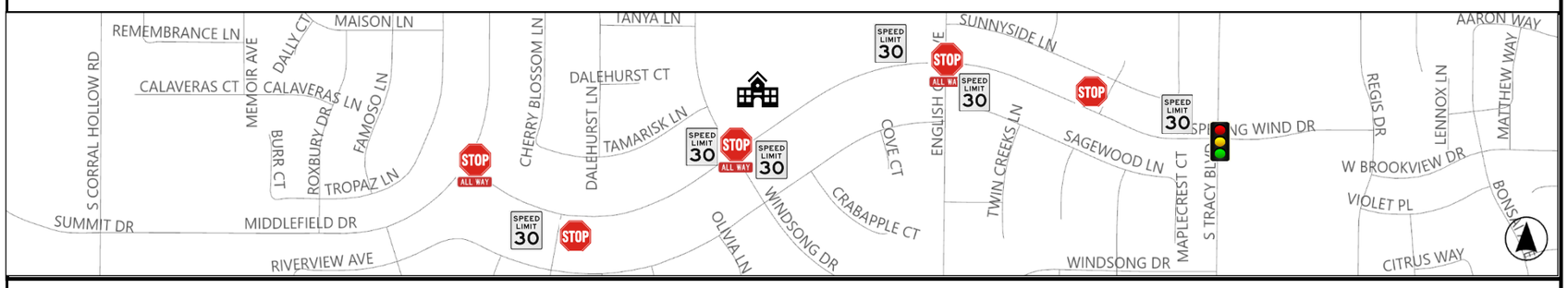
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 30

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.26.24 / Whispering Wind Dr bet. Tracy Blvd & Middlefield Dr
Radar Enforced Posted Speed Limit (mph)	30
# Speed Data Collected	121
85th Percentile (mph)	38
10 mph Pace	28-37
Percent in Pace	69%

B. Traffic Factors

Average Daily Traffic (ADT)	4,903
Length of Segment (mi.)	0.68
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.16
Statewide Average Accident Rate (Caltrans 2023)	1.27

D. Roadway Conditions

Adjacent Land Use	Residential area and elementary school
Roadway Geometrics	This four-lane predominantly undivided arterial roadway is located in a residential area within the City of Tracy. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along the segment. There are bicycle facilities. Anthony Traina Elementary School, district office, and park located north of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.8 maintaining the existing posted 30 mph radar enforced speed limit. It is located in a residential area with bicycle facilities and Anthony Traina Elementary School is located on the north side of the segment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER — CHRISTOPHER THNAY — NO. 1771 — EXP. 6-30 — TRAFFIC — STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#38

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Whispering Wind Drive**
Limits:	Regis Drive to Tracy Boulevard
Direction:	EB/WB
Existing Posted Speed Limit (mph):	30
Recommended Speed Limit (mph):	30

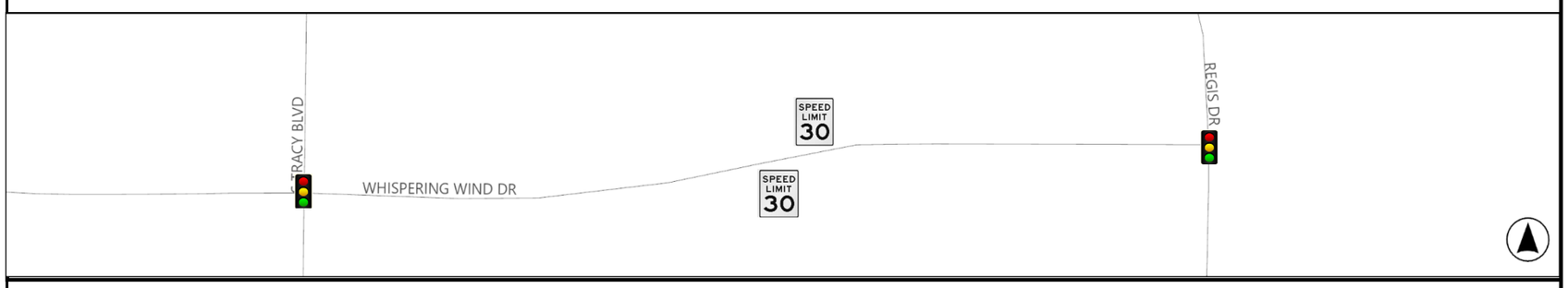
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 30

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.26.24 / Whispering Wind Dr bet. Regis Dr & Tracy Blvd
Radar Enforced Posted Speed Limit (mph)	30
# Speed Data Collected	120
85th Percentile (mph)	28
10 mph Pace	21-30
Percent in Pace	95%

B. Traffic Factors

Average Daily Traffic (ADT)	5,365
Length of Segment (mi.)	0.14
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.73
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Commercial & residential areas
Roadway Geometrics	This two-lane divided arterial roadway is located in a commercial and residential area within the City of Tracy. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along the segment. There are no bicycle facilities. There is undeveloped land north of the segment. There are railroad crossing tracks near the east end of the segment.

Speed Limit Justifications

Results of attached engineering & traffic survey information support CVC section 22358.6(a) maintaining the existing posted 30 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#39

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Chrisman Road**
Limits:	Grant Line Road to Paradise Avenue
Direction:	NB/SB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	40

