TRACY CITY COUNCIL REGULAR CITY COUNCIL MEETING

Tuesday, October 1, 2019, 7:00 P.M.

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

Americans With Disabilities Act - The City of Tracy complies with the Americans with Disabilities Act and makes all reasonable accommodations for the disabled to participate in Council meetings. Persons requiring assistance or auxiliary aids should call City Hall (209/831-6000) 24 hours prior to the meeting.

Addressing the Council on Items on the Agenda - The Brown Act provides that every regular Council meeting shall provide an opportunity for the public to address the Council on any item within its jurisdiction before or during the Council's consideration of the item, provided no action shall be taken on any item not on the agenda. Each citizen will be allowed a maximum of five minutes for input or testimony. At the Mayor's discretion, additional time may be granted. The City Clerk shall be the timekeeper.

Consent Calendar - All items listed on the Consent Calendar are considered routine and/or consistent with previous Council direction. A motion and roll call vote may enact the entire Consent Calendar. No separate discussion of Consent Calendar items will occur unless members of the City Council, City staff or the public request discussion on a specific item at the beginning of the meeting.

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

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

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

Full copies of the agenda are available at City Hall, 333 Civic Center Plaza, and the Tracy Public Library, 20 East Eaton Avenue, and on the City's website: *www.ci.tracy.ca.us*

CALL TO ORDER
PLEDGE OF ALLEGIANCE
INVOCATION
ROLL CALL
PRESENTATIONS

1. Employee of the Month
2. Proclamation - Arbor Day
3. Proclamation - Domestic Violence Awareness Month

1. CONSENT CALENDAR

1.A. APPROVAL OF SEPTEMBER 17, 2019 CLOSED SESSION, SPECIAL MEETING AND REGULAR MEETING MINUTES

1.B. APPROVE AN AGREEMENT WITH SAN JOAQUIN REGIONAL TRANSIT DISTRICT FOR TRANSIT SERVICES AT TRACY TRANSIT STATION AND MOUNTAIN HOUSE FOR A TOTAL COST OF $46,667

1.C. AWARD A CONSTRUCTION CONTRACT TO TOM MAYO CONSTRUCTION, INC. OF STOCKTON, CALIFORNIA, IN THE AMOUNT OF $128,200 FOR CONSTRUCTION OF SIDEWALK, CURB & GUTTER REPAIRS, CIP 73167; AUTHORIZE THE CITY MANAGER TO APPROVE CHANGE ORDERS UP TO THE CONTINGENCY AMOUNT OF $19,000, IF NEEDED; AND AUTHORIZE AN APPROPRIATION OF $20,000 FROM GAS TAX (F245) FOR THIS PROJECT

1.D. FIND THAT IT IS IN THE BEST INTEREST OF THE CITY TO FORGO THE FORMAL REQUEST FOR PROPOSAL PROCESS AND APPROVE A PROFESSIONAL SERVICES AGREEMENT WITH CH2MHILL INC. FOR REGULATORY PERMITS COMPLIANCE NOT TO EXCEED $1,368,000 FOR THE WASTEWATER EFFLUENT OUTFALL PIPELINE PROJECT – CIP 74083

1.E. AWARD A CONSTRUCTION CONTRACT TO ZIMM INDUSTRIES, INC., OF FRESNO, CALIFORNIA, IN THE AMOUNT OF $358,680 FOR THE REHABILITATION OF LEWIS MANOR WELL, CIP 75153, WITH A NOT TO EXCEED BUDGET OF $447,482, AND APPROVE AN AMENDMENT WITH GEI CONSULTANTS FOR DESIGN SUPPORT IN THE AMOUNT OF $25,000, AND AUTHORIZE THE CITY MANAGER TO APPROVE CHANGE ORDERS UP TO THE CONTINGENCY AMOUNT OF $53,802, IF NEEDED

1.F. WAIVE SECOND READING AND ADOPT ORDINANCE 1272, AN ORDINANCE OF THE CITY OF TRACY ELECTING TO IMPLEMENT A COMMUNITY CHOICE AGGREGATION PROGRAM BY AND THROUGH THE EAST BAY COMMUNITY ENERGY AUTHORITY

2. ITEMS FROM THE AUDIENCE

3. REGULAR AGENDA

3.A. PUBLIC HEARING TO CONSIDER AN APPEAL OF THE PLANNING COMMISSION'S DECISION TO DENY A DEVELOPMENT REVIEW APPLICATION (D19-0018) FOR A 264-UNIT RESIDENTIAL APARTMENT PROJECT ("VALPICO GLENBRIAR APARTMENTS"), ON APPROXIMATELY 11.62 ACRES LOCATED ON THE NORTH SIDE OF VALPICO ROAD AT GLENBRIAR DRIVE, 501 E. VALPICO ROAD (ALSO KNOWN AS 2605 AND 2795 S. MACARTHUR DRIVE), ASSESSOR'S PARCEL NUMBERS 246-140-13 AND 14. THE APPLICANT IS KATERRA, INC.

3.B. PUBLIC HEARING TO CONSIDER ADOPTION OF THE 2019 PUBLIC SAFETY IMPACT FEE UPDATE FOR PUBLIC SAFETY FACILITIES AND UPDATED PUBLIC SAFETY IMPACT FEES FOR DEVELOPMENT PROJECTS WITHIN THE CITYWIDE MASTER PLAN AREA

3.C. CONSIDER STAFF'S RECOMMENDATION FOR AWARD OF MAYOR'S COMMUNITY YOUTH SUPPORT NETWORK (MCYSN) RECONNECTING OUR YOUTH (ROY) GRANT PROGRAM FUNDS FOR FISCAL YEAR 2019-2020, APPROVE THE FUNDING AGREEMENTS FOR THE PROGRAM, AND AUTHORIZE THE CITY MANAGER TO EXECUTE THE FUNDING AGREEMENTS

3.D. ADOPT PROPOSED CITY OF TRACY CITY COUNCIL CODE OF CONDUCT

4. ITEMS FROM THE AUDIENCE

5. STAFF ITEMS

6. COUNCIL ITEMS

6.A. DETERMINE THE CITY'S POSITION ON TWO RESOLUTIONS TO BE CONSIDERED AT THE 2019 ANNUAL BUSINESS MEETING OF THE LEAGUE OF CALIFORNIA CITIES

6.B. APPOINT TWO APPLICANTS TO SERVE ON THE PLANNING COMMISSION

7. ADJOURNMENT

TRACY CITY COUNCIL - SPECIAL MEETING MINUTES

September 17, 2019, 5:00 p.m.

Council Chambers, 333 Civic Center Plaza, Tracy

1. CALL TO ORDER – Mayor Rickman called the meeting to order at 5:00 p.m. for the purpose of a closed session to discuss the items outlined below.

2. ROLL CALL – Roll call found Council Member Vargas, Mayor Pro Tem Young, and Mayor Rickman present. Council Members Arriola and Ransom absent.

   Council Member Ransom arrived at 5:00 p.m., after roll call.

3. ITEMS FROM THE AUDIENCE – None.

4. CLOSED SESSION

   A. Conference with Legal Counsel – Anticipated Litigation (Gov. Code § 54956.9)

      Significant exposure to litigation pursuant to § 54956.9(d)(2). (Two cases).

   B. Conference with Legal Counsel – Liability Claims (Gov. Code § 54956.95)

      i. Claimants: Samuel Harrison, Sally Harrison, and Estate of Christian Harrison

         Ma de Jesus Olmos

      ii. Agency claimed against: City of Tracy

   C. Personnel Matter (Gov. Code, § 54957)

      Public Employee Appointment, Employment, Evaluation of Performance, Discipline, or Dismissal

      Position Title: City Attorney

5. RECESS TO CLOSED SESSION **-** Motion was made by Council Member Vargas and seconded by Mayor Pro Tem Young to recess the meeting to closed session at 5:00 p.m. Roll call vote found Council Member Vargas, Mayor Pro Tem Young and Mayor Rickman in favor; passed and so ordered. Council Members Arriola and Ransom absent.

   Council Member Ransom arrived at 5:00 p.m., after roll call.
   Council Member Arriola arrived at 5:30 p.m.

6. RECONVENE TO OPEN SESSION – The meeting reconvened to open session at 5:58 p.m.

7. REPORT OF FINAL ACTION – Reject claim and direct staff to provide notice to claimant (Harrison) pursuant to Government Code 913. Council Members Arriola, Ransom, Vargas, Mayor Pro Tem Young in favor. Mayor Rickman abstained.

   Reject claim and direct staff to provide notice to claimant (Olmos) pursuant to Government Code 913. Council Members Arriola, Vargas, Mayor Pro Tem Young and Mayor Rickman in favor. Council Member Ransom opposed.

8. ADJOURNMENT – Motion was made by Mayor Pro Tem Young and seconded by Council Member Ransom to adjourn. Roll call vote found Council Members Arriola, Ransom, Vargas, Mayor Pro Tem Young, and Mayor Rickman in favor; passed and so ordered. Time: 5:59 p.m.

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

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Mayor

ATTEST:

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City Clerk

TRACY CITY COUNCIL SPECIAL MEETING MINUTES

September 17, 2019, 6:00 p.m.

City Council Chambers, 333 Civic Center Plaza *Web Site:* *www.ci.tracy.ca.us*

1. Mayor Rickman called the meeting to order at 6:00 p.m.

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

3. Items from the Audience – None

4. WORKSHOP TO DISCUSS AND PROVIDE DIRECTION REGARDING PROPOSED CITY OF TRACY CITY COUNCIL CODE OF CONDUCT

   Council Member Vargas announced she will be leaving at approximately 6:15 p.m. to attend a previous scheduled engagement, but would return as soon as possible.

   Jenny Haruyama, City Manager provided the staff report and presentation.

   Council Member Vargas left the dais at 6:09 p.m.

   Robert Tanner recommended adding to the Code of Conduct that Council Members who receive $4,000 from developers should not be able to vote for the developer projects for 50% of their term.

   Jan Couturier commended the City Manager for the proposed Code of Conduct guidelines.

   Michael Maciel expressed support for the proposed Code of Conduct and referred to various sections of the Code of Conduct.

   Roger Birdsall thanked the City Manager for the well prepared Code of Conduct guidelines.

   Alice English agreed with Mr. Tanner's comments and suggested including nonprofits. Ms. English provided input on revisions to the Code of Conduct.

   Council Member Arriola objected to Ms. English's characterizations of the conduct of the last meetings.

   Council Member Ransom addressed Ms. English's comments regarding pocketing money on behalf of her employers.

   Mayor Rickman responded to Mr. Maciel's comments stating he has not filed any FPPC complaints.

   City Council reviewed the proposed Code of Conduct and suggested the following changes:

Chapter 1 – No changes

Chapter 2
Section 2.1.1 – use municipal *agency* or *entity* instead of Municipal Corporation
Section 2.2.1 – change electing *new* Mayor to electing *the* Mayor
Section 2.2.5 – conflict with Section 2.4.3 – language should be the *City Council appoints*…. (replacing *Mayor with the approval of City Council*)
Section 2.3.1 – change *minute* action to *motion* action

Chapter 3
Sections 3.4.9.1 & 3.4.9.2 – add reference to definition of immediate family member and familial relationship -

Section 3.4.9.2 - *Martial* should be *marital.*
Section 3.4.9.4 – Add provisions apply to City, contract and *appointed employees*
Section 3.4.9.4 Subsection 4 – add language about all "state protected classes"
Section 3.6.1 – Request for censure should be submitted to *City Manager* instead of *City Clerk.* Staff to bring back language for Council consideration regarding the following:

- If ever a censure request has the approval of all four Council members which are not the subject of the request that it automatically be enforced
- Instead of being Mayor and a Council member, the Ad Hoc committee to consist of two members who voted in opposing manners and a neutral mediator
- Staff to bring back language for Council consideration regarding the following suggestion: If ever three Council members vote for an Ad Hoc committee resulting in the protocol being initiated which presents a neutral mediator and fails to find that there is insufficient evidence of such that the three Council members share the fee for neutral mediator from personal funds so that no taxpayer dollars are used.

Chapter 4 – No changes

Chapter 5 – No changes

Chapter 6
Section 6.2.1 – include language stating – *except if you are receiving benefits elsewhere*.

City Council Norms and Values
Section 7 – Communication – Change to *publicly share* to *share among other Council Members*

Section 13 – Use of Public Resources – *add for campaign election purposes*

Mayor Rickman responded to Mr. Maciel's comments from items from the audience.

Mayor Pro Tem Young commended City Council for reaching this point.

5. ADJOURNMENT – Time: 6:57 p.m.

ACTION: Motion was made by Mayor Pro Tem Young and seconded by Council Member Arriola to adjourn. Roll call found Council Members Arriola, Ransom, Mayor Pro Tem Young and Mayor Rickman in favor; passed and so ordered. Council Member Vargas absent.

The above agenda was posted at the Tracy City Hall on September 12, 2019. The above are action minutes. A recording is available at the office of the City Clerk.

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Mayor

ATTEST:

_____
City Clerk

TRACY CITY COUNCIL — REGULAR MEETING MINUTES

September 17, 2019, 7:00 p.m.

City Council Chambers, 333 Civic Center Plaza — *Web Site:* www.ci.tracy.ca.us

Mayor Rickman called the meeting to order at 7:08 p.m.

Mayor Rickman led the Pledge of Allegiance.

Pastor Tim Heinrich, Crossroads Baptist Church offered the invocation.

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

1. CONSENT CALENDAR – Motion was made by Mayor Pro Tem Young and seconded by Council Member Ransom to adopt the Consent Calendar. Roll call vote found Council Members Arriola, Ransom, Mayor Pro Tem Young and Mayor Rickman in favor; passed and so ordered. Council Member Vargas absent.

   1.A APPROVAL OF SEPTEMBER 3, 2019, SPECIAL MEETING, CLOSED SESSION AND REGULAR MEETING MINUTES – **Minutes were approved**.

   1.B AUTHORIZE AMENDMENT TO THE CITY'S CLASSIFICATION PLAN AND MASTER SALARY SCHEDULE BY APPROVING THE AMENDMENT OF VARIOUS EXISTING CLASSIFICATION SPECIFICATIONS INCLUDING; ACCOUNTING COORDINATOR, FIRE CAPTAIN, POOL MANAGER, SENIOR LIFEGUARD AND TREATMENT PLANT FACILITIES MAINTENANCE SUPERINTENDENT; APPROVING THE NEW CLASSIFICATION SPECIFICATION AND SALARY RANGE OF ANIMAL SERVICES MANAGER; AND AUTHORIZING AMENDMENT TO THE CITY'S POSITION CONTROL ROSTER TO REALLOCATE A FUNDED CORPORAL POSITION TO A SERGEANT AND REALLOCATE A FUNDED ANIMAL SERVICES SUPERVISOR TO ANIMAL SERVICES MANAGER WITHIN THE POLICE DEPARTMENT - **Resolution 2019-188** approved the amendment to the City's Classification Plan and Master Salary Schedule and authorized amendments to the City's Position Control Roster.

2. ITEMS FROM THE AUDIENCE – Three Tracy youth shared their concerns about the hazards of e-cigarette/vaping, and requested the City not allow vaping stores.

   Linda Miller, President of East of Eden responded to comments made by a City employee at the August 20, 2019, Council meeting. Ms. Miller shared her concerns regarding the Animal Shelter. Ms. Miller provided handouts to the City Clerk.

   Debra Allen expressed concerns regarding the speed of traffic from Brookview Drive to Glenbriar Circle. Ms. Allen asked how to get a speed bump at Christopher Michael and Oakridge.

Jan MacDonald spoke about Tracy Community Connection Center and provided the City Clerk with a copy of their impact report and newsletter.

Teresa English Soto asked City Council to postpone the Katerra appeal to October 15, 2019, to provide 30 days' notice to residents.

Ron requested the following: A sign approving parking on Tracy Blvd during ACE train pick up times, roundabout or flashing red light at Linne and Corral Hollow, replacing the traffic light at Tracy Hills and Corral Hollow with a roundabout or take out the light.

Jenny Haruyama, City Manager pulled item 3.C from the agenda.

3. REGULAR AGENDA

3.A PUBLIC HEARING FOR CONSIDERATION OF WATER RATE INCREASE

Kul Sharma, Utilities Director provided the staff report.

Shawn Koorn, HDR Engineering, Inc. provided a presentation on the water rate study update, and responded to questions.

Mayor Rickman opened the public hearing and announced when the City increases its water rate charges, it must follow the majority protest process under Proposition 218. Under this process, the City cannot increase charges if a majority of the parcel owners subject to the charges present written protests. At the conclusion of the public hearing, the City Clerk will determine whether a majority protest exists in this instance. Mayor Rickman invited residents who have a written protest to submit it to the clerk before the conclusion of the hearing.

Kathy Duarte spoke in opposition to the water rate increase, and expressed concerns regarding the phone system to pay utility bill.

Robert Tanner shared his concerns regarding a 25% water rate increase. Mr. Tanner added 10% might be doable, and suggested the City could use Measure V.

Abdul Wahid shared information regarding city water usage, and asked what numbers were used to conclude that the water rates should be increased by 25%.

Steve Perry asked about the cost to produce water and the sale of City water.

Steve Bayley, Project Specialist responded to questions and comments.

Michael Glenn asked if the 2017 study was based on actual spend or projected spend.

Mayor Rickman closed the public hearing.

City Council questions and comments followed.

Karin Schnaider, Finance Director responded to Council questions.

ACTION: Motion was made by Mayor Pro Tem Young and seconded by Council Member Arriola to direct the Clerk to tabulate the written protests. Roll call found Council Members Arriola, Ransom, Mayor Pro Tem Young and Mayor Rickman in favor; passed and so ordered. Council Member Vargas absent.

Adrianne Richardson, City Clerk announced as of the conclusion of the public hearing, the City of Tracy received 28 written protests to the proposed increase. The number of written protests does not amount to a majority of the identified parcel owners subject to the fee. Consequently, there is an insufficient number of written protests to constitute a majority protest under Proposition 218 and the City Council may proceed with considering the Resolution.

ACTION: Motion was made by Council Member Ransom and seconded by Mayor Pro Tem Young to adopt **Resolution 2019-189** approving the revised water rates effective October 1, 2019. Roll call found Council Members Arriola, Ransom, Mayor Pro Tem Young and Mayor Rickman in favor; passed and so ordered. Council Member Vargas absent.

3.B PUBLIC HEARING TO CONSIDER ADOPTING AN ORDINANCE IMPLEMENTING A COMMUNITY CHOICE AGGREGATION PROGRAM AND APPROVING A JOINT POWERS AGREEMENT WITH THE EAST BAY COMMUNITY ENERGY (EBCE) AUTHORITY TO PROVIDE ELECTRIC SERVICES TO THE CITY OF TRACY

Kul Sharma, Utilities Director provided the staff report.

Mayor Rickman opened the public hearing.

Robert Sarvey shared his concerns regarding the EBCE program.

Robert Tanner asked the City to review other energy providers.

Mayor Rickman closed the public hearing.

Nick Chaset, Chief Executive Officer for East Bay Community Energy responded to questions.

City Council questions and comments followed.

Jenny Haruyama, City Manager stated staff will come back to Council with an update regarding process and procedure at a future date.

Mayor Rickman requested the City Clerk read the title of the proposed ordinance.

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

ACTION: Motion was made by Mayor Pro Tem Young and seconded by Council Member Arriola to introduce Ordinance 1272, an ordinance of the City of Tracy electing to implement a Community Choice Aggregation Program by and through the East Bay Community Energy Authority. Roll call found Council Members Arriola, Ransom, Mayor Pro Tem Young and Mayor Rickman in favor; passed and so ordered. Council Member Vargas absent.

ACTION: Motion was made by Council Member Ransom and seconded by Mayor Pro Tem Young to adopt Resolution **2019-190** approving a Joint Powers Agreement with the East Bay Community Energy (EBCE) Authority to provide electric services to the City of Tracy. Roll call found Council Members Arriola, Ransom, Mayor Pro Tem Young and Mayor Rickman in favor; passed and so ordered. Council Member Vargas absent.

3.C RECEIVE A REPORT ON SENATE BILL 438, AN ACT TO AMEND SECTION 53110 OF AND TO ADD SECTION 53100.5 TO THE GOVERNMENT CODE, AND TO ADD SECTIONS 1797.223 AND 1798.8 TO THE HEALTH AND SAFETY CODE RELATING TO EMERGENCY SERVICES **– Agenda Item was pulled to be heard at a later date.**

4. ITEMS FROM THE AUDIENCE – Michele Shaw shared her concerns regarding how complaints are handled in the Police Department, and requested support to look at Police and create an external department to help people.

5. STAFF ITEMS – Jenny Haruyama, City Manager stated there is a survey on the City's website for public input regarding Affordable Workforce Housing. Ms. Haruyama announced various upcoming City events.

6. COUNCIL ITEMS - Council Member Arriola congratulated the South Side Association on their celebration of Mexican Independence Day, commended the launch of Community Medical Centers, and announced the success of Tracy Chamber annual lobster feast and upcoming One World Cultural Festival. Council Member Arriola requested a health and wellness initiative and partnering with local businesses. Council Member Ransom seconded the request to bring back more information about what the partnership would look like.

   Mayor Pro Tem Young announced three family birthdays, ACE train Saturday services – two in the morning and evening, and spoke about the Police Department supplying retired bikes to DVI. Mayor Pro Tem Young asked about the status of the asset management system, and would like to understand citywide deferred maintenance and replacement cost.

   Kul Sharma, Utilities Director and Don Scholl, Public Works Director provided a brief update on the asset management system.

   Council Member Ransom spoke about the full services provided by the Community Medical Center (CMC) to the vulnerable population, and the old Sutter Medical Center on Grant Line being their larger facility. Council Member Ransom acknowledged the success of Tracy PAL poker run and Tracy Chamber lobster feast. Council Member Ransom requested an agenda item regarding banning e-cigarettes and cartridges in Tracy. Council Member Arriola seconded the request.

   Mayor Rickman announced events at the Grand Theatre: Unveiling of old sign in Grand Theatre Lobby on September 13, Comedian Kevin Nealon on September 14, Blue Oyster Cult on September 27, and encouraged support of the Grand Theatre and the local community

7. ADJOURNMENT – Time: 9:40 p.m.

ACTION: Motion was made by Mayor Pro Tem Young and seconded by Council Member Ransom to adjourn. Roll call vote found Council Members Arriola, Ransom, Mayor Pro Tem Young and Mayor Rickman in favor; passed and so ordered. Council Member Vargas absent.

The above agenda was posted at the Tracy City Hall on September 12, 2019. The above are action minutes. A recording is available at the office of the City Clerk.

_____
Mayor

ATTEST:

_____
City Clerk

October 1, 2019

AGENDA ITEM 1.B

REQUEST

APPROVE AN AGREEMENT WITH SAN JOAQUIN REGIONAL TRANSIT DISTRICT FOR TRANSIT SERVICES AT TRACY TRANSIT STATION AND MOUNTAIN HOUSE FOR A TOTAL COST OF $46,667

EXECUTIVE SUMMARY

In September 2018, The San Joaquin Council of Governments (SJCOG) approved the creation of a transit route between Tracy and Mountain House as a result of an unmet transit need that was found to be reasonable to meet as part of the FY18/19 Unmet Transit Needs process. It was agreed that the route would be operated by the San Joaquin Regional Transit District (RTD), and that a portion of the funding would be provided through the City of Tracy's Local Transportation Fund (LTF) to help pay for the service. In order for RTD to receive funds from the City to pay for the service, a contract must be entered into between the City of Tracy and RTD.

DISCUSSION

During the FY18/19 Unmet Transit Needs hearings held throughout San Joaquin County and overseen by SJCOG, an unmet transit need was identified in connecting Tracy with both Mountain House and the Delta College campus in Mountain House. The unmet transit needs subcommittee, comprised of transit operators and social service agencies within San Joaquin County, found that this unmet need met the criteria established by SJCOG to be reasonable to meet.

Through discussions with SJCOG staff, it was determined that RTD was in the best position to quickly implement a service route between Tracy and Mountain House. The total cost to provide the service by RTD was estimated at $250,000 for the year, with the funding coming from Measure K, the San Joaquin Regional Rail Commission, and the City of Tracy. Part of the City of Tracy's share would include $46,667 from the City's LTF. The funding sources have already been approved by SJCOG. The initial goal was to quickly put a service into place to fill the unmet need. Through later discussions with SJCOG and RTD, it was decided that in order to pay RTD for the service provided using the City's LTF, the City needs to enter into an agreement with RTD.

The service provided by RTD, known as Route 99, began on November 1, 2018 and initially ran from Mountain House and Delta College to the Tracy Transit Station and then to the ACE Station. At the end of March, 2019, the service to the ACE station was stopped as RTD started another service for Mountain House residents to get to the ACE Station at Vasco Road in Livermore since the Mountain House residents preferred to travel west to an ACE station rather than south. The route currently operates between the Tracy Transit Station and Mountain House/Delta College with a stop at Wal-Mart along the way. At SJCOG's request, the route will be evaluated after the initial 1-year pilot to determine its continued feasibility and see if there are other potential services that could fill the gap.

STRATEGIC PLAN

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

FISCAL IMPACT

The Transportation Development Act (TDA) states that if an unmet transit need is found to be reasonable to meet, funds claimed through TDA (which include LTF funds) must be first used to meet that need before they can be spent on any non-transit projects. The City does not currently use all of its TDA funding for transit related purposes and therefore has the capacity to pay for this pilot program. The City's Transit Fund has capacity to absorb this expense in the current FY19/20 budget. The City of Tracy files a claim with SJCOG each year for LTF funding as part of the City's annual Transportation Development Act (TDA) claim. All transit related expenses will be reimbursed to the City when the claim is made.

RECOMMENDATION

Staff recommends that City Council approve an agreement with San Joaquin Regional Transit District for transit services at Tracy Transit Station and Mountain House for a total cost of $46,667.

Prepared by: Ed Lovell, Management Analyst II

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

Approved by: Jenny Haruyama, City Manager

ATTACHMENTS

Attachment A – Contract for Transit Services at Tracy Transit Station and Mountain House

CONTRACT FOR TRANSIT SERVICES AT TRACY TRANSIT STATION AND MOUNTAIN HOUSE

Contract No. 2019-010-S

This Contract is made and entered into at Stockton, California, as of the 1st day of November 2018, between SAN JOAQUIN REGIONAL TRANSIT DISTRICT, a public transit district (hereinafter referred to as "RTD"), and CITY OF TRACY, a municipal corporation (hereinafter referred to as "City").

WITNESSES THAT:

WHEREAS, RTD is a transit district providing transportation and maintenance services in the County of San Joaquin, State of California, as provided in the San Joaquin Regional Transit District Act, set forth in the Public Utilities Code of the State of California, commencing with Section 50000; and,

WHEREAS, City is a municipal corporation; and,

WHEREAS, RTD proposes to provide ten (10) round-trip services per day that will serve Mountain House, San Joaquin Delta College, Walmart, Tracy Transit Center, and Tracy Altamont Corridor Express (ACE) station areas; and,

WHEREAS, the cost of RTD's proposed services is estimated not-to-exceed $250,000.00, of which $8,346.00 is accounted for contingencies; and,

WHEREAS, on September 27, 2018, San Joaquin Council of Governments ("SJCOG") approved the collaboration plan and funding strategy through a combination of Measure K funds, federal funds, and matching local funds from Tracy and San Joaquin Regional Rail Commission, as set forth in the SJCOG Staff Report, dated September 2018, attached hereto, marked Exhibit "A" and incorporated herein;

WHEREAS, on November 1, 2018 through March 24, 2019, RTD provided transit services in accordance with Exhibit A; and,

WHEREAS, on March 25, 2019, the fixed route service set forth in Exhibit A has changed in accordance with "Hopper 99 (Effective March 25, 2019)" schedule, marked Exhibit A-1, attached hereto and incorporated herein.

NOW, THEREFORE, IT IS HEREBY AGREED by and between the parties hereto as follows:

1. TERM OF CONTRACT: This Agreement is effective as of November 1, 2018 and shall continue in effect until October 30, 2019, unless otherwise terminated by either party with a thirty (30) day written notice. This Agreement may be renewed by both parties on a year-to-year basis, contingent upon available funding.

2. RETENTION OF RTD; SCOPE OF SERVICES: RTD shall provide the transit service in accordance with Exhibit A-1.

3. METHOD OF PERFORMING SERVICES: RTD will determine the method, details, and means of performing the above-described services.

4. COMPENSATION: In consideration for the transit services to be performed by RTD, City agrees to pay RTD the sum of Forty Six Thousand Six Hundred Sixty Seven Dollars ($46,667.00) toward the cost of said transit service. RTD shall submit an invoice to City on a quarterly basis.

5. RTD PROJECT MANAGEMENT: The person serving as RTD's Project Manager under this Contract shall be RTD's Director of Operations, or designee. In addition, RTD shall designate in writing to City an agent authorized to bind RTD in all aspects of RTD's performance of this Contract, who shall be readily available, either by phone or in person, to make decisions or provide coordination, as necessary.

6. OBLIGATIONS OF RTD: RTD agrees to devote such time as may be necessary to perform the above-described services, within the agreed upon time periods. City understands RTD may represent and perform such services for itself and for such additional clients, persons, or companies as RTD, in RTD's sole discretion, sees fit.

7. HOURS DURING WHICH SERVICES MAY BE PERFORMED: Except as may be otherwise provided in Exhibit "A-1," RTD agrees to perform the above-described services within and beyond City boundaries and during such times, as City and RTD shall mutually agree, either in this Contract or hereafter.

8. INDEPENDENT CONTRACTOR: In the performance of services under this Contract, RTD shall act as an independent contractor and not as an employee or agent of City. Nothing herein shall be construed or deemed to create the relationship of employer/employee or principal/agent between RTD and City. Directions issued by City to RTD only relate to the objectives to be achieved and not the actual means to accomplish such objectives. RTD hereby agrees to indemnify and hold City, its officers, and employees harmless from any and all claims that may be made against City based upon any contention by any employee of RTD or by any third party, including, but not limited to, any state or federal agency, that an employer-employee relationship, or a substitute thereof, exists for any purpose whatsoever by reason of this Contract or by reason of the nature and/or performance of any obligation under the Contract. The foregoing indemnity provision shall not alter City's indemnity obligation set forth in this Contract.

   City hereby agrees to indemnify and hold RTD, its officers, and employees harmless from any and all claims that may be made against City based upon any

contention by any employee of RTD or by any third party, including, but not limited to, any state or federal agency, that an employer-employee relationship, or a substitute thereof, exists for any purpose whatsoever by reason of this Contract or by reason of the nature and/or performance of any obligation under this Contract. The foregoing indemnity provision shall not alter RTD's indemnity obligation set forth in this Contract.

9. NO JOINT VENTURE: This Contract shall not create among the parties a joint venture, partnership, or any other relationship of association.

10. FORCE MAJEURE: RTD shall not be held responsible for losses, delays, failure to perform or excess costs caused by events beyond the control of RTD. Such events may include, but are not restricted to, the following: Acts of God; fire, epidemics, earthquake, flood, natural disasters, or acts of government; riots, strikes, war or civil disorder; or unavailability of items that may impede the process of providing services. RTD shall not be entitled for compensation for any service, the performance of which is excused pursuant to this paragraph. Whenever RTD has knowledge that any actual or potential force majeure may delay or prevent performance under the Contract, RTD will notify City of the fact, and thereafter shall report to City all relevant information then known to RTD, and shall continue to so report.

11. TERMINATION: This Contract may be terminated by either party, without cause, if notice has been received by the other party at least thirty (30) days prior to the date of the termination.

12. INVALIDITY: The invalidity in whole, or in part, of any provision of this Contract shall not void or affect the validity of any other provision of this Contract, and if any clause contained herein is found to be invalid, the remaining clauses will be considered independently and separately valid.

13. NOTICES: Any and all notices required by this Contract shall be deemed given when personally served or sent by certified mail, return receipt requested, as follows:

To RTD: San Joaquin Regional Transit District
Attention: Donna DeMartino, Chief Executive Officer
421 East Weber Avenue, 2nd Floor
P.O. Box 201010
Stockton, CA 95202

To City: City of Tracy
Attention: Ed Lovell
333 Civic Center Plaza
Tracy, CA 95376

By signing below, RTD and City acknowledge and agree that they have read and understand the terms of this Contract and agree to be bound by the terms thereof.

RTD:

Date Executed: _____, 2019

SAN JOAQUIN REGIONAL TRANSIT DISTRICT

By _____
DONNA DeMARTINO
Chief Executive Officer

Address and Telephone:
421 East Weber Avenue – 2nd Floor
P. O. Box 201010
Stockton, CA 95201
Telephone: (209) 467-6613

APPROVED:

_____
SHARON MILLER
Director of Procurement

APPROVED AS TO FORM:

_____
AL WARREN HOSLETT
Attorney for RTD

City:

Date Executed: _____, 2019

CITY OF TRACY

By _____
ROBERT RICKMAN
Mayor

Address and Telephone:
333 Civic Center Plaza
Tracy, CA 95376
Telephone: (209) 831-6204

RESOLUTION 2019-_____

APPROVING AN AGREEMENT WITH SAN JOAQUIN REGIONAL TRANSIT DISTRICT FOR TRANSIT SERVICES AT TRACY TRANSIT STATION AND MOUNTAIN HOUSE FOR A TOTAL COST OF $46,667

WHEREAS, The San Joaquin Council of Governments (SJCOG) has found that an unmet transit need for service existed between Tracy and Mountain House which was reasonable to meet, and

WHEREAS, The Transportation Development Act (TDA) calls for the use of its transit funds to fulfill unmet transit needs that are deemed reasonable to meet prior to spending the funds on non-transit related items, and

WHEREAS, The San Joaquin Regional Transit District (RTD) has agreed to operate the service at a cost of $250,000 for the initial pilot year of service, with costs split between Measure K, the San Joaquin Regional Rail Commission, and the City of Tracy, and

WHEREAS, The City's portion coming from the Local Transportation Fund (LTF), which is part of TDA funding is $46,667, and

WHEREAS, In order to pay RTD for services rendered using the City's TDA funds, an agreement must be entered into between RTD and the City of Tracy;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy approves an agreement with San Joaquin Regional Transit District for transit services at Tracy Transit Station and Mountain House for a total cost of $46,667.

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

The foregoing Resolution 2019-_____ was adopted by the Tracy City Council on the 1st day of October, 2019, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

_____
MAYOR

ATTEST:

_____
CITY CLERK

October 1, 2019

AGENDA ITEM 1.C

REQUEST

AWARD A CONSTRUCTION CONTRACT TO TOM MAYO CONSTRUCTION, INC. OF STOCKTON, CALIFORNIA, IN THE AMOUNT OF $128,200 FOR CONSTRUCTION OF SIDEWALK, CURB & GUTTER REPAIRS, CIP 73167, AUTHORIZE THE CITY MANAGER TO APPROVE CHANGE ORDERS UP TO THE CONTINGENCY AMOUNT OF $19,000, IF NEEDED, AND AUTHORIZE AN APPROPRIATION OF $20,000 FROM THE GAS TAX FUND (F245) FOR THIS PROJECT

EXECUTIVE SUMMARY

Award of a construction contract to reconstruct approximately 150 linear feet of sidewalk, 450 linear feet of curb and gutter, and construction of ADA curb ramps in the Fairhaven Subdivision (CIP 73167) to comply with the Americans with Disabilities Act, approval of the contingency amount, and appropriation of $20,000 from the gas tax fund for the Project.

DISCUSSION

Developed in 1983, the Fairhaven Subdivision has since experienced curb ramp, sidewalk, curb, and gutter deterioration primarily due to tree root uplift. The project location was recommended by Public Works staff. City Engineer's staff inspected the location and determined what areas could be replaced with the given budget. The specific areas were chosen due to the severity of needed repair and the proximity to Monticello Elementary School and Edgar Thoming Park.

The scope of work for this Project includes replacement of approximately 150 linear feet of sidewalks and 450 linear feet of curb and gutter including construction of curb ramps to comply with the Americans with Disabilities Act.

The project plans and specifications were prepared in-house. The Project was advertised for competitive bids on July 7, 2019 and August 2, 2019. The following three bids were received and publicly opened on August 8, 2019:

Contractor	Bid Amount
• Tom Mayo Construction, Inc. of Stockton, CA	$128,200
• FBD Vanguard Construction, Inc. of Livermore, CA	$171,287
• Tri-Valley Excavating of Sunol, CA	$246,380

Tom Mayo Construction, Inc. of Stockton, California is the lowest monetary responsible bidder. Bid analysis indicates that the bid is responsive. The contractor has good references and has completed similar projects for other agencies. The contractor will be required to comply with all federal entitlement program standards.

Staff recommends that this contract be awarded to the low bidder for their bid amount of $128,200.

The anticipated cost of construction of this Project, if awarded to the low bidder, is estimated as follows:

Contractor's Bid for Construction	$128,200
Contingency (15%)	$19,000
Contract not-to-exceed with Tom Mayo Construction, Inc.	$147,200
Soft-costs of construction	
Design Support during Construction (5%)	$3,000
Inspection and Construction Management (5%)	$6,500
Total Construction Cost	$156,700

Tracy Municipal Code Section 2.20.090(b) authorizes the City Manager to approve change orders up to the contingency amount approved by the City Council. The estimated construction contingency amount for this Project is $19,000, which can be approved by the City Manager, on an as-needed basis, in accordance with the above provisions.

Construction is anticipated to start by October 2019 with completion expected in November 2019.

STRATEGIC PLAN

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

FISCAL IMPACT

The estimated total construction costs not-to-exceed is $156,700. The CIP budget authorized $150,000, of which, remains a budget of $136,700 after pre-design costs of $13,300. An additional appropriation of $20,000 is needed to complete the Project. Funding will be appropriated from Gas Tax to meet funding needs.

Project Costs		Avail. Funds
Charges YTD	$13,300	$150,000
Construction Cost	$156,700	
Total	$170,000	$150,000
Underfunded Amount	**$20,000**	

RECOMMENDATION

Staff recommends that City Council, by resolution, award a construction contract to Tom Mayo Construction, Inc. of Stockton, CA , in the amount of $128,200 for the Sidewalk, Curb & Gutter Repair Project CIP 73167, not to exceed $147,200, authorize the City Manager to approve change orders up to the contingency amount of $19,000, if needed,

and authorize the Budget Officer to appropriate $20,000 from Gas Tax (F245) reserves to fund this Project (CIP 73167) to $170,000.

Prepared by: Zabih Zaca, PE, Senior Civil Engineer

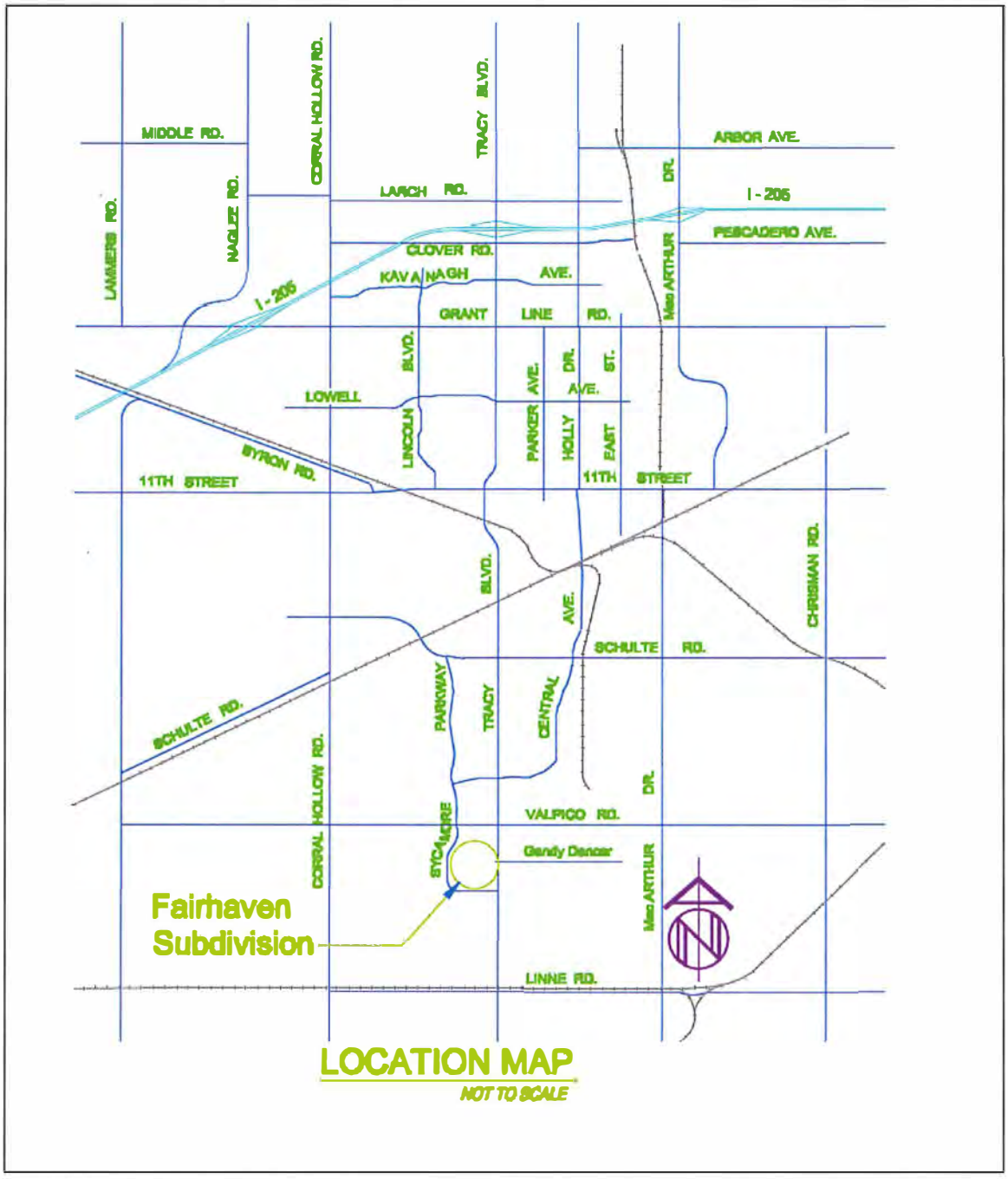
Reviewed by: Robert Armijo, PE, City Engineer
Karin Schnaider, Finance Director
Andrew Malik, Assistant City Manager

Approved by: Jenny Haruyama, City Manager

ATTACHMENTS

Attachment A – Location Map

ATTACHMENT A



LOCATION MAP

City of Tracy

RESOLUTION 2019-_____

AWARDING A CONSTRUCTION CONTRACT TO TOM MAYO CONSTRUCTION, INC. OF STOCKTON, CALIFORNIA, IN THE AMOUNT OF $128,200 FOR CONSTRUCTION OF THE SIDEWALK, CURB & GUTTER REPAIRS PROJECT, CIP 73167, AUTHORIZING THE CITY MANAGER TO APPROVE CHANGE ORDERS UP TO THE CONTINGENCY AMOUNT OF $19,000, IF NEEDED, AND AUTHORIZING AN APPROPRIATION OF $20,000 FROM THE GAS TAX FUND (F245)

WHEREAS, The Project renovates the sidewalk along different streets of the Fairhaven Subdivision including replacement of curb, gutter and construction of ramp curbs to comply with the Americans with Disabilities Act (ADA), and

WHEREAS, The Project is required to maintain safe access to public and provide ADA accessibility, and

WHEREAS, The Project was advertised for competitive bids on July 26, 2019, and August 2, 2019, three bids were received and publicly opened on August 8, 2019, and

WHEREAS, The lowest monetary bid is from Tom Mayo Construction, Inc. of Stockton, California, in the amount of $128,200, and

WHEREAS, The anticipated cost to complete the Project if awarded to the low bidder is as follows:

Contractor's Bid for Construction	$128,200
Contingency (15%)	$19,000
Contract not to exceed with Tom Mayo Construction, Inc.	$147,200
Soft-costs of constructions	
Design Support during Construction (5%)	$3,000
Inspection and Construction Management (5%)	$6,500
Total Construction Cost	$156,700

WHEREAS, Tracy Municipal Code 2.20.090(b) authorizes the City Manager to approve change orders up to the amount approved by City Council. The recommended contingency amount for this Project is $19,000, and

WHEREAS, An additional $20,000 is needed to complete this Project, as follows:

Project Costs		Avail. Funds
Charges YTD	$13,300	$150,000
Construction Cost	$156,700	
Total	$170,000	$150,000
Underfunded Amount	**$20,000**	

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy hereby awards a construction contract to Tom Mayo Construction, Inc. of Stockton, CA, in the

amount of $128,200 for the Sidewalk, Curb & Gutter Repair Project, CIP 73167 and authorizes the City Manager to approve change orders up to the contingency amount of $19,000, if needed, and

BE IT FURTHER RESOLVED, That the City Council of the City of Tracy hereby authorizes the Budget Officer to appropriate $20,000 from Gas Tax (F245) reserves to fund this Project (CIP 73167) with a budget of $170,000.

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

The Tracy City Council adopted the foregoing Resolution 2019-_____ on the 1st day of October 2019, by the following vote:

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

_____
MAYOR

ATTEST:

_____
CITY CLERK

October 1, 2019

AGENDA ITEM 1.D

REQUEST

FIND THAT IT IS IN THE BEST INTEREST OF THE CITY TO FORGO THE FORMAL REQUEST FOR PROPOSAL PROCESS AND APPROVE A PROFESSIONAL SERVICES AGREEMENT WITH CH2MHILL INC. FOR REGULATORY PERMITS COMPLIANCE NOT TO EXCEED $1,368,000 FOR WASTEWATER EFFLUENT OUTFALL PIPELINE PROJECT – CIP 74083

EXECUTIVE SUMMARY

City Council authorized construction of the Wastewater Effluent Outfall Pipeline Project on September 3, 2019. The Project involves constructing a new 42-inch diameter pipe that runs approximately 3.5 miles with outfall discharge at the Old River. The Project involves construction through State and Federal waterways and must comply with various regulatory permits, compliance and monitoring, during construction of the Project. City Council is requested to approve a Professional Services Agreement (PSA) with CH2MHill, Inc. for regulatory permit compliance and monitoring during construction of Project.

DISCUSSION

The Wastewater Effluent Outfall Pipeline Project (Project) involves installation of a 42-inch diameter wastewater effluent pipeline from the existing Wastewater Treatment Plant (WWTP) to the Old River. Construction for the Project was awarded by City Council on September 3, 2019 (Resolution No. 2019-182). The new 42-inch diameter pipe will run approximately 3.5 miles and cross under the Tom Paine Slough, Paradise Cut, and will have a diffuser structure constructed in the Old River.

The Project construction requires strict compliance to conditions of permits issued by various federal, state, local, and environmental agencies. These agencies and state water bodies have stringent permit conditions that require extensive monitoring and compliance. CH2MHill, Inc. is the design engineer of record of this Project and obtained these permits after lengthy coordination and negotiations.

Section 2.20.140 of the Tracy Municipal Code requires that services with a value of $50,000 or more be procured through a formal request for proposal unless an exception applies. Due to their familiarity of the permit conditions and the relationship of CH2M staff with the regulatory agencies, staff recommends that the City Council find it is in the best interest of the City to forego a formal request for proposal process pursuant to the exception under Section 2.20.140(b)(6). Staff requested CH2MHill Inc. for proposal to pursue monitoring and compliance of permit requirements during construction phase. CH2MHill Inc. submitted a proposal to provide the required services for regulatory permit compliance and monitoring during construction of the Project. After review and completion of negotiations, CH2MHill, Inc., agreed to provide Environmental Compliance and Monitoring Services during construction for a not to exceed amount of $1,368,000 on a time and material basis. Staff recommends approving a PSA with CH2MHill Inc. for these services.

STRATEGIC PLAN

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

FISCAL IMPACT

The cost of this PSA was included in the total cost of the construction of Wastewater Effluent Outfall Effluent Project, CIP 74083 estimated at approximately $40 million during award of the construction contract on September 3, 2019, as listed below.