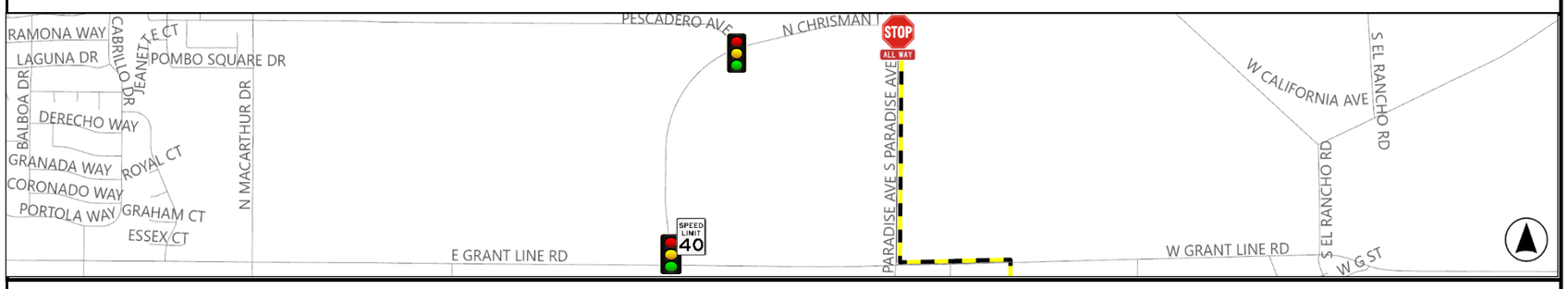
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 40

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	7.1.24 / Chrisman Rd bet. Grant Line Rd & Paradise Ave
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	119
85th Percentile (mph)	39
10 mph Pace	26-35
Percent in Pace	61%

B. Traffic Factors

Average Daily Traffic (ADT)	666
Length of Segment (mi.)	0.23
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	2
Accident Rate (Acc/MVM)	7.15
Statewide Average Accident Rate (Caltrans 2023)	1.00

D. Roadway Conditions

Adjacent Land Use	Industrial area
Roadway Geometrics	This four-lane divided arterial roadway is located in an industrial area within the City of Tracy. There is curb, gutter, and sidewalk along the segment. Parking is not permitted along the segment. There are no bicycle facilities.

Speed Limit Justifications

Results of attached engineering & traffic survey information with high crash rate support CVC section 22358.6(a) maintaining the existing posted 40 mph radar enforced speed limit via rounding of the measured 85th Percentile speed to the nearest 5 mph increment.

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#40

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Chrisman Road**
Limits:	Paradise Avenue to Railroad Tracks (South End)
Direction:	NB/SB
Existing Posted Speed Limit (mph):	40
Recommended Speed Limit (mph):	40

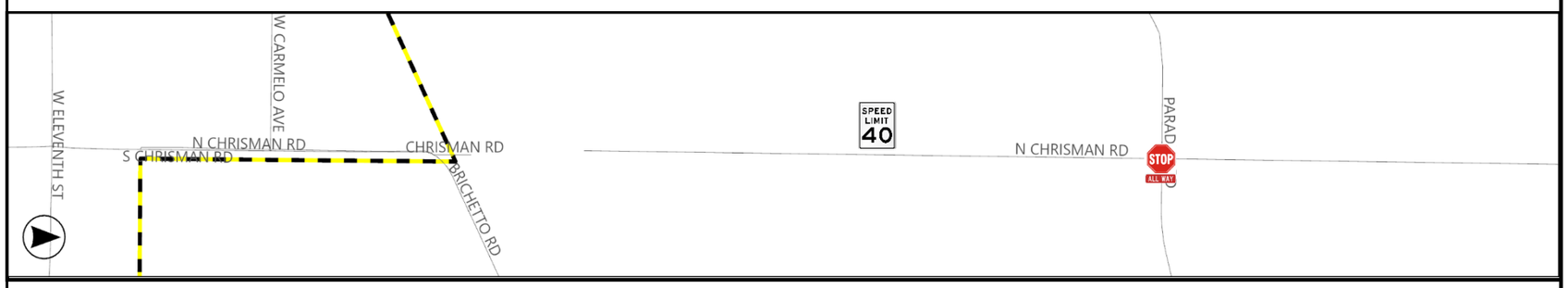
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 40

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	7.1.24 / Chrisman Rd bet. Paradise Ave & Railroad Tracks (South End)
Radar Enforced Posted Speed Limit (mph)	40
# Speed Data Collected	119
85th Percentile (mph)	42
10 mph Pace	25-34
Percent in Pace	48%

B. Traffic Factors

Average Daily Traffic (ADT)	3,327
Length of Segment (mi.)	0.37
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	1
Accident Rate (Acc/MVM)	0.45
Statewide Average Accident Rate (Caltrans 2023)	1.27

D. Roadway Conditions

Adjacent Land Use	Industrial area
Roadway Geometrics	This two and four-lane undivided arterial roadway is located in an industrial area within the City of Tracy. There is curb, gutter, and sidewalk on about half of the segment. Parking is not permitted along the segment. There are no bicycle facilities.

Speed Limit Justifications

It is recommended to maintain the posted speed limit of 40 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER — CHRISTOPHER THNAY — No. 1771 — Exp. 6-30 — TRAFFIC — STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#41

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Pescadero Avenue**
Limits:	Macarthur Drive to 0.5 Miles East of Macarthur Drive
Direction:	EB/WB
Existing Posted Speed Limit (mph):	35
Recommended Speed Limit (mph):	35

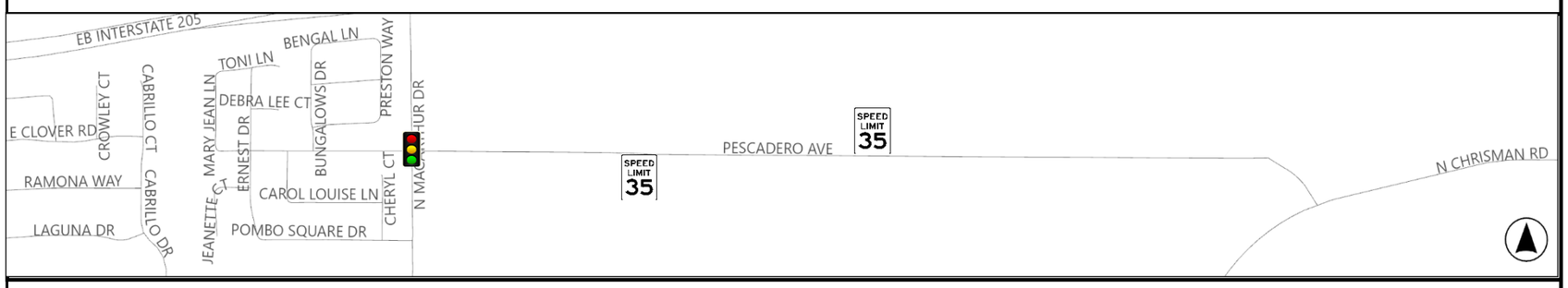
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 35