Construction	Mozingo Construction Inc	Reso 2019-182	$25,920,000
Construction Contingency (11.5%)	Mozingo Construction Inc	Reso 2019-182	$3,000,000
Design Costs (Already Incurred)			$4,500,000
Design Support During Construction	CH2M Hill	Reso 2019-183	$1,898,000
Construction Management	Jacobs Project Management	Reso 2019-184	$1,700,000
Environmental Mitigation and Monitoring	CH2M Hill		$1,368,000
Material Testing & special inspections (Estimated)			$800,000
Project Management (Staff)			$450,000
Startup and Preparation of Operation/Maintenance Manual			$350,000
Total Construction Cost			**$39,986,000**

The Project is partially funded from the existing rate payers and partially funded by new developments in the ratio of their fair share responsibilities to the new capacities provided by this Project as listed below.

- Total amount of PSA $1,368,000

	Fair Share	Costs	Fund
Existing Rate Payers	56%	$766,080	WW Bond proceeds
New Development	44%	$601,920	TIMP Wastewater Fund

City Council adopted Resolution No. 2019-185 on September 3, 2019, declaring the City's intent to reimburse expenditures from the proceeds of the bond obligations to be issued by the City. City Council adopted this resolution while awarding the construction contract of the Wastewater Effluent Outfall Project, CIP 74083.

RECOMMENDATION

That City Council, by resolution, find that it is in the best interest of the City to forgo the formal request for proposal process and approve a Professional Services Agreement with CH2MHill Inc., for regulatory permits compliance not-to-exceed $1,368,000 the Wastewater Effluent Outfall Pipeline Project, CIP 74083.

Prepared by: Ripon Bhatia, Senior Civil Engineer

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

Approved by: Jenny Haruryama, City Manager

ATTACHMENT

Attachment A: PSA with CH2MHill, Inc. – Regulatory Permits Compliance and Monitoring

CITY OF TRACY
PROFESSIONAL SERVICES AGREEMENT WITH
CH2M HILL FOR ENVIRONMENTAL MONITORING AND COMPLIANCE SERVICES DURING CONSTRUCTION OF THE CITY OF TRACY WASTEWATER TREATMENT PLANT EFFLUENT OUTFALL PIPELINE IMPROVEMENTS (CIP 74083)

This Professional Services Agreement (**Agreement**) is entered into between the City of Tracy, a municipal corporation (**City**), and CH2M HILL, a Florida Corporation (**Consultant**). City and Consultant are referred to individually as "Party" and collectively as "Parties."

Recitals

A. Consultant is a registered professional engineer.

B. Consultant services are needed related to environmental monitoring of the various permit requirements during construction for the Project. Consultant prepared the environmental report and mitigation monitoring requirements as part of project studies requirement. Therefore, at the request of the City, in July 2019, Consultant submitted a proposal to perform the services described in this Agreement.

C. Consultant has worked to develop the permit conditions with various permitting agencies. In order to maintain continuity, it is in the best interest of the city to continue services with the consultant. Therefore, City Council authorized to forgo the formal bid process to acquire the services of the consultant.

D. After negotiations between City and Consultant, the Parties have reached an agreement for performance of services in accordance with the terms set forth in this agreement. On October 1, 2019, the City Council authorized the execution of this Agreement, pursuant to Resolution No. 2019-_____.

Now therefore, the Parties mutually agree as follows:

1. **Scope of Work.** Consultant shall perform the services described in Exhibit "A" attached and incorporated by reference. The services shall be performed by, or under the direct supervision of, Consultant's Authorized Representative: Vijay Kumar. Consultant shall not replace its Authorized Representative 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.

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 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. 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 begin after receipt of Notice to Proceed by Consultant and end based on Time of Performance referenced in Exhibit "A"above , unless terminated in accordance with Section 6.

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 Not to Exceed Amount. Consultant's total compensation under this Agreement shall not exceed $1,368,000 as shown on Exhibit "B". Consultant's Fee and billing rates shall cover all costs and expenses for Consultant's performance of this Agreement. No work shall be performed by Consultant in excess of the total compensation amount provided in this section without the City's prior written approval.

3.2 Invoices. Consultant shall submit monthly invoices to the City that describe the services performed, including times, dates, and names of persons performing the services.

3.2.1 If Consultant is providing services in response to a development application, separate invoices 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 invoices in accordance with these requirements may result in the City rejecting said invoices and thereby delaying payment to Consultant.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7.3 If the issue remains unresolved after fifteen (15) days of good faith negotiations, the Parties shall attempt to resolve the disagreement by negotiations between legal counsel. If

the aforementioned process fails, the Parties shall resolve any remaining disputes through mediation to expedite the resolution of the dispute.

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

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

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

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

9. Independent Contractor Status. Consultant is an independent contractor and is solely responsible for the acts of its employees or agents, including any negligent acts or omissions. Consultant is not City's employee and Consultant shall have no authority, express or implied, to act on behalf of the City as an agent, or to bind the City to any obligation, unless the City provides prior written authorization. Consultant is free to work for other entities while under contract with the City. Consultant, and its agents or employees, are not entitled to City benefits.

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

11. 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.

12. 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:
Mr. Kuldeep Sharma
Tracy WWTP
3900 Holly Dr
Tracy, CA 95304

To Consultant:
Mr. Vijay Kumar, P.E., PgMP
Vice President
CH2M HILL
2485 Natomas Park Dr, Ste 600
Sacramento, CA 95833

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

13. Miscellaneous.

13.1 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.

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

13.3 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.

13.4 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.

13.5 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.

13.6 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. In particular, Consultant

13.6.1 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.

13.6.2 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.).

13.7 Business Entity Status. Consultant is responsible for filing all required documents and/or forms with the California Secretary of State and meeting all requirements of the Franchise Tax Board, to the extent such requirements apply to Consultant. By entering into this Agreement, Consultant represents that it is not a suspended corporation. If Consultant is a

suspended corporation at the time it enters this Agreement, City may take steps to have this Agreement declared voidable.

13.8 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.

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

13.10 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.

13.11 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.

13.12 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.

13.13 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.

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

[SIGNATURES ON FOLLOWING PAGE]

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

CH2M HILL, INC. CORPORATE SEAL 1951 FLORIDA

City of Tracy

By: Robert Rickman
Title: Mayor
Date: _____

Consultant

By: Vijay Kumar, P.E., PgMP
Title: Vice President
Date: 9/10/19

Attest:

Adrianne Richardson, City Clerk

City Business License No. 81986

By: Cheryl Rumas
Title: Asst Secretary
Date: 9-18-19

Approved as to form:

Leticia Ramirez, Interim City Attorney

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

ENVIRONMENTAL MONITORING AND COMPLIANCE SERVICES DURING CONSTRUCTION OF CITY OF TRACY WWTP EFFLUENT OUTFALL PIPELINE IMPROVEMENTS (CIP 74083)

Introduction

This scope of work describes the environmental monitoring and compliance services during construction that Consultant shall provide for the City of Tracy's installation of a 42-inch diameter effluent outfall pipeline from the City of Tracy Wastewater Treatment Plant to a diffuser in the Old River and includes about 18,000 feet of 42-inch pipeline and 36-inch, 20-inch, 14-inch, 12-inch and 8-inch yard piping, a new pipeline diffuser system, new pumps and mechanical piping, a flowmeter vault, pond 3 pump station upgrade, miscellaneous appurtenances and electrical and communications conduits and integration. These services are based on a thirty **(33)** month construction duration. Any additional time beyond 33 months from the pre- construction meeting expected to start in September 2019 is considered out of scope and an amendment to this Agreement is required.

Scope of Work

Environmental Monitoring and Compliance

City of Tracy obtained the following permits for the construction of the proposed Effluent Outfall Pipeline Improvements.

U.S. Army Corps of Engineers Section 404 and Section 10 Permit
Central Valley Regional Water Quality Control Board Permit
California Department of Fish and Wildlife – Fish and Game Code Section 1602 Lake and Streambed Alteration Agreement
Section 401 Permit from National Marine Fisheries Service (attached to US Army Corps of Engineers)
US Fish and Wildlife Service Requirements
San Joaquin County Encroachment Permit
Pescadero Reclamation District Encroachment Permit (RD 2058)
Central Valley Flood Protection Board Floodplain Encroachment Permit

Each of the above permits have various monitoring and compliance requirements. The following sections describe Environmental monitoring and compliance scope of work associated with each of the above permits.

Task 1 -- U.S. Army Corps of Engineers Nationwide Permits 7 and 12

US Army Corps of Engineers have authorized the construction of the proposed project under the Nationwide Permits to the City of Tracy dated February 14, 20110. The above authorization was provided under the Nationwide Permits (NWP) 7 and 12. Consultant will prepare a table of Compliance requirements prior to start of Construction and share with the City of Tracy and Contractor.

Consultant will provide the necessary aquatic, terrestrial monitoring and compliance services in accordance with the approved Permit.

Task 2 -- Central Valley Regional Water Quality Control Board Permit

Central Valley Regional Water Quality Control Board has issued Section 401 water quality certification to the City of Tracy dated September 21, 2012. The above authorization was provided under waste discharge requirements promulgated by the Porter-Cologne Water Quality Control Act. The above permit imposed 32 conditions as part of the compliance and monitoring requirement.

Consultant will prepare a table of Compliance requirements prior to start of Construction and share with the City of Tracy and Contractor. Consultant will provide the necessary aquatic, terrestrial, and biological monitoring and compliance services in accordance with the approved Permit. Consultant will keep track of compliance for 32 conditions imposed in the above permit.

Task 3 -- California Department of Fish and Wildlife – Section 1602 Lake and Streambed Alteration Permit

California Department of Fish and Wildlife has issued Section 1602 Lake and Streambed Alteration Permit to the City of Tracy dated April 16, 20110. The above permit was issued under Fish and Game Code Section 1602. The above permit imposed extensive environmental monitoring and reporting requirements as shown below:

1. **Administrative Measures**— Administrative measures have 6 conditions such as documentation at project site, educating contractor and construction personnel, notification to the California Department of Fish and Wildlife in case of project changes etc.

2. **Avoidance and Minimization Measures**—Avoidance and Minimization Measures consists of the following:
    - General Protection Measures
    - Erosion, Sedimentation, and Hazardous Materials Measures
    - *Rock Slope Placement (Rip-Rap)*
    - *Frac Out Measures*
    - *Cofferdam Measures*
    - *Pile Driving*
    - *General Wildlife Measures*

3. Species Specific Measures

- Pacific Pond Turtle Surveys and Avoidance
- Giant Garter Snake (GGS) Pre-Construction Surveys
- Giant Garter Snake Observation and Avoidance
- Swainson's Hawk Assessment and Avoidance
- Nesting Bird Surveys and Avoidance
- Burrowing Owl Pre-Construction Surveys
- Bat Pre-Construction Surveys
- Riparian Brush Rabbit (RBR) Pre-Construction Surveys
- Rare Plant Surveys

4. Site Remediation and Compensatory Measures

5. Bi-Weekly Compliance Reports

Consultant will prepare a table of Compliance requirements prior to start of Construction and share with the City of Tracy and Contractor. Consultant will provide the necessary aquatic, terrestrial, and biological monitoring and compliance services in accordance with the approved Permit. Consultant will keep track of compliance for the conditions imposed in the above permit.

Task 4 -- Section 401 Permit from National Marine Fisheries Service (attached to US Army Corps of Engineers)

As part of the US Army Corps of Engineers permit, the City of Tracy was required to consult with the National Marine Fisheries Services (a service under NOAA) based on Section 7. This consultation was completed by a letter dated December 210, 2011 and requires several monitoring and compliance activities. A table of Compliance requirements prior to start of Construction and share with the City of Tracy and Contractor. Consultant will provide the necessary aquatic, terrestrial, and biological monitoring activities.

Task 5 -- U.S. Fish and Wildlife Service Approval Conditions (attached to Army Corps of Engineers Section 404)

As part of the US Army Corps of Engineers permit, the City of Tracy was required to consult with the US Fish and Wildlife Service (a service under United States Department of the Interior). This consultation was completed by a letter dated March 10, 2012 and requires several monitoring and compliance activities. A table of Compliance requirements prior to start of Construction and share with the City of Tracy and Contractor. Consultant will provide the necessary aquatic, terrestrial, and biological monitoring activities

Task 6 -- San Joaquin County Encroachment Permit

San Joaquin County has issued an Encroachment Permit to the City of Tracy for work within the County rights of way. Consultant will prepare a table of Compliance requirements prior to start of Construction and share with the City of Tracy and Contractor. Consultant will provide

the necessary monitoring and compliance services in accordance with the approved Permit.

Task 7 -- Pescadero Reclamation District Encroachment Permit (RD 2058)

City of Tracy and Pescadero Reclamation District have signed an agreement where the City of Tracy will construct certain portions of the project within the jurisdiction of RD 2058. The above agreement is dated May 23, 2017. Consultant will prepare a table of Compliance requirements prior to start of Construction and share with the City of Tracy and Contractor. monitoring and compliance services in accordance with the approved Permit.

Task 8 -- Central Valley Flood Protection Board Floodplain Encroachment Permit

Central Valley Flood Protection Board has issued an Encroachment Permit to the City of Tracy for work within the County rights of way. Consultant will prepare a table of Compliance requirements prior to start of Construction and share with the City of Tracy and Contractor. Consultant will provide the necessary monitoring and compliance services in accordance with the approved Permit.

Task 9 – Califia and Mary Perry Properties Easement Agreements

Califia, a property development company which owns the lands between Paradise Cut and old River has signed an easement agreement with the City of Tracy that requires certain conditions related to work within their property. Similarly, Mary Perry who owns lands between the Delta Ave and Paradise Cut has signed an easement agreement with the City of Tracy that requires certain conditions related to work within their property. Consultant will prepare a table of Compliance requirements prior to start of Construction and share with the City of Tracy and Contractor. Consultant will provide the necessary monitoring and compliance services in accordance with the approved easement agreements.

Task 10. Environmental Monitoring and Compliance Services Project Management, Billing and Invoices

Consultant will prepare monthly project reports, typically attached with the monthly invoice, for submission to the City. The reports will summarize project progress, describe current activities, and identify any issues or problems encountered that may impact the project schedule or budget. Monthly reports will include a progress evaluation and comparison of planned budget to actual expenditures.

Deliverables

- Monthly progress reports that include a summary of completed and ongoing work, budget and schedule updates, and major coordination and action items

Assumptions

The project duration is assumed as 30 months. Extensions to the project schedule, caused by circumstances beyond the Consultant's control, may require a scope and fee amendment

Time of Performance:

Start – One week after receipt of Signed Contract or Purchase Order

End – 33 months after start. Consultant has no control over the project construction schedule that is governed by City and Contractor.

Exhibit B

City of Tracy - Effluent Outfall Pipeline Improvements Environmental Monitoring and Compliance During Construction																
	Billing Rates	Classification	Principal Technologist*/Principal Project Manager	Engineer Specialist*/ Project Manager	Project Engineer*/Associate Project Manager	Associate Engineer*	Staff Engineer 2* or Engineering/Environmental Tech 4	Office/Clerical/Accounting	Engineering/Environmental Tech 2	Engineering/Environmental Tech 1						
		2019	$315	$258	$228	$186	$165	$110	$107	$94						
		2020	$324	$266	$235	$192	$170	$113	$110	$97						
		2021	$334	$274	$242	$197	$175	$117	$114	$100						
		2022	$344	$282	$249	$203	$180	$120	$117	$103						
Task	**Description**										**Total (hrs)**	**Labor ($)**	**Expenses ($)**	**Subcontractor**	**Total Fee ($)**	
1	U.S. Army Corps of Engineers Nationwide Permits 7 and 12	2019	40			40	24	32	40	8	**184**	$ 32,560	$ 2,605		$ 35,165	
		2020	80		80	40	16	16	80	16	**328**	$ 67,310	$ 5,385	$ 30,000	$ 102,695	
		2021	80		80	16	32	32	120	32	**392**	$ 75,400	$ 6,032	$ 20,000	$ 101,432	
		2022	40					24	40	0	**104**	$ 21,340	$ 1,707		$ 23,047	
2	Central Valley Regional Water Quality Control Board Permit	2019	40			40	32	24		8	**144**	$ 28,720	$ 2,298		$ 31,018	
		2020	80		40	8	16	16		16	**176**	$ 42,970	$ 3,438		$ 46,408	
		2021	80		60	16	32	32		32	**252**	$ 56,940	$ 4,555		$ 61,495	
		2022	36			12	24	24		24	**120**	$ 24,510	$ 1,961		$ 26,471	
3	California Department of Fish and Wildlife – Section 1602 Lake and Streambed Alteration Permit	2019	40			4	8	8	40	8	**108**	$ 20,580	$ 1,646		$ 22,226	
		2020	80			8	16	16	79	16	**215**	$ 42,280	$ 3,382	$ 50,000	$ 95,662	
		2021	60			16	32	32	120	32	**292**	$ 49,360	$ 3,949	$ 40,000	$ 93,309	
		2022									**0**	$ -	$ -	$ 15,000	$ 15,000	
3	Section 401 Permit from National Marine Fisheries Service	2019	24			4	8	8		8	**52**	$ 11,260	$ 901		$ 12,161	
		2020	60			8	16	16		16	**116**	$ 27,090	$ 2,167	$ 20,000	$ 49,257	
		2021	40			16	32	32		32	**152**	$ 29,060	$ 2,325	$ 25,000	$ 56,385	
		2022									**0**	$ -	$ -	$ 20,000	$ 20,000	
5	U.S. Fish and Wildlife Service Approval Conditions (attached to Army Corps of Engineers Section 404)	2019	40					8			**48**	$ 13,480	$ 1,078		$ 14,558	
		2020	120	40				80			**240**	$ 58,630	$ 4,690	$ 25,000	$ 88,320	
		2021	16					24			**40**	$ 8,150	$ 652	$ 20,000	$ 28,802	
		2022									**0**	$ -	$ -		$ -	
6	San Joaquin County Encroachment Permit	2019									**0**	$ -	$ -		$ -	
		2020	24		16		16	8			**64**	$ 15,170	$ 1,214		$ 16,384	
		2021	24		32		32	24			**112**	$ 24,170	$ 1,934		$ 26,104	
		2022	24		24		32	32			**112**	$ 23,860	$ 1,909		$ 25,769	
7	District Encroachment Permit (RD 2058)	2019	12			4	8	8			**32**	$ 6,730	$ 538		$ 7,268	
		2020	40	40		8	16	16			**120**	$ 29,680	$ 2,374		$ 32,054	
		2021	40	60		16	32	32			**180**	$ 42,290	$ 3,383		$ 45,673	
		2022									**0**	$ -	$ -		$ -	
8	Central Valley Flood Protection Board Floodplain Encroachment Permit	2019	16			16					**32**	$ 8,020	$ 642		$ 8,662	
		2020	40	40		60		60			**200**	$ 41,910	$ 3,353		$ 45,263	
		2021	40	40		60		24			**164**	$ 38,960	$ 3,117		$ 42,077	
		2022									**0**	$ -	$ -		$ -	
9	Califia and Mary Perry Properties Easement Agreements	2019									**0**	$ -	$ -		$ -	
		2020	40		16		16	8			**80**	$ 20,370	$ 1,630		$ 22,000	
		2021	40		32		40	24			**136**	$ 30,920	$ 2,474		$ 33,394	
		2022	24		12		40	32			**108**	$ 22,310	$ 1,785		$ 24,095	
10	Project Management for Environmental and Permit Compliance	2019	24					24	20		**68**	$ 12,340	$ 987	$ 5,000	$ 18,327	
		2020	52					40	32		**124**	$ 24,940	$ 1,995	$ 10,000	$ 36,935	
		2021	40					40	24		**104**	$ 20,760	$ 1,661	$ 15,000	$ 37,421	
		2022	24					40	32		**96**	$ 16,820	$ 1,345	$ 5,000	$ 23,165	
	Subtotal		**1460**	**220**	**392**	**392**	**520**	**836**	**627**	**248**	**4695**	**$ 988,890**	**$ 79,110**	**$ 300,000**	**$ 1,368,000**	

1. These rates for all types of labor including permanent, part-time, flex, parent company, affiliate company and contract employees and effective through the last day of December and new billing rates will be in effect starting January 1 of the following year.

2. A markup of 10% shall be applied to all Other Direct Costs and Expenses; An additional premium of 25% shall be added to the above rates for Expert Witness and Testimony services

RESOLUTION 2019-_____

FINDING IT IS IN THE BEST INTEREST OF THE CITY TO FORGO THE FORMAL REQUEST FOR PROPOSAL PROCESS AND APPROVING A PROFESSIONAL SERVICES AGREEMENT WITH CH2MHILL INC. FOR REGULATORY PERMITS COMPLIANCE NOT TO EXCEED $1,368,000, FOR THE WASTEWATER EFFLUENT OUTFALL PIPELINE PROJECT, CIP 74083

WHEREAS, City Council authorized construction of the Wastewater Effluent Outfall Pipeline Project on September 3, 2019, and

WHEREAS, The Project construction requires strict compliance to conditions of permits issued by various federal, state, and environmental agencies, and

WHEREAS, CH2MHill, Inc. is the design engineer of record of this Project and obtained necessary permits after lengthy coordination and negotiations, and

WHEREAS, Section 2.20.140 of the Tracy Municipal Code requires that services with a value of $50,000 or more be procured through a formal request for proposal unless an exception applies, and

WHEREAS, Staff recommends that the City Council find it is in the best interest of the City to forgo the formal request for proposal process to continue the services with CH2MHill Inc. to pursue monitoring and compliance of permit requirements during construction phase because Consultant's is very familiar with project permit conditions and have developed relationship with regulatory agencies with respect to the permitting conditions, and

WHEREAS, CH2MHill Inc. submitted a proposal to provide the required services for regulatory permit compliance and monitoring during construction of the project on a time and material basis, and

WHEREAS, The costs of this PSA was included in the total cost of the construction of Wastewater Effluent Outfall Effluent Project, CIP 74083 estimated at $39.9 million, and

WHEREAS, City Council adopted Resolution No. 2019-185 on September 3, 2019, declaring the City's intent to reimburse expenditures from the proceeds of the bond obligations to be issued by the City;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy hereby finds it is in the best interest of the City to forgo the request for proposal process pursuant to Section 2.20.140(b)(6) and approves a Professional Services Agreement with CH2MHill Inc., in an amount not-to-exceed $1,368,000 for Regulatory Permits Compliance and Monitoring for the Wastewater Effluent Outfall Pipeline Project, CIP 74083.

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

The foregoing Resolution 2019-____ was adopted by Tracy City Council on the 1st day of October, 2019, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

MAYOR

ATTEST:

CITY CLERK

October 1, 2019

AGENDA ITEM 1.E

REQUEST

AWARD A CONSTRUCTION CONTRACT TO ZIMM INDUSTRIES, INC., OF FRESNO, CALIFORNIA, IN THE AMOUNT OF $358,680 FOR THE REHABILITATION OF LEWIS MANOR WELL, CIP 75153, WITH A NOT TO EXCEED BUDGET OF $447,482, AND APPROVE AN AMENDMENT WITH GEI CONSULTANTS FOR DESIGN SUPPORT IN THE AMOUNT OF $25,000, AND AUTHORIZE THE CITY MANAGER TO APPROVE CHANGE ORDERS UP TO THE CONTINGENCY AMOUNT OF $53,802, IF NEEDED

EXECUTIVE SUMMARY

This agenda item requests City Council award a construction contract to Zimm Industries, Inc. for rehabilitating the Lewis Manor Well (Production Well # 5), CIP 75153. Lewis Manor Well has not been operational for the last several years due to manganese levels and needs to be rehabilitated by extending the well shaft to draw water from the lower levels not containing significant levels of manganese. In addition, an amendment to the existing Professional Services Agreement (PSA) with GEI Consultants is required to accommodate design support during construction and well rehabilitation monitoring activities for the project.

DISCUSSION

Background:

Lewis Manor Well (Production Well No. 5) is located west of Tracy Boulevard south of Twelfth Street. The pump has not been in operation for the last four years since the water pumped form the well was exceeding manganese levels that did not meet the California Water Resources Control Board drinking water standards. As a result, well rehabilitation is required to mitigate manganese concerns by extending the well shaft to lower levels to draw water with insignificant or no amount of manganese.

The City retained the services of GEI Consultants to review the well conditions and prepare plans and specifications for the project. After completion of the design and construction documents, the project was advertised for construction bids on July 12, and July 29, 2019. The construction bids were opened on August 14, 2019. A total of three bids were received as listed below:

Bidder	Location	Bid Alternate
Zimm Industries	Fresno, CA	$ 358,680
Bartley Pump PM	Santa Rosa, CA	$ 426,435
Howk Systems	Modesto, CA	$ 507,350

The bid from Zimm Industries, Inc. is the lowest monetary bid. The bid analysis indicates that the lowest bid from Zimm Industries Inc., is responsive and the bidder is responsible. The contractor has the appropriate contractor's license in active standing with the State of California, and has completed similar projects for other public agencies. If City Council awards the construction contract as recommended, the project is anticipated to be substantially complete by July 2020.

The total estimated construction cost of this project, if awarded to the low bidder, is as follows:

Construction Bid:	$358,680
Contingency Amount @ 15%	$ 53,802
Design Support during Construction	$ 25,000
Project Management	$ 10,000
Total Estimated Construction Costs	$447,482

Tracy Municipal Code Section 2.20.090(b) authorizes the City Manager to approve change orders up to the contingency amount approved by Council. City staff recommends the contingency amount for this project to be $53,802, which is 15% of the construction contract cost, due to a higher level of unexpected unforeseen conditions that may be encountered when the shaft is removed for rehabilitation.

Due to the nature and complexity of the work and need for extensive coordination to adjust design parameters based upon the water test results during construction, an amendment to the Professional Services Agreement (PSA) with GEI Consultants is needed to provide design support services during construction and well rehabilitation monitoring. Therefore, staff recommends an amendment to the PSA with GEI Consultants for $25,000 thereby increasing the total compensation under the PSA to $74, 974.

STRATEGIC PLAN

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

FISCAL IMPACT

The Lewis Manor Well Rehabilitation (Production Well # 5), is an approved Capital Improvement Project (CIP 75153) with an adopted FY2019/20 budget of $915,000 from the Water Capital Fund (F513).

RECOMMENDATION

Staff recommends that City Council, by resolution, award a construction contract to Zimm Industries, Inc. of Fresno, California, in the amount of $358,680 for the rehabilitation of Lewis Manor Well Production Well # 5, CIP 75153, and authorize the City Manager to approve change orders up to the amount of $53,802, if needed, and

approve Amendment No. 1 with GEI Consultants to increase compensation by an additional $25,000 to provide services during construction.

Prepared by: Ripon Bhatia, Senior Civil Engineer

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

Approved by: Jenny Haruyama, City Manager

ATTACHMENT A - Amendment No. 1 to PSA with GEI Consultants

ATTACHMENT A

CITY OF TRACY
AMENDMENT NO. 1 TO PROFESSIONAL SERVICES AGREEMENT
Rehabilitation of Production Well No. 5
GEI Consultants, Inc.

This Amendment No. 1 (**Amendment**) to the Professional Services Agreement is entered into between the City of Tracy, a municipal corporation (**City**), and GEI Consultants, Inc. a Massachusetts Corporation ("Consultant"). City and Consultant are referred to individually as "**Party**" and collectively as "**Parties**."

Recitals

A. The City and Consultant entered into a Professional Services Agreement (**Agreement**) for the Rehabilitation of Production Well # 5 ("Project"), which was approved by the City Manager on April 10, 2018, pursuant to Tracy Municipal Code Section 2.20.090

B. During the design phase of the Project, additional work was required to conduct additional sampling of nearby wells. In addition, design support during construction is required to complete this Project.

C. City and Consultant now seek to amend the Agreement to include additional services and to increase compensation by $25,000 for the total contract not to exceed amount of $74,974.

D. In order to maintain continuity of the consultant services, the formal bid process is not in the best interest of the City. Therefore, city council authorizes to forgo the formal bid process per TMC 2.20.140

E. This Amendment is being executed pursuant to Resolution No. 2019-____ approved by Tracy City Council on October 1, 2019.

Now therefore, the Parties mutually agree as follows:

1. Incorporation by Reference. This Amendment incorporates by reference all terms set forth in the Agreement, unless specifically modified by this Amendment. The terms which are not specifically modified by this Amendment will remain in effect.

2. Terms of Amendment.

A. Section 3.1 is hereby amended to read as follows:

"For services performed by Consultant under this Agreement, City shall pay Consultant on a time and expense basis, at the billing rates set forth in Exhibit "B-1," attached and incorporated by reference. Consultant's fee for this Agreement is Not to Exceed $74,974. 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."

B. Exhibit A-1 "Scope of Services," attached hereto shall supplement Exhibit "A" of the Agreement. Consultant is responsible for completing all tasks identified in Exhibits "A" and "A-1."

3. Modifications. This Amendment may not be modified orally or in any manner other than by an agreement in writing signed by both parties, in accordance with the requirements of the Agreement.

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

5. Signatures. The individuals executing this Amendment represent and warrant that they have the right, power, legal capacity and authority to enter into and to execute this Amendment. This Amendment shall inure to the benefit of and be binding upon the parties and their respective successors and assigns.

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

City of Tracy

By: _____

Title: Mayor
Date: _____
Attest:

By: _____
Adrianne Richardson, City Clerk

By: Thomas W. Kahl
Thomas W. Kahl
Title: Chief Financial Officer
Date: 9/19/19

By: Michael J. Cornelius
Title: Vice President
Date: 9/20/2019

Approved as to form

By: _____
Leticia Ramirez, Interim City Attorney

AMENDMENT NO. 1 TO
Rehabilitation of Production Well No. 5
GEI Consultants

Exhibit "A-1" – Additional Scope of Services

Task 1 – Provide additional services during design and construction for well sampling and groundwater monitoring, etc.

T&E Fee - $3,225

Task 2 – Additional services to perform well rehabilitation oversight

T&E Fee - $13,750

Task 3 – Provide Design support during construction management assistance during the construction of the project.

T&E Fee - $8,025

Total Fees not to exceed $25,000

EXHIBIT "B-1"
BILLING RATES

The City of Tracy (Client) shall compensate GEI Consultant (Consultant) for the performance of the work described in Exhibit "A-1" on fixed task basis. For Time and material items, the compensation for this project will be based on the following billing rate schedule.

HOURLY RATE SCHEDULE FOR PROFESSIONAL SERVICES

Senior Principal	*$335 per hour*
Senior Consultant Grade 9	*$335 per hour*
Senior Consultant Grade 8	*$275 per hour*
Senior Consultant Grade 7	*$245 per hour*
Senior Consultant Grade 6	*$206 per hour*
Senior Consultant Grade 5	*$181 per hour*
Senior Consultant Grade 4	*$154 per hour*
Senior Consultant Grade 3	*$137 per hour*
Senior Consultant Grade 2	*$125 per hour*
Senior Consultant Grade 1	*$113 per hour*
Sr. CADD drafter and designer	*$137 per hour*
CAD drafter and designer & Sr. Tech	*$125 per hour*
Technical, Word Processor, Admin Staff	*$102 per hour*
Office Aid	*$ 80 per hour*

All other expenses, including reproduction, shipping, lab testing, equipment rental, consumables, permit fees etc. Actual Cost plus 15%

RESOLUTION 2019-_____

AWARDING A CONSTRUCTION CONTRACT TO ZIMM INDUSTRIES, INC., OF FRESNO, CALIFORNIA, IN THE AMOUNT OF $358,680 FOR THE REHABILITATION OF LEWIS MANOR WELL, CIP 75153, WITH A NOT TO EXCEED BUDGET OF $447,482, APPROVE AN AMENDMENT WITH GEI CONSULTANTS FOR DESIGN SUPPORT IN THE AMOUNT OF $25,000, AND AUTHORIZE THE CITY MANAGER TO APPROVE CHANGE ORDERS UP TO THE CONTINGENCY AMOUNT OF $53,802, IF NEEDED

WHEREAS, Lewis Manor Well (Production Well No. 5) is located west of Tracy Boulevard south of Twelfth Street, and

WHEREAS, The pump has not been in operation for the last four years since the water pumped from the well was exceeding manganese levels that did not meet the California Water Resources Control Board drinking water standards, and

WHEREAS, Well rehabilitation is required to mitigate manganese concerns by extending the well shaft to lower levels to draw water with insignificant or not amount of manganese, and

WHEREAS, The City retained the services of GEI Consultants to review the well conditions and prepare plans and specifications for the project, and

WHEREAS, The project was advertised for construction bids on July 12, and July 29, 2019, and

WHEREAS, Construction bids were opened on August 14, 2019, and

WHEREAS, The bid from Zimm Industries, Inc. is the lowest monetary bid. The bid analysis indicates that the lowest bid from Zimm Industries Inc., is responsive and the bidder is responsible, and

WHEREAS, The total estimated construction cost of this project, if awarded to the low bidder, is as follows:

Construction Bid:	$358,680
Contingency Amount @ 15%	$ 53,802
Design Support during Construction	$ 25,000
Project Management	$ 10,000
Total Estimated Construction Costs	$447,482

WHEREAS, Tracy Municipal Code Section 2.20.090(b) authorizes the City Manager to approve change orders up to the contingency amount approved by Council, and

WHEREAS, The contingency amount for this project is $53,802, which is 15% of the construction contract cost, due to a higher level of unexpected unforeseen conditions that may be encountered when the shaft is removed for rehabilitation, and

WHEREAS, Due to the nature and complexity of the work and need for extensive coordination, an amendment to the Professional Services Agreement with GEI Consultants is needed to provide design support services during construction and well rehabilitation monitoring in the amount of $25,000, and

WHEREAS, The Lewis Manor Well Rehabilitation (Production Well # 5), is an approved Capital Improvement Project with an adopted FY2019/20 budget of $915,000 from the Water Capital Fund (F513);

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy hereby awards a construction contract to Zimm Industries, Inc. of Fresno, California, in the amount of $358,680 for the rehabilitation of Lewis Manor Well Production Well # 5, CIP 75153, authorizes the City Manager to approve change orders up to the contingency amount of $53,802, if needed, and approves Amendment No. 1 to the PSA with GEI Consultants, to increase compensation by an additional $25,000 to provide services during construction.

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

The foregoing Resolution 2019-____ was adopted by Tracy City Council on the 1st day of October, 2019, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

_____
MAYOR

ATTEST:

_____
CITY CLERK

October 1, 2019

AGENDA ITEM 1.F

REQUEST

WAIVE SECOND READING AND ADOPT ORDINANCE 1272, AN ORDINANCE OF THE CITY OF TRACY ELECTING TO IMPLEMENT A COMMUNITY CHOICE AGGREGATION PROGRAM BY AND THROUGH THE EAST BAY COMMUNITY ENERGY AUTHORITY

EXECUTIVE SUMMARY

Ordinance 1272 was introduced at the regular Council meeting held on September 17, 2019. Ordinance 1272 is before Council for adoption.

DISCUSSION

On August 20, 2019, City Council directed staff to pursue participation and implementation of a Community Choice Aggregation (CCA) program with the East Bay Community Energy (EBCE) Authority. In addition to reducing greenhouse gas emissions, this program provides alternate electric services to consumers and increases local control over energy rates that are competitive with those provided by the incumbent utility. Assembly Bill 117 codified as Public Utilities Code Section 366.2 (the "Act"), authorizes any California city or county whose governing body so elects, to combine the electricity load of its residents and businesses in a community-wide electricity aggregation program known as Community Choice Aggregation (CCA"). The Act allows a CCA program to be carried out under a joint powers agreement which will govern and operate the CCA program. Ordinance 1272 was introduced at the September 17, 2019, Council meeting electing to implement a community choice aggregation program by and through the East Bay Community Energy Authority.

Ordinance 1272 is before City Council for adoption.

STRATEGIC PLAN

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

FISCAL IMPACT

There is no fiscal impact.

RECOMMENDATION

That City Council adopt Ordinance 1272.

Prepared by: Jessica Nunes, Deputy City Clerk
Reviewed by: Adrianne Richardson, City Clerk
Midori Lichtwardt, Assistant City Manager
Approved by: Jenny Haruyama, City Manager

Attachment A – Ordinance 1272

Attachment A

ORDINANCE 1272

AN ORDINANCE OF THE CITY OF TRACY ELECTING TO IMPLEMENT A COMMUNITY CHOICE AGGREGATION PROGRAM BY AND THROUGH THE EAST BAY COMMUNITY ENERGY AUTHORITY

WHEREAS, The City of Tracy has an interest in achieving greater local involvement over the provision of electricity supply services, competitive electric rates, the development of local renewable energy projects, reduced greenhouse gas emissions, and the wider implementation of energy conservation and efficiency projects and programs; and

WHEREAS, Assembly Bill 117 codified as Public Utilities Code Section 366.2 (the "Act"), authorizes any California city or county whose governing body so elects, to combine the electricity load of its residents and businesses in a community-wide electricity aggregation program known as Community Choice Aggregation (CCA"); and

WHEREAS, The Act allows a CCA program to be carried out under a joint powers agreement entered into by entities that each have capacity to implement a CCA program individually. The joint power agreement structure reduces the risks of implementing a CCA program by immunizing the financial assets of participants. To this end, since 2014, Alameda County completed a feasibility study and evaluated a potential CCA program for the County and the cities within Alameda County; and

WHEREAS, The Alameda County feasibility study and evaluation showed that implementing the program was likely to provide multiple benefits to the residents, including the following:

1. Providing customers a choice of power providers;
2. Increasing local control over energy rates and other energy-related matters;
3. Providing electric rates that are competitive with those provided by the incumbent utility;
4. Reducing greenhouse gas emissions arising from electricity use;
5. Increasing local and regional renewable generation capacity
6. Increasing energy conservation and efficiency projects and programs;
7. Increasing regional energy self-sufficient; and
8. Encouraging local economic and employment benefits through energy conservation and efficiency projects.

WHEREAS, Representatives from the Alameda County and Alameda County cities have developed the East Bay Community Energy Authority Joint Powers Agreement ("Joint Powers Agreement"), attached hereto as Exhibit A. The Joint Powers Agreement creates the East Bay Community Energy Authority ("Authority") which will govern and operate the CCA program. The County and a majority of major Alameda County cities have elected to participate in the CCA program by executing the Joint Powers Agreement and adopting an ordinance electing to implement a CCA program, as required by Public Utilities Code Section 366.2(c)(12), and

WHEREAS, The Authority has entered into agreements with electric power suppliers and other service providers and, based upon those agreements, the Authority has provided electrical power to residents and businesses at rates that are competitive with those of the incumbent

utility. Upon the California Public Utilities Commission certification of the implementation plan prepared by the Authority, the Authority has provided service to customers within its member jurisdictions. Under Public Utilities Code Section 366.2, customers have the right to opt-out of a CCA program and continue to receive service from the incumbent utility. Customers who wish to continue to receive service from the incumbent utility will be able to request do so at any time, and

WHEREAS, The Authority made a presentation to City Council at its August 20, 2019 meeting and showed interest in exploring potential services to the City of Tracy. The City Council authorized staff to pursue participation in the CCA program with the Authority, and

WHEREAS, Concurrent with the introduction of this ordinance, the City Council considered a resolution approving the East Bay Community Energy Authority Joint Powers Agreement;

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

SECTION 1: Findings. Based upon the findings set forth hereinabove, the City Council elects to participate in, and approves the implementation of a Community Choice Aggregation program within the City of Tracy's jurisdiction by and through the East Bay Community Energy Authority.

SECTION 2: California Environmental Quality Act. The City Council finds that this Ordinance is exempt from the California Environmental Quality Act (CEQA) in accordance with CEQA Guidelines sections 15061(b)(3) because it is not a project which has the potential for causing a significant effect on the environment.

SECTION 3: Severability. If any part of this ordinance is declared invalid by a court, such validity shall not affect any of the remaining parts.

SECTION 4. 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. (Govt. Code § 36933).

SECTION 5. Effective Date. This ordinance shall take effect 30 days after its adoption.

* *

The foregoing Ordinance 1272 was introduced at a regular meeting of the Tracy City Council on the 17th day of September 2019, and finally adopted on the 1st day of October 2019, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

_____
MAYOR

ATTEST:

_____
CITY CLERK

Exhibit A

East Bay Community Energy Authority

- Joint Powers Agreement –

Effective December 1, 2016

Among The Following Parties:

County of Alameda

City of Albany

City of Berkeley

City of Dublin

City of Emeryville

City of Fremont

City of Hayward

City of Livermore

City of Oakland

City of Piedmont

City of San Leandro

City of Union City

December 1, 2016

EAST BAY COMMUNITY ENERGY AUTHORITY

JOINT POWERS AGREEMENT

This Joint Powers Agreement ("Agreement"), effective as of 12/1/2016, is made and entered into pursuant to the provisions of Title 1, Division 7, Chapter 5, Article 1 (Section 6500 *et seq.*) of the California Government Code relating to the joint exercise of powers among the parties set forth in Exhibit A ("Parties"). The term "Parties" shall also include an incorporated municipality or county added to this Agreement in accordance with Section 3.1.

RECITALS

1. The Parties are either incorporated municipalities or counties sharing various powers under California law, including but not limited to the power to purchase, supply, and aggregate electricity for themselves and their inhabitants.

2. In 2006, the State Legislature adopted AB 32, the Global Warming Solutions Act, which mandates a reduction in greenhouse gas emissions in 2020 to 1990 levels. The California Air Resources Board is promulgating regulations to implement AB 32 which will require local government to develop programs to reduce greenhouse gas emissions.

3. The purposes for the Initial Participants (as such term is defined in Section 1.1.16 below) entering into this Agreement include securing electrical energy supply for customers in participating jurisdictions, addressing climate change by reducing energy related greenhouse gas emissions, promoting electrical rate price stability, and fostering local economic benefits such as jobs creation, community energy programs and local power development. It is the intent of this Agreement to promote the development and use of a wide range of renewable energy sources and energy efficiency programs, including but not limited to State, regional and local solar and wind energy production.

4. The Parties desire to establish a separate public agency, known as the East Bay Community Energy Authority ("Authority"), under the provisions of the Joint Exercise of Powers Act of the State of California (Government Code Section 6500 *et seq.*) ("Act") in order to collectively study, promote, develop, conduct, operate, and manage energy programs.

5. The Initial Participants have each adopted an ordinance electing to implement through the Authority a Community Choice Aggregation program pursuant to California Public Utilities Code Section 366.2 ("CCA Program"). The first priority of the Authority will be the consideration of those actions necessary to implement the CCA Program.

6. By establishing the Authority, the Parties seek to:

   (a) Provide electricity rates that are lower or competitive with those offered by PG&E for similar products;

(b) Offer differentiated energy options (e.g. 33% or 50% qualified renewable) for default service, and a 100% renewable content option in which customers may "opt-up" and voluntarily participate;

(c) Develop an electric supply portfolio with a lower greenhouse gas (GHG) intensity than PG&E, and one that supports the achievement of the parties' greenhouse gas reduction goals and the comparable goals of all participating jurisdictions;

(d) Establish an energy portfolio that prioritizes the use and development of local renewable resources and minimizes the use of unbundled renewable energy credits;

(e) Promote an energy portfolio that incorporates energy efficiency and demand response programs and has aggressive reduced consumption goals;

(f) Demonstrate quantifiable economic benefits to the region (e.g. union and prevailing wage jobs, local workforce development, new energy programs, and increased local energy investments);

(g) Recognize the value of workers in existing jobs that support the energy infrastructure of Alameda County and Northern California. The Authority, as a leader in the shift to a clean energy, commits to ensuring it will take steps to minimize any adverse impacts to these workers to ensure a "just transition" to the new clean energy economy;

(h) Deliver clean energy programs and projects using a stable, skilled workforce through such mechanisms as project labor agreements, or other workforce programs that are cost effective, designed to avoid work stoppages, and ensure quality;

(i) Promote personal and community ownership of renewable resources, spurring equitable economic development and increased resilience, especially in low income communities;

(j) Provide and manage lower cost energy supplies in a manner that provides cost savings to low-income households and promotes public health in areas impacted by energy production; and

(k) Create an administering agency that is financially sustainable, responsive to regional priorities, well managed, and a leader in fair and equitable treatment of employees through adopting appropriate best practices employment policies, including, but not limited to, promoting efficient consideration of petitions to unionize, and providing appropriate wages and benefits.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual promises, covenants, and conditions hereinafter set forth, it is agreed by and among the Parties as follows:

ARTICLE 1
CONTRACT DOCUMENTS

1.1 **Definitions.** Capitalized terms used in the Agreement shall have the meanings specified below, unless the context requires otherwise.

1.1.1 "AB 117" means Assembly Bill 117 (Stat. 2002, ch. 838, codified at Public Utilities Code Section 366.2), which created CCA.

1.1.2 "Act" means the Joint Exercise of Powers Act of the State of California (Government Code Section 6500 *et seq.*)

1.1.3 "Agreement" means this Joint Powers Agreement.

1.1.4 "Annual Energy Use" has the meaning given in Section 1.1.23.

1.1.5 "Authority" means the East Bay Community Energy Authority established pursuant to this Joint Powers Agreement.

1.1.6 "Authority Document(s)" means document(s) duly adopted by the Board by resolution or motion implementing the powers, functions and activities of the Authority, including but not limited to the Operating Rules and Regulations, the annual budget, and plans and policies.

1.1.7 "Board" means the Board of Directors of the Authority.

1.1.8 "Community Choice Aggregation" or "CCA" means an electric service option available to cities and counties pursuant to Public Utilities Code Section 366.2.

1.1.9 "CCA Program" means the Authority's program relating to CCA that is principally described in Sections 2.4 and 5.1.

1.1.10 "Days" shall mean calendar days unless otherwise specified by this Agreement.

1.1.11 "Director" means a member of the Board of Directors representing a Party, including an alternate Director.

1.1.12 "Effective Date" means the date on which this Agreement shall become effective and the East Bay Community Energy Authority shall exist as a separate public agency, as further described in Section 2.1.

1.1.13 "Ex Officio Board Member" means a non-voting member of the Board of Directors as described in Section 4.2.2. The Ex Officio Board Member may not serve on the Executive Committee of the Board or participate in closed session meetings of the Board.

1.1.14 "Implementation Plan" means the plan generally described in Section 5.1.2 of this Agreement that is required under Public Utilities Code Section 366.2 to be filed with the California Public Utilities Commission for the purpose of describing a proposed CCA Program.

1.1.15 "Initial Costs" means all costs incurred by the Authority relating to the establishment and initial operation of the Authority, such as the hiring of a Chief Executive Officer and any administrative staff, any required accounting, administrative, technical and legal services in support of the Authority's initial formation activities or in support of the negotiation, preparation and approval of power purchase agreements. The Board shall determine the termination date for Initial Costs.

1.1.16 "Initial Participants" means, for the purpose of this Agreement the County of Alameda, the Cities of Albany, Berkeley, Emeryville, Oakland, Piedmont, San Leandro, Hayward, Union City, Fremont, Dublin, and Livermore.

1.1.17 "Operating Rules and Regulations" means the rules, regulations, policies, bylaws and procedures governing the operation of the Authority.

1.1.18 "Parties" means, collectively, the signatories to this Agreement that have satisfied the conditions in Sections 2.2 or 3.1 such that it is considered a member of the Authority.

1.1.19 "Party" means, singularly, a signatory to this Agreement that has satisfied the conditions in Sections 2.2 or 3.1 such that it is considered a member of the Authority.

1.1.20 "Percentage Vote" means a vote taken by the Board pursuant to Section 4.12.1 that is based on each Party having one equal vote.

1.1.21 "Total Annual Energy" has the meaning given in Section 1.1.23.

1.1.22 "Voting Shares Vote" means a vote taken by the Board pursuant to Section 4.12.2 that is based on the voting shares of each Party described in Section 1.1.23 and set forth in Exhibit C to this Agreement. A Voting Shares vote cannot take place on a matter unless the matter first receives an affirmative or tie Percentage Vote in the manner required by Section 4.12.1 and three or more Directors immediately thereafter request such vote.

1.1.23 "Voting Shares Formula" means the weight applied to a Voting Shares Vote and is determined by the following formula:

(Annual Energy Use/Total Annual Energy) multiplied by 100, where (a) "Annual Energy Use" means (i) with respect to the first two years following the Effective Date, the annual electricity usage, expressed in kilowatt hours ("kWh"), within the Party's respective jurisdiction and (ii) with respect to the period after the second anniversary of the Effective Date, the annual electricity usage, expressed in kWh, of accounts within a Party's respective jurisdiction that are served by the Authority and (b) "Total Annual Energy" means the sum of all Parties' Annual Energy Use. The initial values for Annual Energy use are designated in Exhibit B and the initial voting shares are designated in Exhibit C. Both Exhibits B and C shall be adjusted annually as soon as reasonably practicable after January 1, but no later than March 1 of each year subject to the approval of the Board.

1.2 Documents Included. This Agreement consists of this document and the following exhibits, all of which are hereby incorporated into this Agreement.

Exhibit A: List of the Parties

Exhibit B: Annual Energy Use

Exhibit C: Voting Shares

1.3 Revision of Exhibits. The Parties agree that Exhibits A, B and C to this Agreement describe certain administrative matters that may be revised upon the approval of the Board, without such revision constituting an amendment to this Agreement, as described in Section 8.4. The Authority shall provide written notice to the Parties of the revision of any such exhibit.

ARTICLE 2
FORMATION OF EAST BAY COMMUNITY ENERGY AUTHORITY

2.1 Effective Date and Term. This Agreement shall become effective and East Bay Community Energy Authority shall exist as a separate public agency on December 1, 2016, provided that this Agreement is executed on or prior to such date by at least three Initial Participants after the adoption of the ordinances required by Public Utilities Code Section 366.2(c)(12). The Authority shall provide notice to the Parties of the Effective Date. The Authority shall continue to exist, and this Agreement shall be effective, until this Agreement is terminated in accordance with Section 7.3, subject to the rights of the Parties to withdraw from the Authority.

2.2 Initial Participants. Until December 31, 2016, all other Initial Participants may become a Party by executing this Agreement and delivering an executed copy of this Agreement and a copy of the adopted ordinance required by Public Utilities Code Section 366.2(c)(12) to the Authority. Additional conditions, described in Section 3.1, may apply (i) to either an incorporated municipality or county desiring to become a Party that is not an Initial Participant and (ii) to Initial Participants that have not executed and delivered this Agreement within the time period described above.

2.3 Formation. There is formed as of the Effective Date a public agency named the East Bay Community Energy Authority. Pursuant to Sections 6506 and 6507 of the Act, the Authority is a public agency separate from the Parties. The debts, liabilities or obligations of the Authority shall not be debts, liabilities or obligations of the individual Parties unless the governing board of a Party agrees in writing to assume any of the debts, liabilities or obligations of the Authority. A Party who has not agreed to assume an Authority debt, liability or obligation shall not be responsible in any way for such debt, liability or obligation even if a majority of the Parties agree to assume the debt, liability or obligation of the Authority. Notwithstanding Section 8.4 of this Agreement, this Section 2.3 may not be amended unless such amendment is approved by the governing boards of all Parties.

2.4 Purpose. The purpose of this Agreement is to establish an independent public agency in order to exercise powers common to each Party and any other powers granted to the Authority under state law to participate as a group in the CCA Program pursuant to Public Utilities Code Section 366.2(c)(12); to study, promote, develop, conduct, operate, and manage energy and energy-related climate change programs; and, to exercise all other powers necessary and incidental to accomplishing this purpose.

2.5 Powers. The Authority shall have all powers common to the Parties and such additional powers accorded to it by law. The Authority is authorized, in its own name, to exercise all powers and do all acts necessary and proper to carry out the provisions of this Agreement and fulfill its purposes, including, but not limited to, each of the following:

2.5.1 to make and enter into contracts, including those relating to the purchase or sale of electrical energy or attributes thereof;

2.5.2 to employ agents and employees, including but not limited to a Chief Executive Officer and General Counsel;

2.5.3 to acquire, contract, manage, maintain, and operate any buildings, works or improvements, including electric generating facilities;

2.5.4 to acquire property by eminent domain, or otherwise, except as limited under Section 6508 of the Act, and to hold or dispose of any property;

2.5.5 to lease any property;

2.5.6 to sue and be sued in its own name;

2.5.7 to incur debts, liabilities, and obligations, including but not limited to loans from private lending sources pursuant to its temporary borrowing powers such as Government Code Section 53850 *et seq.* and authority under the Act;

2.5.8 to form subsidiary or independent corporations or entities, if appropriate, to carry out energy supply and energy conservation programs at the lowest possible cost consistent with the Authority's CCA Program implementation plan, risk management policies, or to take advantage of legislative or regulatory changes;

2.5.9 to issue revenue bonds and other forms of indebtedness;

2.5.10 to apply for, accept, and receive all licenses, permits, grants, loans or other assistance from any federal, state or local public agency;

2.5.11 to submit documentation and notices, register, and comply with orders, tariffs and agreements for the establishment and implementation of the CCA Program and other energy programs;

2.5.12 to adopt rules, regulations, policies, bylaws and procedures governing the operation of the Authority ("Operating Rules and Regulations");

2.5.13 to make and enter into service, energy and any other agreements necessary to plan, implement, operate and administer the CCA Program and other energy programs, including the acquisition of electric power supply and the provision of retail and regulatory support services; and

2.5.14 to negotiate project labor agreements, community benefits agreements and collective bargaining agreements with the local building trades council and other interested parties.

2.6 **Limitation on Powers**. As required by Government Code Section 6509, the power of the Authority is subject to the restrictions upon the manner of exercising power possessed by the City of Emeryville and any other restrictions on exercising the powers of the Authority that may be adopted by the Board.

2.7 **Compliance with Local Zoning and Building Laws**. Notwithstanding any other provisions of this Agreement or state law, any facilities, buildings or structures located, constructed or caused to be constructed by the Authority within the territory of the Authority shall comply with the General Plan, zoning and building laws of the local jurisdiction within which the facilities, buildings or structures are constructed and comply with the California Environmental Quality Act ("CEQA").

2.8 Compliance with the Brown Act. The Authority and its officers and employees shall comply with the provisions of the Ralph M. Brown Act, Government Code Section 54950 *et seq*.

2.9 Compliance with the Political Reform Act and Government Code Section 1090. The Authority and its officers and employees shall comply with the Political Reform Act (Government Code Section 81000 *et seq.*) and Government Code Section 1090 *et seq*, and shall adopt a Conflict of Interest Code pursuant to Government Code Section 87300. The Board of Directors may adopt additional conflict of interest regulations in the Operating Rules and Regulations.

ARTICLE 3
AUTHORITY PARTICIPATION

3.1 Addition of Parties. Subject to Section 2.2, relating to certain rights of Initial Participants, other incorporated municipalities and counties may become Parties upon (a) the adoption of a resolution by the governing body of such incorporated municipality or county requesting that the incorporated municipality or county, as the case may be, become a member of the Authority, (b) the adoption by an affirmative vote of a majority of all Directors of the entire Board satisfying the requirements described in Section 4.12, of a resolution authorizing membership of the additional incorporated municipality or county, specifying the membership payment, if any, to be made by the additional incorporated municipality or county to reflect its pro rata share of organizational, planning and other pre-existing expenditures, and describing additional conditions, if any, associated with membership, (c) the adoption of an ordinance required by Public Utilities Code Section 366.2(c)(12) and execution of this Agreement and other necessary program agreements by the incorporated municipality or county, (d) payment of the membership fee, if any, and (e) satisfaction of any conditions established by the Board.

3.2 Continuing Participation. The Parties acknowledge that membership in the Authority may change by the addition and/or withdrawal or termination of Parties. The Parties agree to participate with such other Parties as may later be added, as described in Section 3.1. The Parties also agree that the withdrawal or termination of a Party shall not affect this Agreement or the remaining Parties' continuing obligations under this Agreement.

ARTICLE 4
GOVERNANCE AND INTERNAL ORGANIZATION

4.1 Board of Directors. The governing body of the Authority shall be a Board of Directors ("Board") consisting of one director for each Party appointed in accordance with Section 4.2.

4.2 Appointment of Directors. The Directors shall be appointed as follows:

4.2.1 The governing body of each Party shall appoint and designate in writing one regular Director who shall be authorized to act for and on behalf of the Party on matters within the powers of the Authority. The governing body of each Party also shall appoint and designate in writing one alternate Director who may vote on matters when the regular Director is absent

from a Board meeting. The person appointed and designated as the regular Director shall be a member of the governing body of the Party. The person appointed and designated as the alternate Director shall also be a member of the governing body of the Party.

4.2.2 The Board shall also include one non-voting ex officio member as defined in Section 1.1.13 ("Ex Officio Board Member"). The Chair of the Community Advisory Committee, as described in Section 4.9 below, shall serve as the Ex Officio Board Member. The Vice Chair of the Community Advisory Committee shall serve as an alternate Ex Officio Board Member when the regular Ex Officio Board Member is absent from a Board meeting.

4.2.3 The Operating Rules and Regulations, to be developed and approved by the Board in accordance with Section 2.5.12 may include rules regarding Directors, such as meeting attendance requirements. No Party shall be deprived of its right to seat a Director on the Board.

4.3 Terms of Office. Each regular and alternate Director shall serve at the pleasure of the governing body of the Party that the Director represents, and may be removed as Director by such governing body at any time. If at any time a vacancy occurs on the Board, a replacement shall be appointed to fill the position of the previous Director in accordance with the provisions of Section 4.2 within 90 days of the date that such position becomes vacant.

4.4 Quorum. A majority of the Directors of the entire Board shall constitute a quorum, except that less than a quorum may adjourn a meeting from time to time in accordance with law.

4.5 Powers and Function of the Board. The Board shall conduct or authorize to be conducted all business and activities of the Authority, consistent with this Agreement, the Authority Documents, the Operating Rules and Regulations, and applicable law. Board approval shall be required for any of the following actions, which are defined as "Essential Functions":

4.5.1 The issuance of bonds or any other financing even if program revenues are expected to pay for such financing.

4.5.2 The hiring of a Chief Executive Officer and General Counsel.

4.5.3 The appointment or removal of an officer.

4.5.4 The adoption of the Annual Budget.

4.5.5 The adoption of an ordinance.

4.5.6 The initiation of resolution of claims and litigation where the Authority will be the defendant, plaintiff, petitioner, respondent, cross complainant or cross petitioner, or intervenor; provided, however, that the Chief Executive Officer or General Counsel, on behalf of the Authority, may

intervene in, become party to, or file comments with respect to any proceeding pending at the California Public Utilities Commission, the Federal Energy Regulatory Commission, or any other administrative agency, without approval of the Board. The Board shall adopt Operating Rules and Regulations governing the Chief Executive Officer and General Counsel's exercise of authority under this Section 4.5.6.

4.5.7 The setting of rates for power sold by the Authority and the setting of charges for any other category of service provided by the Authority.

4.5.8 Termination of the CCA Program.

4.6 Executive Committee. The Board shall establish an Executive Committee consisting of a smaller number of Directors. The Board may delegate to the Executive Committee such authority as the Board might otherwise exercise, subject to limitations placed on the Board's authority to delegate certain Essential Functions, as described in Section 4.5 and the Operating Rules and Regulations. The Board may not delegate to the Executive Committee or any other committee its authority under Section 2.5.12 to adopt and amend the Operating Rules and Regulations or its Essential Functions listed in Section 4.5. After the Executive Committee meets or otherwise takes action, it shall, as soon as practicable, make a report of its activities at a meeting of the Board.

4.7 Director Compensation. Directors shall receive a stipend of $100 per meeting, as adjusted to account for inflation, as provided for in the Authority's Operating Rules and Regulations.

4.8 Commissions, Boards and Committees. The Board may establish any advisory commissions, boards and committees as the Board deems appropriate to assist the Board in carrying out its functions and implementing the CCA Program, other energy programs and the provisions of this Agreement. The Board may establish rules, regulations, policies, bylaws or procedures to govern any such commissions, boards, or committees and shall determine whether members shall be compensated or entitled to reimbursement for expenses.

4.9 Community Advisory Committee. The Board shall establish a Community Advisory Committee consisting of nine members, none of whom may be voting members of the Board. The function of the Community Advisory Committee shall be to advise the Board of Directors on all subjects related to the operation of the CCA Program as set forth in a work plan adopted by the Board of Directors from time to time, with the exception of personnel and litigation decisions. The Community Advisory Committee is advisory only, and shall not have decision-making authority, or receive any delegation of authority from the Board of Directors. The Board shall publicize the opportunity to serve on the Community Advisory Committee, and shall appoint members of the Community Advisory Committee from those individuals expressing interest in serving, and who represent a diverse cross-section of interests, skill sets and geographic regions. Members of the Community Advisory Committee shall serve staggered four-year terms (the first term of three of the members shall be two years, and four years

thereafter), which may be renewed. A member of the Community Advisory Committee may be removed by the Board of Directors by majority vote. The Board of Directors shall determine whether the Community Advisory Committee members will receive a stipend and/or be entitled to reimbursement for expenses.

4.10 Chief Executive Officer. The Board of Directors shall appoint a Chief Executive Officer for the Authority, who shall be responsible for the day-to-day operation and management of the Authority and the CCA Program. The Chief Executive Officer may exercise all powers of the Authority, including the power to hire, discipline and terminate employees as well as the power to approve any agreement, if the expenditure is authorized in the Authority's approved budget, except the powers specifically set forth in Section 4.5 or those powers which by law must be exercised by the Board of Directors. The Board of Directors shall provide procedures and guidelines for the Chief Executive Officer exercising the powers of the Authority in the Operating Rules and Regulations.

4.11 General Counsel. The Board of Directors shall appoint a General Counsel for the Authority, who shall be responsible for providing legal advice to the Board of Directors and overseeing all legal work for the Authority.

4.12 Board Voting.

4.12.1 Percentage Vote. Except when a supermajority vote is expressly required by this Agreement or the Operating Rules and Regulations, action of the Board on all matters shall require an affirmative vote of a majority of all Directors on the entire Board (a "Percentage Vote" as defined in Section 1.1.20). A supermajority vote is required by this Agreement for the matters addressed by Section 8.4. When a supermajority vote is required by this Agreement or the Operating Rules and Regulations, action of the Board shall require an affirmative Percentage Vote of the specified supermajority of all Directors on the entire Board. No action can be taken by the Board without an affirmative Percentage Vote. Notwithstanding the foregoing, in the event of a tie in the Percentage Vote, an action may be approved by an affirmative "Voting Shares Vote," as defined in Section 1.1.22, if three or more Directors immediately request such vote.

4.12.2 Voting Shares Vote. In addition to and immediately after an affirmative percentage vote, three or more Directors may request that, a vote of the voting shares shall be held (a "Voting Shares Vote" as defined in Section 1.1.22). To approve an action by a Voting Shares Vote, the corresponding voting shares (as defined in Section 1.1.23 and Exhibit C) of all Directors voting in the affirmative shall exceed 50% of the voting share of all Directors on the entire Board, or such other higher voting shares percentage expressly required by this Agreement or the Operating Rules

and Regulations. In the event that any one Director has a voting share that equals or exceeds that which is necessary to disapprove the matter being voted on by the Board, at least one other Director shall be required to vote in the negative in order to disapprove such matter. When a voting shares vote is held, action by the Board requires both an affirmative Percentage Vote and an affirmative Voting Shares Vote. Notwithstanding the foregoing, in the event of a tie in the Percentage Vote, an action may be approved on an affirmative Voting Shares Vote. When a supermajority vote is required by this Agreement or the Operating Rules and Regulations, the supermajority vote is subject to the Voting Share Vote provisions of this Section 4.12.2, and the specified supermajority of all Voting Shares is required for approval of the action, if the provision of this Section 4.12.2 are triggered.

4.13 Meetings and Special Meetings of the Board. The Board shall hold at least four regular meetings per year, but the Board may provide for the holding of regular meetings at more frequent intervals. The date, hour and place of each regular meeting shall be fixed by resolution or ordinance of the Board. Regular meetings may be adjourned to another meeting time. Special and Emergency meetings of the Board may be called in accordance with the provisions of California Government Code Section 54956 and 54956.5. Directors may participate in meetings telephonically, with full voting rights, only to the extent permitted by law.

4.14 Officers.

4.14.1 Chair and Vice Chair. At the first meeting held by the Board in each calendar year, the Directors shall elect, from among themselves, a Chair, who shall be the presiding officer of all Board meetings, and a Vice Chair, who shall serve in the absence of the Chair. The Chair and Vice Chair shall hold office for one year and serve no more than two consecutive terms, however, the total number of terms a Director may serve as Chair or Vice Chair is not limited. The office of either the Chair or Vice Chair shall be declared vacant and the Board shall make a new selection if: (a) the person serving dies, resigns, or ceases to be a member of the governing body of the Party that the person represents; (b) the Party that the person represents removes the person as its representative on the Board, or (c) the Party that he or she represents withdraws from the Authority pursuant to the provisions of this Agreement.

4.14.2 Secretary. The Board shall appoint a Secretary, who need not be a member of the Board, who shall be responsible for keeping the minutes of all meetings of the Board and all other official records of the Authority.

4.14.3 Treasurer and Auditor. The Board shall appoint a qualified person to act as the Treasurer and a qualified person to act as the Auditor, neither of whom needs to be a member of the Board. The same person may not simultaneously hold both the office of Treasurer and the office of the Auditor of the Authority. Unless otherwise exempted from such

requirement, the Authority shall cause an independent audit to be made annually by a certified public accountant, or public accountant, in compliance with Section 6505 of the Act. The Treasurer shall act as the depositary of the Authority and have custody of all the money of the Authority, from whatever source, and as such, shall have all of the duties and responsibilities specified in Section 6505.5 of the Act. The Board may require the Treasurer and/or Auditor to file with the Authority an official bond in an amount to be fixed by the Board, and if so requested, the Authority shall pay the cost of premiums associated with the bond. The Treasurer shall report directly to the Board and shall comply with the requirements of treasurers of incorporated municipalities. The Board may transfer the responsibilities of Treasurer to any person or entity as the law may provide at the time.

4.15 Administrative Services Provider. The Board may appoint one or more administrative services providers to serve as the Authority's agent for planning, implementing, operating and administering the CCA Program, and any other program approved by the Board, in accordance with the provisions of an Administrative Services Agreement. The appointed administrative services provider may be one of the Parties. The Administrative Services Agreement shall set forth the terms and conditions by which the appointed administrative services provider shall perform or cause to be performed all tasks necessary for planning, implementing, operating and administering the CCA Program and other approved programs. The Administrative Services Agreement shall set forth the term of the Agreement and the circumstances under which the Administrative Services Agreement may be terminated by the Authority. This section shall not in any way be construed to limit the discretion of the Authority to hire its own employees to administer the CCA Program or any other program.

4.16 Operational Audit. The Authority shall commission an independent agent to conduct and deliver at a public meeting of the Board an evaluation of the performance of the CCA Program relative to goals for renewable energy and carbon reductions. The Authority shall approve a budget for such evaluation and shall hire a firm or individual that has no other direct or indirect business relationship with the Authority. The evaluation shall be conducted at least once every two years.

ARTICLE 5
IMPLEMENTATION ACTION AND AUTHORITY DOCUMENTS

5.1 Implementation of the CCA Program.

5.1.1 Enabling Ordinance. Prior to the execution of this Agreement, each Party shall adopt an ordinance in accordance with Public Utilities Code Section 366.2(c)(12) for the purpose of specifying that the Party intends to implement a CCA Program by and through its participation in the Authority.

5.1.2 **Implementation Plan.** The Authority shall cause to be prepared an Implementation Plan meeting the requirements of Public Utilities Code Section 366.2 and any applicable Public Utilities Commission regulations as soon after the Effective Date as reasonably practicable. The Implementation Plan shall not be filed with the Public Utilities Commission until it is approved by the Board in the manner provided by Section 4.12.

5.1.3 **Termination of CCA Program.** Nothing contained in this Article or this Agreement shall be construed to limit the discretion of the Authority to terminate the implementation or operation of the CCA Program at any time in accordance with any applicable requirements of state law.

5.2 **Other Authority Documents.** The Parties acknowledge and agree that the operations of the Authority will be implemented through various documents duly adopted by the Board through Board resolution or minute action, including but not necessarily limited to the Operating Rules and Regulations, the annual budget, and specified plans and policies defined as the Authority Documents by this Agreement. The Parties agree to abide by and comply with the terms and conditions of all such Authority Documents that may be adopted by the Board, subject to the Parties' right to withdraw from the Authority as described in Article 7.

5.3 **Integrated Resource Plan.** The Authority shall cause to be prepared an Integrated Resource Plan in accordance with CPUC regulations that will ensure the long-term development and administration of a variety of energy programs that promote local renewable resources, conservation, demand response, and energy efficiency, while maintaining compliance with the State Renewable Portfolio standard and customer rate competitiveness. The Authority shall prioritize the development of energy projects in Alameda and adjacent counties. Principal aspects of its planned operations shall be in a Business Plan as outlined in Section 5.4 of this Agreement.

5.4 **Business Plan.** The Authority shall cause to be prepared a Business Plan, which will include a roadmap for the development, procurement, and integration of local renewable energy resources as outlined in Section 5.3 of this Agreement. The Business Plan shall include a description of how the CCA Program will contribute to fostering local economic benefits, such as job creation and community energy programs. The Business Plan shall identify opportunities for local power development and how the CCA Program can achieve the goals outlined in Recitals 3 and 6 of this Agreement. The Business Plan shall include specific language detailing employment and labor standards that relate to the execution of the CCA Program as referenced in this Agreement. The Business Plan shall identify clear and transparent marketing practices to be followed by the CCA Program, including the identification of the sources of its electricity and explanation of the various types of electricity procured by the Authority. The Business Plan shall cover the first five (5) years of the operation of the CCA Program. The Business Plan shall be completed by the Authority no later than eight (8) months after the seating of the Authority Board of Directors. Progress on the implementation of the Business Plan shall be subject to annual public review.

5.5 **Labor Organization Neutrality.** The Authority shall remain neutral in the event its employees, and the employees of its subcontractors, if any, wish to unionize.

5.6 **Renewable Portfolio Standards.** The Authority shall provide its customers renewable energy primarily from Category 1 eligible renewable resources, as defined under the California RPS and consistent with the goals of the CCA Program. The Authority shall not procure energy from Category 3 eligible renewable resources (unbundled Renewable Energy Credits or RECs) exceeding 50% of the State law requirements, to achieve its renewable portfolio goals. However, for Category 3 RECs associated with generation facilities located within its service jurisdiction, the limitation set forth in the preceding sentence shall not apply.

ARTICLE 6
FINANCIAL PROVISIONS

6.1 **Fiscal Year**. The Authority's fiscal year shall be 12 months commencing July 1 and ending June 30. The fiscal year may be changed by Board resolution.

6.2 **Depository**.

6.2.1 All funds of the Authority shall be held in separate accounts in the name of the Authority and not commingled with funds of any Party or any other person or entity.

6.2.2 All funds of the Authority shall be strictly and separately accounted for, and regular reports shall be rendered of all receipts and disbursements, at least quarterly during the fiscal year. The books and records of the Authority shall be open to inspection by the Parties at all reasonable times.

6.2.3 All expenditures shall be made in accordance with the approved budget and upon the approval of any officer so authorized by the Board in accordance with its Operating Rules and Regulations. The Treasurer shall draw checks or warrants or make payments by other means for claims or disbursements not within an applicable budget only upon the prior approval of the Board.

6.3 **Budget and Recovery Costs**.

6.3.1 **Budget**. The initial budget shall be approved by the Board. The Board may revise the budget from time to time through an Authority Document as may be reasonably necessary to address contingencies and unexpected expenses. All subsequent budgets of the Authority shall be prepared and approved by the Board in accordance with the Operating Rules and Regulations.

6.3.2 **Funding of Initial Costs**. The County shall fund the Initial Costs of establishing and implementing the CCA Program. In the event that the

CCA Program becomes operational, these Initial Costs paid by the County and any specified interest shall be included in the customer charges for electric services to the extent permitted by law, and the County shall be reimbursed from the payment of such charges by customers of the Authority. The Authority may establish a reasonable time period over which such costs are recovered. In the event that the CCA Program does not become operational, the County shall not be entitled to any reimbursement of the Initial Costs.

6.3.4 **Additional Contributions and Advances.** Pursuant to Government Code Section 6504, the Parties may in their sole discretion make financial contributions, loans or advances to the Authority for the purposes of the Authority set forth in this Agreement. The repayment of such contributions, loans or advances will be on the written terms agreed to by the Party making the contribution, loan or advance and the Authority.

ARTICLE 7
WITHDRAWAL AND TERMINATION

7.1 Withdrawal.

7.1.1 **General Right to Withdraw.** A Party may withdraw its membership in the Authority, effective as of the beginning of the Authority's fiscal year, by giving no less than 180 days advance written notice of its election to do so, which notice shall be given to the Authority and each Party. Withdrawal of a Party shall require an affirmative vote of the Party's governing board.

7.1.2 **Withdrawal Following Amendment.** Notwithstanding Section 7.1.1, a Party may withdraw its membership in the Authority following an amendment to this Agreement provided that the requirements of this Section 7.1.2 are strictly followed. A Party shall be deemed to have withdrawn its membership in the Authority effective 180 days after the Board approves an amendment to this Agreement if the Director representing such Party has provided notice to the other Directors immediately preceding the Board's vote of the Party's intention to withdraw its membership in the Authority should the amendment be approved by the Board.

7.1.3 **The Right to Withdraw Prior to Program Launch.** After receiving bids from power suppliers for the CCA Program, the Authority must provide to the Parties a report from the electrical utility consultant retained by the Authority comparing the Authority's total estimated electrical rates, the estimated greenhouse gas emissions rate and the amount of estimated renewable energy to be used with that of the incumbent utility. Within 30 days after receiving this report, through its City Manager or a person expressly authorized by the Party, any Party may immediately withdraw

its membership in the Authority by providing written notice of withdrawal to the Authority if the report determines that any one of the following conditions exists: (1) the Authority is unable to provide total electrical rates, as part of its baseline offering to customers, that are equal to or lower than the incumbent utility, (2) the Authority is unable to provide electricity in a manner that has a lower greenhouse gas emissions rate than the incumbent utility, or (3) the Authority will use less qualified renewable energy than the incumbent utility. Any Party who withdraws from the Authority pursuant to this Section 7.1.3 shall not be entitled to any refund of the Initial Costs it has paid to the Authority prior to the date of withdrawal unless the Authority is later terminated pursuant to Section 7.3. In such event, any Initial Costs not expended by the Authority shall be returned to all Parties, including any Party that has withdrawn pursuant to this section, in proportion to the contribution that each made. Notwithstanding anything to the contrary in this Agreement, any Party who withdraws pursuant to this section shall not be responsible for any liabilities or obligations of the Authority after the date of withdrawal, including without limitation any liability arising from power purchase agreements entered into by the Authority.

7.2 **Continuing Liability After Withdrawal; Further Assurances; Refund.** A Party that withdraws its membership in the Authority under either Section 7.1.1 or 7.1.2 shall be responsible for paying its fair share of costs incurred by the Authority resulting from the Party's withdrawal, including costs from the resale of power contracts by the Authority to serve the Party's load and any similar costs directly attributable to the Party's withdrawal, such costs being limited to those contracts executed while the withdrawing Party was a member, and administrative costs associated thereto. The Parties agree that such costs shall not constitute a debt of the withdrawing Party, accruing interest, or having a maturity date. The Authority may withhold funds otherwise owing to the Party or may require the Party to deposit sufficient funds with the Authority, as reasonably determined by the Authority, to cover the Party's costs described above. Any amount of the Party's funds held by the Authority for the benefit of the Party that are not required to pay the Party's costs described above shall be returned to the Party. The withdrawing party and the Authority shall execute and deliver all further instruments and documents, and take any further action that may be reasonably necessary, as determined by the Board, to effectuate the orderly withdrawal of such Party from membership in the Authority. A withdrawing party has the right to continue to participate in Board discussions and decisions affecting customers of the CCA Program that reside or do business within the jurisdiction of the Party until the withdrawal's effective date.

7.3 **Mutual Termination**. This Agreement may be terminated by mutual agreement of all the Parties; provided, however, the foregoing shall not be construed as limiting the rights of a Party to withdraw its membership in the Authority, and thus terminate this Agreement with respect to such withdrawing Party, as described in Section 7.1.

7.4 **Disposition of Property upon Termination of Authority**. Upon termination of this Agreement as to all Parties, any surplus money or assets in possession of the Authority for use under this Agreement, after payment of all liabilities, costs, expenses, and charges incurred

under this Agreement and under any Authority Documents, shall be returned to the then-existing Parties in proportion to the contributions made by each.

ARTICLE 8
MISCELLANEOUS PROVISIONS

8.1 Dispute Resolution. The Parties and the Authority shall make reasonable efforts to settle all disputes arising out of or in connection with this Agreement. Before exercising any remedy provided by law, a Party or the Parties and the Authority shall engage in nonbinding mediation in the manner agreed upon by the Party or Parties and the Authority. The Parties agree that each Party may specifically enforce this section 8.1. In the event that nonbinding mediation is not initiated or does not result in the settlement of a dispute within 120 days after the demand for mediation is made, any Party and the Authority may pursue any remedies provided by law.

8.2 Liability of Directors, Officers, and Employees. The Directors, officers, and employees of the Authority shall use ordinary care and reasonable diligence in the exercise of their powers and in the performance of their duties pursuant to this Agreement. No current or former Director, officer, or employee will be responsible for any act or omission by another Director, officer, or employee. The Authority shall defend, indemnify and hold harmless the individual current and former Directors, officers, and employees for any acts or omissions in the scope of their employment or duties in the manner provided by Government Code Section 995 *et seq*. Nothing in this section shall be construed to limit the defenses available under the law, to the Parties, the Authority, or its Directors, officers, or employees.

8.3 Indemnification of Parties. The Authority shall acquire such insurance coverage as the Board deems necessary to protect the interests of the Authority, the Parties and the public. Such insurance coverage shall name the Parties and their respective Board or Council members, officers, agents and employees as additional insureds. The Authority shall defend, indemnify and hold harmless the Parties and each of their respective Board or Council members, officers, agents and employees, from any and all claims, losses, damages, costs, injuries and liabilities of every kind arising directly or indirectly from the conduct, activities, operations, acts, and omissions of the Authority under this Agreement.

8.4 Amendment of this Agreement. This Agreement may be amended in writing by a two-thirds affirmative vote of the entire Board satisfying the requirements described in Section 4.12. Except that, any amendment to the voting provisions in Section 4.12 may only be made by a three-quarters affirmative vote of the entire Board. The Authority shall provide written notice to the Parties at least 30 days in advance of any proposed amendment being considered by the Board. If the proposed amendment is adopted by the Board, the Authority shall provide prompt written notice to all Parties of the effective date of such amendment along with a copy of the amendment.

8.5 Assignment. Except as otherwise expressly provided in this Agreement, the rights and duties of the Parties may not be assigned or delegated without the advance written consent of all of the other Parties, and any attempt to assign or delegate such rights or duties in contravention of this Section 8.5 shall be null and void. This Agreement shall inure to the benefit of, and be binding upon, the successors and assigns of the Parties. This Section 8.5 does not prohibit a Party from entering into an independent agreement with another agency, person, or entity regarding the financing of that Party's contributions to the Authority, or the disposition of proceeds which that Party receives under this Agreement, so long as such independent agreement does not affect, or purport to affect, the rights and duties of the Authority or the Parties under this Agreement.

8.6 Severability. If one or more clauses, sentences, paragraphs or provisions of this Agreement shall be held to be unlawful, invalid or unenforceable, it is hereby agreed by the Parties, that the remainder of the Agreement shall not be affected thereby. Such clauses, sentences, paragraphs or provision shall be deemed reformed so as to be lawful, valid and enforced to the maximum extent possible.

8.7 Further Assurances. Each Party agrees to execute and deliver all further instruments and documents, and take any further action that may be reasonably necessary, to effectuate the purposes and intent of this Agreement.

8.8 Execution by Counterparts. This Agreement may be executed in any number of counterparts, and upon execution by all Parties, each executed counterpart shall have the same force and effect as an original instrument and as if all Parties had signed the same instrument. Any signature page of this Agreement may be detached from any counterpart of this Agreement without impairing the legal effect of any signatures thereon, and may be attached to another counterpart of this Agreement identical in form hereto but having attached to it one or more signature pages.

8.9 Parties to be Served Notice. Any notice authorized or required to be given pursuant to this Agreement shall be validly given if served in writing either personally, by deposit in the United States mail, first class postage prepaid with return receipt requested, or by a recognized courier service. Notices given (a) personally or by courier service shall be conclusively deemed received at the time of delivery and receipt and (b) by mail shall be conclusively deemed given 72 hours after the deposit thereof (excluding Saturdays, Sundays and holidays) if the sender receives the return receipt. All notices shall be addressed to the office of the clerk or secretary of the Authority or Party, as the case may be, or such other person designated in writing by the Authority or Party. In addition, a duplicate copy of all notices provided pursuant to this section shall be provided to the Director and alternate Director for each Party. Notices given to one Party shall be copied to all other Parties. Notices given to the Authority shall be copied to all Parties. All notices required hereunder shall be delivered to:

The County of Alameda

Director, Community Development Agency

224 West Winton Ave.
Hayward, CA 94612

With a copy to:

Office of the County Counsel
1221 Oak Street, Suite 450
Oakland, CA 94612

if to [PARTY No. ____]

Office of the City Clerk

_____

_____

Office of the City Manager/Administrator

_____

_____

Office of the City Attorney

_____

_____

if to [PARTY No._____]

Office of the City Clerk

_____

_____

Office of the City Manager/Administrator

_____

_____

Office of the City Attorney

_____

_____

ARTICLE 9
SIGNATURE

IN WITNESS WHEREOF, the Parties hereto have executed this Joint Powers Agreement establishing the East Bay Community Energy Authority.

By: _____

Name: _____

Title: _____

Date: _____

Party: _____

224 West Winton Ave.
Hayward, CA 94612

With a copy to:

Office of the County Counsel
1221 Oak Street, Suite 450
Oakland, CA 94612

if to [PARTY No. ____]

Office of the City Clerk
Eileen Harrington, Deputy
Eileen Harrington 12/2/16

Office of the City Manager/Administrator
Penelope Crumpley

Office of the City Attorney
Craig Labadie
Craig Labadie

if to [PARTY No.____]

Office of the City Clerk

Office of the City Manager/Administrator

Office of the City Attorney

ARTICLE 9
SIGNATURE

IN WITNESS WHEREOF, the Parties hereto have executed this Joint Powers Agreement establishing the East Bay Community Energy Authority.

By: D. Williams-Ridley

Name: Dee Williams-Ridley

Title: City Manager

Date: December 1, 2016

Party: City of Berkeley

APPROVED AS TO FORM

By Michael Wood

CITY ATTORNEY FOR THE CITY OF BERKELEY

Reviewed by:

Ann-Marie Hogan

City Auditor

ATTEST for the City of Berkeley

City Clerk

With a copy to:

Office of the County Counsel
1221 Oak Street, Suite 450
Oakland, CA 94612

if to [PARTY No. ____]

City of Dublin
City Manager
100 Civic Plaza
Dublin, CA 94568

Meyers Nave
City Attorney
555 12th Street, Suite 1500
Oakland, CA 94607

if to [PARTY No._____]

Office of the City Clerk

_____

_____

Office of the City Manager/Administrator

_____

_____

Office of the City Attorney

_____

_____

ARTICLE 9
SIGNATURE

IN WITNESS WHEREOF, the Parties hereto have executed this Joint Powers Agreement establishing the East Bay Community Energy Authority.

By: _____
Christopher L. Foss, City Manager
City of Dublin

Date: 12/1/16

Party: _____

224 West Winton Ave.
Hayward, CA 94612

With a copy to:

Office of the County Counsel
1221 Oak Street, Suite 450
Oakland, CA 94612

if to: City of Emeryville

Office of the City Clerk
1333 Park Avenue
Emeryville, CA 94608

Office of the City Manager
1333 Park Avenue
Emeryville, CA 94608

Office of the City Attorney
1333 Park Avenue
Emeryville, CA 94608

if to [PARTY No._____]

Office of the City Clerk

_____

_____

Office of the City Manager/Administrator

_____

_____

Office of the City Attorney

_____

_____

ARTICLE 9
SIGNATURE

IN WITNESS WHEREOF, the Parties hereto have executed this Joint Powers Agreement establishing the East Bay Community Energy Authority.

By: Carolyn Lehr
Name: Carolyn Lehr
Title: City Manager
Date: 12-1-16
Party: City of Emeryville

APPROVED AS TO FORM:

Michael A. Guina, City Attorney

224 West Winton Ave.
Hayward, CA 94612

With a copy to:

Office of the County Counsel
1221 Oak Street, Suite 450
Oakland, CA 94612

if to [PARTY No. ____]

City of Fremont

Office of the City Clerk
3300 Capitol Ave., Building A
Fremont, CA 94538

Office of the City Manager/Administrator
3300 Capitol Ave., Building A
Fremont, CA 94538

Office of the City Attorney
3300 Capitol Ave., Building A
Fremont, CA 94538

if to [PARTY No._____]

Office of the City Clerk

_____

_____

Office of the City Manager/Administrator

_____

_____

Office of the City Attorney

_____

_____

ARTICLE 9
SIGNATURE

IN WITNESS WHEREOF, the Parties hereto have executed this Joint Powers Agreement establishing the East Bay Community Energy Authority.

By: _____

Name: Jessica von Borck

Title: Assistant City Manager

Date: 12-1-16

Party: _____

APPROVED AS TO FORM:

Debra S. Margolis

Assistant City Attorney

The County of Alameda

Director, Community Development Agency
224 West Winton Ave.
Hayward, CA 94612

With a copy to:

Office of the County Counsel
1221 Oak Street, Suite 450
Oakland, CA 94612

City of Hayward

Office of the City Manager
City of Hayward
777 B Street
Hayward, CA 94541

With a copy to:

Office of the City Attorney
City of Hayward
777 B Street
Hayward, CA 94541

ARTICLE 9
SIGNATURE

IN WITNESS WHEREOF, the Parties hereto have executed this Joint Powers Agreement establishing the East Bay Community Energy Authority.

CITY OF HAYWARD, A Municipal Corporation

Date of Approval: 12/16/2016

Kelly McAdoo, City Manager

ATTEST: Miriam Lens, City Clerk

APPROVED AS TO FORM

Michael Lawson, City Attorney

224 West Winton Ave.
Hayward, CA 94612

With a copy to:

Office of the County Counsel
1221 Oak Street, Suite 450
Oakland, CA 94612

if to City of Livermore

City Clerk's Office
1052 South Livermore Avenue
Livermore, CA 94550

With a copy to:

Public Works Department
Attn: Public Works Manager
3500 Robertson Park Road
Livermore, CA 94550

ARTICLE 9
SIGNATURE

IN WITNESS WHEREOF, the Parties hereto have executed this Joint Powers Agreement establishing the East Bay Community Energy Authority.

By: _____

Name: Marc Roberts

Title: City Manager

Date: 1/4/2017

Party: City of Livermore

APPROVED AS TO FORM:

224 West Winton Ave.
Hayward, CA 94612

With a copy to:

Office of the County Counsel
1221 Oak Street, Suite 450
Oakland, CA 94612

if to [PARTY No. ____]

Office of the City Clerk
1 FRANK H. OGAWA PLAZA
OAKLAND, CA 94612

Office of the City ~~Manager~~/Administrator
1 FRANK H. OGAWA PLAZA
OAKLAND, CA 94612

Office of the City Attorney

_____
_____

if to [PARTY No._____]

Office of the City Clerk

_____
_____

Office of the City Manager/Administrator

_____
_____

Office of the City Attorney

_____
_____

ARTICLE 9
SIGNATURE

IN WITNESS WHEREOF, the Parties hereto have executed this Joint Powers Agreement establishing the East Bay Community Energy Authority.

By: _____

Name: CLAUDIA CAPPIO

Title: ASST CITY ADMINISTRATOR

Date: 12/27/16

Party: CITY OF OAKLAND

ARTICLE 9
SIGNATURE

IN WITNESS WHEREOF, the Parties hereto have executed this Joint Powers Agreement establishing the East Bay Community Energy Authority.

By: _____

Name: Jeffrey Wieler

Title: Mayor

Date: 12/19/16

Party: City of Piedmont

force and effect as an original instrument and as if all Parties had signed the same instrument. Any signature page of this Agreement may be detached from any counterpart of this Agreement without impairing the legal effect of any signatures thereon, and may be attached to another counterpart of this Agreement identical in form hereto but having attached to it one or more signature pages.

8.9 Parties to be Served Notice. Any notice authorized or required to be given pursuant to this Agreement shall be validly given if served in writing either personally, by deposit in the United States mail, first class postage prepaid with return receipt requested, or by a recognized courier service. Notices given (a) personally or by courier service shall be conclusively deemed received at the time of delivery and receipt and (b) by mail shall be conclusively deemed given 72 hours after the deposit thereof (excluding Saturdays, Sundays and holidays) if the sender receives the return receipt. All notices shall be addressed to the office of the clerk or secretary of the Authority or Party, as the case may be, or such other person designated in writing by the Authority or Party. In addition, a duplicate copy of all notices provided pursuant to this section shall be provided to the Director and alternate Director for each Party. Notices given to one Party shall be copied to all other Parties. Notices given to the Authority shall be copied to all Parties. All notices required hereunder shall be delivered to:

The County of Alameda

Director, Community Development Agency
224 West Winton Ave.
Hayward, CA 94612

With a copy to:

Office of the County Counsel
1221 Oak Street, Suite 450
Oakland, CA 94612

if to the City of San Leandro

Office of the City Clerk
835 East 14th Street
San Leandro, CA 94577

Office of the City Manager/Administrator
835 East 14th Street
San Leandro, CA 94577
Office of the City Attorney
835 East 14th Street
San Leandro, CA 94577

ARTICLE 9
SIGNATURE

IN WITNESS WHEREOF, the Parties hereto have executed this Joint Powers Agreement establishing the East Bay Community Energy Authority.

CITY OF SAN LEANDRO

Chris Zapata, City Manager

Attest:

Tamika Greenwood, City Clerk

Approved as to Form:

for

Richard D. Pio Roda, City Attorney

224 West Winton Ave.
Hayward, CA 94612

With a copy to:

Office of the County Counsel
1221 Oak Street, Suite 450
Oakland, CA 94612

if to The City of Union City [PARTY No. 12]

Office of the City Clerk

Anna M. Brown, City Clerk
34009 Alvarado-Niles Road
Union City, CA 94587

ARTICLE 9
SIGNATURE

IN WITNESS WHEREOF, the Parties hereto have executed this Joint Powers Agreement establishing the East Bay Community Energy Authority.

By: _____

Name: Mark Evanoff

Title: Deputy City Manager

Date: December 5, 2016

Party: The City of Union City

EXHIBIT A

-LIST OF THE PARTIES

(This draft exhibit is based on the assumption that all of the Initial Participants will become Parties. On the Effective Date, this exhibit will be revised to reflect the Parties to this Agreement at that time.)-

County of Alameda

City of Albany

City of Berkeley

City of Dublin

City of Emeryville

City of Fremont

City of Hayward

City of Livermore

City of Oakland

City of Piedmont

City of San Leandro

City of Union City

DRAFT EXHIBIT B

-ANNUAL ENERGY USE

This Exhibit B is effective as of December 1, 2016.

Party	kWh (2014)
Albany	**57,726,000**
Berkeley	**684,454,000**
Dublin	**297,219,000**
Emeryville	**203,591,000**
Fremont	**1,306,714,000**
Hayward	**813,048,000**
Livermore	**498,219,000**
Oakland	**2,005,389,000**
Piedmont	**32,768,000**
San Leandro	**516,830,000**
Unincorporated	**513,917,000**
Union City	**356,019,000**
Total	**7,285,894,000**

*Data provided by PG&E

DRAFT EXHIBIT C

- VOTING SHARES

This Exhibit C is effective as of December 1, 2016.

Party	kWh (2014)	Voting Share Section 4.12.2
Albany	57,726,000	.80%
Berkeley	684,454,000	9.39%
Dublin	297, 219,000	4.08%
Emeryville	203,591,000	2.80%
Fremont	1,306,714,000	17.93%
Hayward	813,048,000	11.16%
Livermore	498,219,000	6.83%
Oakland	2,005,389,000	27.52%
Piedmont	32,768,000	.46%
San Leandro	516,830,000	7.09%
Unincorporated	513,917,000	7.05%
Union City	356,019,000	4.89%
Total	7,285,894,000	100%

*Data provided by PG&E

October 1, 2019

AGENDA ITEM 3.A

REQUEST

PUBLIC HEARING TO CONSIDER AN APPEAL OF THE PLANNING COMMISSION'S DECISION TO DENY A DEVELOPMENT REVIEW APPLICATION (D19-0018) FOR A 264-UNIT RESIDENTIAL APARTMENT PROJECT ("VALPICO GLENBRIAR APARTMENTS"), ON APPROXIMATELY 11.62 ACRES LOCATED ON THE NORTH SIDE OF VALPICO ROAD AT GLENBRIAR DRIVE, 501 E. VALPICO ROAD (ALSO KNOWN AS 2605 AND 2795 S. MACARTHUR DRIVE), ASSESSOR'S PARCEL NUMBERS 246-140-13 AND 14. THE APPLICANT IS KATERRA, INC.

EXECUTIVE SUMMARY

This agenda item involves consideration of an appeal by the applicant of the proposed Valpico-Glenbriar Apartments regarding the Planning Commission's decision on August 14, 2019 to deny the proposed project's application for a development review permit.

DISCUSSION

Background

On December 18, 2012, the Tracy City Council approved two, adjacent residential apartment projects: the Valpico Apartments and MacDonald Apartments. The two projects' sites were on approximately 11.62 acres, on the north side of Valpico Road at Glenbriar Drive (Attachment A). The combined projects included 244 residential units, primarily in three-story apartment buildings, a swimming pool, and related site improvements. The projects were not built.

On April 19, 2016, the City Council approved a modified version of the apartments on the same site. Republic Tracy, LLC combined the two projects into one, revised the architecture, relocated a few buildings, and redesigned the Project to result in 252 units. This revised Project also included three-story apartment buildings and related site improvements. This Project was not built and the site remains vacant except for a single-family home at the west end of the site.

Proposed Project and Site Area Description

The current proposal, located on the same site as the previous apartment projects, is for a 264-unit residential apartment project known as the Valpico-Glenbriar Apartments. The Project consists of 11, three-story apartment buildings with 24 units each. Attachments B, C, and D contain a project site plan, color site plan, and preliminary landscape plan.

The site (formerly excavated for sand and gravel) slopes from its southeast corner to its northwest corner, experiencing an approximately 14-foot grade difference from the highest spot (nearly level with Valpico Road) to its lowest point. The Project site will retain some of its existing grades, resulting in a significant grade difference between Valpico Road and the apartment buildings in the center and west portions of the site.

Beginning on the east side of the site, at Valpico Road, the pad grade of Building 9 will be only several feet below Valpico Road; Building 8 will be approximately four feet below Valpico Road; and the Clubhouse pad will be five feet below Valpico Road. As one travels north on Glenbriar Drive from Valpico Road to the north side of the site, Glenbriar Drive will drop approximately 14 feet in elevation.

Cross section drawings of the site illustrating the on-site grade changes are contained in Attachment E, which are keyed to the site plan of Attachment B. To see more details of the grade changes through the site, additional cross sections are contained in Attachment G, which are keyed to the grading plans in Attachment F.

The apartment buildings will consist of one-, two-, and three-bedroom units. Altogether, there will be 118, one-bedroom units; 122, two-bedroom units; and 24, three-bedroom units. The apartments range in size from approximately 600 square feet to nearly 1,200 square feet, with an average floor area of approximately 800 square feet. Floor plans of the proposed apartment buildings are contained in Attachment H.

The Project site is located on the north side of Valpico Road at Glenbriar Drive. Glenbriar Drive will be improved to City standards north through the Project, to eventually connect to Derone Lane, to the north. The Derone Lane connection is not anticipated to be constructed with the apartment project, but is scheduled to be constructed later, as funding becomes available.

Vehicular access to the Project site will be directly onto Glenbriar Drive and Valpico Road. The existing Valpico Road driveway serving Rite Aid is constructed on the Valpico Glenbriar Apartments site. Rite Aid has an easement for use of that existing driveway. That existing driveway (allowing right-in, right-out, and left-in traffic) will remain in its current configuration and serve both Rite Aid and the proposed apartments. The signalized intersection of Valpico Road and Glenbriar Drive will be modified to create a fully signalized, four-way intersection, with full right- and left-turn movements from all four directions.