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	6.28.24 / Pescadero Ave bet. Macarthur Dr & 0.5 miles e/o Macarthur Dr
Radar Enforced Posted Speed Limit (mph)	35
# Speed Data Collected	120
85th Percentile (mph)	41
10 mph Pace	32-41
Percent in Pace	53%

B. Traffic Factors

Average Daily Traffic (ADT)	5,301
Length of Segment (mi.)	0.5
Street Classification	Arterial
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	0
Accident Rate (Acc/MVM)	0.00
Statewide Average Accident Rate (Caltrans 2023)	1.12

D. Roadway Conditions

Adjacent Land Use	Industrial area
Roadway Geometrics	This two-lane divided and undivided minor arterial roadway is located in an industrial area within the City of Tracy. There is curb, gutter, and sidewalk along for most of the segment. Parking is permitted along most of the segment. There are no bicycle facilities.

Speed Limit Justifications

It is recommended to maintain the posted speed limit of 35 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#42

(See Attached Speed Study)

City of Tracy
333 Civic Center Plaza
Tracy, California 95376
209-831-6000

City of Tracy
Engineering and Traffic Survey
Speed Survey Data Table and Final Recommendation

Street:	**Hansen Road**
Limits:	Interstate 205 to Schulte Road
Direction:	NB/SB
Existing Posted Speed Limit (mph):	45
Recommended Speed Limit (mph):	45

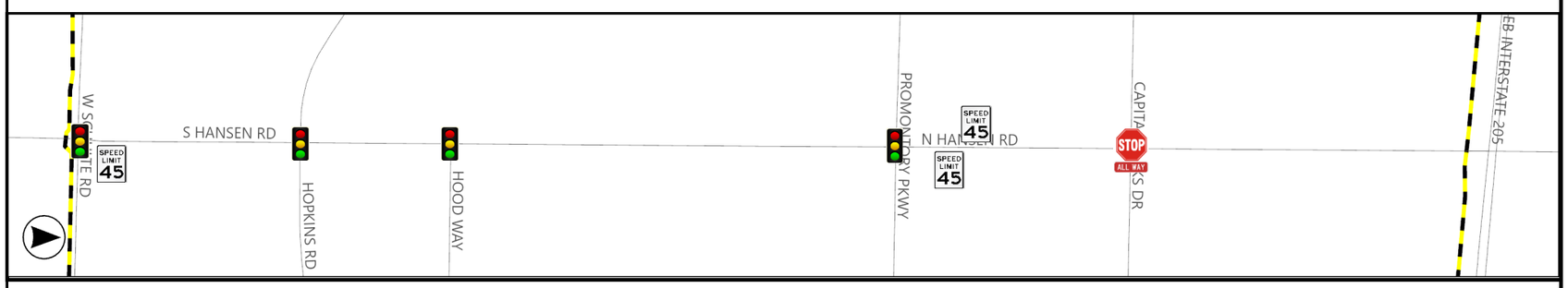
Location Map

LEGEND

SCHOOL

SPEED LIMIT SPEED LIMIT 45

I/S CONTROL STOP STOP ALL WAY



Speed Factors

A. Prevailing Speed Data

Date / Location of Survey	7.1.24 / Hansen Rd bet. I-205 & Schulte Rd
Radar Enforced Posted Speed Limit (mph)	45
# Speed Data Collected	119
85th Percentile (mph)	46
10 mph Pace	33-42
Percent in Pace	48%

B. Traffic Factors

Average Daily Traffic (ADT)	2,779
Length of Segment (mi.)	1.32
Street Classification	Collector
Terrain	Flat

C. Collision History

Date Range Covered	Jan 2020 - June 2025
Total Collisions	3
Accident Rate (Acc/MVM)	0.45
Statewide Average Accident Rate (Caltrans 2023)	1.27

D. Roadway Conditions

Adjacent Land Use	Industrial & agricultural area
Roadway Geometrics	This two and four-lane undivided and divided collector roadway located in an industrial and agricultural area in the City of Tracy. There is curb, gutter, and sidewalk until 1,110 feet north of Promontory Parkway. Parking is not permitted along this segment. There are no bicycle facilities.

Speed Limit Justifications

It is recommended to maintain the posted speed limit of 45 mph via downward rounding of the 85th percentile speed to the nearest 5 mph, and additional rounding by 5 mph, per CVC section 22358.6(b).

Speed Limit Change? **No**

This survey conforms to Section 627 and 40802 of the California Vehicle Code and Section 2B.13 of the California MUTCD and recommends a speed limit appropriate to facilitate the safe and orderly movement of traffic.

Submitted By: Christopher Thnay, PE — Title: Senior Project Manager

Reviewed By: Sharat Bandugula, P.E.
Title: Asst. City Engineer

REGISTERED PROFESSIONAL ENGINEER CHRISTOPHER THNAY No. 1771 Exp. 6-30 TRAFFIC STATE OF CALIFORNIA

Approved and Authorized for release by the City of Tracy:

Signed By: **Habibullah Habib, P.E.** **Title: Senior Civil Engineer** **Date:**

#43

(See Attached Speed Study)

Engineering and Traffic Survey

December 16,2025

- To allow the Police Department to enforce posted speed limits using radar equipment, it is necessary to formally establish speed limits on city streets.
- Section 3.08.580, Article 12 of the Tracy Municipal Code (TMC), establishes speed zones throughout the City of Tracy. These speed limits are determined based on Engineering and Traffic Surveys conducted in accordance with the California Vehicle Code (CVC) and the California Manual on Uniform Traffic Control Devices (CAMUTCD).

- The California Vehicle Code (CVC) requires the completion of engineering and traffic surveys to establish posted speeds once every five years.
- To comply with this CVC requirement, staff has recently worked with Advanced Mobility Group (Consultant) and completed the Engineering and Traffic Surveys to update speed limits on forty-three (43) segments of arterial and collector streets in the City of Tracy which is listed in a table in the next slide.