Single-family home neighborhoods exist to the north and north-east of the Project site. The homes between the Project site and MacArthur Drive (north of and adjacent to Rite Aid) are zoned Community Shopping Center and are anticipated, eventually, to be replaced with commercial improvements to be integrated with the Rite Aid commercial corner. The single-family homes to the north (Ventana Subdivision) back to the proposed apartments. The Ventana Subdivision is at a higher grade than the Valpico Glenbriar Apartment site. The grade difference between the Ventana rear yards and the adjacent parking area, to the rear of the homes, will be approximately five feet at the east end of the site and approximately ten feet near the west end of the Ventana homes. Most of the apartment buildings will be separated (horizontally) from the nearest homes of the Ventana Subdivision by approximately 90 feet, comprised of a landscape strip, a drive aisle with carports and two rows of parking, and an additional landscape strip along the buildings.

Parking area lighting will consist of light poles up to approximately 14 feet tall, with light directed down so as not to shine directly onto neighboring residential property.

A 34-acre, vacant parcel exists to the northwest and west of the project site. This site is designated Residential High by the City General Plan (the same designation as the Valpico Glenbriar Apartment site). This vacant site is documented to contain soil contamination as a result of past petroleum product and other deposits from former railroad company use of the property. No proposals have been submitted for development of this site. However, the future Glenbriar Drive intersection with Derone Lane, just north of the Project site, is a potential, future roadway connection to the vacant, 34-acre site.

Building Design and Site Amenities

The Project features the Clubhouse building, pool, and surrounding park area as a focal point at the Glenbriar Drive entry from Valpico Road. The Clubhouse is located behind the decorative, low-profile, Entry Monument of the site. As indicated above, the Project includes 11 apartment buildings, each with 24 units. Two different building models are proposed (K3 Building and K4 Building), each with three different elevations (Attachment I).

The buildings are characterized by their contemporary architecture, featuring parapet walls (which will screen roof equipment), vertical and horizontal relief among the building plains, balconies that provide material and structural variation, and open breezeway stairwells that provide visual breaks in the façade. The buildings include a varied color scheme designed to complement the nearby built environment. Attachment J contains an overall site rendering and select renderings from key locations to illustrate the character and scale of the Project.

In addition to the Clubhouse Building, with its fitness room and lounge, the common area includes a pool, a dog park with shade trellis, a lawn area with a shade pavilion, and an outdoor play area. Altogether, the site provides approximately 1.5 acres of “usable open space”, including the Clubhouse, and the two Courtyard areas between Buildings 6 and 7 and between Buildings 10 and 11. By contrast, Tracy Zoning Regulations require a minimum of 7,600 square feet of usable open space for an apartment project of 264 units. This Project, therefore, contains roughly eight times the minimum amount of usable open space required by City standards.

Parking

City zoning regulations require 1.5 off-street parking spaces for each one-bedroom unit and two parking spaces for each unit with two or more bedrooms, plus one guest space for every five units. Therefore, the entire 264-unit Project would be required to provide 522 off-street parking spaces. The Project, however, is proposing 417 off-street parking spaces (an average of 1.58 parking spaces per unit), a 20 percent reduction from the City’s regulations. Additionally, on-street, curb parking spaces for 20 to 25 vehicles will be created along the Glenbriar Drive extension.

Tracy Municipal Code (TMC) Section 10.08.3470(e) allows the City to approve a reduction in the otherwise-required number of off-street parking spaces if the owner submits a study or survey demonstrating such parking space reduction will result in sufficient parking spaces to mitigate parking demands for the Project.

The property owner prepared a parking study in 2012 to evaluate parking demand for residential apartment complexes (Attachment K). The study includes a survey of five apartment complexes in Tracy and a summary from the Institute of Transportation Engineers (ITE) Parking Generation Manual. The results of the parking study conclude the five existing Tracy apartments surveyed have a peak midnight demand of 1.34 spaces per unit, and the ITE parking generation rates reveal a peak parking demand for suburban, low- to mid-rise apartments of 1.23 spaces per unit. Both of these results are lower than the 1.58 spaces per unit proposed for this Project. Parking space reductions using TMC Section 10.08.3470(e) were also approved for the Aspire Apartments on Pavilion Parkway, in 2013, and the Gateway Crossing Apartments on Grant Line Road, in 2014. City staff, anecdotally, hears from land use professionals that Tracy's multi-family parking requirements are high, compared to other cities. Two of Tracy's existing commercial zone districts (General Highway Commercial and Central Business District) provide for parking space reductions under certain design situations without the requirement of a parking study. The parking study, conducted in 2012, may even overestimate parking needs for this site due to the Project's proximity to the ACE station (less than two miles) and an increasing reliance on ride-sharing services such as Uber and Lyft. City staff is recommending approval of a 20 percent off-street parking space reduction for this Project.

City Services

As part of the City's normal review of this Project, specific technical studies were conducted regarding water, wastewater, storm drainage, and traffic to evaluate the impacts of this Project. The studies, overseen by the City's Engineering Division, concludes that roadways and other systems are designed to accommodate impacts from multi-family development of this site. The City's Police Department and the South San Joaquin County Fire Authority were also consulted as part of the City's review. Both agencies report that law enforcement and emergency response will be provided consistent with City standards.

Public Schools

The Project site is located within the Tracy Unified School District related to kindergarten through 12th grade education. School age children who reside within the Valpico Apartments would be in the attendance boundary areas for Bohn Elementary School, Williams Middle School, and Tracy High School.

School District staff has indicated enrollment at the three potentially affected schools has been on the decline in recent years and they do not anticipate any issues in being able to accommodate students from this Project.

Moderate Income Affordability

The builder of this Project is proposing to make the dwelling units affordable and available to Moderate Income Households. By doing so, the builder could be eligible to obtain building permits, under the City's Growth Management Ordinance, in calendar year 2019, instead of waiting until 2020 or later to start the Project.

Moderate Income means an income of up to 120 percent of the Area Median Income (AMI) as established by State housing law. In 2018, the San Joaquin County AMI for a four-person household was $66,300, making the Moderate-Income category up to $79,560 per year. The AMI is adjusted annually for inflation.

Maximum rents would be based on the AMI, maximum household size (based on the number of bedrooms in a unit), and rent and utilities not to exceed 30 percent of gross income (State guidelines). The maximum monthly rents and utilities costs, therefore which could be charged to Moderate-Income households would currently be approximately $1,700, $2,100, and $2,400 for one-, two-, and three-bedroom units, respectively. It is possible that these maximum Moderate-Income rents could exceed the market-rate rents for these apartments.

If approved, this will be the first project to obtain residential building permits for Moderate-Income households through Growth Management Ordinance Section 10.12.065 (sometimes, loosely referred to as the "RHNA – Regional Housing Needs Allocation – Exemption").

Recommended Condition of Approval Number B.22 (Exhibit 1 to the proposed Resolution, Attachment L) proposes a minimum ten-year term to an affordability agreement, if the builder follows through with the proposal to obtain building permits through the Moderate-Income provisions of the Growth Management Ordinance.

The builder reports they do not intend to seek public subsidies or public loans that would impose additional restrictions on rents, affordability, or the tenants who could occupy the units.

CEQA Documentation

The City Council adopted an Initial Study/Mitigated Negative Declaration (IS/MND) for the Valpico Apartments Project on December 12, 2012. Since adoption of the IS/MND, changes to the site plan and proposed number of residential units for the previously approved Project have been proposed, thus requiring further environmental analysis. Therefore, an Addendum (Attachment M) to the IS/MND has been prepared in accordance with California Environmental Quality Act Guidelines. The Addendum addresses the environmental effects associated with refinements to the approved Project that have occurred since adoption of the IS/MND. The conclusions of the analysis in the Addendum remain consistent with those made in the IS/MND. No new significant impacts will result, and no substantial increase in the severity of impacts will result from those previously identified in the IS/MND, and none of the other conditions described in CEQA Guidelines Section 15162(a) are present that would require further environmental review.

Planning Commission Public Hearing

On August 14, 2019, the Planning Commission conducted a public hearing to review the Project. The draft Planning Commission meeting minutes are included as Attachment M. Eleven residents spoke in opposition to the Project and one spoke in support of the Project.

The public comments primarily related to concerns about increases in traffic and effects on emergency response times from fire services. Other comments related to potential effects on City facilities and services, property values, and project aesthetics. An updated traffic study has been completed by Kimley Horn and Associates for this project (i.e. for the 264 unit Multi-Family project). The report is attached. The study highlighted three intersections. In summary, the report found that the project does not have a significant impact after mitigations (i.e. payment of fair share fees and traffic impact fees). It should be noted that the aforementioned payments will contribute to project designs and master planning that is currently underway.

After discussion, a motion to approve the Project failed by a vote of two yeses, one no, and one absent (one of the positions on the Planning Commission is vacant). The Planning Commission member who voted no, cited [aesthetic] community fit and community feel as the reason for denial.

Appeal Process and Standard of Review

Section 10.08.3970 of the TMC states that appeals of a Planning Commission action must be filed within ten days of the Commission's action. On August 15, 2019, the applicant submitted a request to appeal the Planning Commission's decision on the Project to the City Council. Section 1.12.020 requires that an appeal hearing be scheduled within 30 days of the date the notice of appeal is filed. However, the parties may extend this time by agreement. Here, the applicant agreed to extend the time for a hearing in order to accommodate the completion of an updated traffic study (Attachment N). Council considers appeals of Planning Commission actions *de novo* meaning the Council hears the matter "a new" and without deference to the previous decision.

Section 10.08.3980 of the TMC outlines the factors to be considered and findings needed in the development review process. When reviewing the development review permit application, Council must 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.

In order to grant a development review permit, the approving body must make the following findings:

- the proposal increases the quality of the project site, and enhances the property in a manner that therefore improves the property in relation to the surrounding area and the citizens of Tracy; and
- 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.

STRATEGIC PLANS

This agenda item is not related to the City's Strategic Plans.

FISCAL IMPACT

The costs of processing this development application were included in the Development Services Department budget. A Cost Recovery Agreement to finance Engineering Division consultant costs has been executed. The proponent is paid current and the Development Review Permit and City Council appeal application processing fees have been paid by the applicant.

RECOMMENDATION

Staff recommends that Council conduct a hearing regarding an appeal of the Planning Commission's denial of the Valpico Glenbriar Apartments, Development Review Permit Application Number D19-0018.

City staff recommends approval of the Project, including a 20 percent parking space reduction, based on the findings contained in the attached Resolution.

Prepared by: Alan Bell, Senior Planner

Reviewed by: Bill Dean, Development Services Assistant Director
Karin Schnaider, Finance Director
Andrew Malik, Assistant City Manager

Approved by: Jenny Haruyama, City Manager

ATTACHMENTS

Attachment A – Project Vicinity
Attachment B – Site Plan
Attachment C – Color Site Plan
Attachment D – Preliminary Landscape Plan
Attachment E – Site Sections Keyed to the Site Plan, Attachment B (2 pages)
Attachment F – Preliminary Grading Plan (2 pages)
Attachment G – Preliminary Grading Sections (2 pages)
Attachment H – Floor Plans
Attachment I – Exterior Building Elevations (6 pages)
Attachment J – Site Renderings
Attachment K – Residential Apartments Parking Study
Attachment L – California Environmental Quality Act Addendum to IS/MND
Attachment M – Draft Planning Commission Meeting Minutes, August 14, 2019
Attachment N – September 17, 2019 KHA Traffic Report

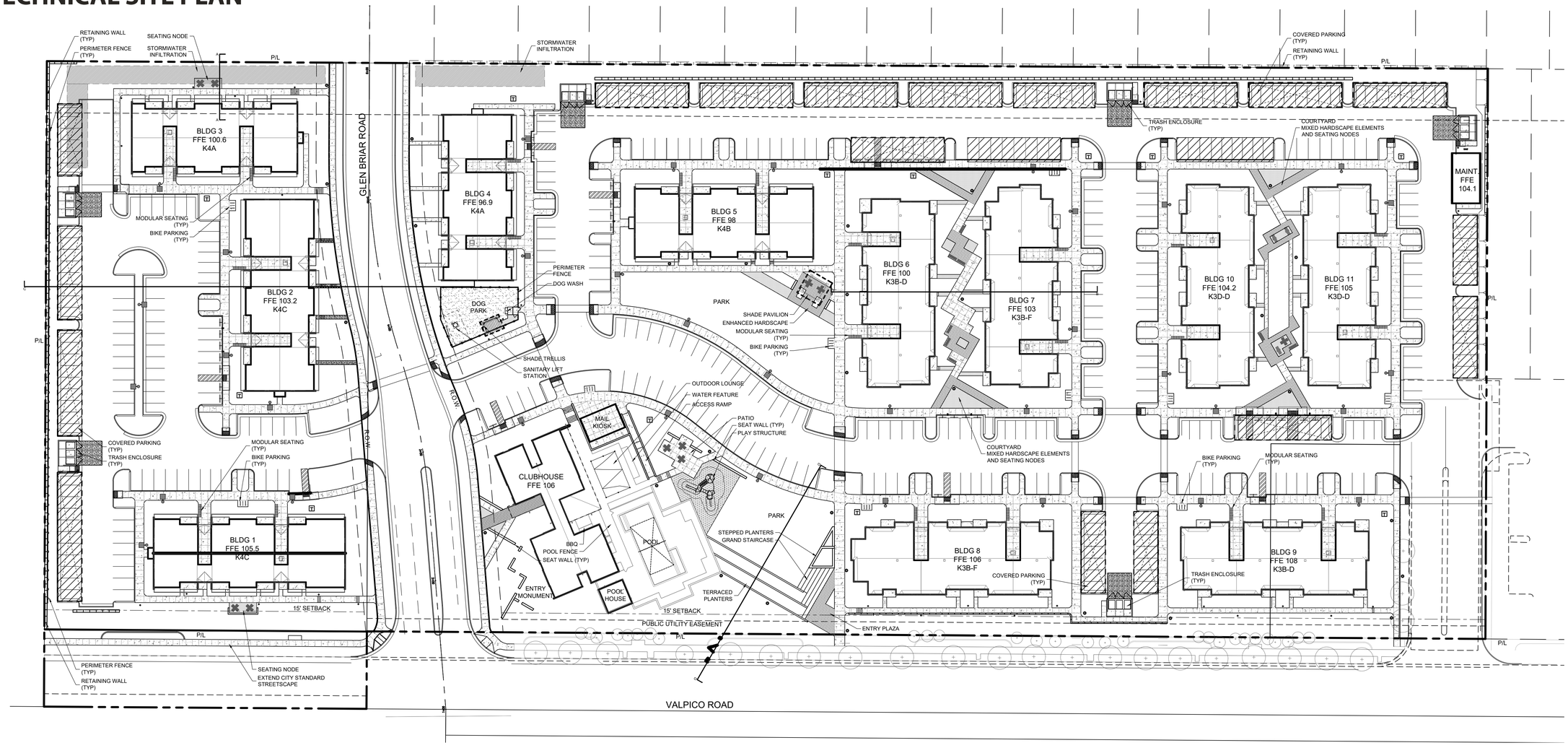
(The City Council has been provided oversized copies of the Project plans. Color plans and the entire Entitlement Package may be reviewed on the City's website and at Tracy City Hall, 333 Civic Center Plaza, Tracy, CA).

Valpico Glenbriar Apartments

Project Vicinity

ATTACHMENT B

TECHNICAL SITE PLAN



MATERIAL KEYNOTES

- CONCRETE WALKWAY
  STANDARD GRAY CONCRETE WITH BROOM FINISH
- CONCRETE PAVERS
- CRUSHED LIMESTONE
- PARKING LOT LIGHT (#)
  EATON LIGHTING, GALLEON LED
  MODEL: GLEON-AF-04-LED-E1-SL2-AP,
  COLOR: GRAY
- PEDESTRIAN POLE LIGHT (#)
  EATON LIGHTING, MESA LED
  MODEL: MSA-E01-LED-E1-RW-AP
  COLOR: GRAY
- BOLLARD LIGHT (#)
  EATON LIGHTING, ASPEN LED
  MODEL: 1900-OA-30-12LED-E1-RW-AP
  COLOR: BLACK
- LANDSCAPE LIGHT (#)
  EATON LIGHTING, MONACO
  MODEL: 2003-50MR16-12-BK
  COLOR: BLACK
- BENCH (#)
  ANOVA: MADISON, 6' RECYCLED PLASTIC FLAT BENCH, RCPMF6
  COLOR: SLAT - CEDAR,
  FRAME - TEXTURED PEWTER
- MODULAR SEATING (#)
  MAGLIN: PIXEL COLLECTION
  SHORT-WOOD-BACKLESS
  WOOD STYLE 1
- LITTER RECEPTACLE (#)
  ANOVA: LATITUDE, 40 GALLON
  RECEPTACLE, L2040
  COLOR: TEXTURED PEWTER
- MOVEABLE TABLES AND CHAIRS (#)
  MAGLIN: FORO SERIES,
  MODELS: TABLE - FRT1700-RD-FS-36,
  CHAIR - FRC1700-MSF-M2
  COLOR: BLACK
- PICNIC TABLE (#)
  MAGLIN: 210 SERIES
  MODEL: MLPT210-S-W
  COLOR: SURFACE-IPE, FRAME - BLACK
- LOUNGE SEATING (#)
  MAGLIN: 720 SERIES,
  MODELS: CHAISE LOUNGE - MCL720-W,
  CHAIR - MCCH720-MSF-M2
  COLOR: SLATS: IPE, FRAME: BLACK
- BIKE RACK (#)
  ANOVA: METRO 7 BIKE/ 6 LOOP RACK
  MODEL: LBR7PVCSURF
  COLOR: SILVER
- PLAY SURFACE
  POURED IN PLACE RUBBER SURFACE
  COLOR TBD

0 40 80 FT

KATERRA

542 1st AVE. SOUTH, FLOOR 4
SEATTLE, WASHINGTON 98104

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© 2018 KATERRA ARCHITECTURE IV LLC

Consultant

Owner

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WILMINGTON, DELAWARE 19801

Professional Seal

VALPICO GLENBRIAR APARTMENTS

2605 & 2795 S MACARTHUR DRIVE
TRACY, CA 95376

Drawn By	Author
Project Manager	Chris Lyon
Job Number	000-18023
Date	07/26/19

REVISIONS

Mark	Date	Description

City of Tracy

NTA

ENTITLEMENT PACKAGE

TECHNICAL SITE PLAN

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ATTACHMENT C

SITE PLAN

KATERRA

542 1st AVE. SOUTH, FLOOR 4
SEATTLE, WASHINGTON 98104

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REVISIONS

Mark	Date	Description

City of Tracy

NTA

ENTITLEMENT PACKAGE

SITE PLAN
G.01.02

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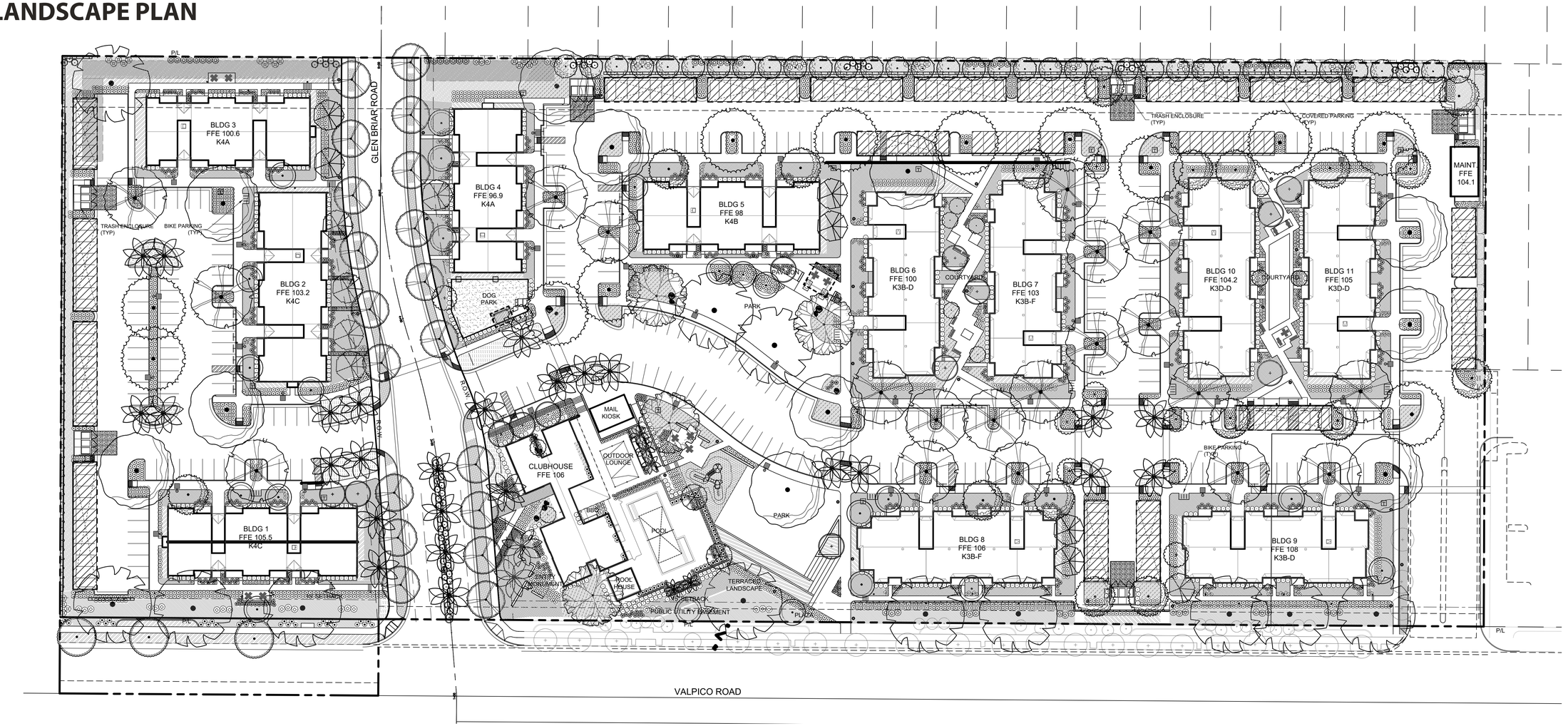
ATTACHMENT D

LANDSCAPE PLAN



PLANT LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	WATER USE	SIZE	QUANTITY
TREES					
ARB MAR	ARBUTUS MARINA	MARINA MADRONE	LOW	24" BOX	–
CER 'F.P.'	CERCIS C. 'FOREST PANSY'	EASTERN REDBUD	LOW	24" BOX	–
GIN 'A.G.'	GINKGO 'AUTUMN GOLD'	MAIDEN HAIR	MEDIUM	24" BOX	–
FRA 'A.A.'	FRAXINUS A. 'AUTUMN APPLAUSE'	AUTUMN APPLAUSE ASH	–	24" BOX	–
FRA VEL	FRAXINUS VELUTINA	ARIZONA ASH	–	24" BOX	–
LAG 'NAT'	LAGERSTROEMIA I. 'NATCHEZ'	CRAPE MYRTLE	LOW	24" BOX	–
PHO DAC	PHOENIX DACTYLIFERA	DATE PALM	LOW	24" BOX	–
PIS CHI	PISTACIA CHINENSIS	CHINESE PISTACHE	LOW	24" BOX	–
PYR 'CHA'	PYRUS C. 'CHANTICLEER'	FLOWERING PEAR	LOW	24" BOX	–
QUE AGR	QUERCUS AGRIFOLIA	COAST LIVE OAK	LOW	24" BOX	–
QUE RUB	QUERCUS RUBRA	RED OAK	LOW	24" BOX	–
ULM PAR	ULMUS PARVIFOLIA	CHINESE ELM	LOW	24" BOX	–
ZEL 'V.G.'	ZELKOVA 'VILLAGE GREEN'	JAPANESE ZELKOVA	LOW	24" BOX	–

SYMBOL	BOTANICAL NAME	COMMON NAME	WATER USE	SIZE	QUANTITY
SHRUBS					
CAR TUM	CAREX TUMULICOLA	BERKELEY SEDGE	LOW	1 GAL	–
CHO TEC	CHONDROPETALUM TECTORUM	CAPE RUSH	LOW	1 GAL	–
FES MAI	FESTUCA MAIREI	ATLAS SEDGE	LOW	1 GAL	–
LAV MAR	LAVATERA MARITIMA	TREE MALLOW	LOW	1 GAL	–
MYR 'COM'	MYRTUS C. 'COMPACTA'	DWARF MYRTLE	LOW	1 GAL	–
NEP FAA	NEPETA FAASSENNII	CATMINT	LOW	1 GAL	–
PHO TEN	PHORMIUM TENAX	NEW ZEALAND FLAX	MEDIUM	1 GAL	–
PHO 'M.M.'	PHORMIUM 'MAORI MAIDEN'	NEW ZEALAND FLAX	MEDIUM	1 GAL	–
RIB SAN	RIBES SANGUINEUM	RED FLOWERING CURRANTLOW		1 GAL	–
ROS 'F.C.'	ROSA 'FLOWER CARPET WHITE'	GROUNDCOVER ROSE	MEDIUM	1 GAL	–
WES 'W.H.'	WESTRINGIA F. 'WYNYABBIE HIGHLIGHT'	AUSTRIALIAN ROSEMARY	LOW	1 GAL	–
XYL 'COM'	XYLOSMA C. 'COMPACTA'	COMPACT XYLOSMA	LOW	1 GAL	–

GROUNDCOVERS			
APTENIA 'RED APPLE' 1 GALLON @ 36" O.C.	NO COMMON NAME	LOW	
LANTANA MONTEVIDENSIS 1 GALLON @ 36" O.C.	TRAILING LANTANA	LOW	
MAHONIA REPENS 1 GALLON @ 36" O.C.	CREEPING OREGON GRAPE	LOW	
MYOPORUM PARVIFOLIUM 1 GALLON @ 72" O.C.	MYOPORUM	LOW	
OSTEOSPERMUM FRUTICOSUM 1 GALLON @ 36" O.C.	AFRICAN DAISY	LOW	
PYRACANTHA C. 'LOWBOY' 1 GALLON @ 36" O.C.	SCARLET FIRETHORN	LOW	
ROSMARINUS 'COLLINGWOOD INGRAM' 1 GALLON @ 36" O.C.	ROSEMARY	LOW	
TULBAGHIA VIOLACEA 1 GALLON @ 36" O.C.	SOCIETY GARLIC	LOW	
TURF	BOLERO – SODDED TURF AVAILABLE FROM DELTA BLUE GRASS	TALL FESCUE TURF	HIGH
NMT	NO MOW TURF – SODDED AVAILABLE FROM DELTA BLUE GRASS	NATIVE FESCUES	LOW

0 40 80FT

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Consultant

Owner

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WILMINGTON, DELAWARE 19801

Professional Seal

VALPICO GLENBRIAR APARTMENTS

2605 & 2795 S MACARTHUR DRIVE
TRACY, CA 95376

Drawn By Author
Project Manager Chris Lyon
Job Number 000-18023
Date 07/26/19

REVISIONS

Mark	Date	Description

City of Tracy

NTA

ENTITLEMENT PACKAGE

LANDSCAPE PLAN
G.01.04

BIM 360://000-18023 (P-19-018) Tracy Sheets ADC Tracy Site.rvt
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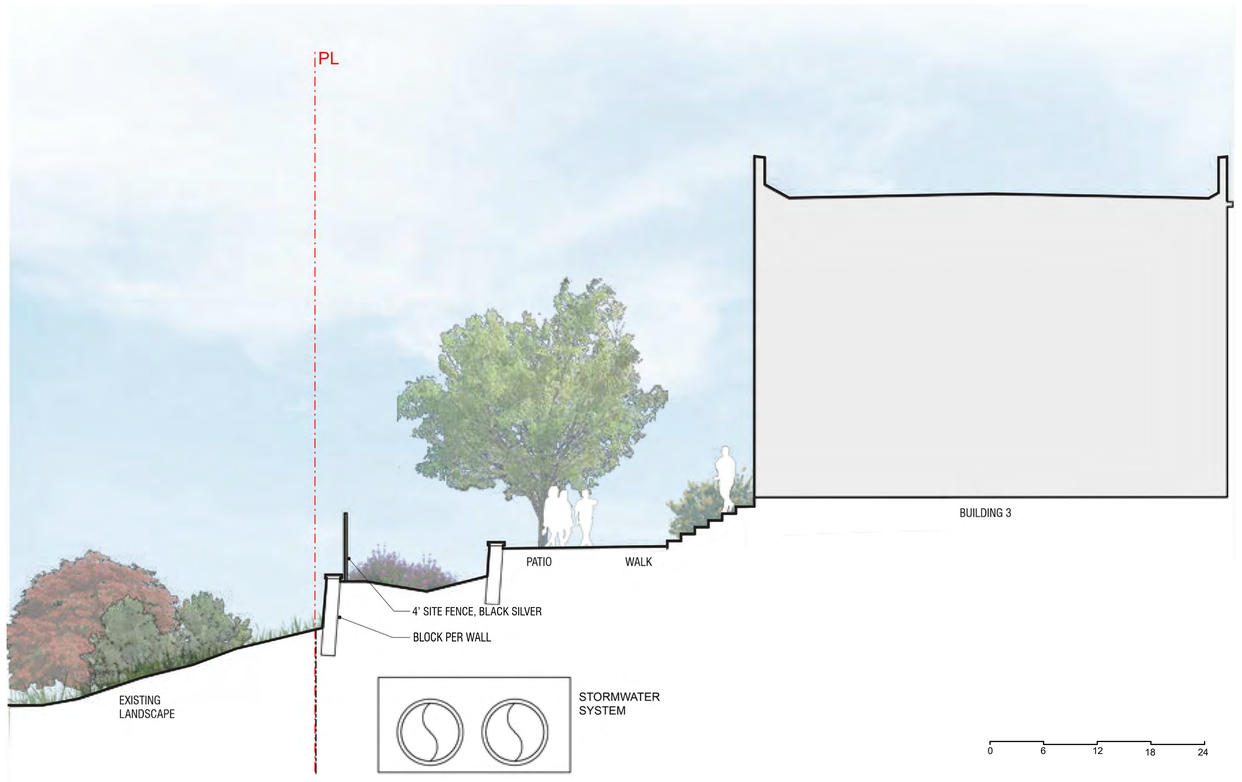
SITE SECTIONS



SECTION A-A

SECTION B-B

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2605 & 2795 S MACARTHUR DRIVE
TRACY, CA 95376

Drawn By	Author
Project Manager	Chris Lyon
Job Number	000-18023
Date	07/26/19

REVISIONS

Mark	Date	Description

City of Tracy

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SITE SECTIONS
G.01.06

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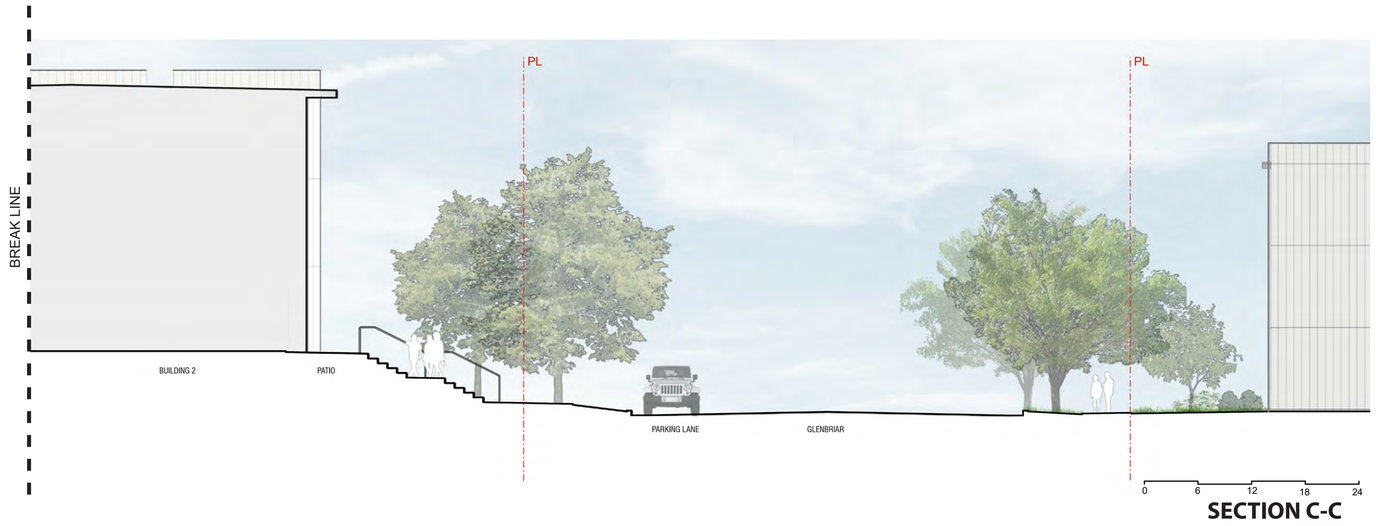
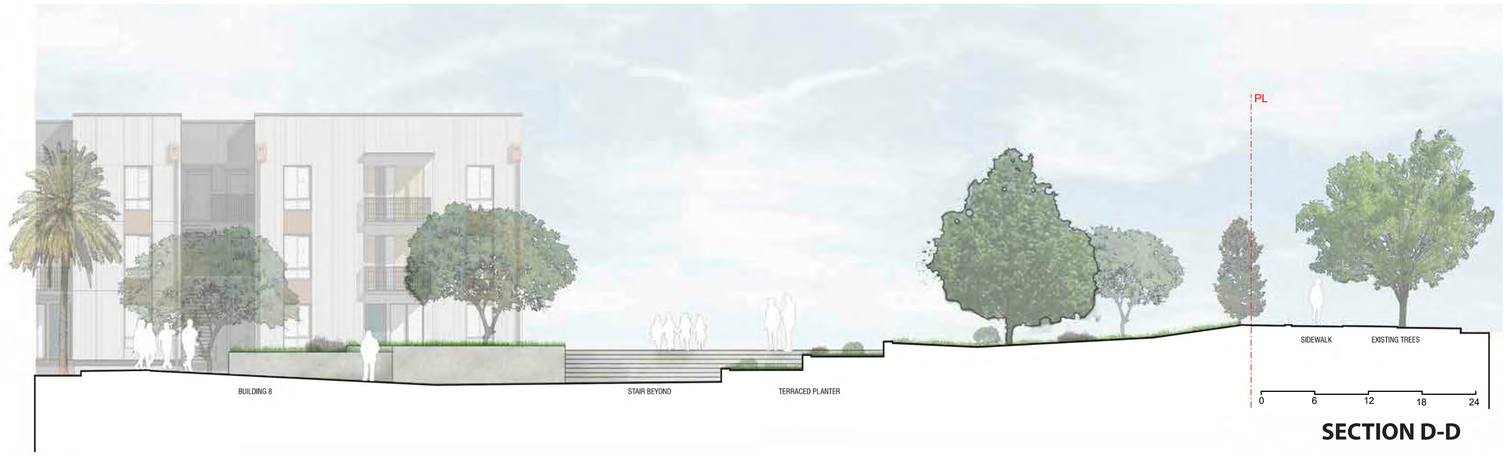
SITE SECTIONS



SECTION C-C

SECTION C-C



SECTION D-D

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VALPICO GLENBRIAR APARTMENTS

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TRACY, CA 95376

Drawn By	Author
Project Manager	Chris Lyon
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Date	07/26/19

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SITE SECTIONS
G.01.07

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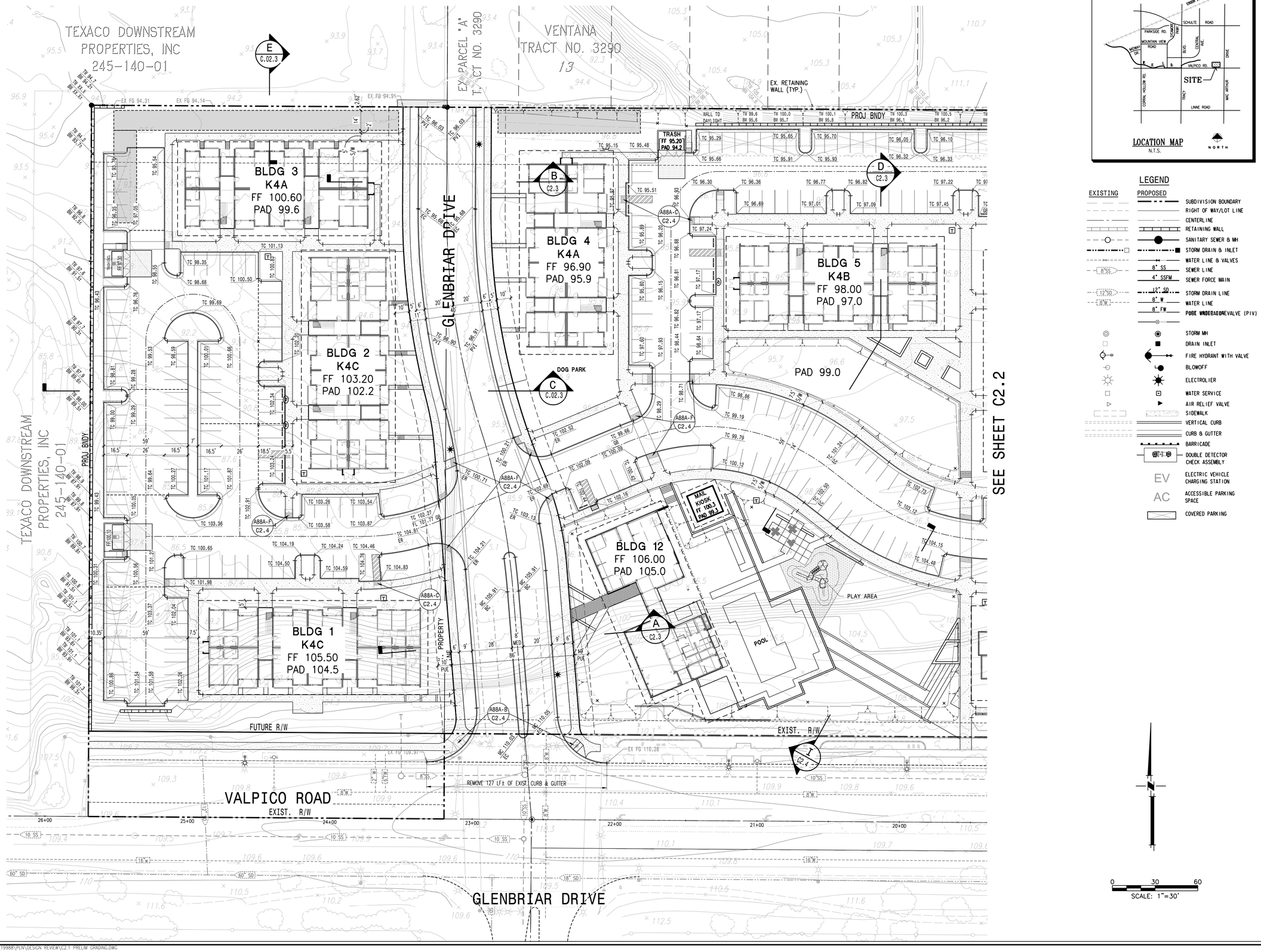
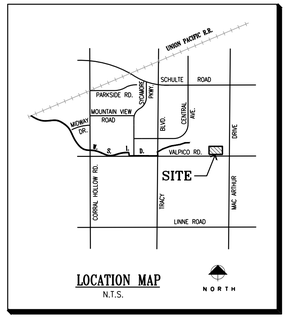
ATTACHMENT F





LEGEND

EXISTING	PROPOSED
	SUBDIVISION BOUNDARY
	RIGHT OF WAY/LOT LINE
	CENTERLINE
	RETAINING WALL
	SANITARY SEWER & MH
	STORM DRAIN & INLET
	WATER LINE & VALVES
8" SS	SEWER LINE
	4" SSFM SEWER FORCE MAIN
12" SD	STORM DRAIN LINE
8" W	WATER LINE
	8" FW POST INDICATOR VALVE (PIV)
	STORM MH
	DRAIN INLET
	FIRE HYDRANT WITH VALVE
	BLOWOFF
	ELECTROLIER
	WATER SERVICE
	AIR RELIEF VALVE
	SIDEWALK
	VERTICAL CURB
	CURB & GUTTER
	BARRICADE
	DOUBLE DETECTOR CHECK ASSEMBLY
	EV ELECTRIC VEHICLE CHARGING STATION
	AC ACCESSIBLE PARKING SPACE
	COVERED PARKING

CITY OF TRACY

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ROBERT ARMIJO, P.E. — CITY ENGINEER — DATE:

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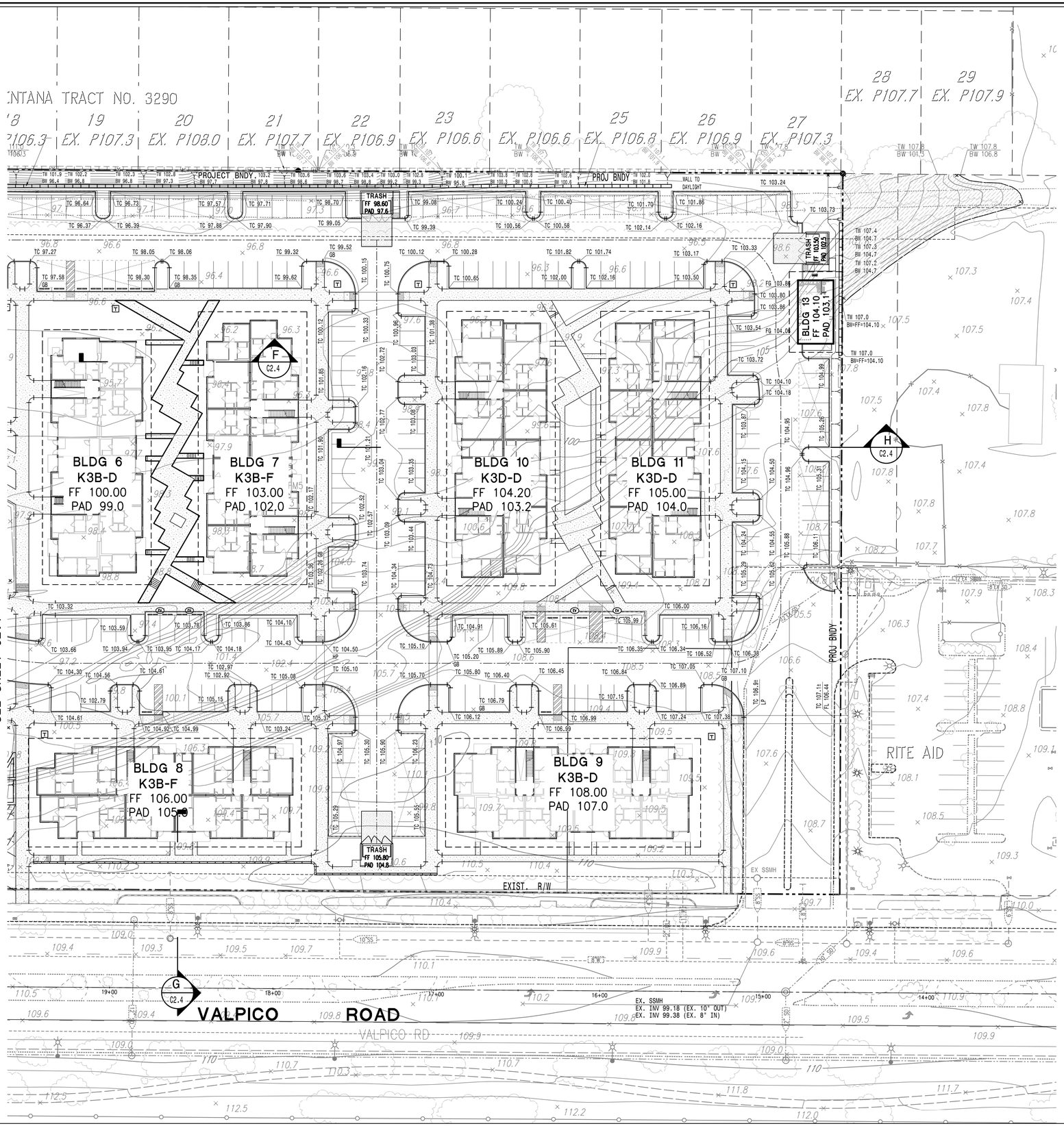
SYMBOL	DATE	REVISIONS DESCRIPTION	APPROVED

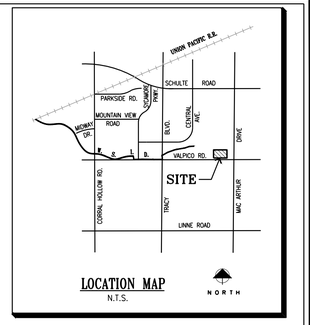
DESIGNED BY: GCC | DRAWN BY: FTR | CHECKED BY: JRF | SCALE: AS SHOWN

VALPICO GLENBRIAR APARTMENTS
DESIGN REVIEW
PRELIMINARY GRADING PLAN
CITY OF TRACY — CALIFORNIA

SHEET
C2.1
OF 7 SHEETS

07-23-2019 4:29pm Jon Ferrel P:\19988\PLN\DESIGN REVIEW\C2.1 PRELIM GRADING.DWG





LOCATION MAP
N.T.S.