Engineering & Traffic Survey Summary Report

City of Tracy ETS 2025

11/7/25

Rdwy No.	Road Name	From	To	Existing Speed Limit (mph)	Determination of the Recommended Speed										Justification
					2025 ADT	Total Collisions 2020-2024	Length (ft)	Collision Rate	State Average Collision Rate	10 MPH Pace	Number in Pace	% in Pace	85TH %ile Speed	Recommended Speed (MPH)	
1	Central Avenue	Tracy Blvd	Sycamore Pkwy	35	2,228	1	1,426	0.91	1.00	28-37	102	85	36	35	Residential area and school
2	Corral Hollow Rd	Parkside Dr	Schulte Rd	45	14,939	8	2,534	0.61	1.00	39-48	94	78	46	40	Residential area & railroad crossing near the south end
3	Corral Hollow Rd	Schulte Rd	Eleventh Street	45	25,845	12	3,907	0.34	1.00	37-46	84	70	49	45	high collision rate and bicycle facilities
4	Crossroads Dr	Eleventh Street	Gaines Ln	25	860	0	1,637	0.00	1.12	21-30	97	81	31	25	Residential area and park
5	Crossroads Dr	Eleventh Street	Greystone Dr	30	4,423	0	1,637	0.00	1.00	29-38	84	70	40	30	bicycle facilities and Tracy Sports Complex
6	Cypress Dr	Hickory Ave	Corral Hollow Rd	30	2,699	0	3,010	0.00	1.12	27-36	89	74	39	30	bicycle facilities, Elementary School & park
7	Eleventh Street	Lammers Rd	West City Limit	55	23,905	7	3,326	0.25	1.12	46-55	97	81	54	55	CVC section 22358.6(a) to maintain existing posted speed
8	Eleventh Street	Lammers Rd	Corral Hollow Rd	45	27,302	3	6,758	0.05	1.00	46-55	112	93	55	45	bicycle facilities, Tracy Sports Complex & Plascencia Fields
9	Eleventh Street	Corral Hollow Rd	Lincoln Blvd	35	31,397	10	3,326	0.28	1.00	29-38	101	84	38	35	Commercial and residential area CVC section 22358.6 (c)
10	Eleventh Street	Lincoln Blvd	Tracy Blvd	30	30,944	2	1,531	0.12	1.27	32-41	98	82	39	30	commercial area with bicycle facilities
11	Eleventh Street	East Street	Beginning Of Bridge	35	22,527	6	2,218	0.35	1.27	29-38	77	64	43	35	commercial area and Tracy High School
12	Eleventh Street	Beginning Of Bridge	East City Limits	45	28,798	0	1,742	0.00	1.27	46-55	67	56	53	45	bicycle facilities and railroad crossing
13	Fabian Road	Lammers Rd	Mame Anderson Ln	35	799	0	3,221	0.00	1.12	29-38	71	59	39	35	Residential area, CVC section 22358.6 (c)
14	Kavanagh Ave	Corral Hollow Rd	Lincoln Blvd	25	4,006	4	3,010	0.96	1.12	24-33	111	93	32	25	Residential area, elementary school, and park
15	Kavanagh Ave	Lincoln Blvd	Tracy Blvd	25	4,760	2	2,376	0.51	1.12	25-34	94	78	35	25	residential district with 25 mph Prima Facie speed limit
16	Lammers Rd	Eleventh Street	South City Limits	45	13,922	1	2,006	0.10	1.00	45-54	94	78	53	45	bicycle facilities and John C Kimball High School
17	Lauriana Lane	Schulte Rd	Cypress Dr	30	4,357	1	1,848	0.36	1.12	27-36	87	73	36	30	Residential area, elementary and middle school, park
18	Linne Rd	Corral Hollow Rd	Chrisman Road	50	7,483	0	9,240	0.00	1.12	37-46	73	62	46	45	bicycle facilities, two parks and Jefferson Middle School
19	Macarthur Dr	North City Limits	I-205	40	1,125	6	1,795	8.60	1.12	32-41	81	68	43	40	high collision rate, bicycle facilities per CVC section 22358.6(c)
20	Macarthur Dr	I-205	Grant Line Rd	40	15,959	7	3,590	0.35	1.00	33-42	82	67	42	40	commercial, and residential area
21	Macarthur Dr	Eleventh Street	Grant Line Rd	40	7,316	2	7,867	0.10	1.00	28-37	82	69	39	40	rounding to nearest 5 mph increment CVC section 22358.6(a)
22	Macarthur Dr	Valpico Rd	Shulte Rd	40	3,937	9	5,280	1.25	1.27	35-44	92	77	46	40	residential area with bike lane
23	Macarthur Dr	Valpico Rd	Fairoaks Rd	45	5,016	0	3,010	0.00	1.12	36-45	84	70	47	40	bicycle facilities & elementary school CVC section 22358.6(b)
24	Macarthur Dr	Fairoaks Rd	South City Limits	40	3,397	1	2,323	0.37	1.12	27-36	97	81	36	35	residential frontage and intermediate intersections
25	Mt Diablo Ave	Central Ave	Tracy Blvd	25	1,570	0	2,640	0.00	1.12	23-32	77	68	34	25	residential district and elementary school
26	Mt Diablo Ave	Central Ave	Macarthur Dr	25	1,657	1	2,640	0.66	1.12	21-30	93	76	33	25	residential district and elementary school
27	Naglee Rd	North City Limits	Grant Line Rd	35	5,609	14	3,960	1.82	1.00	31-40	79	66	41	35	bike path, lane transitions, commercial driveways
28	Orchard Pkwy	Grant Line Rd	Lowell Ave	35	2,635	2	2,640	0.83	1.12	32-41	71	59	41	35	bike lane, road curve and intermediate intersections
29	Shulte Rd	Tracy Blvd	Corral Hollow Rd	40	15,064	2	7,603	0.05	1.00	36-45	90	75	44	40	bike lane, road curve and intermediate intersections
30	Shulte Rd	Josephine Dr	Barcelona Dr	40	3,580	2	2,640	0.61	1.12	31-40	66	55	45	40	residential area with bike lane and road termination
31	Starflower Dr	Corral Hollow Rd	Dove St	25	2,117	0	1,848	0.00	1.12	25-34	95	79	32	25	residential driveways on both sides of this segment
32	Sycamore Pkwy	Valpico Rd	Shulte Rd	35	4,958	2	5,491	0.21	1.12	32-41	83	69	44	35	bicycle facilities and Wanda Hirsch Elementary School
33	Sycamore Pkwy	Tracy Blvd	Valpico Rd	30	1,397	0	1,214	0.00	1.12	25-34	96	76	34	30	bike path, road curves, school frontage
34	Tennis Ln	Corral Hollow Rd	Jill Dr	25	2,845	1	2,640	0.39	1.12	21-30	96	79	31	25	residential frontage and intermediate intersections
35	Tracy Blvd	Sixth St	Shulte Rd	40	26,376	13	4,488	0.32	1.00	36-45	83	69	45	40	bike lane, road curve and intermediate intersections
36	Tracy Blvd	Shulte Rd	Valpico Rd	45	19,054	6	5,333	0.17	1.27	36-45	87	72	47	45	bike lane, road curve and intermediate intersections
37	Wester Pacific Way	Corral Hollow Rd	West City Limit	50	3,261	1	9,346	0.09	1.12	46-55	77	64	54	50	residential driveways and no shoulder
38	Whispering Wind Dr	Tracy Blvd	Middlefield Dr	30	4,903	1	3,590	0.16	1.27	28-37	84	69	38	30	bicycle facilities and Anthony Traina Elementary School
39	Whispering Wind Dr	Regis Dr	Tracy Blvd	30	5,365	1	739	0.73	1.12	21-30	114	95	28	30	city park frontage, bike lane and road termination
40	Chrisman Road	Grant Line Road	Paradise Avenue	40	666	2	1,214	7.15	1.00	26-35	73	61	39	40	no driveways in this segment
41	Chrisman Road	Paradise Avenue	Rr Tracks (South End)	40	3,327	1	1,954	0.45	1.27	25-34	57	48	42	40	maintain 40 mph to be consistent with the other segments
42	Pescadero Avenue	Macarthur Drive	1/2 Mile East Of Macarthur	35	5,301	0	2,640	0.00	1.12	32-41	63	53	41	35	commercial/agricultural area
43	Hansen Road	I-205	Schulte Road	45	2,779	3	6,970	0.45	1.27	33-42	57	48	46	45	commercial and agricultural area