NORTH

LEGEND

EXISTING	PROPOSED	
		SUBDIVISION BOUNDARY
		RIGHT OF WAY/LOT LINE
		CENTERLINE
		RETAINING WALL
		SANITARY SEWER & MH
		STORM DRAIN & INLET
		WATER LINE & VALVES
8"SS	8"SS	SEWER LINE
	4"SSFM	SEWER FORCE MAIN
12"SD	12"SD	STORM DRAIN LINE
8"W	8"W	WATER LINE
	8"FW	POST INDICATOR VALVE (PIV)
		STORM MH
		DRAIN INLET
		FIRE HYDRANT WITH VALVE
		BLOWOFF
		ELECTROLIER
		WATER SERVICE
		AIR RELIEF VALVE
		SIDEWALK
		VERTICAL CURB
		CURB & GUTTER
		BARRICADE
		DOUBLE DETECTOR CHECK ASSEMBLY
	EV	ELECTRIC VEHICLE CHARGING STATION
	AC	ACCESSIBLE PARKING SPACE
		COVERED PARKING

0 30 60
SCALE: 1"=30'

CITY OF TRACY

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DATE:

ROBERT ARMIJO, P.E. CITY ENGINEER

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REVISIONS			
SYMBOL	DATE	DESCRIPTION	APP'D

APPROVED

DESIGNED BY:	DRAWN BY:	CHECKED BY:	SCALE:
GCC	FTR	JRF	AS SHOWN

VALPICO GLENBRIAR APARTMENTS
DESIGN REVIEW
PRELIMINARY GRADING PLAN
CALIFORNIA
CITY OF TRACY

SHEET
C2.2
OF 7 SHEETS

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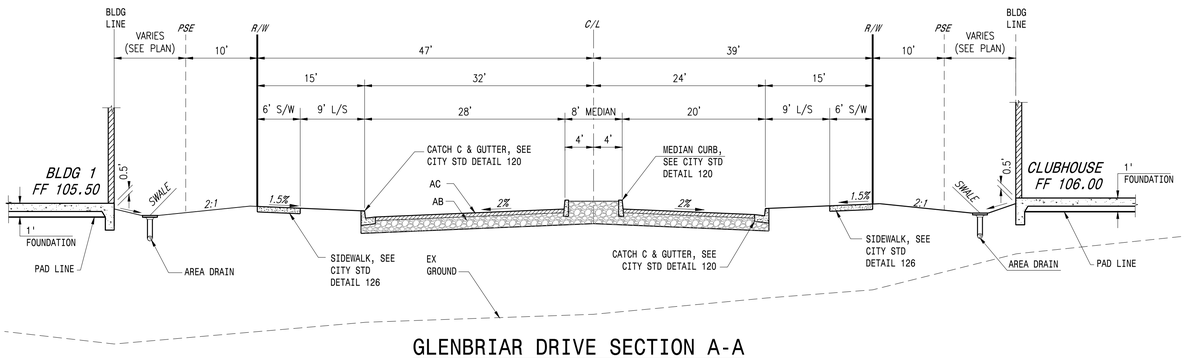
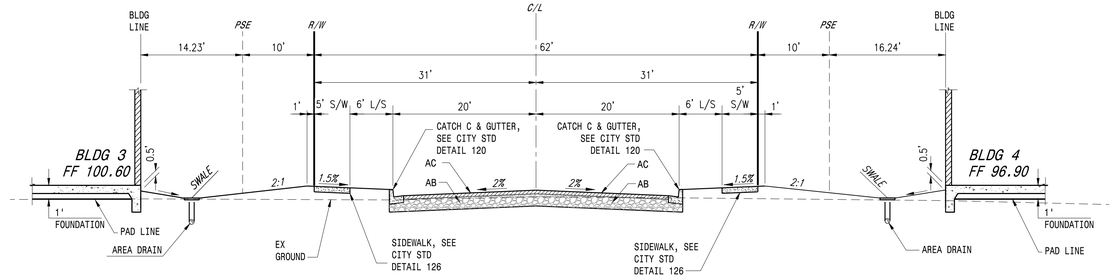


GLENBRIAR DRIVE SECTION A-A

NTS
(SHEET C2.1)



GLENBRIAR DRIVE SECTION B-B

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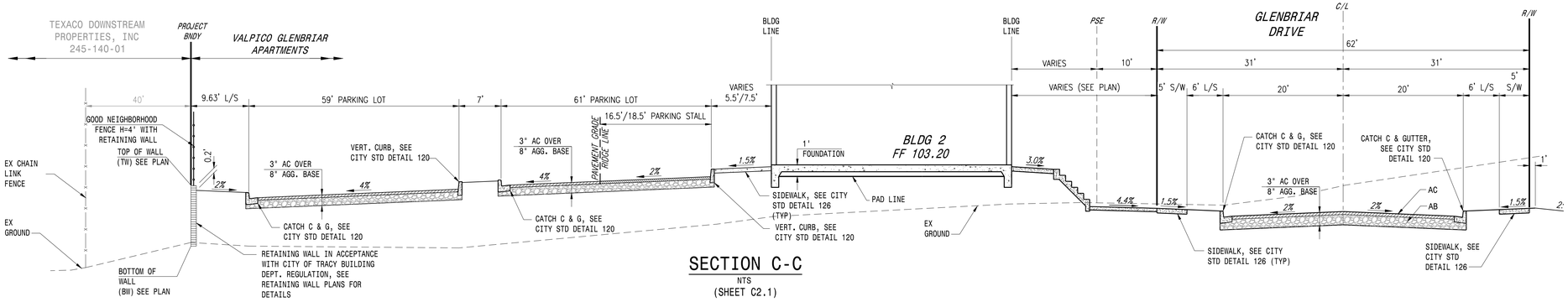

SECTION C-C

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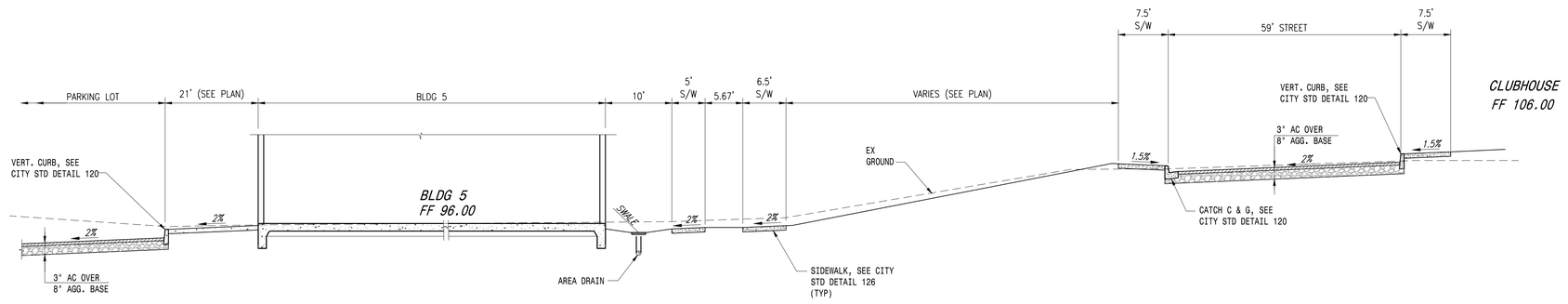

SECTION D-D

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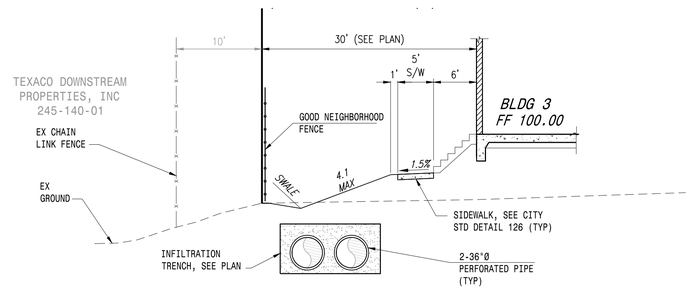

SECTION E-E

NTS
(SHEET C2.1)

CITY OF TRACY

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REVISIONS

SYMBOL	DATE	DESCRIPTION	APPROVED

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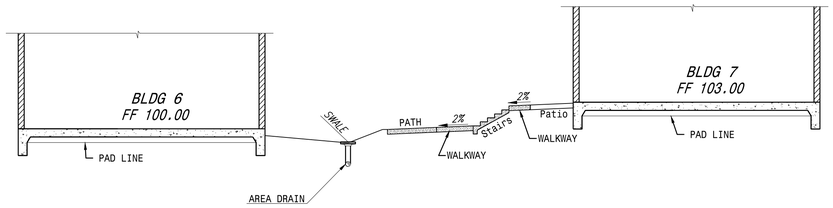
GCC	FTR	JRF	AS SHOWN

VALPICO GLENBRIAR APARTMENTS
DESIGN REVIEW
PRELIMINARY GRADING SECTIONS
CALIFORNIA
CITY OF TRACY

SHEET
C2.3
OF 7 SHEETS



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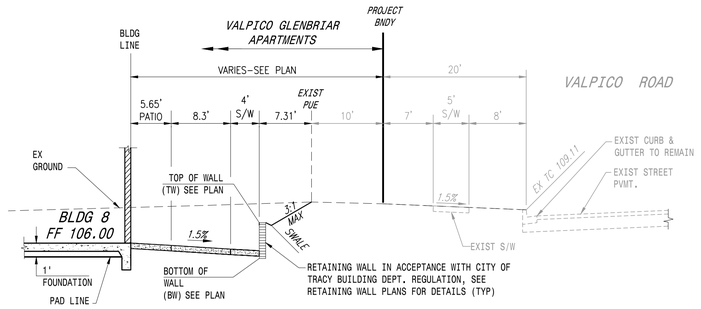

SECTION G-G

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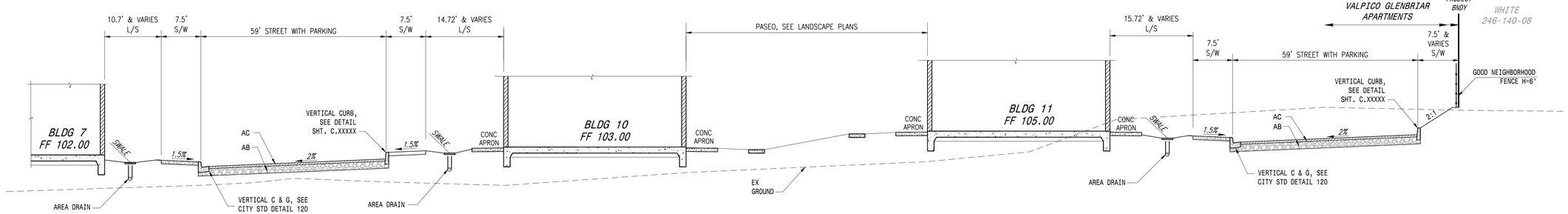

SECTION H-H

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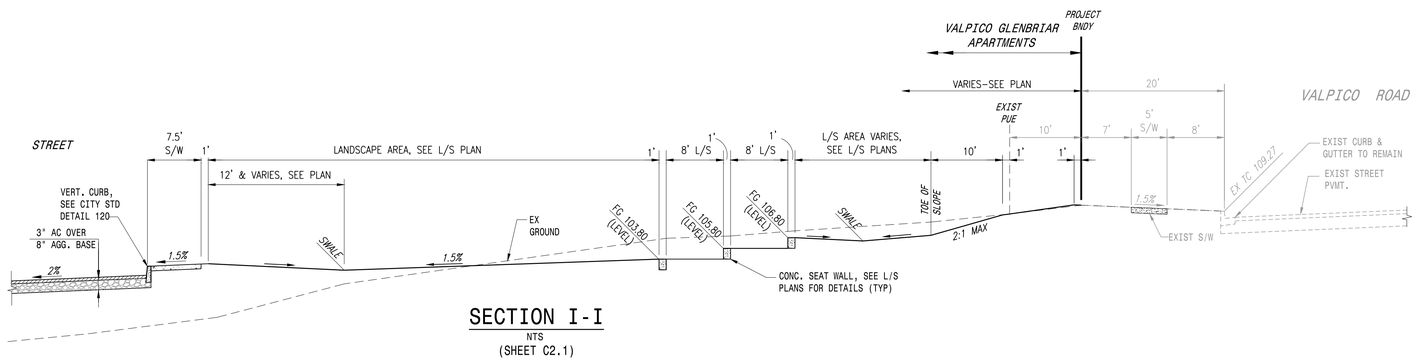

SECTION I-I

NTS

(SHEET C2.1)

CITY OF TRACY

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ROBERT ARMIJO, P.E. CITY ENGINEER — DATE

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BY: JAMES F. TEMPLETON JR.

SYMBOL	DATE	REVISIONS DESCRIPTION	APPROVED

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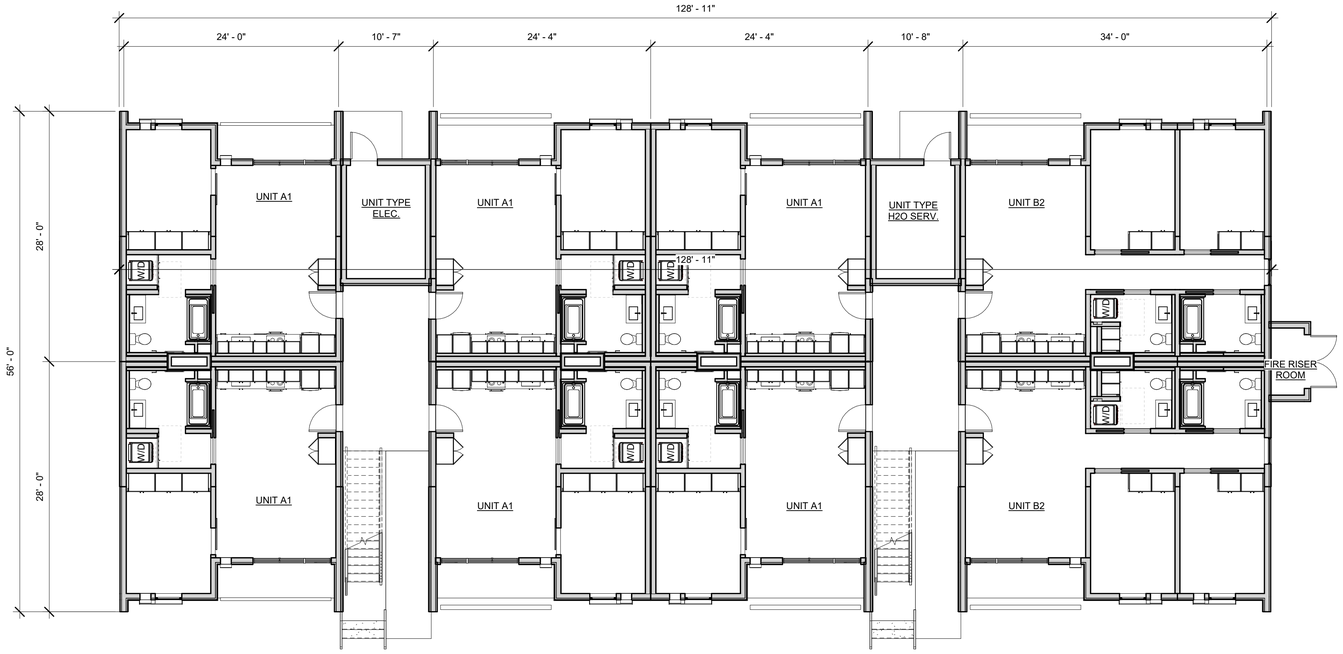
VALPICO GLENBRIAR APARTMENTS
DESIGN REVIEW
PRELIMINARY GRADING SECTIONS AND DETAILS
CITY OF TRACY CALIFORNIA

SHEET
C2.4
OF 7 SHEETS

07-23-2019 4:29pm Jon Ferrel P:\19988\PLN\DESIGN REVIEW\C2.4 PRELIM GRADING SECTIONS.DWG

K4 FLOOR PLANS



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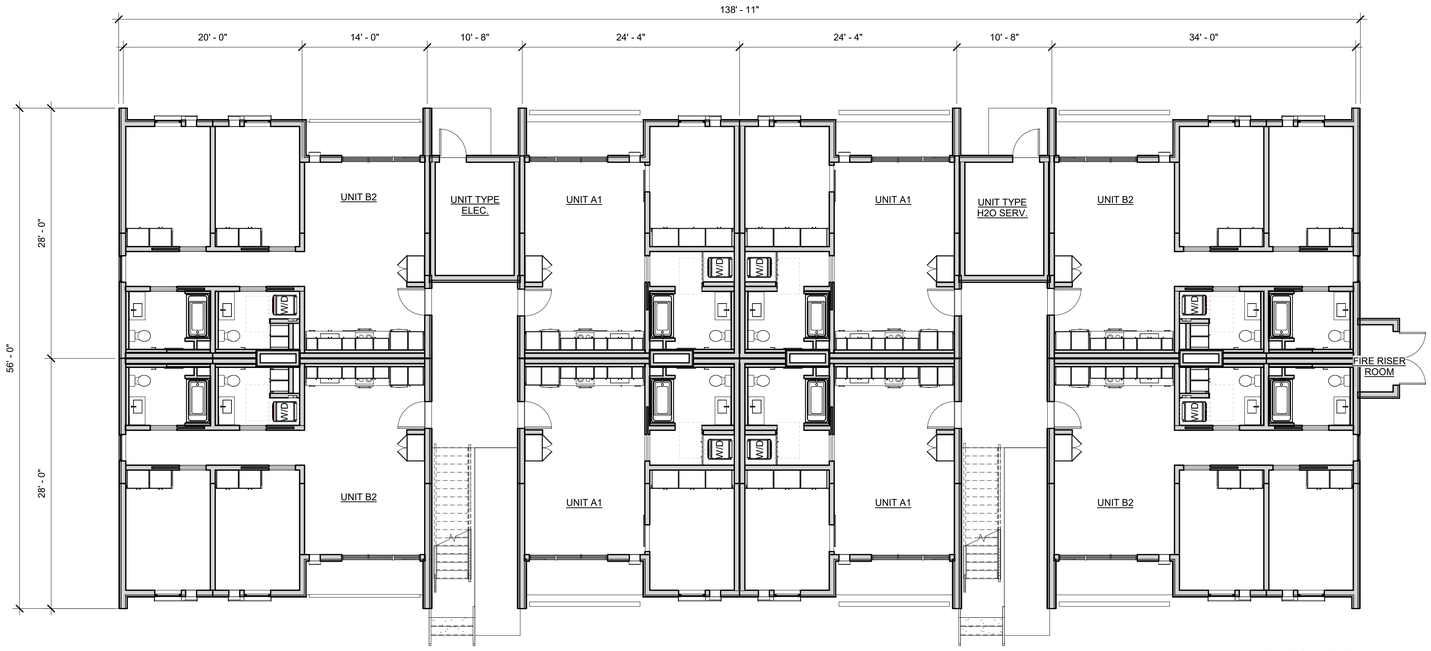

K4 BUILDING B

KATERRA

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Professional Seal

VALPICO GLENBRIAR APARTMENTS

2605 & 2795 S MACARTHUR DRIVE
TRACY, CA 95376

Drawn By	Author
Project Manager	Chris Lyon
Job Number	000-18023
Date	07/26/19

REVISIONS

Mark	Date	Description

City of Tracy

NTA

ENTITLEMENT PACKAGE

K4 FLOOR PLANS

G.01.40

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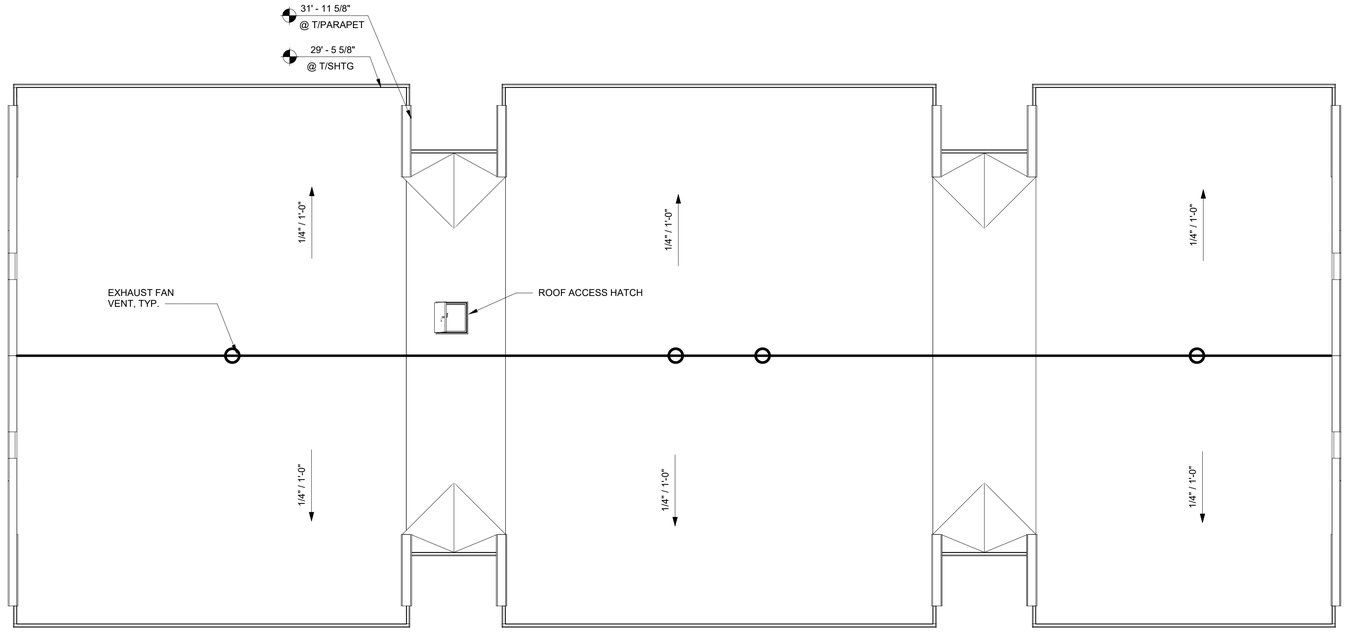
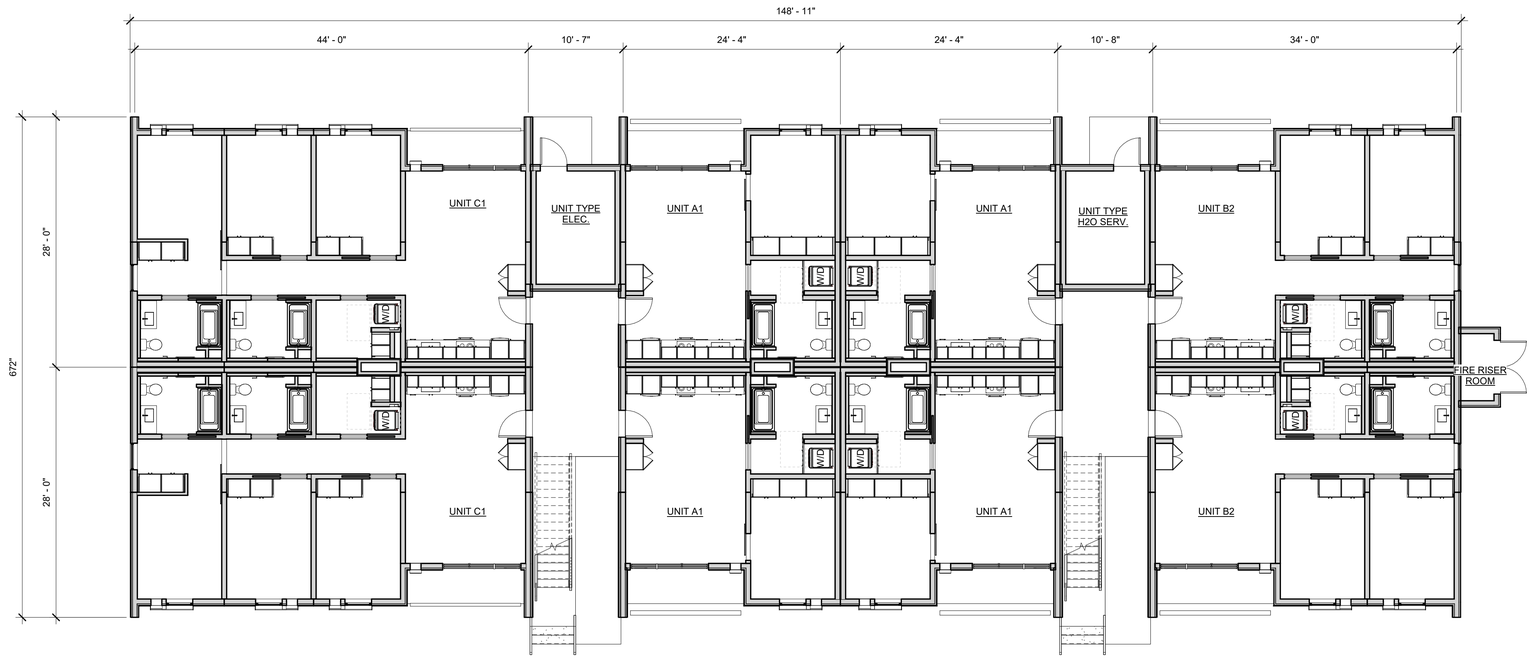
K4 FLOOR PLANS



TYPICAL ROOF PLAN



K4 BUILDING C

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City of Tracy

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K4 FLOOR
PLANS
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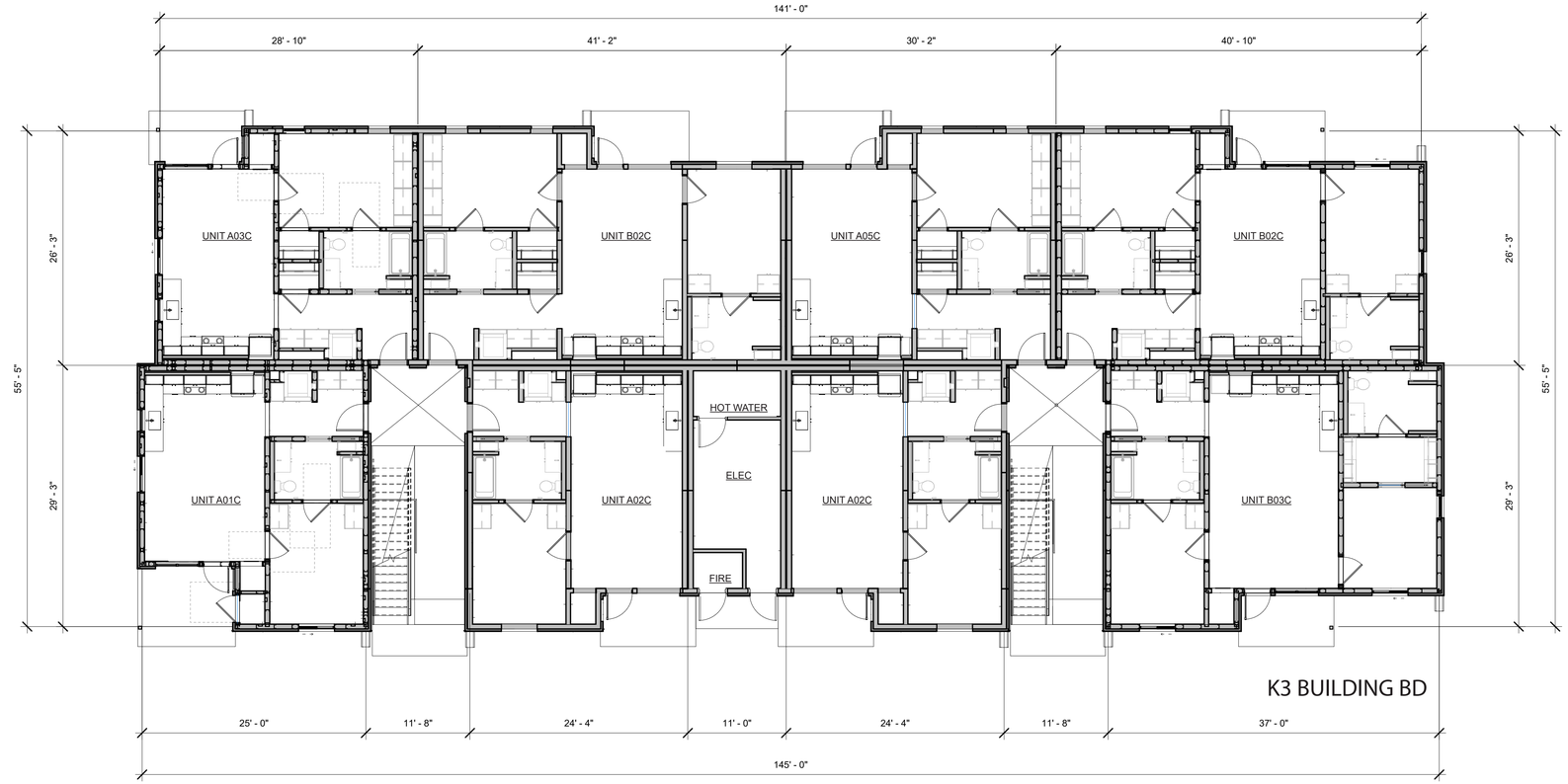
K3 FLOOR PLANS



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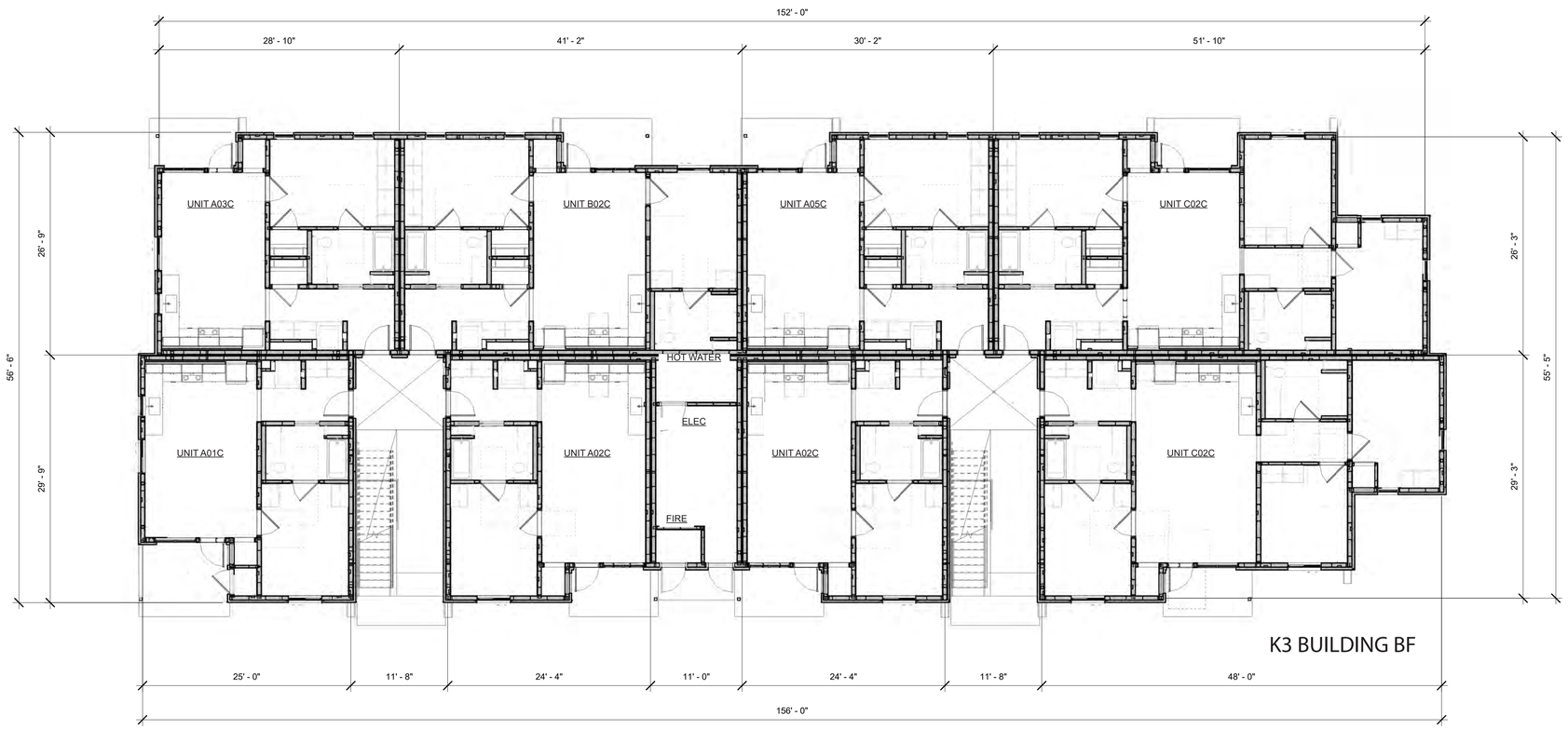

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K3 FLOOR PLANS

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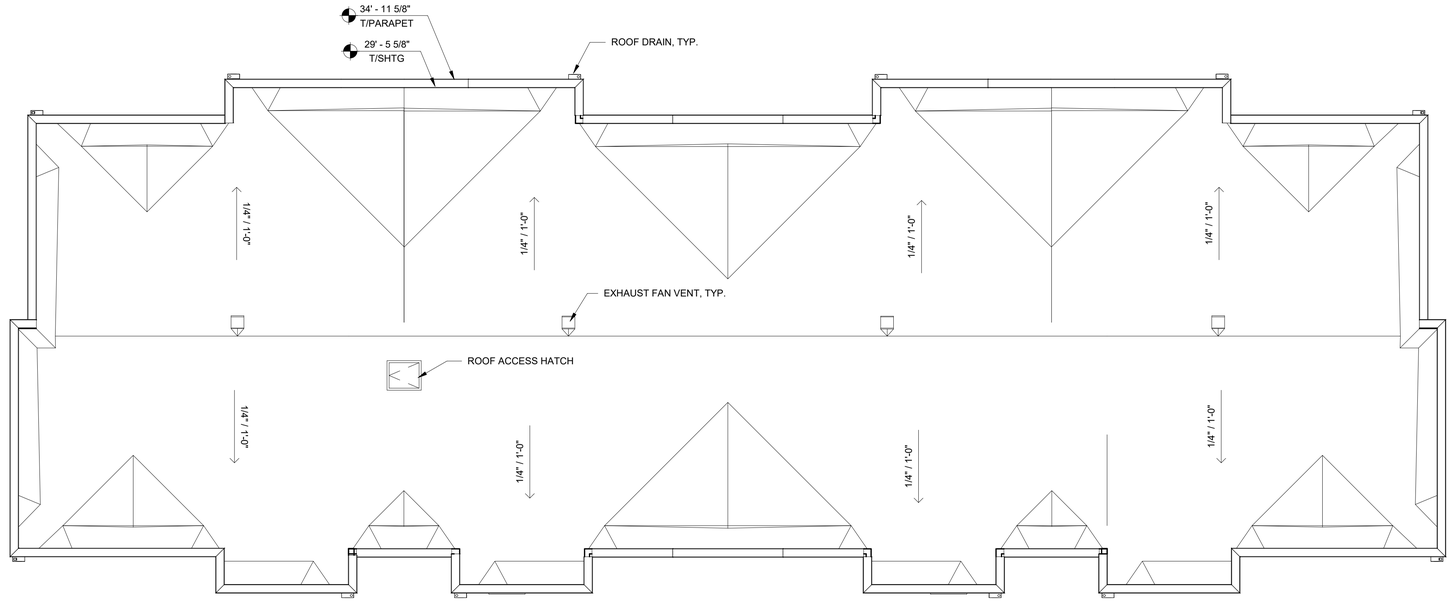
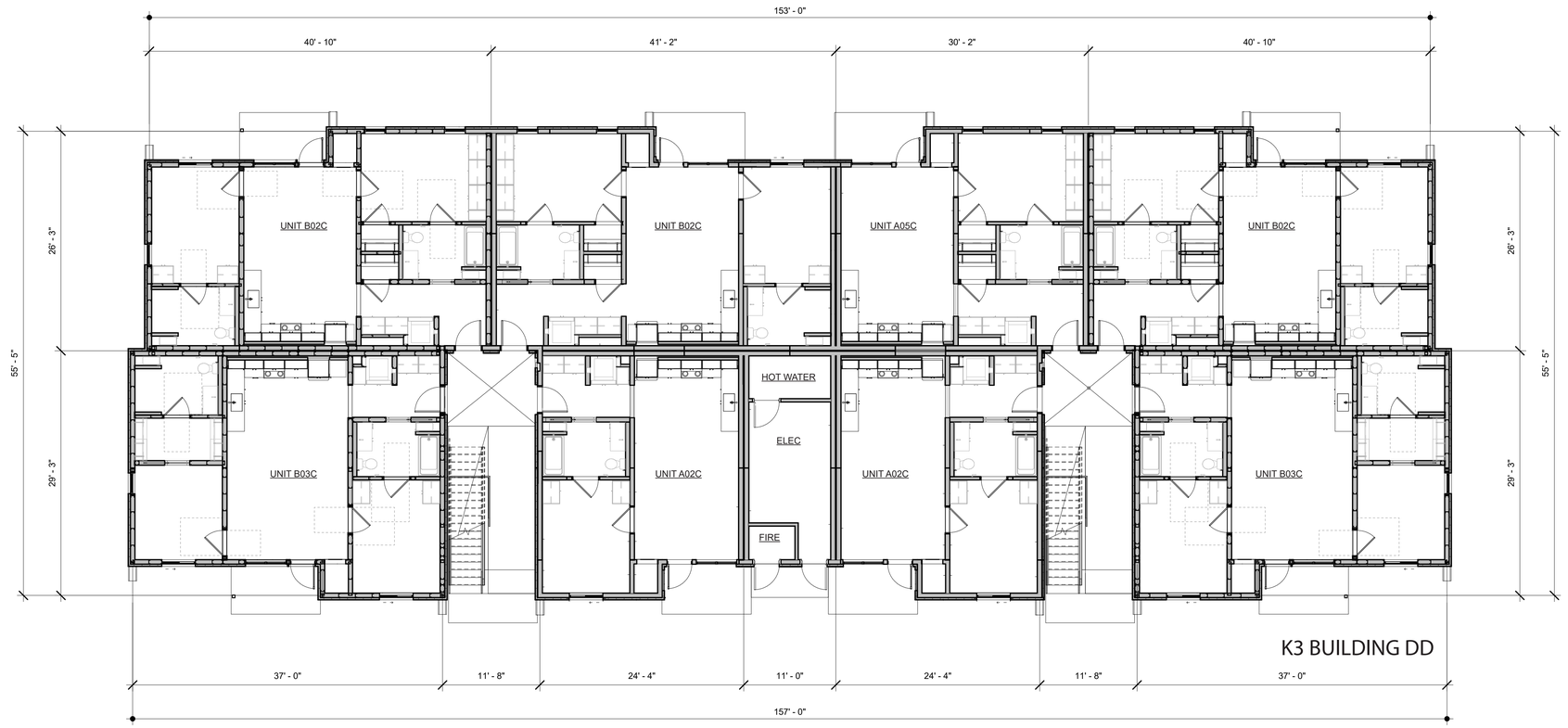
K3 FLOOR PLANS



TYPICAL ROOF PLAN



K3 BUILDING DD

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K3 FLOOR PLANS

G.01.46

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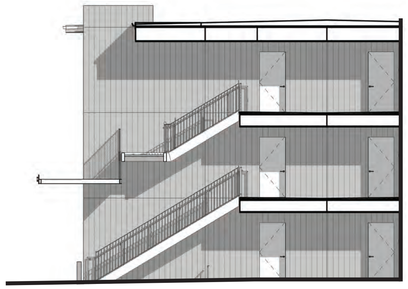
K4 ELEVATIONS

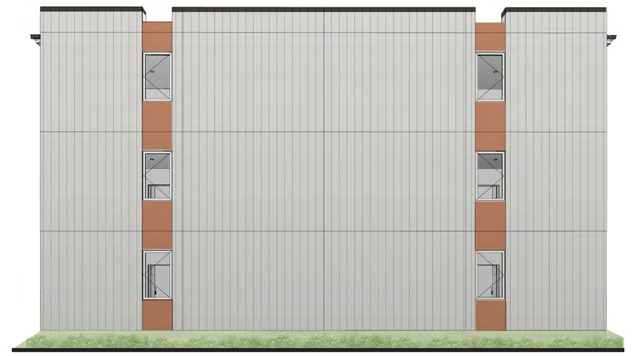
K4 BUILDING A FRONT ELEVATION

K4 BUILDING A RIGHT ELEVATION



SECTION AT BREEZEWAY

K4 BUILDING A BACK ELEVATION



K4 BUILDING A LEFT ELEVATION

KATERRA

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K4 ELEVATIONS
G.01.42

7/24/2019 1:14:29 PM BIM 360://000-18023 (P-19-016) Tracy Sheets CDC Tracy Site.rvt

K4 ELEVATIONS

K4 BUILDING B FRONT ELEVATION

K4 BUILDING B RIGHT ELEVATION

Allura 8" Grooved Fiber Cement Panel

Allura Traditional Lap Siding Fiber Cement Panel

Allura Traditional Lap Siding Fiber Cement Panel

Prefab Accessory Color

Red-Orange Accent Color

Green Accent Color

Blue Accent Color

Window Frame K3

Window Frame K4

SECTION AT BREEZEWAY

K4 BUILDING B BACK ELEVATION

K4 BUILDING B LEFT ELEVATION

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K4 ELEVATIONS
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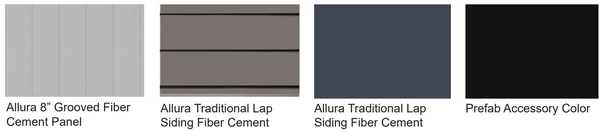
K4 ELEVATIONS

K4 BUILDING C FRONT ELEVATION

K4 BUILDING C RIGHT ELEVATION



Allura 8" Grooved Fiber Cement Panel

Allura Traditional Lap Siding Fiber Cement Panel

Allura Traditional Lap Siding Fiber Cement Panel

Prefab Accessory Color

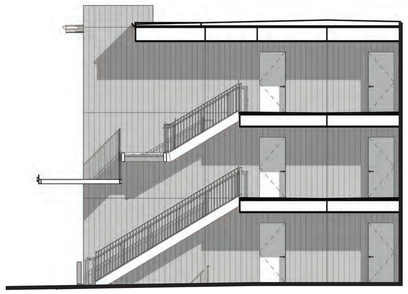
Red-Orange Accent Color

Green Accent Color

Blue Accent Color

Window Frame K3

Window Frame K4



SECTION AT BREEZEWAY

K4 BUILDING C BACK ELEVATION

K4 BUILDING C LEFT ELEVATION

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K4 ELEVATIONS
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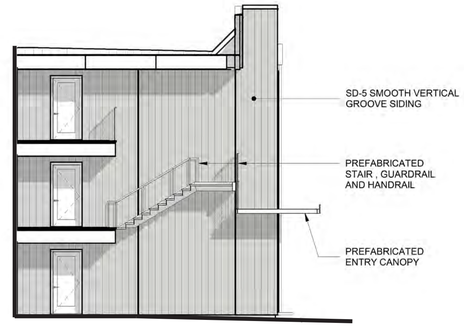
K3 ELEVATIONS

K3 BUILDING BD FRONT ELEVATION

K3 BUILDING BD RIGHT ELEVATION



SECTION AT BREEZEWAY

K3 BUILDING BD BACK ELEVATION

K3 BUILDING BD LEFT ELEVATION

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K3 ELEVATIONS
G.01.47

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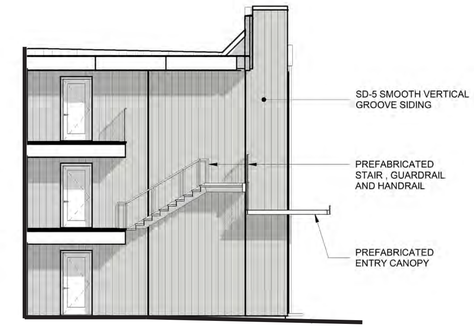
K3 ELEVATIONS

K3 BUILDING BF FRONT ELEVATION

K3 BUILDING BF RIGHT ELEVATION



SECTION AT BREEZEWAY

K3 BUILDING BF BACK ELEVATION

K3 BUILDING BF LEFT ELEVATION

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K3 ELEVATIONS
G.01.48

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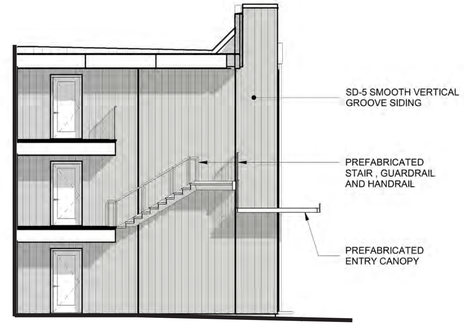
K3 ELEVATIONS

K3 BUILDING DD FRONT ELEVATION

K3 BUILDING DD RIGHT ELEVATION



SECTION AT BREEZEWAY

K3 BUILDING DD BACK ELEVATION

K3 BUILDING DD LEFT ELEVATION

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TRACY, CA 95376

Drawn By Author
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Job Number 000-18023
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ATTACHMENT J

SITE RENDERING

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City of Tracy

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RENDERING
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STREET VIEW RENDERING

VIEW FROM INTERSECTION OF VALPICO RD & GLENBRIAR ROAD

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STREET VIEWS
G.01.21

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STREET VIEW RENDERING

PARK VIEW BETWEEN BUILDING 8 & CLUBHOUSE

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Tracy Parking Study

June 2012

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CITY OF TRACY
D.E.S.

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Executive Summary

Tracy Parking Study

Planning commentators have long criticized cities for mandating too much parking for apartments, thereby raising the cost of housing, wasting urban space, and creating bad design. In fact, the Tracy General Plan Housing Element calls for an examination of parking requirements to improve affordability, allowing credit for on-street parking, and other parking adjustments to lower costs. This parking survey suggests that it would be possible to reduce parking requirements in Tracy somewhat and have no adverse impact on the quality of life of the people who reside in apartments.

Chapter 1 is a survey of 5 apartment complexes in Tracy, representing a cross-section of old and new apartments, with different unit mixes. The surveys were conducted in the late evening hours, after 9:30 p.m. on school nights, which is when apartment parking reaches its peak. The five apartment projects surveyed ranged between 1.1 and 1.31 cars parked per unit, with an average of 1.24 cars parked per unit (See Figure 1.1). Adjusted based on ITE data for an expected 8% increase in parking demand from 10 p.m. to midnight, our survey results are 1.34 (adj.) average vehicles per unit at the midnight peak.

Chapter 1 also compares the Tracy results with the Institute of Traffic Engineers, Parking Generation Manual (ITE Study), excerpted in Appendix A. The ITE Study results for suburban low to midrise apartments show slightly lower peak parking occupancy (1.23 vehicles per unit) than our Tracy parking survey (1.34(adj.) vehicles per unit). A higher parking ratio would be expected in a commuter community like Tracy with a high degree of dependence on automobile transportation.

Chapter 2 summarizes the parking requirements for 12 comparable Northern California jurisdictions (at Table 2.1). The various parking standards were then analyzed assuming a 100 unit apartment project with half one bedroom and half two bedroom units (at Figure 2.1). Tracy parking requirements are in the upper quartile of comparable cities, but not significantly higher than a lot of cities. For the typical 100 unit apartment complex, Tracy requires 195 parking spaces (1.95 spaces per unit). The median requirement for that same typical apartment

complex in the twelve jurisdictions is 175 spaces (1.75 spaces per unit). The average parking requirement for the 12 cities is 176.8 spaces (1.77 spaces per unit). The huge gap between measured peak parking demand (1.23 to 1.34 vehicles per unit) and municipal parking requirements (1.77 vehicles per unit) suggests there is a municipal tendency to overestimate parking demand that is widely shared, or perhaps, widely copied between cities.

Chapter 3 reviews some of the policy issues and literature regarding parking requirements and parking demand. Chapter 3 discusses the critique of high parking requirements, the appropriate safety margin (including the potential for a needlepoint peak), the trade-offs of improved design and increased density, the parking impact of additional bedrooms, the impact of garages, credit for on-street spaces, and other factors that would inform selection of an appropriate parking standard.

What this study does not include is a review of specific options for changes to the Tracy parking ordinance, which is most appropriately left for Tracy professional staff, and policy makers.

In summary, the parking survey suggests some reduction in Tracy's parking requirements would have no impact on the availability of parking to apartment residents, no adverse impact upon adjacent properties, and would free up land which would otherwise be wasted in never used parking spaces.

Chapter 1

Survey of Tracy Apartment Parking

This parking survey is the most important chapter in this study, because it provides the actual facts about parking demand in Tracy. What this parking survey reveals is that the current Tracy parking code requires parking supply substantially in excess of parking demand, even at peak demand hours, which for apartments are on weekday nights. Tracy requires 1.7 parking spaces for one bedroom units, and 2.2 parking spaces for two bedroom and larger units. The apartment projects that comply with current parking standards in Tracy have acres of empty parking lots night after night (Waterstone, Chesapeake Bay, and Tracy Park.)

The methodology was to count cars in apartment parking lots after 9:30 p.m., after residents are home for the evening, on the day before a school day. It is assumed that peak parking demand coincides with the night before a regular school day, which is typically also a regular work day. Based upon information from the ITE Study, parking measured at 10 p.m. is 8% below the actual peak which occurs from midnight to 4 p.m. in the morning. The five apartment projects surveyed had 876 units consisting of 200 one bedroom units, 650 two bedroom units, and 26 three bedroom units – so, the unit mix is heavily weighted toward two bedroom units.