TRACY

Think Inside the Triangle™

- The results of the Engineering and Traffic Survey recommend that the existing posted speed limits for thirty-eight (38) road segments remain unchanged, both in the field and in the Tracy Municipal Code (TMC), and that the existing posted speed limits for four (4) road segments will be updated to the new recommended speed limits.
- Of the four (4) street segments two (2) require updates to both the posted speed limits in the field and the corresponding entries in Section 3.08.580 of the TMC.
- One (1) segment requires an update only to the posted signage in the field, as the current speed limit in the TMC already reflects the recommended change.
- One (1) street segment speed limit is not currently listed in the TMC and will need to be added as a new subsection.
- Table 1 in the next slide details these changes.

Table 1:

Speed Limits to be updated in the field and in the TMC (miles/hour)					
Street Name	**Segment**	**Existing Posted Speed Limit in the Field**	**Recommended Speed Limit**	**Current Listed Speed Limit in TMC**	**New Speed Limit to be updated in TMC/Field**
MacArthur Drive	Fair Oaks Drive - Valpico Road	45	40	45	40
MacArthur Drive	South City Limits - Fair Oaks Drive	40	35	40	35
Speed Limit to be updated only in the field					
Corral Hollow Road	Parkside Drive - Schulte Road	45	40	40	40
Speed Limit to be added as a new subsection in the TMC					
Linne Road	Corral Hollow Road - Chrisman Road	50	45	50	45

TRACY

Think Inside the Triangle™

- While reviewing the speed limits for all forty-three (43) segments in the TMC, staff identified two (2) road segments with speed limits that had not been previously updated. Staff recommends that the current posted speed limits for these two (2) segments be formally updated in the TMC to reflect existing field conditions.
- The recommended speed limits for these segments match the speeds currently posted in the field; therefore, only updates to the TMC are necessary at this time.
- Table 2 in the next slide details these changes.

Table 2:

Speed Limit to be updated only in the TMC (miles/hour)					
Street Name	**Segment**	**Existing Posted Speed Limit in the Field**	**Recommended Speed Limit**	**Current Listed Speed Limit in TMC**	**New Speed Limit to be Updated in TMC**
Cypress Drive	Hickory Avenue - Corral Hollow Road	30	30	25	30
Hansen Road	Schulte Road - I-205 (City Limit)	45	45	50	45

- With that, Staff recommends that City Council waive the first reading by substitution of title and introduce an ordinance amending section 3.08.580, Article 12 of the Tracy Municipal Code, to formally establish speed limits on designated street segments in accordance with the requirements of the California Vehicle Code.

Any Questions or Comments?

Think Inside the Triangle™

December 16, 2025

Agenda Item 4.B

RECOMMENDATION

Staff recommends that the City Council discuss and, by motion, authorize all 2025 appointments of City Council Members as representatives on City Council Committees and regional and multi-agency Committees, Boards, and Commissions to continue in effect until the City Council appoints representatives for these bodies for calendar year 2026.

EXECUTIVE SUMMARY

This item requests that the City Council discuss and, by motion, authorize all 2025 appointments of City Council Members as representatives on City Council Committees and regional and multi-agency Committees, Boards, and Commissions to continue in effect until the City Council appoints representatives for these bodies for calendar year 2026. The extension of the 2025 appointments will allow for City business and representation on external bodies to continue without interruption until the City Council appoints Council Members as representatives on City Council Committees and regional and multi-agency Committees, Boards, and Commissions for calendar year 2026.