Tracy Results

Table 1.1 and Figure 1.1 summarize the apartment survey results. The late evening average for surveyed projects was 1.24 vehicles parked per unit. Increased by 8% based on ITE Study data for time of day variations, the Tracy average is 1.34 (adj.) vehicles per unit at the midnight peak. The highest number of cars parked per unit, if we assume a 8% increase between 10 p.m. and midnight, would be Chesapeake Bay at 1.41 (adj.) vehicles parked per unit. (Overnight increase discussed further under Waterstone below) Again assuming an 8% parking increase from 10 p.m. to midnight, the apartments surveyed had

Figure 1.1 Tracy Apartment Parking Survey

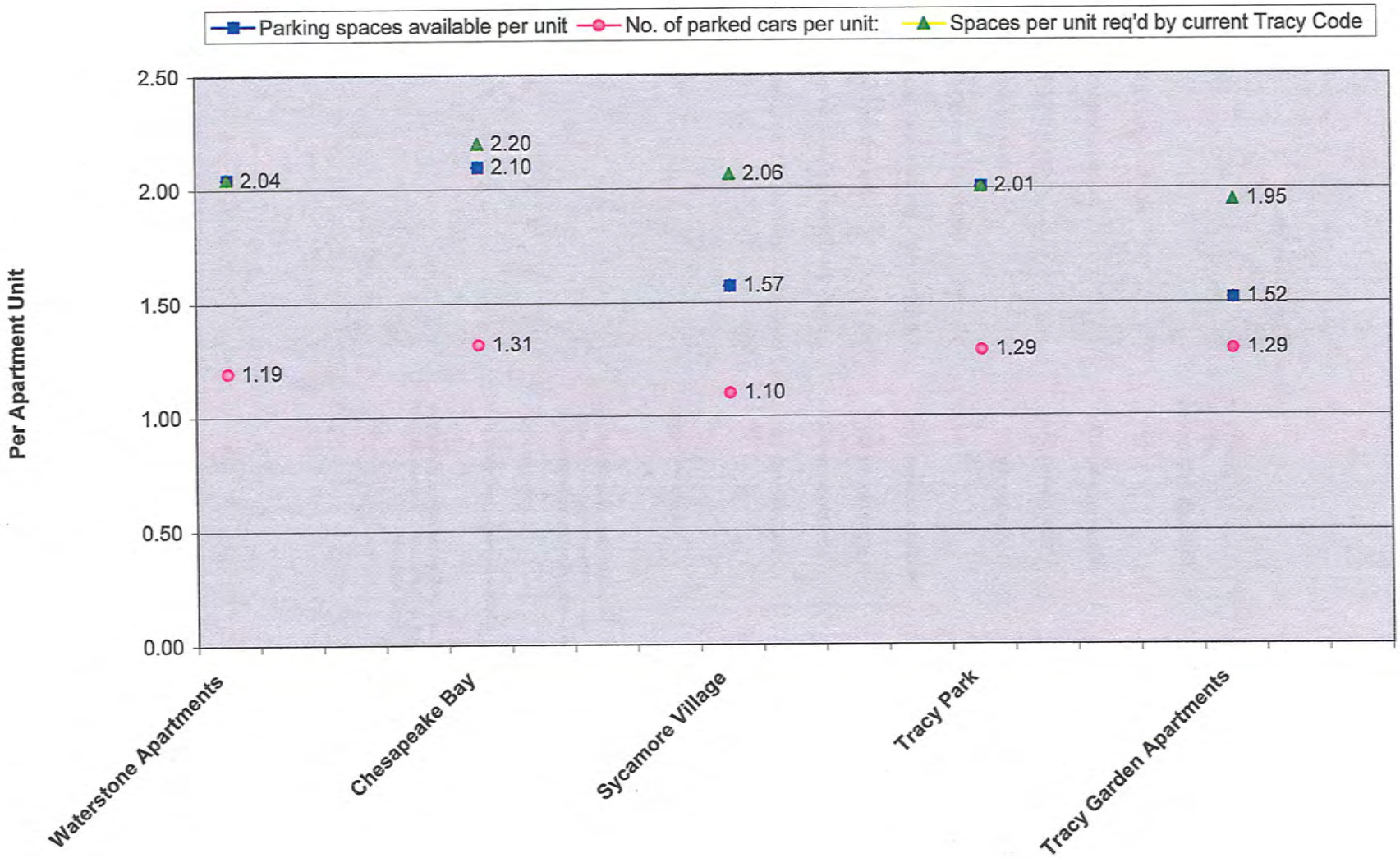

Table 1.1. Tracy Apartment Parking Survey

Late weeknight evening and overnight is considered the peak parking time for apartment projects.

		Waterstone Apartments 9:45 p.m. Monday, March 19, 2012	Waterstone Apartments 5:00 a.m. Thursday, March 8, 2012	Chesapeake Bay 10:15 p.m. Monday, May 28, 2012	Sycamore Village 9:30 p.m. Thursday, May 10, 2012	Tracy Park 9:30 p.m. Monday, May 28, 2012	Tracy Garden Apartments 10:45 p.m. Thursday May 24, 2012
A	Number of Apartment Units:	156	156	216	324	132	48
B	Number of Parking Spaces:	319 parking spaces	319 parking spaces	453 parking spaces	510 parking spaces	265 parking spaces	73 parking spaces
C	Occupied Parking Spaces	186 parked cars	198 parked cars	284 parked cars	357 parked cars*	170 parked cars*	62 parked cars*
D	Vacant Parking Spaces	133 vacant spaces	121 vacant spaces	169 vacant spaces	153 vacant spaces	95 vacant spaces	11 vacant spaces
E	Percentage of spaces occupied ,=C / B	58.31%	62.07%	62.69%	70.00%	64.15%	84.93%
F	Parking spaces available per unit ,=B / A	2.04 spaces available	2.04 spaces available	2.10 spaces available	1.57 spaces available	2.01 spaces available	1.52 spaces available
G	No. of parked cars per unit: ,=C / A	1.19 parked per unit	1.27 parked per unit	1.31 parked per unit	1.10 parked per unit	1.29 parked per unit	1.29 parked per unit
H	No. of spaces req'd by current Tracy Code	319 current Code	319 current Code	475 current Code	669 current Code	265 current Code	94 current Code
I	Spaces per unit req'd by current Tracy Code = H / A	2.04 current Code	2.04 current Code	2.20 current Code	2.06 current Code	2.01 current Code	1.95 current Code

Notes:

Unit Breakdown:	-108 two b.r., and 48 one b.r.	same project	-13 three b.r., 203 two b.r.	-13 three b.r., 223 two b.r., 88 one b.r.	-92 two b.r., 40 one b.r.	24 one b.r., 24 two b.r.
Other notes:		5 a.m. is assumed to be the peak parking time.		Second count at 10 p.m. on May 24, 2012 came in lower at 338 parked cars.	Parking shared with adjacent comm'l. *Includes 239 on project parking, and 26 shared with adjacent business parking.	Adjacent street parking being used. Second count at 10 p.m. on May 28 came in lower at 58 parked cars.
Occupancy Rate:	95% unit occupancy	same	97% unit occupancy	93% unit occupancy	98% unit occupancy	98% unit occupancy
Address:	1951 West Middlefield Drive, Tracy CA 95377	same	2943 W Lowell Ave, Tracy CA 95377	400 W. Central Ave. Tracy, CA 95376	2800 N. Tracy Blvd., Tracy, CA 95376	2926 N. Tracy Blvd, Tracy, CA 95376

Cumulative totals surveyed:
876 apartment units consisting of 200 1 b.r., 650 2 b.r., and 26 3 b.r. units.
1620 available parking spaces
1822 current parking requirements
1059 occupied spaces in late evening. Assuming 8% overnight increase in parking, then 1144 spaces occupied at midnight.
2.06 spaces required per unit under current Tracy parking code.
1.24 spaces occupied per unit
1.34 (adj.) spaces occupied per unit (assumes increase by 8% from 10 p.m. to midnight)

Parking survey conducted by Peter MacDonald
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peak parking occupancy equal to only about 63% of the Tracy parking code requirements (2.08 spaces per unit for the mix of units surveyed).

Waterstone

We initially surveyed Waterstone, the most recent project built in 2006, as representing the three story design which is characteristic of the projects likely to be built within the Tracy market, and the style most favored by institutional investors in residential real estate. We were initially surprised by the number of vacant parking spots in the late evening.

As a check on how many people come in later than the survey hours (typically 9:30 p.m. to 11:00 p.m.), we did a 5 a.m. Thursday morning count at Waterstone. That count showed an almost 4% higher occupancy rate in the early morning. This result corresponds exactly with the ITE Study data which showed an expected increase of 4% between 10 p.m. and 5 a.m..

Chesapeake Bay

The highest count we got was 1.31 occupied spaces per unit at Chesapeake Bay, an all two bedroom plus project. Even with an assumed 8% increase in overnight parking occupancy, the parking count would only be 1.41 spaces per unit. At 1.41 spaces per unit, parking occupancy at Chesapeake Bay would still be far below the City requirements of 2.2 parking spaces per unit at Chesapeake Bay.

Chesapeake Bay is a rare situation, with zero one bedroom units, 203 two bedroom units, and 13 three bedroom units. Nevertheless, Chesapeake Bay in the evening had only 1/10 of a vehicle per unit higher parking occupancy than for projects with a mix of one and two bedroom units. Notably, the Tracy parking code increases the parking requirement by 0.5 spaces per unit for that second bedroom (issue discussed below and in Chapter 3).

Tracy Park

One project, Tracy Park, represents a unique situation, because it shares parking with adjacent commercial properties. This practice is encouraged by Housing Element policies. The commercial is primarily offices. By 9:30 in the evening, parking on the office side of the shared parking lane was down to about 6 cars. It should be noted that the parking lane includes some 26 spaces officially designated as shared commercial- residential spaces. Other spaces in the shared parking lane are officially exclusively commercial, but at the late evening of our survey had some apparently residential cars parked in them. The shared spaces plus exclusively residential spaces meet current Tracy parking requirements. But, because a number of those "commercial" spaces were obviously being used by apartment tenants, we included those parked cars in our

count. So the actual vacancy rate of residentially designated spaces would have been slightly higher. Of course, at 5 p.m. in the afternoon, the shared office-apartment parking may be more occupied, but that is not relevant to establishing the general parking requirement for apartments.

Sycamore Village

Sycamore Village had the lowest number of cars parked at only 1.1 occupied spaces per unit. This is a project built during the 1980's when the parking standard was lower (i.e. there are only 1.57 parking spaces per unit). Nevertheless, there were ample vacant spaces at night. Because the cars parked per unit is lower (1.1), we wondered if there is some impact from an available bus route, relative proximity to downtown, or regulatory limits from the landlord. The remainder of surveyed projects were consistent at 1.2 to 1. 3 cars parked per unit in late evening.

Tracy Garden Apartments

Finally, the Tracy Garden Apartments is an older project built around 1970, and had only 1.52 spaces available per unit. But, there were still ample spaces available in late evening. The Manager mentioned that there is available street parking, and it looked like the street parking was being used by 3 or 4 cars, enough to loosen up the on-site parking.

Comparison with ITE Parking Generation Manual

The Tracy parking survey surprised us with the small number of cars parked per unit. But, in reviewing the Institute of Traffic Engineers, Parking Generation Manual, 4th Edition 2010 (ITE Study at Appendix A), Tracy apartment parking counts (after 8% adjustment) were slightly higher than the ITE surveyed suburban apartments (1.23 vehicles per unit v. 1.34 (adj) vehicles per unit). This is not surprising given the automobile dependency of most Tracy apartment locations, and the higher proportion of commuters who need a car to get to jobs outside of the City of Tracy.

In summary, the ITE results were:

Low/Midrise Apartment:	Weekday Suburban Peak Period:	1.23 veh/unit
Low/Midrise Apartment:	Weekday Urban Peak Period:	1.20 veh/unit
Low/Midrise Apartment:	Saturday Urban (overnight)	1.03 veh/unit

One issue raised by the ITE apartment parking survey, but not explained, is the potential for a needlepoint peak. For the range of results on Low/Midrise Suburban Weekday (overnight) peak, involving 21 projects surveyed, ITE shows a range of 0.59 to 1.94 vehicles per dwelling unit. At 1.94 vehicles per dwelling

unit, at least one project could exceed most standard municipal parking codes requirements. But, ITE does not explain the one high result. It may have been a true outlier, related to unique circumstances of that particular location, because the 95% confidence interval was shown as 1.10 to 1.37 vehicles per unit – not pulled up on the high side by that one data point. Chapter 3 has further discussion regarding any potential needlepoint peak.

For the Tracy apartment parking survey, we did drive through the several projects on a weekend afternoon to see if parking occupancy was greater, but parking occupancy was somewhat lower. Consistent with our observations, the ITE Study Saturday survey also did not reveal a weekend peak comparable to the weekday night peak, dropping from 1.23 down to 1.03 vehicles parked per unit.

The ITE Study at p.51 does include a 24 hour survey, with percentage of the peak occupancy shown for each hour. The ITE Study finds the peak parking period to be from 12 a.m. to 4 a.m., with parking demand at 10 p.m. at 92% of the peak, and parking demand at 5 a.m. at 96% of the peak. The ITE difference between 10 p.m. and 5 a.m. comes out at 4%, which equals the difference our Waterstone 5 a.m. count demonstrated for those hours. Not surprisingly, during the day and early evening, between 7 a.m. and 9 p.m. the parking occupancy falls to more than 20% below the overnight peak.

The ITE Study (at p. 50) has some data on the parking increase between entire projects that average 1.5 bedrooms or less, versus entire projects that average over 2 bedrooms each. For projects averaging less than 1.5 bedrooms, parking was 92% of the overall average. For the projects averaging over 2 bedrooms, parking was 13% higher than the average. So, the difference in parking demand between apartment projects averaging less than 1.5 bedrooms and those averaging over 2.0 bedrooms is about 21% - a substantial increase. (Issue discussed further in Chapter 3).

Overall, nothing in the ITE parking survey suggests the Tracy apartment parking survey missed some important factor. Tracy parking demand is a little higher than national parking patterns for apartments (0.08 vehicles per unit higher).

Chapter 2

Comparison with Apartment Parking Standards in Other Cities

We compared Tracy's parking ordinance and requirements with those of 11 other Northern California cities (Table 2.1). For the cities studied, we applied their parking standards to a typical apartment project consisting of 100 apartments, with 50 one bedroom units, and 50 two bedroom units. The results of that comparison are shown graphically in Figure 1.1. The parking code excerpts from those cities are at Appendix B.

Summary of Results

The required parking for that typical apartment project range from 1.48 spaces per unit in San Jose, up to 2.00 spaces per unit in Dublin and Lodi. Among the 12 comparable cities, Tracy's parking requirements are third highest, at 1.95 spaces per unit just below Dublin and Lodi, and just above San Leandro at 1.88 spaces per unit. The median parking requirement for the subject cities is 1.75 spaces per unit. The average parking requirement is 1.77 spaces per unit, and the most common parking requirement, shared by four cities, is 1.75 spaces per unit.

While the parking requirement ranged from 1.48 to 2.00 spaces per unit, the formulas for calculating parking requirements varied substantially between cities.

Per Unit vs. Per Bedroom Standards.

In effect, three of the 12 cities have a "per unit" standard, rather than a standard that varies by the number of bedrooms. For the remainder of cities that do increase the parking requirement per bedroom, the steepest increased parking requirement is typically between one and two bedroom units. For those cities, the two bedroom requirement is typically at least 0.5 spaces higher than for one bedroom units. Tracy requires 0.5 spaces more for a two bedroom unit than for a one bedroom unit. As discussed further in Chapter 3, the ITE Study does suggest that the second bedroom might add a marginal demand for about 0.35 to 0.45 additional parking spaces.

Covered Spaces.

Only half of the twelve studied cities require covered spaces. Some cities like Dublin say "covered or garaged spaces". Typically, the city requires only one covered space per unit, but San Leandro requires 2 covered spaces for 2 bedroom and larger units, and Dublin does the same for two bedroom condominium units.

The Garage Problem

Surprisingly, the only city with a notable problem relating their parking was Dublin, with the highest apartment parking requirement of all cities studied, at 2.00 spaces per apartment unit. In fact, Dublin has even higher parking requirements for condominiums, requiring two "covered or garaged" spaces for condominiums, but only one "covered or garaged" space for apartment units. Dublin then requires an additional 0.5 space of open parking per condo.

The parking problem arose in a complex of townhouse- condominium projects, in Eastern Dublin, built recently (after 2000) under the existing parking standards. In touring that area, every open parking spot seems to be taken, and there are overflow cars parked on nearby vacant fields. According to a consultant to the master developer, the builder built inside, garaged parking spaces for most of the condominiums constructed. Some of the inside spaces are tandem spaces. Now, it appears, a number of the occupants have converted their garaged spaces into storage, and those occupants are vying for the open parking spots. It was pointed out the on-street spaces in many cases are more convenient to the unit than the garaged spaces at a lower level.

The issue of garaged spaces is addressed in only two of the ordinances studied, San Jose and Modesto. San Jose has higher parking requirements for projects with garaged spaces. For example, for a two bedroom unit with one garaged space, San Jose requires 0.3 additional open parking spaces. For a two bedroom unit with two garaged spaces, San Jose requires 0.8 additional open parking spaces. Modesto requires an additional 0.5 open parking spaces for each garaged space.

The San Jose Approach

The San Jose parking ordinance was substantially re-written in the year 2000. Though simple and understandable, the San Jose parking ordinance is also nuanced. The parking ordinance revision was apparently the result, at least in part, of a larger public-private collaboration, led by the Silicon Valley Manufacturers Association. In the late 1990's,the San Jose community was concerned because having the highest housing costs in the country was making

it increasingly difficult to retain quality employees and firms in Silicon Valley. The San Jose metro area economy was losing competiveness to new high tech centers, both in and out of United States. The result was a systematic effort by the City of San Jose to produce high density development, when possible coupled with transit, so market rate affordable housing would be more available to potential employees. From 1996 to 2000, multi-family units jumped from 47% to 70% of total housing production, and has stayed above that percentage almost every year since. Beyond that, San Jose has an even lower parking standard for "pedestrian oriented zoning districts", like downtown and transit oriented (TOD) developments.

By addressing the special problem of garaged spaces explicitly, San Jose was apparently able to lower its base parking standard to a level much closer to the measured demand for apartment parking. I.e. Compared to other cities, the San Jose standard of 1.48 spaces per unit is much closer to the ITE measured average peak period parking demand for low to midrise apartment projects (1.20 to 1.23 spaces per unit in ITE Study).

The survey of comparable cities shows a lot of similarity in total parking requirements between Northern California cities. But, with the exception of San Jose, the municipal parking requirements are typically about half a space per unit in excess of the peak parking demand that can be expected from new apartment projects.

Chapter 3

Policy Considerations

The Tracy parking survey shows parking at only 1.34 (adj.) vehicles per unit at midnight peak. We gained some confidence in the Tracy results when the ITE Study came up with similar, but lower, peak parking results (1.23 vehicles per unit). Both survey results demonstrate parking demand far below the parking requirements for Tracy and comparable cities.

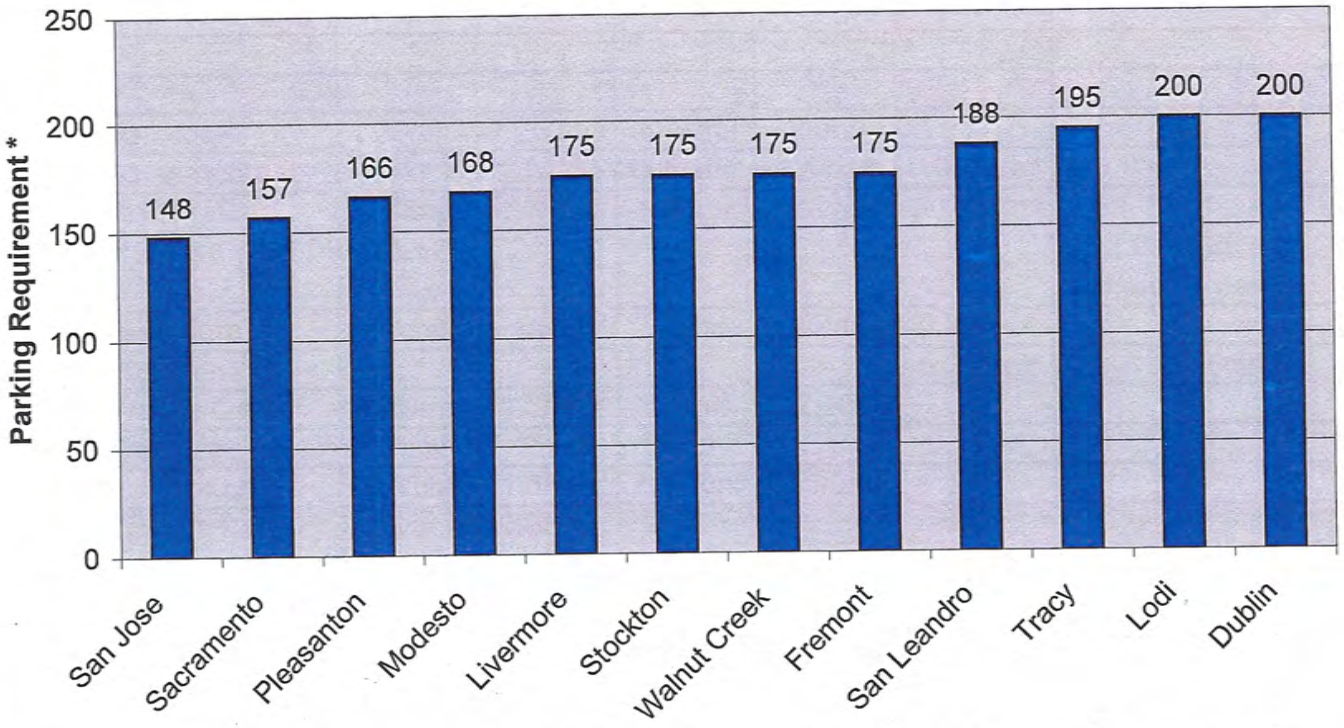
Apartment Demographics

However, the parking survey results are no longer surprising when we look at the demographics of renters. The National Multi Housing Council collated U.S. Population Survey and other results from the U.S. Government studies, included here as Appendix C. Appendix C at page 4 shows that 49% of rental households have only one person. Also at page 4, 70% of rental households consist of a single male, a single female, or a single parent. The entire balance of parking demand has to come from the remaining half of the units, so 1.23 to 1.34 vehicles parked per unit allows for a high proportion of two vehicle ownership among two adult households (especially when we factor in people away traveling with their vehicles and some no vehicle households). We could find no authority suggesting that the long run trend toward smaller household size is about to change.

Parking Literature

A number of critics, led by Donald Shoup, a UCLA urban planning professor, have written at length about how free parking distorts urban design and raises costs (e.g. The High Cost of Free Parking, Updated Edition, 2011). Dr. Shoup argues from an almost libertarian point of view, suggesting that we should "let prices do the planning". Another group of critics, centered on the Conference for the New Urbanism, and personified by Andres Duany and his wife Elizabeth

Firgure 2.1 Apartment Parking Standards by Jurisdiction



*** Parking Requirement for a 100 Unit Apartment with 50 1-bedroom Units and 50 2-bedroom Units**

Table 2.1. Apartment Parking Standards by Jurisdiction

	Jurisdiction	Studio	1 BR	2 BR	3 BR	guest	Ratio/Unit	Parking req'mt: 100 unit apartment; with 50 1 br units and 50 2 br units	
1	San Jose	1.25/unit	1.25/unit	1.7/unit	2/unit			148	
2	Sacramento	1.5/unit	1.5/unit	1.5/unit	1.5/unit	0.067/unit		157	
3	Pleasanton	1.5/unit	1.5/unit	1.5/unit	2/unit	0.143/unit	2 ea. For 1st 4 units	166	
4	Modesto	1/unit					2.0 1st 36 un, then 1.5 per un.	168	
5	Livermore	1/unit	1/unit	2/unit	2/unit	0.25/unit		175	
6	Stockton					0.25/unit	1.5/unit	175	
7	Walnut Creek	1.25/unit	1.5/unit	2/unit	2.25/unit			175	
8	Fremont	1/unit	1/unit	1.5/unit	1.5/unit	0.5/unit		175	
9	San Leandro	1.5/unit	1.5/unit	2.25/unit	2.5/unit			188	
10	**Tracy**	1.5/unit	1.5/unit	2/unit	2/unit	0.2/unit		195	
11	Lodi						2/unit	200	
12	Dublin	2/unit	2/unit	2/unit	2/unit			200	

Notes:

1	San Jose:	None covered; Bicycle spaces req'd; higher standard for garaged spaces.
2	Sacramento:	None covered.
3	Pleasanton:	1 covered space per unit; 2 spaces each for first 4 units.
4	Modesto:	None covered; higher standard for garaged spaces; 2 spaces each for first 36 units; tandem, RV provisions.
5	Livermore:	None covered.
6	Stockton:	None covered.
7	Walnut Creek:	1 covered space per unit.
8	Fremont:	1 covered space per unit; possible credit for available on-street parking.
9	San Leandro:	2 covered for 2 br and +; a .25 guest space req'mt is included in per bedroom standard- not additional.
10	**Tracy:**	1 covered space per unit.
11	Lodi:	None covered.
12	Dublin:	1 covered space per unit.

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June 2012

Plater-Zybeck argue for walkable high density cities built around public transit to encourage a lively street life. These critics follow in the footsteps of the great Jane Jacobs, who wrote The Death and Life of Great American Cities in 1961, which changed the perspective of urban planning away from providing convenience for cars to providing livable neighborhoods. Both lines of criticism have much validity, but are generally directed at central city settings.

Framework for Analysis

This parking study needs to address the setting of the freestanding suburban apartment complex, and the planning considerations that could help select the most appropriate parking standards. The widespread adoption of municipal off-street parking requirements following World War II addressed the problem of externalities: By requiring property owners to provide adequate on-site parking for its customers or residents, the city avoids the nuisance of all those vehicle owners taking up limited public parking, and saves the vehicle owner from the inconvenience of walking great distances to their destination.

For this analysis, we start by accepting the need to handle all parking needs of apartment residents on-site. That requires understanding the actual parking demand that can be expected, including what types of peaks might occur, and how often. Given that information, there remains a key policy question about what "safety margin" should be required to deal with unexpected peaks and changing demographics.

There are several additional urban planning considerations that should influence selection of the safety margin for municipal parking requirements. First there is cost, because space wasted on un-needed parking increases the cost of housing. The Tracy General Plan Housing Element at Program 4.3 calls for the City to "*facilitate affordable housing development by reducing development standards such as parking requirements, setbacks, and other requirements.*" Second, un-needed parking adversely affects the design and amenities in projects. The alternative designs for the MacDonald Apartments provide a case study of how design can improve with reduced parking requirements (discussion below). The public costs of an unrealistically high safety margin for parking are more expensive housing, less desirable design, and fewer amenities. There is no public benefit from unrealistically high parking standards.

Needlepoint Peaks?

The Tracy Parking Survey, and the ITE Study, both suggest that weeknight peak parking demand for apartments averages about 1.20 to 1.34 vehicles per apartment unit. But, what about annual or monthly peaks? The ITE Study gives the range of peak parking demand for the surveyed projects. According to ITE, for suburban apartments there was one project with 1.94 vehicles per unit, and for urban apartments there was one project with 2.50 vehicles per unit. The

urban project can probably be ignored because urban parking garages are frequently managed to lease out any predictably unused parking. The suburban project at 1.94 vehicles per unit is more troubling, but as one of 21 projects surveyed, it apparently had no companion projects at the high end or there would have been more impact on the average.

Apartment parking is unlike retail parking in which there are peaks far above the daily pattern of usage, at Christmas, special events, and certain times of the week or times of the day. By its nature, apartment occupancy peaks each night, especially on weeknights before school days, as confirmed by our surveys and the ITE survey. At other times when parking demand might increase for some residents, as with Christmas parties, or summer visitors, there will be a reciprocal contingent of the apartment residents going to parties elsewhere or traveling elsewhere. The typical weekday is apparently quite close to the annual peak. If there is a peak time that we have missed, anyone with special knowledge is encouraged to share that information with us.

Per Bedroom or Per Unit Requirements

In Chapter 1, we reported the ITE Study results showing that parking demand is 21% higher for projects averaging 2.0 bedrooms or more than for projects averaging 1.5 bedrooms or less. But, we don't know exactly what the average number of bedrooms was for those two groups to derive a gradient for the marginal impact on parking demand of going from a one bedroom to a two bedroom apartment. If we assume the two groups of projects have an average difference of 0.7 bedrooms (e.g. 1.4 bedrooms average for the smaller sized projects and 2.1 bedrooms average for the larger sized projects), then each marginal bedroom would generate demand for 0.35 additional parking spaces. If we assume (unrealistically) that the two groups of projects have an average difference of exactly 0.5 bedrooms (i.e. 1.5 bedrooms average for the smaller sized projects, and 2.0 bedrooms for the larger sized projects), then each marginal bedroom would generate demand for 0.50 additional parking spaces. That is the Tracy standard. Either way, it is obvious that a per bedroom standard does capture a real factor causing increased parking demand.

Another clue is the San Jose ordinance, which appears to be based upon more precise study than other cities, certainly with respect to total parking demand. There the parking requirement for studio and one bedroom units is 1.25 spaces, but for two bedroom units it jumps to 1.70 spaces – an increase of 0.45 spaces for the second bedroom. So, the range of 0.35 to .045 additional spaces would appear to capture the marginal impact of a second bedroom. The Tracy standard of 0.5 additional spaces for two bedroom and larger units probably also captures the further parking demand resulting from the occasional three bedroom unit.

On Street Spaces

The Tracy General Plan Housing Element at Program 4.3 provides: "*Depending on the location of proposed development, consider shared parking opportunities (between nonresidential and residential uses) and the ability of street parking to fulfill a portion of a project's parking demand*" Several of the comparable cities including Fremont and Dublin have such a policy. In the survey of Tracy Garden Apartments (built under a lower parking standard), the Manager mentioned that tenants do use on-street parking near their units, thereby lowering demand for on-site spaces.

Whether or not parking credit is given, on street parking adjacent to apartments has several worthy impacts of the kind that Jane Jacobs would approve. First, on street spaces are "anytime" spaces, available not just to guests and residents of the apartment, but also to provide overflow parking for events up and down the neighborhood street. Second, on-street parking provides a protective shield to the adjacent sidewalk, making use of that sidewalk by kids, bikes, trikes, and people out walking, more comfortable and physically safe. When combined with buildings facing the street, the eyes on the street from apartments above, and people activity below, on street spaces make the sidewalk safer from crime and encourage increased use of the sidewalk. Third, on any residential street, the presence on-street parking slows down through traffic to residential speeds, protecting the safety of pedestrians and vehicles further up and down the adjacent street.

A middle ground from a policy perspective might be to allow on-street spaces to count toward the guest parking requirements. In Tracy that would put a limit of 0.2 spaces per unit on the use of adjacent on-street spaces. Another policy option would be to limit credit to only those on street spaces immediately adjacent to the project itself.

Garage and Tandem Spaces

The lesson from the Dublin experience with garages and tandem spaces described in Chapter 2 is that additional parking should be required for garages and tandem spaces, such as the standards set in the San Jose parking ordinance.

Case Study

The impact of parking requirements on apartment design and cost can be best understood by review of alternative site plans considered in designing the MacDonald Apartments, at Appendix D. Both Alt 2 and Alt 3 have 60 units consisting of 3 three story buildings (two 24 plexes, and one 12 plex).

The plan labeled Alt 2 has the 12 plex forward facing the street. Alt 2 (building front plan) is an earlier version of the plan which has recently been submitted to the City for approval. In constrast, Alt 3 (parking front plan) has the 12 plex set back on the lot with a parking bay along the frontage. Alt 3 was designed to overcome the potential shortage of required parking, and will be revived if necessary.

It should be noted that increasing density by going above three stories with structured parking or using underground parking is not economically feasible in Tracy. The cost impact of structured parking is an increase of approximately $75 per rentable square foot.

Comparing Alt. 2 and Alt 3, the Alt. 3 parking yield from a geometric parking lot adjacent to the public street is 9 additional parking spaces. The Alt 3 plan lacks the building wall on the street that Alt 2 provides, and has somewhat less open space. But Alt 3 meets the requirements of the Tracy parking and design codes (if on street parking is given credit).

If the 8 new on-street spaces are given parking credit, then Alt 3 exceeds the City parking requirement of 117 spaces by 2 spaces (at 1.98 spaces per unit). In constrast, even if the 8 on-street spaces are given parking credit, the Alt 2 plan (at only 1.83 spaces per unit) still falls 7 spaces short of the City parking requirements. Both plans substantially exceed the measured peak parking demand in Tracy of 1.34 (adj.) spaces per unit. Even at 1.83 spaces per unit, the Alt 2 plan is parked at almost half a space higher per unit than projected parking demand (i.e. 0.49 spaces per unit excess parking which is a 37% safety margin).

Now if it becomes necessary to meet the current parking requirements, there are two ways to adjust the project proposal. First, Alt 2 can be modified to eliminate the third floor from the 8 plex, eliminating the need for 7.8 spaces. Second, if on-street spaces are not given credit, elimination of the 12 plex third floor and a fall back to the Alt 3 plan would provide 9 additional spaces, for a 17 space swing, causing the project to exceed current parking code by ~~0.8~~ 2 spaces of a space.

Safety Margin

Finally, the real issue is what level of safety margin (excess parking) should the City deem sufficient. To provide residents a choice of readily available parking spaces, there needs to be more parking than peak weekday evening parking demand. That buffer can also help deal with the needlepoint peak that we considered earlier, should one ever occur. To analyze, we compare the results of the Tracy parking survey (1.34 (adj.) vehicles per unit) to the Tracy parking code requirement for the combination of units included in the survey (2.08 spaces per unit including the 0.2 required guest spaces).

The following are the safety margins that result for alternative parking standards expressed as per unit parking standards: (spaces per unit standard / 1.34)

2.08 spaces per unit	= Safety margin of 55.2% -current requirement
1.90 spaces per unit	= Safety margin of 41.8%
1.80 spaces per unit	= Safety margin of 34.3%
1.70 spaces per unit	= Safety margin of 26.9%
1.60 spaces per unit	= Safety margin of 19.4 %
1.50 spaces per unit	= Safety margin of 11.9%

Conclusion

There is nothing in the planning literature or the two surveys to suggest that apartment projects are subject to needlepoint peaks in parking demand which require an extraordinary safety margin. Thus, the safety margin needed to provide ample parking choice to residents should suffice to handle any peak event that might occur. The public costs of having an excessive safety margin is higher housing costs, fewer amenities, and less desirable project designs. We have provided accurate parking data, but the appropriate size of the safety margin is a policy decision for public officials of the City of Tracy.

ADDENDUM TO INITIAL STUDY/MITIGATED NEGATIVE DECLARATION for the

TRACY VALPICO APARTMENTS PROJECT

July 2019

Submitted to:

City of Tracy
Development Services Department
333 Civic Center Plaza
Tracy, California 95376
(209)831-6400

Prepared by:

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1020 Suncast Lane, Suite 106
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1.0 INTRODUCTION

This environmental document is an Addendum to the Tracy Valpico Apartments Project Initial Study/Mitigated Negative Declaration ([IS/MND] adopted on December 18, 2012 by the City of Tracy, with subsequent revisions approved in 2016. Since adoption of the IS/MND and subsequent revisions, additional changes to the site plan and proposed number of residential units for the previously Approved Project have been proposed, thus requiring further environmental analysis. The proposed changes to the site plan and minor increase in residential units are addressed in this Addendum. As demonstrated in this Addendum, the IS/MND continues to serve as the appropriate document addressing the environmental impacts of the Project, pursuant to the California Environmental Quality Act (CEQA).

1.1 BACKGROUND

In 2012, the City of Tracy received development applications for two adjacent apartment projects: the Valpico Apartments and the MacDonald Apartments.

The IS/MND was prepared to address construction-level and operational impacts of the proposed Valpico Apartment project, which was approved concurrently with the adjacent MacDonald Apartments project at the same public hearing.

While the Valpico project relied on the above-referenced IS/MND for CEQA clearance, the MacDonald Apartments project relied on a CEQA Guidelines Section 15183 exemption.

The previously approved Valpico project included plans to construct 184 apartments, while the previously approved MacDonald project proposed 60 apartment units. Together, these projects would consist of 244 multi-family housing units with associated parking and onsite residential amenities. The two project sites are adjacent to each other on approximately 11.62 total acres. The two projects have been planned and designed to serve as a single development project with consistent design and shared amenities and utilities.

Subsequent revisions to the combined projects were approved in 2016 that slightly increased the total number of housing units from 244 to 252 multi-family housing units. However, no additional CEQA review was necessary because of the projects' similarity to the original approvals.

The IS/MND (Valipico) and the 15183 exemption (MacDonald) evaluated potential environmental effects associated with full development of each residential multi-family apartment project. The environmental analysis in the Valpico IS/MND addressed the following topics: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural and tribal resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land

use and planning, mineral resources, noise, population and housing, public services, recreation, transportation/traffic, utilities and service systems, and mandatory findings of significance. All impacts in the IS/MND were mitigated to below a level of significance through the implementation of mitigation measures.

Since adoption of the IS/MND and subsequent revisions, the Project Applicants for both the Valpico and MacDonald projects have decided to combine their projects into a single cohesive multifamily residential development.

This combined project, now referred to as the Katerra Project, is the subject of the analysis in this Addendum. The Katerra Project is also referred to as the "Modified Project" in this document. The Modified Project would include eleven 3-story residential apartment buildings, totaling 264 units and a 6,500 square foot clubhouse amenity and onsite parking.

Overall, the development of the Modified Project would remain consistent with the uses, building heights, and overall layout of the uses approved in 2012 and again in 2016 for the Valpico and MacDonald projects, but with an increase of 20 additional units than were contemplated in the 2012 approvals, and 12 additional units beyond what was approved in 2016. These refinements are described in Section 2.0 of this document and are the subject of this Addendum.

1.2 PURPOSE OF ADDENDUM TO THE IS/MND

When an approved project is changed or there are changes in the environmental setting or other circumstances surrounding the development of the project, a determination must be made by the Lead Agency as to whether an Addendum or Subsequent EIR or MND is prepared. CEQA Guidelines Sections 15162 and 15164 sets forth criteria to assess which environmental document is appropriate. Based on those criteria and the initial study, if the Lead Agency concludes all of the following, then an Addendum is the appropriate document:

- No new significant impacts will result from the project or from new mitigation measures.
- No substantial increase in the severity of environmental impact will occur.
- Alternatives or mitigation measures previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.
- Feasible alternatives or mitigation measures which are considerably different from those analyzed in the previous CEQA document would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

Based upon the information provided in Section 3.0 of this document, the changes to the Approved Project will not result in new significant impacts or substantially increase the severity of impacts previously identified in the IS/MND, and there are no new or previously infeasible mitigation measures or alternatives that would substantially reduce any significant environmental effects of the Modified Project.

Because none of the conditions described in Section 15162(a) of the CEQA Guidelines is present, the City has determined that an Addendum is the appropriate form of CEQA compliance for the Modified Project, and this Addendum has been prepared to document that determination.

1.3 CONCLUSIONS

This Addendum addresses the environmental effects associated only with refinements to the Approved Project that have occurred since adoption of the IS/MND. The conclusions of the analysis in this Addendum remain consistent with those made in the IS/MND. No new significant impacts will result, and no substantial increase in the severity of impacts will result from those previously identified in the IS/MND, and none of the other conditions described in Section 15162(a) are present that would require further environmental review.

2.0 PROJECT DESCRIPTION

The Modified Project would include the construction and operation of 264 multi-family residences on the 11.62-acre site. Additional project details are described below under Section 2.2.

2.1 PROJECT LOCATION AND SETTING

The approximately 11.62-acre project site is located at the northwest quadrant of the intersection of South MacArthur Drive and Valpico Road in the southern portion of the City of Tracy. The project site is bound by Valpico Road to the south, existing development to the North and east and vacant land to the west. The project site contains a single-family home at its west end, which will be demolished. Landscaping trees are located along the southern edge and western vicinity of the project site. Lands to the south, east, and north of the project site consist of single-family residential uses. There is a Rite Aid store located immediately east of the project site, along the project site's eastern boundary. Commercial, industrial, and vacant land uses are located adjacent to the west and northwest of the project site.

2.2 PROJECT MODIFICATIONS SINCE IS/MND ADOPTION

The previous environmental analyses describe the development of 184 multi-family housing units on the Valpico site and 60 multi-family housing units on the MacDonald site. The Approved Projects would consist of nine, three-story buildings with 24 apartment units in each building, one tree-story building with 12 units, plus 16 rental townhomes in six buildings of two stories each. Parking would

be located throughout the site, adjacent to the apartment buildings. The Approved Projects would include a leasing office, swimming pool, sidewalks, a bike path, and landscaping improvements throughout the site. Landscaping would be provided throughout the site. All existing structures, foundations, surfacing, etc. would be demolished and removed as part of the Approved Project. The Approved Valpico Project also included a request for a General Plan Amendment (GPA) to designate the site Residential High, and a zoning change to zone the site High Density Residential. This GPA and zoning change were approved by the City in 2012, but the project was never constructed.

The Approved Project also describes the development of all associated supporting infrastructure (driveways, water, sewer, etc.). Utility extensions would be installed to provide services to the project. Utility lines within the project site and adjacent roadways would be extended throughout the project site. Wastewater, water, and storm drainage lines would be connected via existing lines along the surrounding roadways (Valpico Road).

Access to the project site would be provided along Valpico Road. As part of the Approved Project, the project applicant would construct a new segment of Glenbriar Drive, running north-south, along the western edge of the site. There would be two access points to the western side of the project site from the newly constructed segment of Glenbriar Drive. An additional site access point would be provided from Valpico Road, near the southeastern corner of the project site.

As noted previously, the original Valpico project was approved concurrently with adjacent MacDonald Apartments Project on the western portion of the site. However, no buildings have been constructed since the approvals were granted. In 2016 the City Council received and approved revisions to both projects, increasing the total number of units from 244 multi-family housing units total to 252 residential multi-family units as part of the combined Valpico and MacDonald projects.

The Modified Project, which is the subject of this analysis, would consist of 264 multi-family apartment units located within 11 3-story buildings, 418 onsite parking spaces, and a 6,500 sf clubhouse. All development associated with the Modified Project would fall within the footprint of the previously-analyzed projects.

3.0 ENVIRONMENTAL ANALYSIS

As explained in Section 1.0, this comparative analysis has been undertaken pursuant to the provisions of CEQA Sections 15162 and 15164 to provide the City with the factual basis for determining whether any changes in the project, any changes in circumstances, or any new information since the IS/MND was adopted require additional environmental review or preparation of a Subsequent MND or EIR to the IS/MND previously prepared.

As described in Section 2.0, Project Description, refinements to the project's proposed site plan and total unit count have occurred since the preparation and adoption of the IS/MND. Because of this, new analysis for impacts within the project area is provided in this Addendum.

Aesthetics: The Modified Project refinements would not result in significant impacts to aesthetic resources beyond those identified in the IS/MND. The IS/MND identified impacts to lighting that could occur on nearby properties, and mitigation was proposed to ensure that all lighting associated with the Proposed Project would conform to the City's regulations and safety standards, with provisions for shields on all lighting fixtures. The proposed modifications to the project are not substantial changes to the originally anticipated project relating to Aesthetics. The Modified Project does not designate any new sites for development that were not previously approved for multifamily housing development by the City in 2012. Building height and massing would be similar to the previously approved project, and site design characteristics would be comparable. Therefore, there would be no new impacts to aesthetics. The mitigation identified in the IS/MND for aesthetics impacts remains applicable to the Modified Project. No new mitigation measures are required for the proposed refinements to the Approved Project.

Agriculture and Forestry Resources: The design refinements and residential unit count increase would not result in additional impacts to agriculture lands or resources beyond those identified in the IS/MND. As noted in the IS/MND, there are no prime, unique, or statewide important farmlands in the project study area and the site is designated as Vacant or Disturbed Land and Urban and Built-Up Land. The agricultural value of the project site is compromised by a variety of factors that render the site unsuitable for agricultural production or agricultural operations. The project site was historically used as a sand and gravel extraction area, which has resulted in soil disturbances and the removal of topsoil that renders the site unviable for agricultural uses. Additionally, the project site is designated for urban land uses by the Tracy General Plan Land Use Designations Map and the project site is surrounded by urban land uses, and there are no agricultural land uses or agricultural operations adjacent to the site. As noted in the IS/MND, there is no impact related to this topic.

Air Quality: The Modified Project refinements would not result in additional impacts to air quality beyond those identified in the IS/MND. The background conditions, construction equipment mix, and work hours identified in the IS/MND would remain similar, and construction-related air quality emissions and impacts would not increase as a result of the Modified Project. The IS/MND includes standard mitigation measures that are required of the project in order to ensure that construction related emissions are reduced to less than significant levels.

In terms of operational emissions, as shown in Table 1 of the IS/MND, emissions from the Approved Project would be significantly below the adopted threshold of significance for criteria pollutants. The additional units proposed as part of the Modified Project would not result in an increase of criteria pollutant emissions that would exceed any adopted thresholds. The air quality mitigation measures contained in the IS/MND remain valid and applicable. No new mitigation measures are required for the proposed refinements to the Approved Project.

Biological Resources: The Modified Project would slightly alter the site plan and number of onsite residential units, but would not increase the area proposed for disturbance beyond the sites approved for development in 2012, and would not increase or alter impacts to biological resources, either directly or indirectly. The mitigation measure identified in the Approved Project IS/MND for biological resources impacts remains applicable to the Modified Project. No new mitigation measures are required for the proposed refinements to the Approved Project.

Cultural Resources: The Modified Project would slightly alter the site plan and number of onsite residential units, but would not increase the area proposed for disturbance beyond the sites approved for development in 2012, and would not increase or alter potential impacts to cultural resources, either directly or indirectly. The mitigation measure identified in the Approved Project IS/MND for cultural resources impacts remains applicable to the Modified Project. No new mitigation measures are required for the proposed refinements to the Approved Project.

Geology and Soils: The proposed refinements would not result in substantially different geophysical impacts beyond those identified in the IS/MND. While the Modified Project would involve minor changes to the site plan and number of units, these changes to do not represent a substantial deviation from the project analyzed in the IS/MND, and the conclusions of the IS/MND remain valid. Compliance with applicable code standards, seismic requirements, and mitigation measures identified in the IS/MND would reduce geotechnical concerns to below the level of significance.

Greenhouse Gas Emissions: The Modified Project would result in a similar duration and intensity of construction activities relative to the Approved Project. As such, construction-related GHG emissions would remain essentially unchanged. As described in the IS/MND, GHG emissions from the Approved Project would be less than significant. The City of Tracy has not established a threshold of significance for determining what level of CO2 emissions from vehicle trips is considered a significant impact. The Modified Project represents an infill project within the City. Additionally, the project is a high-density residential development, which promotes a compact development pattern, and minimizes the consumption of open space lands and resources. The project provides for additional high-density housing opportunities within the City of Tracy, and would assist the City in achieving the housing goals established in the City's Housing Element. The residential population

growth that would occur as a result of project implementation would contribute to the growth anticipated in the City's General Plan and General Plan EIR. This impact would remain less than significant under the Modified Project.

Hazards and Hazardous Materials: The Modified Project would not increase the area proposed for ground disturbance beyond the sites approved for development in 2012, nor would it introduce new uses, beyond those addressed in the IS/MND, that could generate hazards or hazardous materials. The Modified Project would have similar impacts to those addressed in the IS/MND, and all mitigation measures related to this impact would remain applicable and be required of the project.

Hydrology and Water Quality: The Modified Project would be required to comply with all applicable water quality regulations during and following construction and operational activities. The Modified Project would not result in increased rates of runoff or changes to water quality impacts beyond those from the Approved Project that were analyzed in the IS/MND. The mitigation identified in the IS/MND for hydrology and water quality impacts remains applicable to the Modified Project. No new mitigation measures are required for the proposed refinements to the Approved Project for hydrology and water quality.

Land Use and Planning: The Modified Project would not result in notably increased adverse impacts on adjacent land uses, as the overall proximity and intensity of construction activities would not be substantially different than under the Approved Project. The Modified Project is an infill project in an urban area and would be consistent and compatible with the surrounding land uses. The Modified Project would require same or similar entitlements, permits, and/or other approvals as the Approved Project. The IS/MND did not identify any potentially significant impacts to land use and planning; therefore, mitigation was not required. No new mitigation measures are required for the proposed refinements to the Approved Project for this topic.

Mineral Resources: The proposed refinements would not result in additional impacts to mineral resources beyond those identified in the IS/MND. The project site is not located within an area of known mineral resources, either of regional or local value, and the IS/MND did not identify any impacts to mineral resources; therefore, mitigation was not required. The Modified Project , and the Modified Project would not increase the area proposed for development beyond the area approved for development in 2012, therefore no new or more severe impacts relating to mineral resources are anticipated and no new mitigation measures are required for the changes to the Approved Project.

Noise: The Modified Project would not result in any significant additional impacts to noise beyond those identified in the IS/MND. The proposed construction timing/activities would not significantly change, and there would not be any signifiant change to the operation of the Modified Project beyond

what was analyzed in the IS/MND. Despite the refinements to the Approved Project, noise would not be significantly different from the anticipated noise impacts from the Approval Project. Future residential uses would be subject to the same level of roadway noise exposure as was analyzed under the Approved Project. Additionally, the increase in unit count that would occur under the Modified Project would not result in noticeable increases in traffic noise generation beyond the levels analyzed and disclosed in the IS/MND because the volume and speed of the traffic (factors which affect noise) will remain within the range anticipated by the Transportation Master Plan and General Plan EIR. The same mitigation measures that were applicable to the Approved Project are also applicable to the Modified Project. No new mitigation measures are required for the changes to the Approved Project.

Population and Housing: The Modified Project would not result in any housing loss or residential displacement. The additional housing units included in the Modified Project would incrementally increase the population growth potential of the project, but would not result in any new or increased environmental impacts. No mitigation is required.

Public Services: The proposed refinements to the Approved Project would not result in any additional impact to public services beyond those identified in the IS/MND because they would not result in operational changes to the project that may affect public service levels or resources beyond those evaluated in the IS/MND for the Approved Project. The IS/MND did not identify any potentially significant impacts to public services; therefore, mitigation was not required. No new mitigation measures are required for the Modified Project.

Recreation: Impacts identified in the IS/MND of the Approved Project included an increase in demand for parks and recreational facilities within the City of Tracy, and would increase the use of the City's existing parks and recreation system. Mitigation was proposed to ensure that impacts to recreation with the Approved Project would conform to the City's standards, with provisions for the payment of a Park Development Impact Fee to the City of Tracy. The proposed refinements to the Approved Project would not result in any additional impacts to recreation beyond those identified in the IS/MND. No new mitigation measures for recreation would be required for the proposed refinements.

Transportation/Traffic: A Traffic Impact Study was prepared in August 2012 (TJKM Transportation Consultants) that addressed potential traffic and roadway impacts associated with the development of both the Valpico project and the MacDonald project. The 2012 Traffic Study assumed a combined total housing unit count of 249 units. The Modified Project would allow for construction of up to 264 multifamily units, which is a 15-unit increase from what was studied in the 2012 Traffic Study.

The Traffic Study concluded that the combined projects would result acceptable level of service (LOS) on all study intersections under both existing plus project conditions and cumulative plus project conditions. All study intersections would operate at LOS C or better under existing and cumulative conditions, with the addition of project traffic. The minimum LOS standard for City roadways and intersections is LOS D. A project that causes a roadway facility to fall below LOS D is considered to significantly impact the roadway facility.

The addition of 15 housing units above the levels studied in the 2012 Traffic Study would not cause any study area intersections to fall below LOS C. Traffic related impacts would remain less than significant under the Modified Project, and no mitigation is necessary.

Utilities and Service Systems: The Modified Project would not require or result in the construction or expansion of any public utilities beyond those required for the Approved Project. Temporary short-term and operational demands on public utilities or other infrastructure would not measurably change under the Modified Project. As demonstrated in the IS/MND, there is ample capacity and supply available in terms of water supplies, wastewater treatment capacity, and stormwater conveyance capacity. As such, impacts would be less than significant and no mitigation measures are required.

Mandatory Findings of Significance: The potential impacts of the Modified Project with regard to direct and indirect effects on human beings would be comparable to the Approved Project. This potential impact would remain less than significant.

3.1 CONCLUSIONS

Based on the information provided above, the proposed modifications to the Approved Project would not result in a measurable increase in environmental impacts over what was previously analyzed in the IS/MND. Based on the evidence included in the above analysis, the Modified Project as described in Section 2.0 would not result in a substantial change in the conclusions and analysis included in the IS/MND. The adopted MMRP for the previously Approved Project shall continue to apply to the Modified Project, and no new mitigation is required.

MINUTES
TRACY CITY PLANNING COMMISSION
AUGUST 14, 2019, 7:00 P.M.
CITY OF TRACY COUNCIL CHAMBERS
333 CIVIC CENTER PLAZA

CALL TO ORDER

Chair Orcutt called the meeting to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE

Chair Orcutt led the pledge of allegiance.

ROLL CALL

Roll Call found Chair Orcutt, Vice Chair Hudson, and Commissioner Wood present. Commissioner Kaur absent. Also present were: Leticia Ramirez, Interim City Attorney; Bill Dean, Assistant Development Services Director; Robert Armijo, City Engineer/Assistant Development Services Director; Alan Bell, Senior Planner; Nanda Gottiparthy, Contract Engineer, SNG & Associates; and Gina Peace, Recording Secretary.

ELECTION OF CHAIR

ACTION: It was moved by Vice Chair Hudson, and seconded by Commissioner Wood, that Commissioner Orcutt be appointed as Chair. A voice vote found all in favor, 3-0-1-0; passed and so ordered.

MINUTES

Chair Orcutt introduced the Minutes from the May 8, 2019, meeting.

ACTION: It was moved by Vice Chair Hudson and seconded by Commissioner Wood that the Planning Commission Meeting Minutes of May 8, 2019, be approved. A voice vote found all in favor, 3-0-1-0; passed and so ordered.

DIRECTOR'S REPORT REGARDING THIS AGENDA

None.

ITEMS FROM THE AUDIENCE

None.

1. NEW BUSINESS

A. PUBLIC HEARING TO CONSIDER A 264-UNIT RESIDENTIAL APARTMENT PROJECT ("VALPICO GLENBRIAR APARTMENTS"), INCLUDING PARKING AND RELATED ON-SITE IMPROVEMENTS ON APPROXIMATELY 11.62 ACRES LOCATED ON THE NORTH SIDE OF VALPICO ROAD AT GLENBRIAR DRIVE, 501 E. VALPICO ROAD (ALSO KNOWN AS 2605 AND 2795 S. MACARTHUR DRIVE), ASSESSOR'S PARCEL NUMBERS 246-140-13 AND 14. THE APPLICANT IS KATERRA, INC.

DRAFT

Alan Bell presented the staff report, and provided a PowerPoint presentation.

Chair Orcutt opened the public hearing at 7:13 p.m.

Dan Nethercott, and Greg Kaiser, both representing the applicant Katerra, Inc., addressed the Commission, and provided a PowerPoint presentation.

Craig Curtis, Chief Architect with Katerra, Inc. addressed the Commission.

The following residents addressed the Commission in opposition to the Project:
Jim Haynes, 394 Derone Lane
Theresa English-Soto, Glenbriar neighborhood resident
Alice English, Edgewood neighborhood resident
Vivian Johnson, 1983 Merritt Drive
Mary Leal, De Bord Drive
Allessia Davis, Edgewood neighborhood resident
Byron Lance, 514 Derone Lane
Ms. Ferriz, De Bord Drive
Gilbert Ceja, 364 Glenbriar Circle
Veronica Ceja, 364 Glenbriar Circle
Raquel Fairfield, Edgewood neighborhood resident

Pete Mitracos, 363 W. Eaton Avenue, addressed the Commission in support of the Project.

Chair Orcutt closed the public hearing at 8:17 p.m.

Commission discussion followed.

Robert Armijo, City Engineer, introduced Chris Kinzel with TJKM Traffic Consultants, who addressed the Commission and answered questions about the traffic study conducted in 2012.

Further discussion followed.

Chair Orcutt re-opened the public hearing at 9:07 p.m.

The following residents addressed the Commission in opposition to the Project:
Theresa English-Soto, Glenbriar neighborhood resident
Alice English, Edgewood neighborhood resident
Michelle Lecata, Derone Lane
Sharon Lance, 514 Derone Lane

Chair Orcutt closed the public hearing at 9:28 p.m.

Further discussion followed.

ACTION: It was moved by Vice Chair Hudson and seconded by Commissioner Wood, that the Planning Commission approve Development Review Application Number D19-0018, including a 20 percent parking space reduction, as indicated in the Planning Commission Resolution dated August 14, 2019.

A roll call vote found Vice Chair Hudson, and Commissioner Wood in favor; Chair Orcutt opposed; 2-1-1-0; motion failed.

2. ITEMS FROM THE AUDIENCE

None.

3. DIRECTOR'S REPORT

Bill Dean, Assistant Development Services Director, mentioned he was looking forward to the upcoming APA Conference in Santa Barbara.

4. ITEMS FROM THE COMMISSION

None.

5. ADJOURNMENT

It was moved by Chair Orcutt and seconded by Commissioner Hudson, to adjourn. Voice vote found all in favor; passed and so ordered.

Time: 9:44 p.m.

_____
CHAIR

_____
STAFF LIAISON

MEMORANDUM

From: Frederik Venter, P.E., Ben Huie, P.E., Kimley-Horn and Associates, Inc.

To: Robert Armijo, P.E., City of Tracy

Date: September 17, 2019

Re: Tracy Valpico Glenbriar Apartments Traffic Study

This traffic study evaluates the traffic impact analysis (TIA) for the proposed Tracy Valpico Glenbriar Residential Development (Project) located in the City of Tracy, California.

1. Summary

This TIA presents the findings of the traffic analysis for the proposed construction of 264 multi-family dwelling units (Project) and evaluates the traffic conditions and potential impacts at seven study intersections. Some intersections were selected based on comments from the general public and are only evaluated qualitatively for Cumulative conditions. The project is located to the north of the intersection of Glenbriar Drive and Valpico Road in Tracy, CA.

Based on the custom trip rates developed for the City of Tracy using the Tracy travel demand forecast model, the project will generate 82 AM peak hour trips (19 trips in and 63 trips out) and 156 PM peak hour trips (98 trips in and 58 trips out). It should be noted that the PM peak hour rates in Tracy are higher that the ITE rates and thus presents a worst-case analysis.

The intersection level of service (LOS) was evaluated at seven study intersections under Existing Conditions, with and without the project, and at four study intersections under Existing Plus Background Conditions and Cumulative Conditions, with and without the project. Under baseline conditions, all study intersections operate within acceptable LOS with the exception of the following:

- Intersection 1: Valpico Road and Corral Hollow Road
  - Existing Conditions – AM and PM peak hours
  - Cumulative Conditions – PM peak hour
- Intersection 2: Valpico Road and Tracy Boulevard
  - Cumulative Conditions – PM peak hour
- Intersection 7: Valpico Road and Chrisman Road
  - Existing Conditions – AM peak hour

With the addition of the Project, all study intersections operate within acceptable LOS with the exception of the following:

- Intersection 1: Valpico Road and Corral Hollow Road
  - Existing Plus Project Conditions – AM and PM peak hours (Not a significant impact)
  - Cumulative Plus Project Conditions – PM peak hour (Not a significant impact)

- Intersection 2: Valpico Road and Tracy Boulevard
    - Cumulative Plus Project Conditions – PM peak hour (Not a significant impact)
- Intersection 7: Valpico Road and Chrisman Road
    - Existing Plus Project Conditions – AM peak hour (Not a significant impact)

Since the project does not increase the volumes at unsignalized Intersections #1 and #7 under Existing Plus Project Conditions by 10 percent or more, it is not considered a significant impact based on City policies. The project also does not add a delay of four (4) or more seconds to the signalized Intersections #1 and #2 under Cumulative Plus Project Conditions, therefore it is also not considered to cause a significant impact based on City policies. In conclusion, the project does not result in any significant impacts to the study intersections.

Potential cumulative improvements are proposed at Intersection #1 to include an eastbound right turn lane and at Intersection #2 to add an eastbound left turn lane. These cumulative improvements are not currently included in the City of Tracy Traffic Impact Fee (TIF) Program and will be added in the 2020 update of the Program, which is currently underway. The City plans to improve several of the study intersections as identified in the City of Tracy Transportation Master Plan. The Project will be paying traffic impact fees per City requirements. These funds will be utilized to implement improvements at various intersections per the City of Tracy Transportation Master Plan. Payment of the fees will mitigate the project's incremental cumulative impacts.

The City is currently in the process to implement improvements at the following intersections where existing deficiencies have been identified:

- Intersection 1: Valpico Road and Corral Hollow Road – Install a signal and widen the intersection
- Intersection 7: Valpico Road and Chrisman Road – Install a signal and restripe the intersection

Queuing was also evaluated at each study intersection. The analysis showed that several existing turn bay lengths are exceeded under Existing, Existing Plus Background, and Cumulative traffic volumes. However, in all cases the inadequate queue lengths are not associated with the project, but are a result of pre-existing and cumulative baseline deficiencies. Therefore, the project only adds to existing queuing deficiencies at the study intersections and payment of the City of Tracy TIF will offset these incremental queuing deficiencies at Intersection #1 and #7. At Intersection #2, the project will pay a fair share towards lengthening the eastbound left turn pocket to 450 feet for the queue to remain within the available storage length. This fair share payment is 3 percent or $5,400. The project will also make frontage improvements, which includes signal improvements and striping improvements for the current Class II westbound bike lane and adding the northerly leg to Intersection #3.

2. Introduction

The project proposes to develop 264 multi-family dwelling units (rental units) which consists of 118 one-bedroom units, 122 two-bedroom units, and 24 three-bedroom units. The project is proposed to be constructed on the vacant land located to the north of Valpico Road and Glenbriar Drive. Figure 1

illustrates the location of the Project study area, Project location, and study intersections in relation to the adjacent roadway network.

This traffic study was prepared to determine potential impacts related to the project based on standards and methodologies set forth by the City of Tracy (City). To assess changes in traffic conditions associated with the proposed project, the following intersections were evaluated during the AM and PM peak hours:

1. Valpico Road and Corral Hollow Road
2. Valpico Road and Tracy Boulevard
3. Valpico Road and Glenbriar Drive
4. Valpico Road and MacArthur Drive
5. MacArthur Drive and Schulte Road
6. MacArthur Drive and Linne Road
7. Valpico Road and Chrisman Road

It should be noted that Intersections #5, #6, and #7 are analyzed qualitatively in the Cumulative conditions because the project will not add more than five (5) percent of the intersection's volumes to these intersections. The project also does not add more than five (5) percent of the intersection's volumes at Intersection #1, #2, and #4, but these intersections have been analyzed for all conditions based on community concerns of potential traffic impacts at these intersections.

Figure 2 illustrates the site plan for the proposed project. As shown in Figure 2, the site will be accessible through two main entries along Valpico Road. The main driveway is accessible through the signalized intersection of Valpico Road and Glenbriar Drive (Intersection #3) and the other driveway is along Valpico Road to the east of Glenbriar Drive, adjacent to Rite-Aid. The east project driveway is an existing unsignalized driveway that provides a connection to Rite-Aid and is restricted to right-in, left-in, and right-out access. Secondary access points would also be provided to the north via Derone Lane and connects to Glenbriar Drive in the future and to the east from cross access connection to the existing Rite-Aid. Although some trips may use these driveways, it was not studied and is anticipated to be insignificant to the analysis.

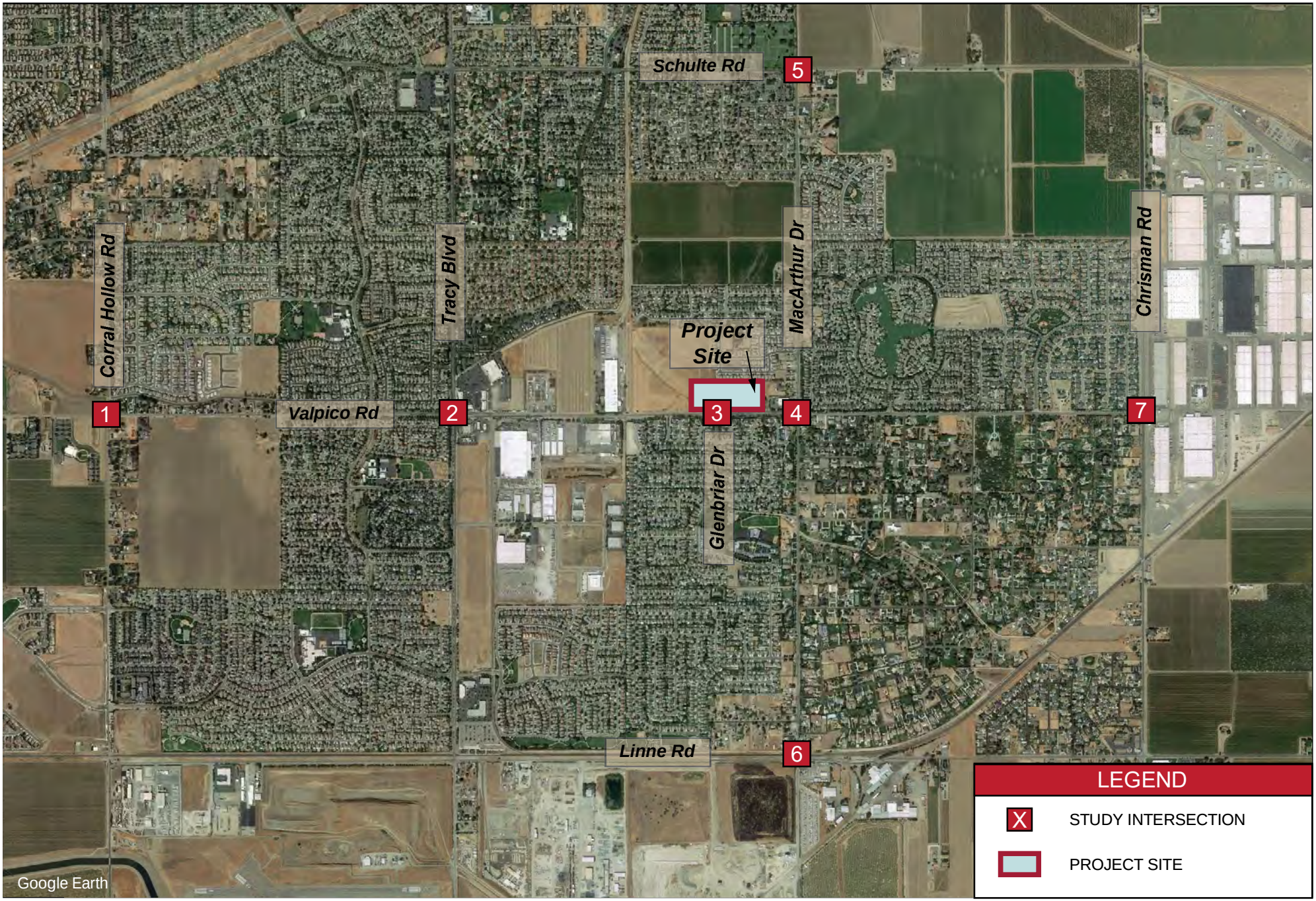

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Figure 1

Project Location and Study Intersections

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Figure 2

Project Site Plan

3. Study Methodology

Analysis Scenarios

This traffic study is based upon the following analysis scenarios:

- Existing (2019) Conditions represent current traffic counts collected in August 2019 and existing roadway geometry and traffic control. All study intersections will be analyzed.
- Existing (2019) Plus Project Conditions represent Existing (2019) traffic counts plus project trips. Roadway geometry and traffic control are the same as Existing (2019) Conditions with the addition of the project improvements at the intersection of Valpico Road and Glenbriar Drive/Project Access. All study intersections will be analyzed.
- Existing (2019) Plus Background Conditions represent Existing (2019) traffic counts plus approved but not yet completed projects. The roadway network will assume existing roadway geometry and traffic control in addition to roadway improvements planned along Valpico Road in the interim. Only study intersections #1-4 will be analyzed. Intersections #5-7 will be discussed qualitatively.
- Existing (2019) Plus Background Plus Project Conditions represent Existing (2019) traffic counts plus approved but not yet completed projects plus project trips. Roadway geometry and traffic control are the same as Existing (2019) Plus Background Conditions with the addition of the project improvements at the intersection of Valpico Road and Glenbriar Drive/Project Access. Only study intersections #1-4 will be analyzed. Intersections #5-7 will be discussed qualitatively.
- Cumulative (2035) Conditions represent traffic conditions from the year 2035, based on the City of Tracy travel demand forecast model growth. Roadway geometry and traffic control are also based on planned roadway improvements for buildout of the General Plan in 2035. Only study intersections #1-4 will be analyzed. Intersections #5-7 will be discussed qualitatively.
- Cumulative (2035) Plus Project Conditions represent Cumulative (2035) conditions plus project trips. Roadway geometry and traffic control are the same as Cumulative (2035) Conditions with the addition of the project improvements at the intersection of Valpico Road and Glenbriar Drive/Project Access. Only study intersections #1-4 will be analyzed. Intersections #5-7 will be discussed qualitatively.

Operating Conditions and Criteria for Intersections

Analysis of potential environmental impacts at intersections is based on the concept of Level of Service (LOS). The LOS of an intersection is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Levels of Service for this study were determined using methods defined in the *Highway Capacity Manual,* 6th Edition, (HCM 6) by using Synchro 10 traffic analysis software.

The HCM 6 methodologies include procedures for analyzing side-street stop-controlled (SSSC), all-way stop-controlled (AWSC), signalized and roundabout intersections. The SSSC procedure defines LOS as a function of average control delay for each minor street approach movement. Conversely, the AWSC and signalized intersection procedures define LOS as a function of average control delay for the intersection.

Table 1 relates the operational characteristics associated with each LOS category for signalized and unsignalized intersections.

Table 1 – Intersection Level of Service Definitions

Level of Service	Description	Signalized (Avg. control delay per vehicle-sec/veh)	Unsignalized (Avg. control delay per vehicle-sec/veh)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	< 10	≤ 10
B	Stable traffic. Traffic flows smoothly with few delays.	> 10 – 20	> 10 – 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 20 – 35	> 15 – 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 35 – 55	> 25 – 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 55 – 80	> 35 – 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 80 or V/C > 1.0	> 50 or V/C > 1.0
Sources: Transportation Research Board, *Highway Capacity Manual 6th Edition*, National Research Council			

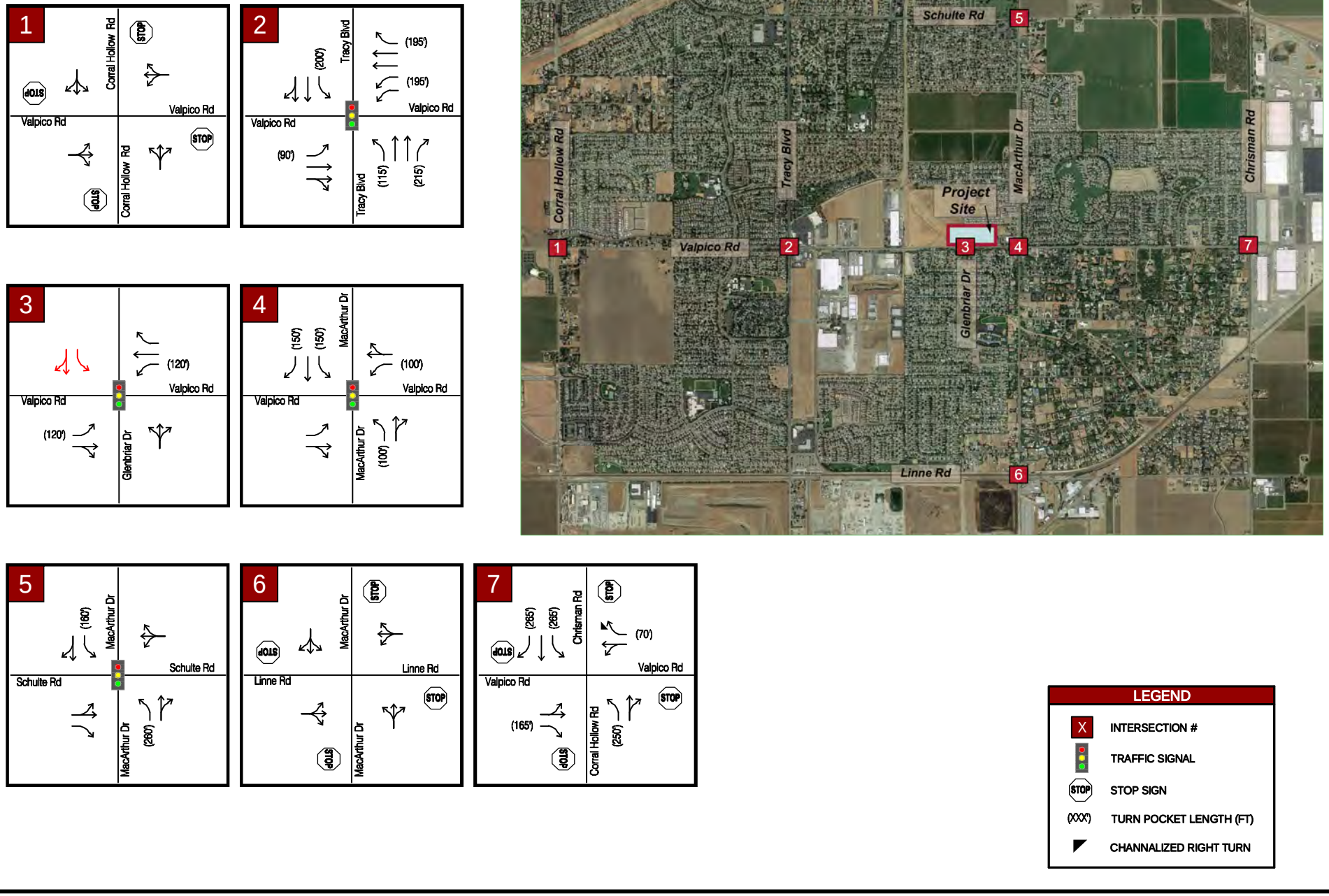
Intersection Analysis – City of Tracy Requirements

Project impacts are determined by comparing conditions without the proposed Project to those with the proposed Project. Significant impacts for intersections are created when traffic from the proposed Project causes the LOS to fall below the Agency LOS threshold and causes any impacted intersections to deteriorate further. For the City of Tracy, an intersection must operate at a LOS D or better. If a signalized intersection is failing without the project, and the project increases the delay by four (4) seconds or more, then that is a significant impact. If an unsignalized intersection is failing without the project, and the project increases the volume by 10 percent or more and the intersection meets a signal warrant, then that is a significant impact.

4. Existing (2019) Conditions

To determine existing traffic conditions, intersection turning movement counts were collected at each study intersection on Tuesday, August 27, 2019, when local schools were in session. The counts were collected during the AM peak period from 7:00 to 9:00 AM and during the PM peak period from 4:00 to 6:00 PM. The traffic counts included pedestrian and bicycle counts as well.

It should be noted that construction activities were observed in the field along MacArthur Drive between Schulte Road and Valpico Road. All signalized intersections along MacArthur Drive within the construction limits operated on flashing red operations (i.e. operating as an all-way stop control), including the intersection of MacArthur Drive and Schulte Road (Intersection #5). In addition, each approach to this intersection was restriped to be one shared left-through-right turn lane. However, for the purposes of this study, the intersection was analyzed as if the construction activities were not occurring and the typical intersection lane geometry and control were in operation. Although some traffic may have diverted from the construction area, this diversion is not substantial and would not change the findings of the study. Figure 3 provides the existing traffic control and geometry while Figure 4 provides existing volumes at the study intersections.



Note: Lane geometry shown in red will be constructed with the project.

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Figure 3

Existing Lane Geometry and Traffic Control

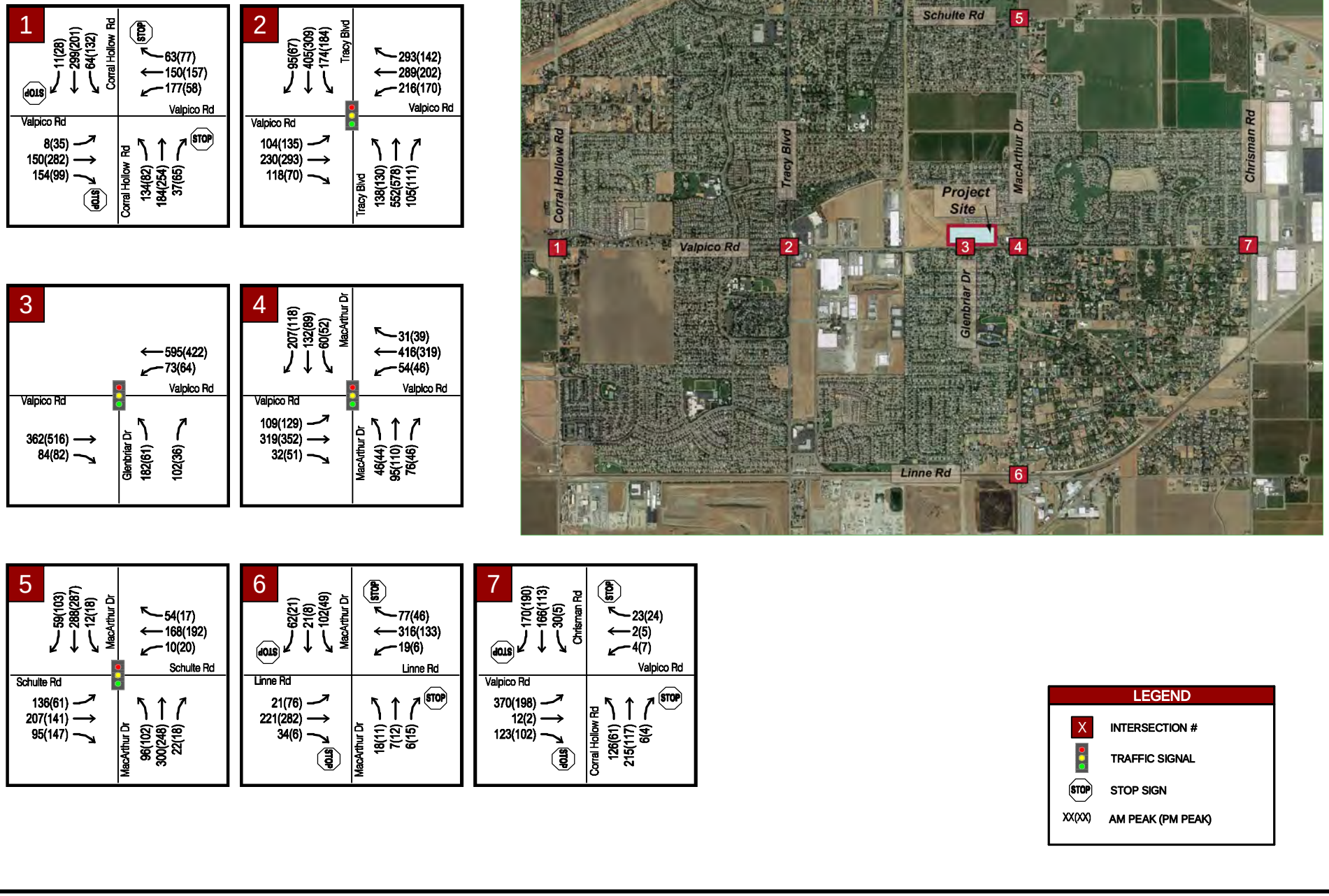

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Figure 4

Existing Conditions Peak Hour Turning Movement Volumes

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LOS Results

For Existing (2019) Conditions, it was determined that the following intersections would not meet LOS standards:

- Intersection 1: Valpico Road and Corral Hollow Road – AM and PM peak hours
- Intersection 7: Valpico Road and Chrisman Road – AM peak hour

Existing (2019) LOS results are shown in Table 2.

Table 2 – Existing (2019) LOS Results

#	Intersection	LOS Standard	Control Type	Existing (2019)			
				AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
1	Valpico Road & Corral Hollow Road	D	AWSC	73.6	F	67.0	F
2	Valpico Road & Tracy Boulevard	D	Signal	30.1	C	26.4	C
3	Valpico Road & Glenbriar Drive	D	Signal	11.8	B	9.0	A
4	Valpico Road & MacArthur Drive	D	Signal	20.7	C	17.6	B
5	MacArthur Drive & Schulte Road	D	Signal	29.2	C	25.0	C
6	MacArthur Drive & Linne Road	D	AWSC	24.5	C	10.8	B
7	Valpico Road & Chrisman Road	D	AWSC	37.1	E	11.7	B

Notes:
1. Analysis performed using HCM 6th Edition methodology.
2. Delay indicated in seconds per vehicle.
3. Intersection operating deficiently or below the LOS standard are shown in bold.

The intersection of Valpico Road and Corral Hollow Road operates as a LOS F in the AM and PM peak hours during the Existing conditions. The volumes for this intersection exceed the capacity for an all-way stop control intersection with one lane for each approach.

The intersection of Valpico Road and Chrisman Road operates as a LOS E in the AM peak hour during the Existing conditions. The eastbound left turn lane has a volume of 370 vehicles and the eastbound right turn movement is 123 vehicles in the AM peak hour. This high volume for the eastbound approach results in the eastbound approach operating at LOS F, and thereby an overall intersection LOS E.

5. Trip Generation

Trip generation was prepared using the Tracy travel demand forecast model to develop custom trip rates for the City of Tracy. The City of Tracy trip generation rates are 0.31 trips per 1,000 square feet of multi-family housing in the AM peak hour and 0.59 trips per 1,000 square feet of multi-family housing in the PM peak hour. Compared to the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition* trip generation rates for a multi-family housing land use (Land use code 220), the Tracy trip generation rates are lower in the AM peak hour and slightly higher in the PM peak hour. The ITE trip generation rates are 0.46 trips per 1,000 square feet of multi-family housing in the AM peak hour and 0.56 trips per 1,000 square feet of multi-family housing in the PM peak hour.

Error! Reference source not found. shows the estimated trip generation for the proposed project.

Table 3 - Trip Generation

Trip Generation Rates		ITE Land Use Code/Reference	Units	Weekday AM				Weekday PM			
				Rate	IN	/	OUT	Rate	IN	/	OUT
Low/Mid Density Residential		Model	DU	0.31	23%	/	77%	0.59	63%	/	37%
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Tracy Trip Generation Rates	Square Feet	Units		Weekday AM				Weekday PM			
				Total	IN	/	OUT	Total	IN	/	OUT
Low/Mid Density Residential and Residential Estate	-	264	DU	82	19	/	63	156	98	/	58
			Total Trips	82	19	/	63	156	98	/	58

As shown in Table 3, the estimated trip generation for the proposed project's 264 multi-family homes is 82 trips (19 IN / 63 OUT) in the AM peak hour and 156 trips (98 IN / 58 OUT) in the PM peak hour. The City trip generation rates were used in the analysis.

6. Trip Distribution and Assignment

Due to the location of the proposed development, residents will travel along Valpico Road, MacArhtur Drive, and Chrisman Road. These roadways provide local and regional access within the City of Tracy.

Trip distribution and assignment for the proposed Project was assumed to be similar to other residential projects in the area. The following illustrates the distribution assumed for the Project:

- Valpico Road West of Corral Hollow Road = 30%
- Corral Hollow Road North of Valpico Road = 10%
- Corral Hollow Road South of Valpico Road = 5%
- Tracy Boulevard North of Valpico Road = 5%
- Tracy Boulevard South of Valpico Road = 5%
- MacArthur Drive North of the Project = 15%
- MacArthur Drive South of the Project = 10%
- Chrisman Road North of Valpico Road = 15%
- Chrisman Road South of Valpico Road = 5%

Figure 5Error! Reference source not found. shows the traffic distribution used for this study. Figure 6 illustrates the trip assignment at the study intersections. It should be noted that trips were also assigned to the project site through the secondary access point using Derone Lane.

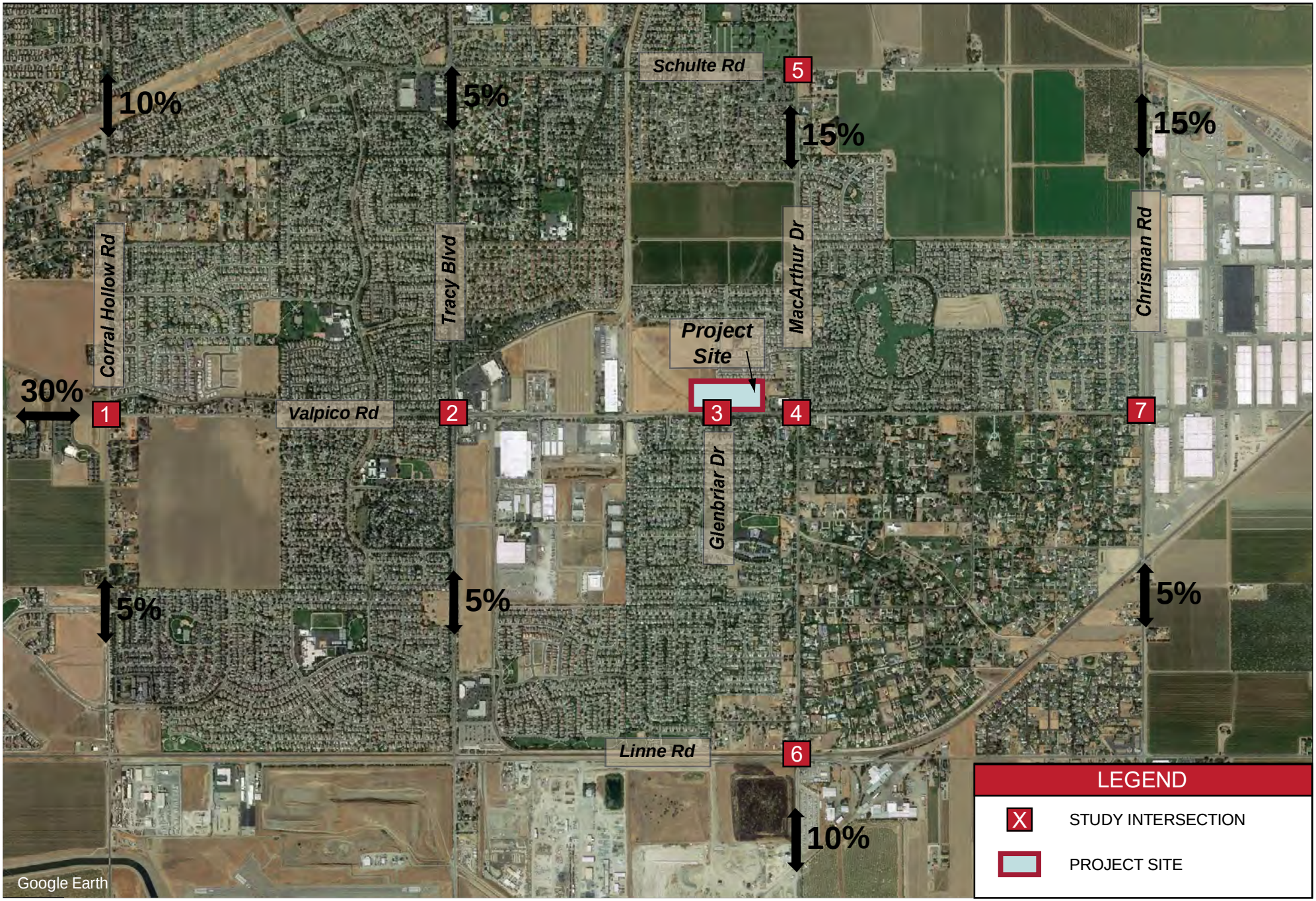

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Figure 5

Project Trip Distribution

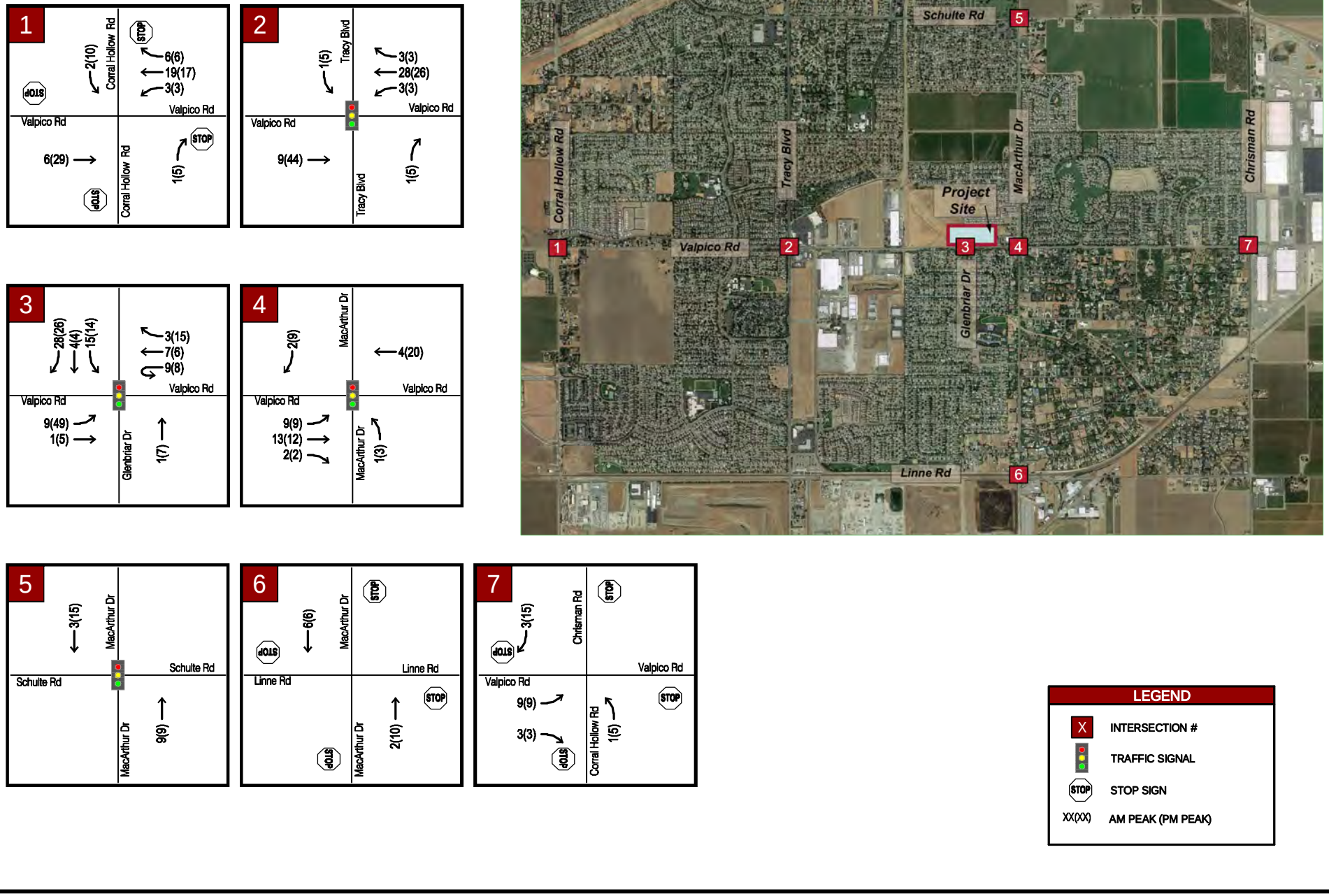

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Figure 6

Project Generated Peak Hour Turning Movement Volumes

7. Existing (2019) Plus Project Conditions

Volumes for the Existing Plus Project Condition were determined by adding the project volumes to the existing volumes at each study intersection. The lane geometry and traffic control are the same as in Existing conditions, with the exception of the addition of the Project driveway to the north leg of the intersection of Valpico Road and Glenbriar Drive. The Project proposes to add a southbound left turn lane and a southbound shared through-right turn lane at the intersection of Valpico Road and Glenbriar Drive. There will be one northbound receiving lane at the project access.

Figure 7 shows the volumes associated with the Existing (2019) Plus Project Conditions.

LOS Results

For Existing (2019) Plus Project Conditions, it was determined that the following intersections would not meet LOS standards:

- Intersection 1: Valpico Road and Corral Hollow Road – AM and PM peak hours
  - Not a significant impact
- Intersection 7: Valpico Road and Chrisman Road – AM peak hour
  - Not a significant impact

Existing (2019) Plus Project LOS results are shown in Table 2Table 4.

The addition of the project causes the intersection of Valpico Road and Corral Hollow Road to continue to operate at a LOS F in the AM and PM peak hours during the Existing Plus Project conditions. Since the project increases the volumes at the intersection by 2.6 percent in the AM peak hour and 4.8 percent in the PM peak hour to the unsignalized intersection, it is not a significant impact based on City policy.

The addition of the project causes the intersection of Valpico Road and Chrisman Road to continue to operate at a LOS E in the AM peak hour during the Existing Plus Project conditions. Since the project increases the volumes at the intersection by 1.3 percent in the AM peak hour to the unsignalized intersection, it is not a significant impact based on City policy.

Future roadway improvements are planned within the study area and would be implemented as the approved development projects are implemented. The following describes each roadway improvement:

1. Signalization of the intersection of Corral Hollow Road and Valpico Road. The improvements are anticipated to be constructed with the development of the Tracy Village project. Initially the signal will be constructed with fewer travel lanes due to the right-of-way constraints on the west leg, but when triggered, the intersection will be widened to the following geometry. Restriping southbound approach to be one left turn lane, two through lanes, and one right turn lane and restriping the northbound approach to be one left turn lane, one through lane, and one shared through-right turn lane.
2. The City is currently working with the DLA to install a signal at the intersection of Chrisman Road and Valpico Road.
3. Optimization of the signal cycle length, splits, and phasing at the intersection of Tracy Boulevard and Valpico Road for future conditions.

4. Valpico Road between Tracy Boulevard and MacArthur Boulevard will be a 4-lane roadway with turn pockets at the signalized intersections. Widening is in the City CIP and TMP and as development occurs, this roadway will be widened.
5. Between Sycamore Drive and Corral Hollow Road, the Tracy Village development project will widen Valpico Road to four lanes.
6. West of Corral Hollow Road will also be widened in the future as a four lane roadway with signals at Lammers Road. This improvement is in the City Traffic Impact Fee program

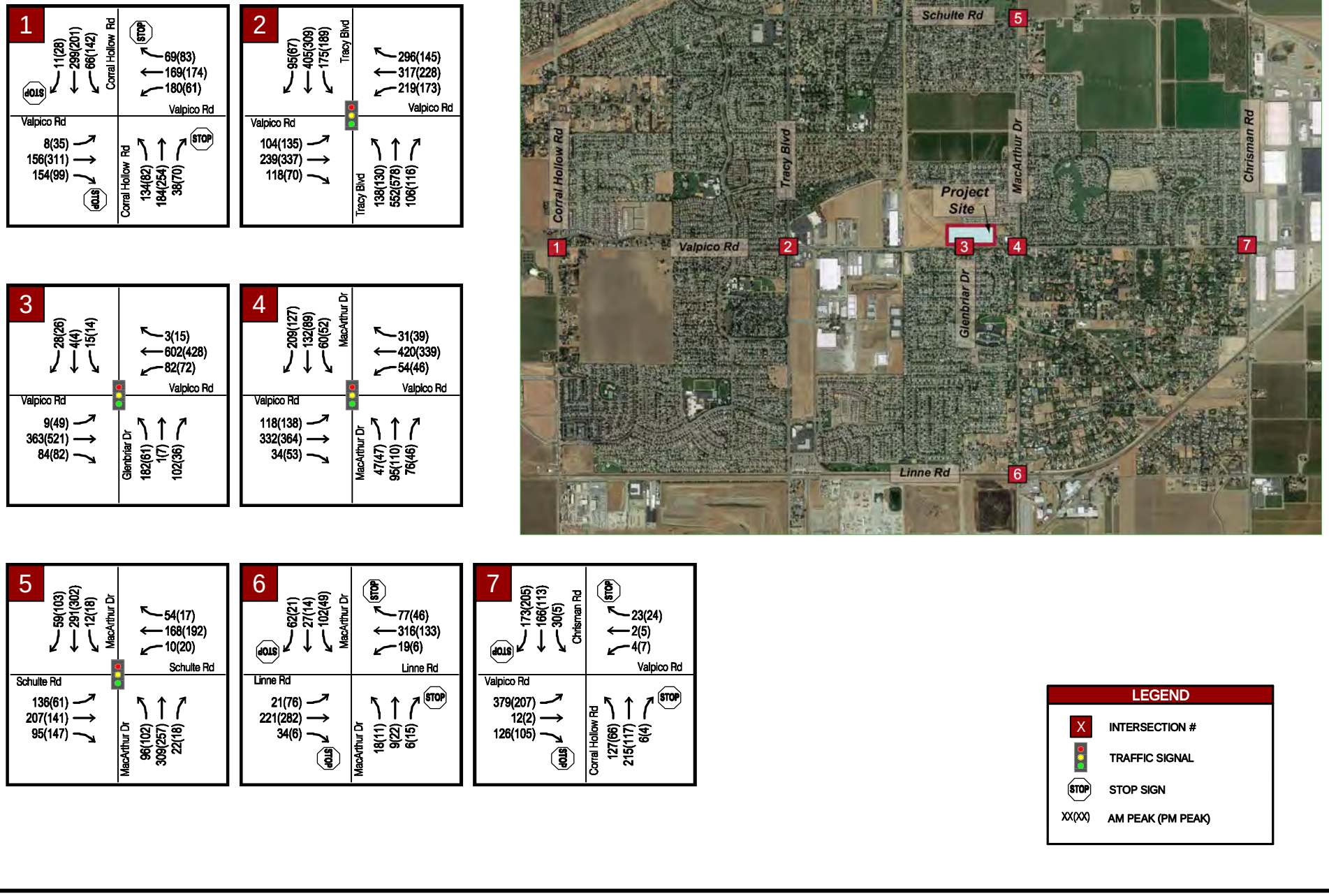

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Figure 7

Existing Plus Project Conditions Peak Hour Turning Movement Volumes

Table 4 – Existing (2019) Plus Project LOS Results

#	Intersection	LOS Standard	Control Type	Existing (2019)				Existing (2019) Plus Project							
				AM Peak Hour		PM Peak Hour		AM Peak Hour				PM Peak Hour			
				Delay	LOS	Delay	LOS	Delay	Δ Delay	% Increase in Trips	LOS	Delay	Δ Delay	% Increase in Trips	LOS
1	Valpico Road & Corral Hollow Road	D	AWSC	73.6	F	67.0	F	83.9	10.3	2.6%	F	80.8	13.8	4.8%	F
2	Valpico Road & Tracy Boulevard	D	Signal	30.1	C	26.4	C	30.5	0.4	N/A	C	27.0	0.6	N/A	C
3	Valpico Road & Glenbriar Drive	D	Signal	11.8	B	9.0	A	37.0	25.2	N/A	D	38.3	29.3	N/A	D
4	Valpico Road & MacArthur Drive	D	Signal	20.7	C	17.6	B	21.1	0.4	N/A	C	17.9	0.3	N/A	B
5	MacArthur Drive & Schulte Road	D	Signal	29.2	C	25.0	C	29.5	0.3	N/A	C	25.2	0.2	N/A	C
6	MacArthur Drive & Linne Road	D	AWSC	24.5	C	10.8	B	26.5	2.0	0.9%	D	10.9	0.1	2.4%	B
7	Valpico Road & Chrisman Road	D	AWSC	37.1	E	11.7	B	40.1	3.0	1.3%	E	12.1	0.4	3.9%	B

Notes:

1. Analysis performed using HCM 6th Edition methodology.
2. Delay indicated in seconds per vehicle.
3. Intersection operating deficiently or below the LOS standard are shown in bold and significant impacts are highlighted.
4. Percent increase in trips are not shown (i.e. N/A) for signalized intersections since the impact criteria does not apply.