BACKGROUND AND LEGISLATIVE HISTORY

This item is submitted in response to the request from Council Member Nygard, seconded by Mayor Pro Tem Abercrombie, at the December 11, 2025, special Council Meeting to agendize an item for the City Council to discuss and consider extending the 2025 appointments for City Council Committees and regional and multi-agency Committees, Boards, and Commissions until the City Council appoints representatives for 2026.

Appointments to City Council Committees and regional and multi-agency Committees, Boards, and Commissions are generally conducted on an annual basis in January. On January 7, 2025, the City Council appointed City Council Members as representatives on City Council Committees and regional and multi-agency Committees, Boards, and Commissions for calendar year 2025 (the appointments are outlined in Attachment A). The 2025 appointments expire on December 31, 2025.

On November 18, 2025, the City Council adopted the 2026 regular meeting calendar for the City Council, which includes only one regular meeting in January, scheduled for January 20, 2026. Accordingly, the City Council will not have the opportunity to appoint City Council Members as representatives on City Council Committees and regional and multi-agency Committees, Boards, and Commissions for calendar year 2026 at a regular City Council meeting in 2026 until January 20, 2026, or later.

ANALYSIS

Extension of the 2025 appointments allows for City business and representation on external bodies to continue without interruption during the period between December 31, 2025, and the date on which the City Council appoints City Council Members as representatives on City Council Committees and regional and multi-agency Committees, Boards, and Commissions for calendar year 2026.

FISCAL IMPACT

There are no fiscal impacts related to the actions requested of the City Council in this staff report, except operational expenses.

STRATEGIC PLAN

This agenda item is an administrative item that does not relate directly to the City Council's 2025-2027 Strategic Priorities.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council discuss and, by motion, authorize all 2025 appointments of City Council Members as representatives on City Council Committees and regional and multi-agency Committees, Boards, and Commissions to continue in effect until the City Council appoints representatives for these bodies for calendar year 2026.

Prepared by: April B. A. Quintanilla, City Clerk

Reviewed by: Sara Castro, Finance Director
Arturo M. Sanchez, Assistant City Manager
L. David Nefouse, City Attorney

Approved by: Midori Lichtwardt, City Manager

ATTACHMENTS:

Attachment A – 2025 List of City Council Representatives on Various Committees/Boards/Commissions/Agencies

Attachment A

2025 LIST OF CITY COUNCIL REPRESENTATIVES ON VARIOUS COMMITTEES/BOARDS/COMMISSIONS/AGENCIES

(Adopted by City Council on January 7, 2025)

Committee/Commission/ Board	Meetings Held	Council Members
City Standing Committees		
Tracy Finance Committee	Quarterly – 2nd Monday of the first month at 5:00 p.m.	1. Council Member Evans (Chair) 2. Mayor Pro Tem Abercrombie
Tracy Homelessness Advisory Committee	Monthly - 3rd Thursday of each month at 7:00 p.m.	1. Council Member Bedolla (Chair) 2. Mayor Pro Tem Abercrombie
City Partnerships		
City/Chamber Liaison Committee	Quarterly – 2nd Monday of designated month at 4:00 p.m.	1. Council Member Evans 2. Mayor Pro Tem Abercrombie (Alternate)
City/Schools Liaison	Quarterly – 3rd Thursday of designated month at 1:00 p.m.	1. Council Member Evans 2. Mayor Pro Tem Abercrombie 3. Mayor Arriola (Alternate)
South San Joaquin County Fire Authority (SSJCFA) JPA	Monthly – 2nd Wednesday of each month at 4:00 p.m.	1. Mayor Pro Tem Abercrombie 2. Council Member Nygard
Tracy Chamber Governmental Affairs Committee	Monthly – 3rd Wednesday of each month at 4:00 p.m.	1. Mayor Pro Tem Abercrombie 2. Mayor Arriola (Alternate)
Multi-Agency /Third Agency Appointments		
Altamont Regional Traffic Authority (ARTA) JPA	As needed *(Mayor)*	Mayor Arriola
Ava Community Energy Authority (Formerly East Bay Community Energy - EBCE)	Monthly – 3rd Wednesday of each month at 6:00 p.m. except for an August recess month.	1. Council Member Nygard 2. Council Member Bedolla (Alternate)
City Selection Committee	Annually, additional meetings as needed *(Mayor)*	Mayor Arriola
Integrated Waste Management Task Force (Formerly Solid Waste Management Plan Advisory Task Force)	As needed	1. Council Member Nygard 2. Mayor Arriola (Alternate)
LAFCO	Monthly – 2nd Thursday of each month at 9:00 a.m. in Stockton.	1. Mayor Arriola
League of California Cities, Central Valley Division Executive Committee	Quarterly	1. Mayor Pro Tem Abercrombie 2. Council Member Evans (Alternate)
San Joaquin Council of Governments (SJCOG)	Monthly, in Stockton at 4:00 p.m. on the fourth Thursday of the month.	1. Mayor Arriola 2. Council Member Nygard (Alternate)

San Joaquin County Water Advisory Commission	Monthly *(appointed by Board of County Supervisors)* – 3rd Wednesday of each month at 1:00 p.m.	Council Member Nygard
San Joaquin Partnership	Monthly – 4th Thursday of each month at 8:00 a.m. in Stockton.	1. Council Member Nygard 2. Mayor Arriola (Alternate)
San Joaquin Regional Rail Commission	Monthly *(appointed by SJCOG)* – 1st Friday of each month at 8:00 a.m. in Stockton	1. Mayor Arriola
Special City Selection Committee, SJVAPCD	As needed	1. Mayor Arriola 2. Mayor Pro Tem Abercrombie (Alternate)
Tri-Valley- San Joaquin Valley Regional Rail Authority (Valley Link)	Monthly – 2nd Wednesday of each month.	1. Council Member Nygard 2. Council Member Bedolla (Alternate)

COUNCIL COMMITTEES - 2025

Following is a current list of both standing committees and ad hoc committees. Some of these appointments are City of Tracy appointments to a larger body, while others are City directed activities only.

I. CITY STANDING COMMITTEES

A. Tracy Finance Committee

Contact: Sara Cowell, Finance Director

1. Council Member Evans
2. Mayor Pro Tem Abercrombie

On February 7, 2023, City Council adopted Resolution 2023-027 forming a standing Finance Committee. The scope of the Committee is to provide policy guidance as it relates to the development of a multi-year fiscal sustainability plan to address the City's fiscal health and long-term planning and to review the City's investment portfolio and policy. The Committee will aid the Council in fulfilling its fiduciary responsibilities to oversee the financial activities and financial condition of the City of Tracy and its jurisdiction may include the review, discussion, and input on annual audits and compliance reporting, annual and quarterly budget updates, augmentations, and forecast, Long-term planning, including but not limited to:

- City revenues and expenses, including related fee and tax studies
- Deferred maintenance and capital planning
- Long-term liabilities, debt, and other finance planning

The committee will consist of two Council Members; appointed annually per the Council's appointment procedures. The committee meets quarterly on the 2nd Monday of first month at 5:00 p.m. (Resolution 2025-025)

B. Tracy Homelessness Advisory Committee

1. Mayor Pro Tem Abercrombie
2. Council Bedolla

On February 16, 2021, City Council formed a Homelessness Advisory Committee with the purpose of implementing the Tracy Homelessness Strategic Plan including the possible amendment of such plan, and the purpose to continue to address homelessness in the City of Tracy. On March 16, 2021, Council adopted Resolution 2021-033 forming the Tracy Homelessness Advisory Committee and appointing Council Members to serve on the committee: The Committee meetings are on the third Thursday of the month at 7:00 p.m. (Resolution 2023-085)

II. CITY PARTNERSHIPS

A. City/Chamber Liaison Committee

1. Council Member Evans
2. Mayor Pro Tem Abercrombie (Alternate)
3. City Manager

Meets quarterly, typically on the second Monday of the designated month at 4:00p.m. at the Chamber to discuss issues of concern to both the City and the Chamber, i.e. Fourth of July activities, Downtown activities, etc. The Committee meets on the third Thursday of every other month at 1:00 p.m.

B. City/Schools Liaison Committee

1. Council Member Evans
2. Mayor Pro Tem Abercrombie
3. Mayor Arriola (Alternate)
4. City Manager
5. Police Chief
6. Assistant City Manager
7. Operations and Utilities Director
8. Parks & Recreation Director

Meets every other month with School District officials to discuss issues of mutual concern, i.e. school pedestrian routes, bus routes, facilities, crossing guards, etc.

C. South San Joaquin County Fire Authority (SSJCFA) – Joint Powers Authority

1. Mayor Pro Tem Abercrombie
2. Council Member Nygard

The SSJCFA consists of four members - two Council Members appointed annually by the City Council, and two Board Members of the Tracy Rural Fire Protection District appointed annually by the Board. The Board of Directors meets on a monthly basis and has the responsibility to manage and administer the fire protection services provided to the jurisdictional area of the South San Joaquin County Fire Authority. The meetings are held on the third Tuesday of each month at 3:00 p.m. at Fire Administration.

D. Tracy Chamber Governmental Affairs Committee

1. Mayor Pro Tem Abercrombie
2. Council Member Evans (Alternate)
3. City Manager (or Designee)

The purpose of the Tracy Chamber Governmental Affairs Committee is to provide information and updates to Chamber membership on issues and legislation affecting businesses. Every month, the Chamber invites businesses to agenda the Governmental Affairs Committee to engage in dialogue about issues affecting the business community, as well as receive updates from local, county, state, and federal representatives. The committee meets on the third Wednesday of every month at 4:00 p.m. at the Chamber of Commerce office.

III. MULTI-AGENCY/THIRD AGENCY MEMBER APPOINTMENTS

A. Altamont Regional Traffic Authority (ARTA) Joint Powers Authority (JPA)
Contact: Liz McElligott, Assistant Planning Director, 510-670-6120, elizabeth.mcelligott@acgov.org

1. Mayor Arriola

Primary purpose is to collect and authorize expenditure of transportation impact fees. The JPA consists of Mayor of Tracy, Mayor of Livermore, and Supervisor from Alameda County BOS District 1. Meets as needed.

B. Ava Community Energy Authority (Formerly East Bay Community Energy Authority - EBCE)
Contact: Adrian Bankhead, Board Clerk **–** 510-906-0491 Email: abankhead@avaenergy.org and Alex DiGiorio, Public Engagement Manager – (510-993-7562) Email: adigiorgio@avaenergy.org

1. Council Member Nygard
2. Council Member Bedolla (Alternate)

Background: Alameda County and Cities in Alameda County developed the East Bay Community Energy Authority Joint Powers Agreement (JPA) which creates the East Bay Community Energy Authority (Authority), which governs and operates the CCA program. The Authority provides alternate electric services to consumers under a JPA with Alameda County and the vast majority of all cities in that county. On August 20, 20019, the City Council authorized staff to pursue services with East Bay Community Energy (EBCE). The EBCE Board of Directors is made up of an elected officials from each of the participating jurisdictions and one representative (non-voting) from the Community Advisory Committee (CAC). The Board meets monthly on the third Wednesday of each month except for an August recess month. The members receive a $123.55 stipend per monthly meeting which is adjusted each June to reflect the Bay Area consumer price index. Meeting location: Lake Merritt Room, Cal State East Bay, The Oakland Center, In the Transpacific Center, 1000 Broadway, Suite 109, Oakland, CA, 94607, at 6:00 p.m.

On December 26, 2023, an email was received from Ava Community Energy notifying the City that East Bay Community Energy Authority passed Resolution No. R-2023-54 changing the organization's name to Ava community Energy Authority.

C. City Selection Committee
Contact: Nichole Lee, Chief Deputy Clerk, (209) 468-3236 nicholelee@sjgov.org

1. Mayor Arriola

This committee is composed of the Mayors of the cities in San Joaquin County and addresses issues related to membership and appointments to regional boards, such as LAFCO, Delta Protection Agency, and the San Joaquin Valley Unified Air Pollution Control District, etc.

D. Integrated Waste Management Task Force (Formerly: Solid Waste Management Plan Advisory Task Force)
Contact: Desi Reno, SJC Public Works Department – (209/468-3066) dreno@sjgov.org

1. Council Member Nygard
2. Mayor Arriola (Alternate)
3. Operations of Utilities Director

This task force is comprised of elected representatives of the governmental agencies responsible for preparing the County Integrated Waste Management Plan. The duties of the task force include: identifying solid waste management issues of County-wide or regional concern; facilitating the development of multi-jurisdictional arrangements for the marketing of recyclable materials; developing goals, policies and procedures consistent with guidelines and regulations adopted by the Department of Resources Recycling and Recovery, and advising the Board of Supervisors on matters pertaining to the Countywide Household Hazardous Waste Program. Meets as needed.

E. LAFCO (Local Agency Formation Commission)
Mitzi Stites – Commission Clerk. Phone 209-468-3197 Email: mstites@sjgov.org

1. Mayor Arriola (May 2025 rotation as Alternate for the commission)

City of Tracy's next rotation will not be until 2025 as Alternate LAFCO is responsible for coordinating logical and timely changes in local governmental boundaries, including: annexations and detachments of territory; incorporations of cities; formations of special districts; and consolidations, mergers, and dissolutions of districts. LAFCO Commission meets regularly on the 2nd Thursday of each month at 9:00 a.m. Terms expire the first Monday in May.

F. League of California Cities, Central Valley Division Executive Committee
Contact: Stephen Quall, Regional Public Affairs Manager, 209-614-0118, squalls@calcities.org

1. Mayor Pro Tem Abercrombie
2. Council Member Evans (Alternate)

The Central Valley Division includes 25 cities in Calaveras, Merced, Madera, San Joaquin, Stanislaus, and Tuolumne counties and provides members with the opportunity to exchange ideas and information and share the advantages of cooperative advocacy. Elected city officials and professional city staff attend division meetings. Meets Quarterly in various locations.

G. San Joaquin Council of Governments (COG)
Contact: Rosie Gutierrez Phone: 209-235-0600 email: gutierrez@sjcog.org

1. Mayor Arriola
2. Council Member Nygard (Alternate)

The Council of Governments meets monthly and deals with regional issues, including transportation issues, habitat mitigation, regional rail issues, airport land

use matters, etc. The Board includes one representative from the cities of Ripon, Escalon, Lathrop, Lodi, Manteca, and Tracy; three representatives from the City of Stockton; three representatives from the Board of Supervisors. Members receive a $100 stipend per meeting. Meetings are held in Stockton at 4:00 p.m. on the fourth Thursday of the month.

H. San Joaquin County Water Advisory Commission

Contact: Kristy Smith (Clerk), San Joaquin County Public Works Dept. (209- 468-0219)

1. Council Member Nygard
2. Public Works Director
3. Stephanie Reyna-Hiestand (Alternate)

Appointed by the Board of Supervisors, this Commission acts in an advisory capacity to the San Joaquin County Flood Control and Water Conservation District. Consists of 22 members from the various cities and water agencies in San Joaquin County. Meets on the 3rd Wednesday of each month at 1:00 p.m. Location: Public Health Conference Room, 1601 E. Hazelton, Stockton, CA.

I. San Joaquin Partnership

Contact: Chris Youngsma, (956-3380) or Rene Armendariz (209-956-3380)
rene@sanjoaquinusa.org

1. Council Member Nygard
2. Mayor Arriola (Alternate)

The San Joaquin Partnership is a non-profit, private-public economic development corporation assisting business and industry to locate into San Joaquin County. The partnership meets on the fourth Thursday of each month at 8:00 a.m. Location: 2431 W. March Lane, Suite 103, Stockton, CA. 95207.

J. San Joaquin Regional Rail Commission

Contact: Jaclyn Miramontes, 209-944-6289, jackie@acerail.com
Rail Commission staff (1-800-411-7245)

1. Mayor Arriola

The San Joaquin Regional Rail Commission oversees the development of rail services on a regional basis. The San Joaquin Regional Rail Commission owns and operates and is the policy-making body for the Altamont Corridor Express (ACE) service. SJRRC is governed by a Board of Directors which consists of six full-voting members from San Joaquin County and two special voting members from Alameda County. The members are appointed by the San Joaquin Council of Governments (SJCOG) and are based on nominations by the local elected government. Ex-officio members represent Caltrans District 10, the San Joaquin Regional Transit District (SJRTD), SJCOG and StanCOG. The commission meets monthly on the first Friday of each month at 8:00 a.m. Location: Robert J. Cabral Station, South Hall Meeting Room, 949 East Channel Street, Stockton, CA. (Appointed by Commission) The San Joaquin Regional Rail Commission (SJRRC)

K. Special City Selection Committee, SJVAPCD

Contact: Samir Sheikh, Executive Director – (559/230-6036), Email: samir.sheikh@valleyair.org, Katrina Rojas, Clerk of the Board (559/230-6038) Email: Katrina.Rojas@valleyair.org

1. Mayor Arriola
2. Mayor Pro Tem Abercrombie (Alternate)

The Committee is charged with making appointments of City representatives to the San Joaquin Valley Air Pollution Control District's Governing Board. Meets as needed.

L. Tri-Valley-San Joaquin Valley Regional Rail Authority (Valley Link)

Contact: Kevin Sheridan, 209-403-4340

1. Council Member Nygard
2. Council Member Bedolla (Alternate)

The Tri-Valley-San Joaquin Valley Regional Rail Authority was formed for purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's (BART) rapid transit system and the Altamont Corridor Express commuter rail service in the Tri-Valley region. The Authority consists of 15 members representing the Tri-Valley cities, the Central Valley cities, and BART. Meets on second Wednesday of the month. Location rotates.