8. Existing Plus Background Conditions

To determine Existing Plus Background conditions, traffic volumes from approved, but not completed projects were added to the existing volumes. These approved projects include the following:

1. Ellis Specific Plan – This project is located north of the Union Pacific Rail line between Corral Hollow Road and Lammers Road. The project includes 2,250 residential units, 180,000 square feet of commercial use, and 40 acres of parks. Between 25-35 percent of the project has been constructed.
2. Tracy Hills - This project is located on the southwestern portion of the City of Tracy. It is on either side of Interstate 580 between Linne Road and Corral Hollow Road. The plan includes approximately 122 units of residential estate, 3.238 units of low density residential, 2,014 units of medium density residential, 125 units of high density residential, 1,589,069 square feet of mixed-use business park, 758,944 square feet of general highway commercial, and 3,360,654 square feet of light industrial. Very few units in this development has been occupied.
3. Tracy Village - This project is generally located east of Corral Hollow Road and south of Valpico Road. The project includes 600 single-family homes, in addition to parks, recreational areas, lakes, and pedestrian connections. This project is expected to start construction in the next 1-2 years.

Future roadway improvements are planned within the study area and would be implemented as the approved development projects are implemented. The following describes each roadway improvement:

7. Signalization of the intersection of Corral Hollow Road and Valpico Road. The improvements are anticipated to be constructed with the development of the Tracy Village project. Initially the signal will be constructed with fewer travel lanes due to the right-of-way constraints on the west leg, but when triggered, the intersection will be widened to the following geometry. Restriping southbound approach to be one left turn lane, two through lanes, and one right turn lane and restriping the northbound approach to be one left turn lane, one through lane, and one shared through-right turn lane.
8. The City is currently working with the DLA to install a signal at the intersection of Chrisman Road and Valpico Road.
9. Optimization of the signal cycle length, splits, and phasing at the intersection of Tracy Boulevard and Valpico Road for future conditions.
10. Valpico Road between Tracy Boulevard and MacArthur Boulevard will be a 4-lane roadway with turn pockets at the signalized intersections. Widening is in the City CIP and TMP and as development occurs, this roadway will be widened.
11. Between Sycamore Drive and Corral Hollow Road, the Tracy Village development project will widen Valpico Road to four lanes.
12. West of Corral Hollow Road will also be widened in the future as a four lane roadway with signals at Lammers Road. This improvement is in the City Traffic Impact Fee program

Figure 8 provides the Existing Plus Background traffic control and geometry while Figure 9 provides Existing Plus Background volumes at the study intersections.

LOS Results

For Existing Plus Background Conditions, it was determined that all study intersections meet the LOS standards.

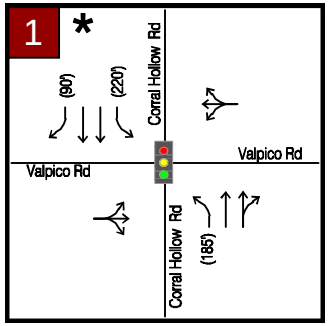
Existing (2019) LOS results are shown in Table 5.

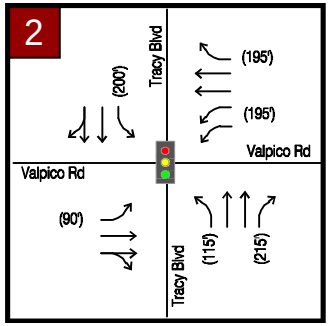
Table 5 – Existing Plus Background LOS Results

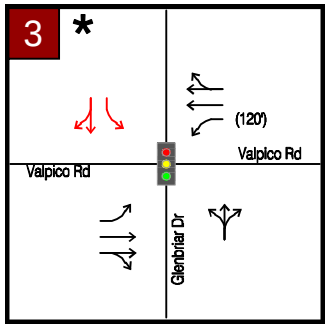
#	Intersection	LOS Standard	Control Type	Existing Plus Background			
				AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
1	Valpico Road & Corral Hollow Road	D	Signal	42.3	D	46.7	D
2	Valpico Road & Tracy Boulevard	D	Signal	39.9	D	34.0	C
3	Valpico Road & Glenbriar Drive	D	Signal	9.6	B	7.5	A
4	Valpico Road & MacArthur Drive	D	Signal	22.1	C	18.7	B

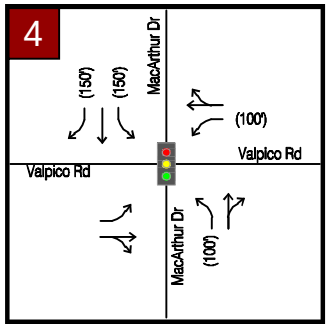
Notes:
1. Analysis performed using HCM 6th Edition methodology.
2. Delay indicated in seconds per vehicle.
3. Intersection operating deficiently or below the LOS standard are shown in bold.

Intersection #1 has improved from an unacceptable LOS F to an acceptable LOS D from Existing Conditions to Existing Plus Background Conditions due to the signalization of the intersection and roadway improvements along Corral Hollow Road. Intersection #3 continues to operate at an acceptable LOS B in the AM peak hour and LOS A in the PM peak hour with a decrease in delay from Existing Conditions to Existing Plus Background Conditions. The decrease in delay is due to the roadway widening along Valpico Road between Tracy Boulevard and MacArthur Drive.









5

INTERSECTION NOT ANALYZED IN EXISTING PLUS BACKGROUND CONDITIONS

6

INTERSECTION NOT ANALYZED IN EXISTING PLUS BACKGROUND CONDITIONS

7

INTERSECTION NOT ANALYZED IN EXISTING PLUS BACKGROUND CONDITIONS

LEGEND

- X — INTERSECTION #
- TRAFFIC SIGNAL
- STOP — STOP SIGN
- (XXX') — TURN POCKET LENGTH (FT)
- CHANNALIZED RIGHT TURN

*Intersection configuration changes from Existing Conditions.
Note: Lane geometry shown in red will be constructed with the project.

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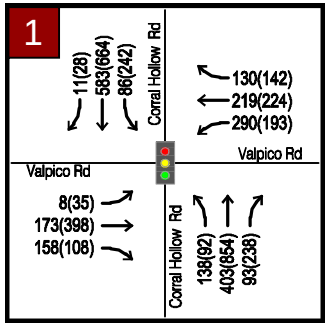
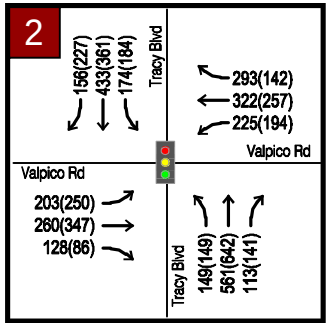
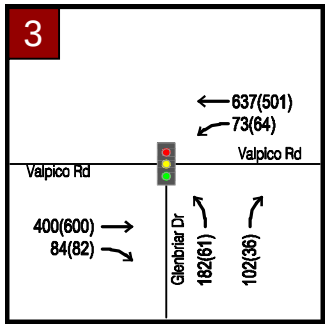
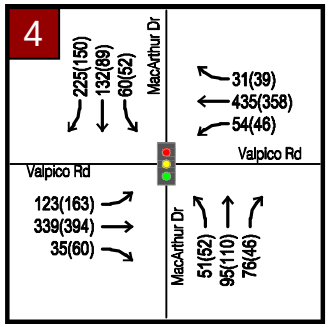
Figure 8

Existing Plus Background Lane Geometry and Traffic Control









5

INTERSECTION NOT ANALYZED IN EXISTING PLUS BACKGROUND CONDITIONS

6

INTERSECTION NOT ANALYZED IN EXISTING PLUS BACKGROUND CONDITIONS

7

INTERSECTION NOT ANALYZED IN EXISTING PLUS BACKGROUND CONDITIONS

LEGEND

- X — INTERSECTION #
- TRAFFIC SIGNAL
- STOP — STOP SIGN
- XX(XX) — AM PEAK (PM PEAK)

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Figure 9

Existing Plus Background Conditions Peak Hour Turning Movement Volumes

9. Existing Plus Background Plus Project Conditions

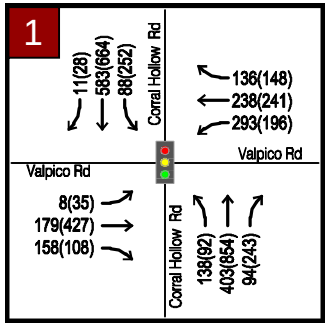
Volumes for the Existing Plus Background Plus Project Condition were determined by adding the project volumes to the Existing Plus Background volumes at each study intersection. The lane geometry and traffic control are the same as in Existing Plus Background conditions, with the exception of the addition of the Project driveway to the north leg and the addition of the eastbound left turn lane of the intersection of Valpico Road and Glenbriar Drive. The Project proposes to add a southbound left turn lane and a southbound shared through-right turn lane at the intersection of Valpico Road and Glenbriar Drive. There will be one northbound receiving lane at the project access. With the construction of new homes and retail space in the background projects, road improvements would also occur. These improvements have been included in the Existing Plus Background conditions analysis. The improvements at the study intersections are indicated in Section 8 of this report.

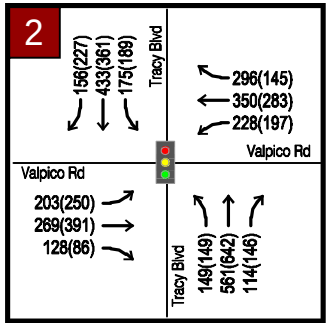
Figure 10 shows the volumes associated with the Existing Plus Background Plus Project Conditions.

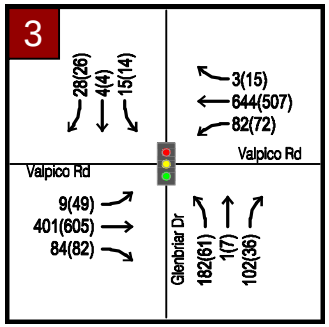
LOS Results

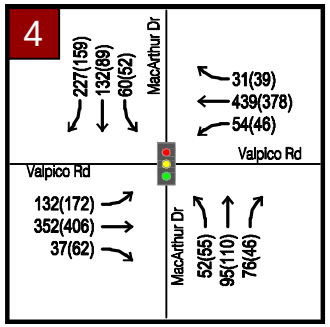
For Existing Plus Background Plus Project Conditions, it was determined that all study intersections meet the LOS standards.

Existing Plus Background Plus Project LOS results are shown in Table 2Table 6. The small addition of project traffic does not cause any of the study intersections to deteriorate to an adverse LOS.









5

INTERSECTION NOT ANALYZED IN EXISTING PLUS BACKGROUND CONDITIONS

6

INTERSECTION NOT ANALYZED IN EXISTING PLUS BACKGROUND CONDITIONS

7

INTERSECTION NOT ANALYZED IN EXISTING PLUS BACKGROUND CONDITIONS

LEGEND

- X — INTERSECTION #
- TRAFFIC SIGNAL
- STOP — STOP SIGN
- XX(XX) — AM PEAK (PM PEAK)

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Figure 10

Existing Plus Background Plus Project Conditions Peak Hour Turning Movement Volumes

Table 6 – Existing Plus Background Plus Project LOS Results

#	Intersection	LOS Standard	Control Type	Existing Plus Background				Existing Plus Background Plus Project					
				AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour		
				Delay	LOS	Delay	LOS	Delay	Δ Delay	LOS	Delay	Δ Delay	LOS
1	Valpico Road & Corral Hollow Road	D	Signal	42.3	D	46.7	D	46.1	3.8	D	52.2	5.5	D
2	Valpico Road & Tracy Boulevard	D	Signal	39.9	D	34.0	C	40.3	0.4	D	34.6	0.6	C
3	Valpico Road & Glenbriar Drive	D	Signal	9.6	B	7.5	A	22.5	12.9	C	24.9	17.4	C
4	Valpico Road & MacArthur Drive	D	Signal	22.1	C	18.7	B	22.6	0.5	C	19.2	0.5	B

Notes:

1. Analysis performed using HCM 6th Edition methodology.
2. Delay indicated in seconds per vehicle.
3. Intersection operating deficiently or below the LOS standard are shown in bold and significant impacts are highlighted.

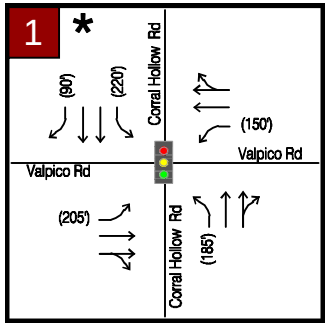
10. Cumulative (2035) Conditions

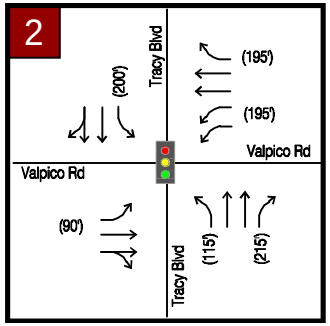
To determine Cumulative (2035) conditions, traffic volumes from the City's travel demand forecast model were used. The base year 2009 model and the future year 2035 model were used to determine annual growth rates. These annual growth rates were applied to the existing volumes and grown for 16 years (2035 minus 2019). Those grown leg volumes were then converted to intersection turning movement volumes using the Furness methodology within the Turns W32 software.

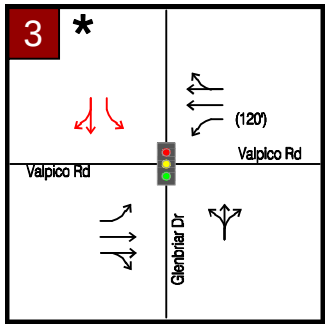
Future roadway improvements consistent with the City of Tracy Transportation Master Plan are planned within the study area. The following describes each roadway improvement:

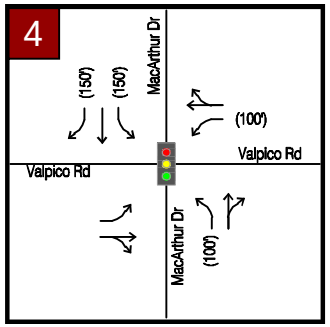
1. Corral Hollow Road and Valpico Road:
    a. Eastbound approach will be a left turn lane, through lane, and shared through-right turn lane
    b. Westbound approach will be a left turn lane, through lane, and shared through-right turn lane
    c. Southbound approach will be a left turn lane, two through lanes, and a right turn lane
    d. Northbound approach will be a left turn lane, through lane, and shared through-right turn lane
    e. Optimize signal timing and include a southbound right-turn overlap.

Figure 11 provides the Cumulative traffic control and geometry while Figure 12 provides Cumulative volumes at the study intersections.









5

INTERSECTION NOT ANALYZED IN CUMULATIVE CONDITIONS

6

INTERSECTION NOT ANALYZED IN CUMULATIVE CONDITIONS

7

INTERSECTION NOT ANALYZED IN CUMULATIVE CONDITIONS

LEGEND

- X — INTERSECTION #
- TRAFFIC SIGNAL
- STOP — STOP SIGN
- (XXX') — TURN POCKET LENGTH (FT)
- CHANNALIZED RIGHT TURN

*Intersection configuration changes from Existing Conditions.
Note: Lane geometry shown in red will be constructed with the project.

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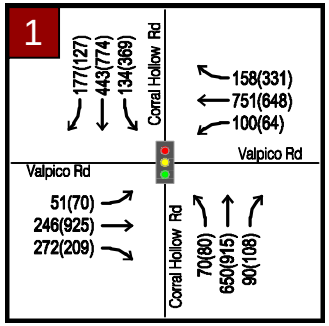
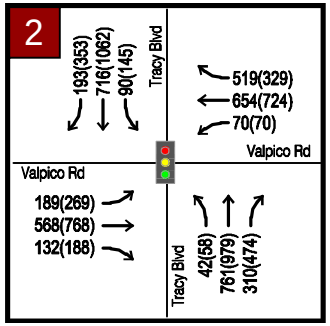
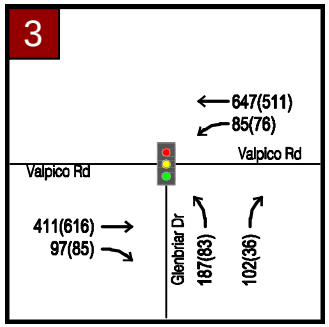
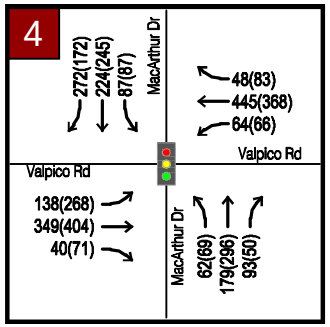
Figure 11

Cumulative Lane Geometry and Traffic Control









5

INTERSECTION NOT ANALYZED IN CUMULATIVE CONDITIONS

6

INTERSECTION NOT ANALYZED IN CUMULATIVE CONDITIONS

7

INTERSECTION NOT ANALYZED IN CUMULATIVE CONDITIONS

LEGEND

- X — INTERSECTION #
- TRAFFIC SIGNAL
- STOP — STOP SIGN
- XX(XX) — AM PEAK (PM PEAK)

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Figure 12

Cumulative Conditions Peak Hour Turning Movement Volumes

LOS Results

For Cumulative Conditions, it was determined that the following intersection would not meet LOS standards:

- Intersection 1: Valpico Road and Corral Hollow Road – PM peak hour
- Intersection 2: Valpico Road and Tracy Boulevard – PM Peak hour

Cumulative LOS results are shown in Table 7.

Table 7 – Cumulative (2035) LOS Results

#	Intersection	LOS Standard	Control Type	Cumulative (2035)			
				AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS
1	Valpico Road & Corral Hollow Road	D	Signal	21.8	C	55.5	E
2	Valpico Road & Tracy Boulevard	D	Signal	39.5	D	64.3	E
3	Valpico Road & Glenbriar Drive	D	Signal	9.3	A	8.0	A
4	Valpico Road & MacArthur Drive	D	Signal	23.8	C	32.2	C

Notes:
1. Analysis performed using HCM 6th Edition methodology.
2. Delay indicated in seconds per vehicle.
3. Intersection operating deficiently or below the LOS standard are shown in bold.

The intersection of Valpico Road and Tracy Boulevard operates as a LOS E in the AM and PM peak hours during the Cumulative conditions. Mitigations at this intersection were identified in the approved but not yet constructed project of Tracy Village. Since the Tracy Village project creates a signification impact at this intersection in its Cumulative Plus Project conditions, their proposed mitigation is to modify the phasing to permitted-protected and optimize the cycle lengths and splits at the intersection of Central Avenue and Tracy Boulevard. This mitigation will improve operations at Central Avenue and Tracy Boulevard and facilitate the use of this intersection by local traffic rather than diverting to the Valpico Road and Tracy Boulevard intersection. Since this intersection was not studied in our traffic study, the mitigation was not reflected in this study. However, the intersection LOS will be improved to acceptable conditions with the addition of this mitigation.

11. Cumulative Plus Project Conditions

Volumes for the Cumulative Plus Project Condition were determined by adding the project volumes to the Cumulative volumes at each study intersection. The lane geometry and traffic control are the same as in Cumulative conditions, with the exception of the addition of the Project driveway to the north leg of the intersection of Valpico Road and Glenbriar Drive. The Project proposes to add a southbound left turn lane and a southbound shared through-right turn lane at the intersection of Valpico Road and Glenbriar Drive. There will be one northbound receiving lane at the project access.

Figure 13 shows the volumes associated with the Cumulative Plus Project Conditions.

LOS Results

For Cumulative Plus Project Conditions, it was determined that the following intersection would not meet LOS standards:

- Intersection 1: Valpico Road and Corral Hollow Road – PM Peak hour
  - Not a significant Project Impact
- Intersection 2: Valpico Road and Tracy Boulevard – PM peak hour
  - Not a significant Project impact

Cumulative Plus Project LOS results are shown in Table 2Table 8.

The addition of the project causes the intersection of Valpico Road and Corral Hollow Road to continue to operate at a LOS E in the PM peak hour during the Cumulative Plus Project conditions. Since the project increases the delay by less than four (4) seconds to the signalized intersection (project adds 2.7 seconds in the PM peak hour), it is not a significant impact.

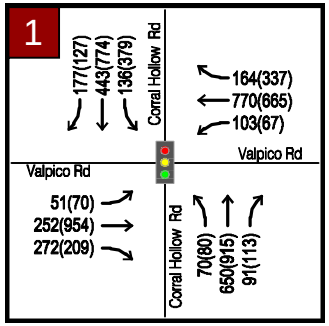
The addition of the project causes the intersection of Valpico Road and Tracy Boulevard to continue to operate at a LOS E in the PM peak hour during the Cumulative Plus Project conditions. Since the project increases the delay by less than four (4) seconds to the signalized intersection (project 0.5 seconds in the PM peak hour), it is not a significant impact.

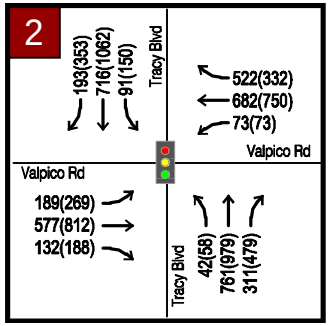
The project has no significant Cumulative Condition impacts on the study roadway network. The Project would pay the City Traffic Impact Fee (TIF), which represents its fair share payment towards potential cumulative impacts for intersections and roadway segments.

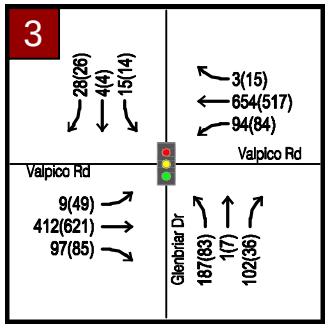
Potential Improvements

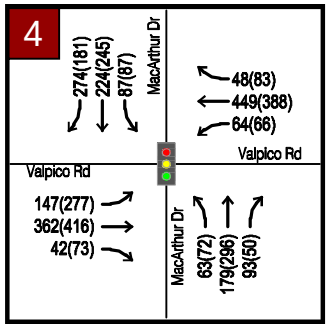
To improve the operations at Intersection 1 in the PM peak hour, an eastbound right turn lane should be constructed. This improvement will be added to the update of the City's 2020 TMP. With the additional right turn lane, the Cumulative and Cumulative Plus Project would operate at an acceptable LOS D (43.1 seconds) and LOS D (44.8 seconds), respectively, in the PM peak hour.

To improve the operations at Intersection 2 in the PM peak hour, an additional eastbound left turn lane should be constructed. With the additional left turn lane, the Cumulative and Cumulative Plus Project would operate at an acceptable LOS D (50.6 seconds) and LOS D (51.2 seconds), respectively, in the PM peak hour. This improvement will be added to the update of the City's 2020 TMP.









5

INTERSECTION NOT ANALYZED
CUMULATIVE CONDITIONS

6

INTERSECTION NOT ANALYZED
CUMULATIVE CONDITIONS

7

INTERSECTION NOT ANALYZED
CUMULATIVE CONDITIONS

LEGEND

- X — INTERSECTION #
- TRAFFIC SIGNAL
- STOP — STOP SIGN
- XX(XX) — AM PEAK (PM PEAK)

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Figure 13

Cumulative Plus Project Conditions Peak Hour Turning Movement Volumes

Table 8 – Cumulative Plus Project LOS Results

#	Intersection	LOS Standard	Control Type	Cumulative				Cumulative Plus Project					
				AM Peak Hour		PM Peak Hour		AM Peak Hour			PM Peak Hour		
				Delay	LOS	Delay	LOS	Delay	Δ Delay	LOS	Delay	Δ Delay	LOS
1	Valpico Road & Corral Hollow Road	D	Signal	21.8	C	55.5	E	22.1	0.3	C	58.2	2.7	E
2	Valpico Road & Tracy Boulevard	D	Signal	39.5	D	64.3	E	39.7	0.2	D	64.8	0.5	E
3	Valpico Road & Glenbriar Drive	D	Signal	9.3	A	8.0	A	22.2	12.9	C	24.6	16.6	C
4	Valpico Road & MacArthur Drive	D	Signal	23.8	C	32.2	C	24.4	0.6	C	34.9	2.7	D

Notes:

1. Analysis performed using HCM 6th Edition methodology.
2. Delay indicated in seconds per vehicle.
3. Intersection operating deficiently or below the LOS standard are shown in bold and significant impacts are highlighted.

12. Vehicle Queuing

As congestion increases, it is common for traffic at intersections to form lines of stopped (or queued) vehicles. Queue lengths were determined for each turn lane and measure the distance that vehicles will back up in each direction approaching an intersection. Synchro software calculates the 95th percentile queues based on HCM 6 methodology. The 95th percentile queue is used to account for fluctuations in traffic and represents a condition where 95 percent of the time during the peak period, traffic volumes will be less than or equal to the queue determined by the analysis. It is used as a benchmark for determining deficiencies as a standard transportation engineering practice. Average queuing is generally less. Ninety-fifth percentile queuing was estimated under the various development conditions and in consideration of the planned intersection and signal timing improvements. A typical vehicle length of 25 feet was used in the queuing analysis. A significant impact was assumed to occur if the queue increases by one or more vehicles and the vehicle queue exceeds the turn pocket length. A summary of the queuing results is included in the Appendix.

Queuing Results

The analysis showed that several existing turn bays lengths are exceeded under Existing, Existing Plus Background, and Cumulative traffic volumes. In all cases the inadequate queue lengths are not associated with the project, but are a result of pre-existing deficiencies. For example, the southbound left turn queue at the intersection of Valpico Road / Tracy Boulevard is 286 feet during the AM peak hour in the Existing Conditions and the queue length is 289 feet during the AM peak hour in the Existing Plus Project Conditions. Although the turn pocket length is 200 feet long and the queue spills out of the turn pocket, the result is a pre-existing deficiency not associated with the project and is therefore not an impact since the project did not increase the queue by at least one vehicle length (i.e. 25 feet).

Although not a queuing deficiency as a result of the project, the eastbound left turn queue at the intersection of Tracy Boulevard and Valpico Road (Intersection #2) in the Cumulative and Cumulative Plus Project Conditions extends past the available storage length of 90 feet in both the AM and PM peak hour. The queue for both with and without project conditions are 302 feet in the AM peak hour and 411 feet in the PM peak hour. To improve this queuing deficiency, the eastbound left turn storage lane should be extended from 90 feet to 450 feet. The project will pay a 3 percent fair ($5,400) share towards this Cumulative improvement.

It should be noted that at the same intersection, the southbound left turn queue without the project is 218 feet and extends past the available storage length of 200 feet in the PM peak hour. However, this is not a deficiency under Cumulative Conditions since the queue extends past the storage length of less than 25 feet (or less than one vehicle). Under Cumulative Plus Project Conditions, the southbound left turn queue is 228 feet and extends past the storage length by 28 feet (or approximately one vehicle). However, since the project adds only 10 feet of queues (or less than one vehicle), it is not considered a queuing deficiency as a result of the project.

Payment of the City of Tracy Traffic Impact Fees will offset queuing deficiencies at Intersection #1 and Intersection #7.

13. Site Access and Circulation Evaluation

The project site plan was reviewed to determine if there were any operational issues for vehicles, pedestrians, and bicyclists accessing the site.

Vehicle Access

The project site plan shows multiple access driveways for the project. The primary project access point will be the signalized intersection of Valpico Road and Glenbriar Drive. This intersection will provide full access and a signal control for vehicles entering and exiting the site. Along Valpico Road, there is an unsignalized driveway that is on the southeast corner of the project. This is an existing driveway that provides access to the adjacent Rite-Aid store. This driveway allows left turns in, right turns in, and right turns out. Left turns out are restricted due to the raised median along Valpico Road. No change will be made to this driveway. Other connection points for vehicles to the site include the drive aisle on the eastern edge of the project site that will connect to the Rite-Aid store. In addition, there is a drive aisle proposed on the northwest corner of the project site that would connect to Derone Lane in the future. Each driveway along Valpico Road should have an adequate throat depth that would prevent inbound vehicles to the site from queuing onto Valpico Road.

On-site, Glenbriar Drive extends from Valpico Road to the northern access point to Derone Lane. There is an east-west drive aisle that connects the Glenbriar extension to the eastern portion of the project site and to the Rite-Aid connection. These major drive aisles provide access to the on-site parking lot and to other drive aisles to access each residential building.

Based on the site plan, there may be possible sight distance issues for the internal intersection to the north of the project driveway at Glenbriar Drive and Valpico Road. Vehicles turning from the west and east approach onto the main drive aisle of Glenbriar Drive may have limited sight distance due to the skewed intersection and nearby landscaping and building obstructions.

Pedestrian Access

The project site plan shows pedestrian facilities throughout the project site. There are pedestrian sidewalks that connect each building to the major drive aisles that have a sidewalk on both sides. These internal walkways would connect to the existing sidewalk along the northern side of Valpico Road, between Glenbriar Drive and Rite-Aid. The project is proposing to construct a sidewalk along the southern border of the project between the western border of the project and Glenbriar Drive. This will help to close a portion of the sidewalk gap along the northern side of Valpico Road between Glenbriar Drive and just to the east of Tracy Boulevard. As development is constructed to the west of the project site, sidewalks will be constructed to further provide full pedestrian facilities.

Although there is no sidewalk on the northern side of Valpico Road to the west of the project site, there is existing sidewalk on the southside of Valpico Road. Pedestrians accessing the project can utilize the sidewalks on the south side of Valpico Road by crossing the road at the intersection of Valpico Road and Glenbriar Drive. There are existing crosswalks on all three legs of this intersection, and the project will construct a crosswalk along the north leg as part of this project. There are also crosswalks at the intersection of Valpico Road and MacArthur Drive to the east of the project. The crosswalks exist on the west, north, and east legs of the intersection.

Bicycle Access

The project site plan does not show any on-site bicycle parking or facilities. Based on the City of Tracy Code of Ordinance, if the project is required to provide greater than 40 vehicle parking spaces, the project is required to provide a minimum number of bicycle parking spaces equivalent to 5 percent of the vehicle parking spaces. However, typically for a residential project, bicycles can share the vehicle drive aisles with motorists. In the westbound direction on Valpico Road, there are existing bicycle lanes from Chrisman Road to west of MacArthur Drive. The project should stripe a Class II bicycle lane in the westbound direction along Valpico Road along the project frontage to help close the bicycle facilities gap. As part of the MacArthur Drive widening project, Class II bicycle lanes are proposed to close the gap between Glenbriar Drive and Tracy Boulevard. In the eastbound direction along Valpico Road, there are Class II bicycle lanes that extend from Glenbriar Drive to MacArthur Drive. As part of the MacArthur Drive widening project, Class II bicycle lanes are proposed to close the gap between Glenbriar Drive and Tracy Boulevard.

Along MacArthur Drive, there are Class II bicycle lanes in the northbound direction from Valpico Road to Eastlake Drive.

Transit Access

The City of Tracy provides bus service (Tracer) within the City of Tracy. Route C runs along Valpico Road and provides access to the Downtown Civic Center and Tracy Transit Center. The bus runs from 6:50 AM to 7:58 PM on approximately 60- to 70-minute headways. There is a bus stop in each direction along Valpico Road just to the east of the intersection of Valpico road and Glenbriar Drive. The close proximity of these bus stops to the project site allow for ease of access to the Tracer system.

Kimley»Horn

Appendix

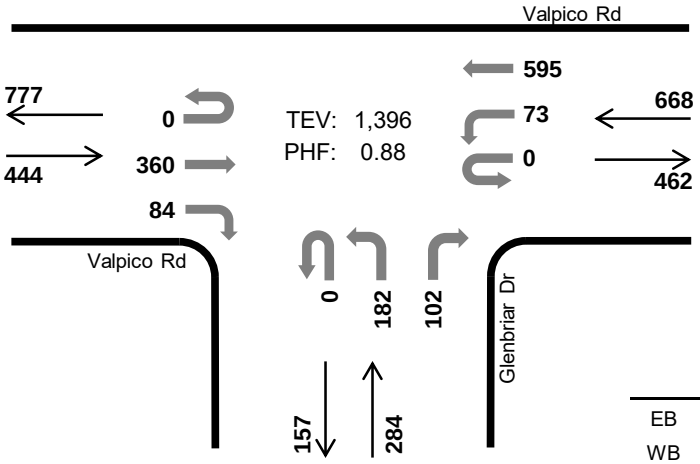
Traffic Counts

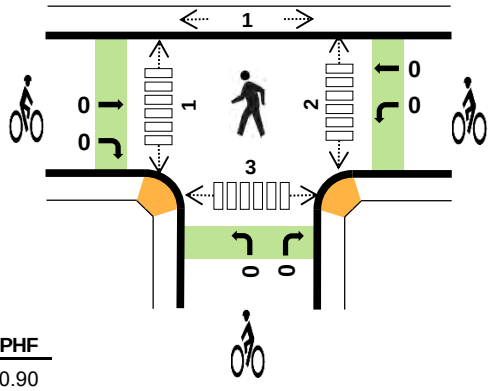
Glenbriar Dr
Valpico Rd

N

Peak Hour

Date: 08-27-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM





	HV %:	PHF
EB	4.1%	0.90
WB	2.5%	0.78
NB	1.4%	0.85
SB	-	-
TOTAL	2.8%	0.88

Two-Hour Count Summaries

Interval Start		Valpico Rd Eastbound				Valpico Rd Westbound				Glenbriar Dr Northbound				n/a Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	0	69	6	0	11	139	0	0	14	0	16	0	0	0	0	255	0
7:15 AM		**0**	**0**	**96**	**15**	**0**	**12**	**128**	**0**	**0**	**30**	**0**	**28**	**0**	**0**	**0**	**0**	**309**	0
7:30 AM		**0**	**0**	**76**	**14**	**0**	**9**	**163**	**0**	**0**	**48**	**0**	**36**	**0**	**0**	**0**	**0**	**346**	0
7:45 AM		**0**	**0**	**93**	**27**	**0**	**32**	**181**	**0**	**0**	**51**	**0**	**12**	**0**	**0**	**0**	**0**	**396**	1,306
8:00 AM		**0**	**0**	**95**	**28**	**0**	**20**	**123**	**0**	**0**	**53**	**0**	**26**	**0**	**0**	**0**	**0**	**345**	**1,396**
8:15 AM		0	0	104	10	1	3	107	0	0	34	0	23	0	0	0	0	282	1,369
8:30 AM		0	0	94	11	0	2	91	0	0	14	0	11	0	0	0	0	223	1,246
8:45 AM		0	0	59	6	0	3	92	0	0	13	0	8	0	0	0	0	181	1,031
Count Total		0	0	686	117	1	92	1,024	0	0	257	0	160	0	0	0	0	2,337	0
Peak Hour	**All**	**0**	**0**	**360**	**84**	**0**	**73**	**595**	**0**	**0**	**182**	**0**	**102**	**0**	**0**	**0**	**0**	**1,396**	**0**
	HV	**0**	**0**	**14**	**4**	**0**	**0**	**17**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**0**
	HV%	**-**	**-**	**4%**	**5%**	**-**	**0%**	**3%**	**-**	**-**	**2%**	**-**	**0%**	**-**	**-**	**-**	**-**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	8	0	0	*8*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**5**	**4**	**2**	**0**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**1**	**1**	*3*
7:30 AM	**5**	**6**	**1**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**4**	**4**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**1**	*3*
8:00 AM	**4**	**3**	**1**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***
8:15 AM	4	3	1	0	*8*	0	8	0	0	*8*	1	0	0	1	*2*
8:30 AM	9	3	0	0	*12*	0	3	0	0	*3*	0	0	0	0	*0*
8:45 AM	1	5	0	0	*6*	1	0	0	0	*1*	0	0	0	0	*0*
Count Total	32	36	5	0	*73*	1	11	0	0	*12*	3	1	1	4	*9*
Peak Hr	**18**	**17**	**4**	**0**	***39***	**0**	**0**	**0**	**0**	***0***	**2**	**1**	**1**	**3**	***7***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Valpico Rd Eastbound				Valpico Rd Westbound				Glenbriar Dr Northbound				n/a Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8	0
7:15 AM	**0**	**0**	**3**	**2**	**0**	**0**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	0
7:30 AM	**0**	**0**	**3**	**2**	**0**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	0
7:45 AM	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	39
8:00 AM	**0**	**0**	**4**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**39**
8:15 AM	0	0	4	0	0	0	3	0	0	1	0	0	0	0	0	0	8	36
8:30 AM	0	0	8	1	0	0	3	0	0	0	0	0	0	0	0	0	12	36
8:45 AM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	6	34
Count Total	0	0	27	5	0	0	36	0	0	5	0	0	0	0	0	0	73	0
Peak Hour	**0**	**0**	**14**	**4**	**0**	**0**	**17**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Valpico Rd Eastbound			Valpico Rd Westbound			Glenbriar Dr Northbound			n/a Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	8	0	0	0	0	0	0	0	8	8
8:30 AM	0	0	0	1	2	0	0	0	0	0	0	0	3	11
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	12
Count Total	0	1	0	1	10	0	0	0	0	0	0	0	12	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

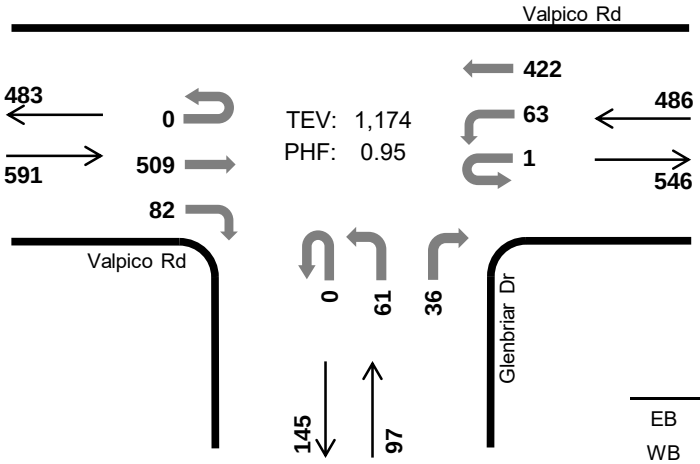
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

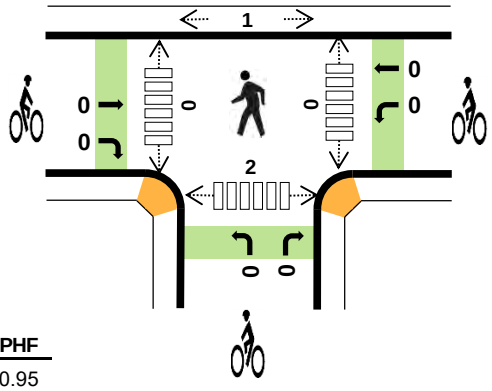
Glenbriar Dr
Valpico Rd

N

Peak Hour

Date: 08-27-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	1.2%	0.95
WB	1.4%	0.87
NB	1.0%	0.81
SB	-	-
TOTAL	1.3%	0.95

Two-Hour Count Summaries

Interval Start		Valpico Rd Eastbound				Valpico Rd Westbound				Glenbriar Dr Northbound				n/a Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	101	16	0	14	93	0	0	24	0	10	0	0	0	0	258	0
4:15 PM		0	0	112	18	0	15	66	0	0	14	0	7	0	0	0	0	232	0
4:30 PM		0	0	121	21	0	11	87	0	0	11	0	11	0	0	0	0	262	0
4:45 PM		**0**	**0**	**134**	**22**	**0**	**17**	**98**	**0**	**0**	**18**	**0**	**12**	**0**	**0**	**0**	**0**	**301**	1,053
5:00 PM		**0**	**0**	**126**	**15**	**0**	**16**	**97**	**0**	**0**	**14**	**0**	**10**	**0**	**0**	**0**	**0**	**278**	1,073
5:15 PM		**0**	**0**	**124**	**22**	**1**	**20**	**97**	**0**	**0**	**13**	**0**	**8**	**0**	**0**	**0**	**0**	**285**	1,126
5:30 PM		**0**	**0**	**125**	**23**	**0**	**10**	**130**	**0**	**0**	**16**	**0**	**6**	**0**	**0**	**0**	**0**	**310**	**1,174**
5:45 PM		0	0	118	33	0	18	94	0	0	17	0	14	0	0	0	0	294	1,167
Count Total		0	0	961	170	1	121	762	0	0	127	0	78	0	0	0	0	2,220	0
Peak Hour	**All**	**0**	**0**	**509**	**82**	**1**	**63**	**422**	**0**	**0**	**61**	**0**	**36**	**0**	**0**	**0**	**0**	**1,174**	**0**
	HV	**0**	**0**	**7**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**15**	**0**
	HV%	**-**	**-**	**1%**	**0%**	**0%**	**2%**	**1%**	**-**	**-**	**0%**	**-**	**3%**	**-**	**-**	**-**	**-**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	2	1	0	*8*	0	0	0	0	*0*	0	1	1	0	*2*
4:15 PM	6	3	0	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	3	0	1	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
5:00 PM	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**2**	**5**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**1**	***2***
5:45 PM	1	1	0	0	*2*	1	0	0	0	*1*	0	0	0	0	*0*
Count Total	22	13	3	0	*38*	1	0	0	0	*1*	0	1	2	2	*5*
Peak Hr	**7**	**7**	**1**	**0**	***15***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**2**	***3***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Valpico Rd				Valpico Rd				Glenbriar Dr				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	0	0	2	0	0	0	1	0	0	0	0	0	0	8	0
4:15 PM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	9	0
4:30 PM	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	22
5:00 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	16
5:15 PM	**0**	**0**	**2**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	14
5:30 PM	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**15**
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	16
Count Total	0	0	22	0	0	3	10	0	0	1	0	2	0	0	0	0	38	0
Peak Hour	**0**	**0**	**7**	**0**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**15**	**0**

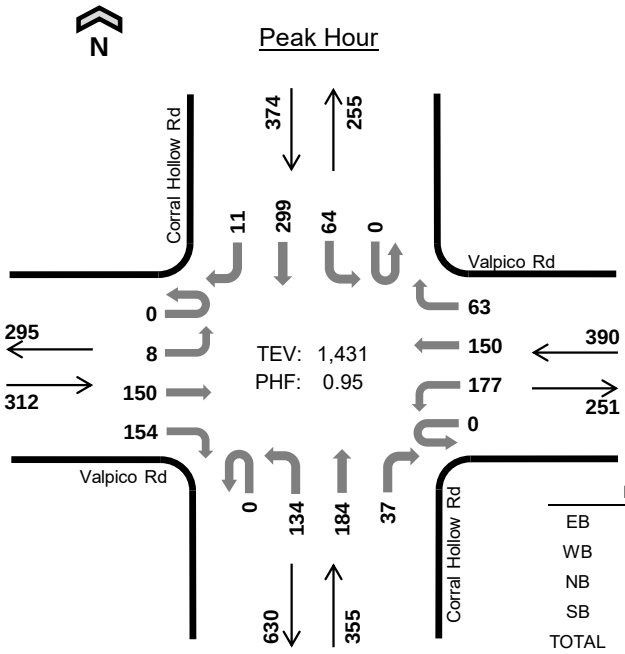
Two-Hour Count Summaries - Bikes

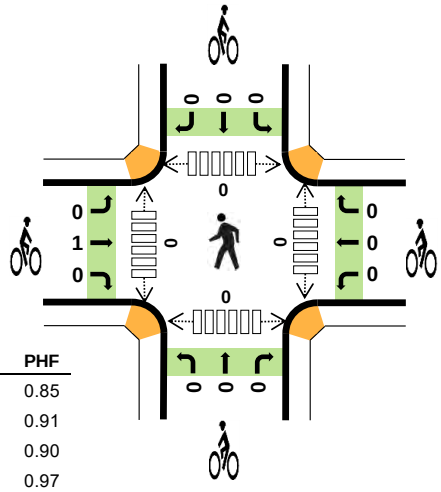
Interval Start	Valpico Rd			Valpico Rd			Glenbriar Dr			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1
Count Total	0	1	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Corral Hollow Rd
Valpico Rd

Date: 08-27-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	9.3%	0.85
WB	1.3%	0.91
NB	8.7%	0.90
SB	4.8%	0.97
TOTAL	5.8%	0.95

Two-Hour Count Summaries

Interval Start		Valpico Rd Eastbound				Valpico Rd Westbound				Corral Hollow Rd Northbound				Corral Hollow Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	21	8	0	74	34	13	0	22	24	8	0	11	104	3	323	0
7:15 AM		0	3	33	18	0	66	43	6	0	18	27	13	0	15	92	5	339	0
7:30 AM		**0**	**0**	**33**	**22**	**0**	**39**	**52**	**4**	**0**	**54**	**34**	**8**	**0**	**12**	**77**	**6**	**341**	0
7:45 AM		**0**	**3**	**52**	**37**	**0**	**40**	**38**	**12**	**0**	**37**	**44**	**7**	**0**	**14**	**71**	**3**	**358**	1,361
8:00 AM		**0**	**3**	**33**	**48**	**0**	**52**	**29**	**17**	**0**	**30**	**60**	**9**	**0**	**17**	**77**	**1**	**376**	1,414
8:15 AM		**0**	**2**	**32**	**47**	**0**	**46**	**31**	**30**	**0**	**13**	**46**	**13**	**0**	**21**	**74**	**1**	**356**	**1,431**
8:30 AM		0	1	17	14	0	51	34	21	0	14	42	12	0	22	40	5	273	1,363
8:45 AM		0	4	16	18	0	31	32	12	0	28	37	11	0	22	57	1	269	1,274
Count Total		0	17	237	212	0	399	293	115	0	216	314	81	0	134	592	25	2,635	0
Peak Hour	**All**	**0**	**8**	**150**	**154**	**0**	**177**	**150**	**63**	**0**	**134**	**184**	**37**	**0**	**64**	**299**	**11**	**1,431**	**0**
	HV	**0**	**1**	**0**	**28**	**0**	**0**	**4**	**1**	**0**	**10**	**21**	**0**	**0**	**1**	**17**	**0**	**83**	**0**
	HV%	**-**	**13%**	**0%**	**18%**	**-**	**0%**	**3%**	**2%**	**-**	**7%**	**11%**	**0%**	**-**	**2%**	**6%**	**0%**	**6%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	3	6	6	*15*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	7	2	5	4	*18*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**5**	**2**	**5**	**6**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**4**	**1**	**9**	**4**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**3**	**2**	**9**	**6**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**17**	**0**	**8**	**2**	***27***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
8:30 AM	11	2	3	1	*17*	0	0	0	2	*2*	0	0	0	3	*3*
8:45 AM	5	0	7	6	*18*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	52	12	52	35	*151*	1	0	0	2	*3*	0	0	0	3	*3*
Peak Hour	**29**	**5**	**31**	**18**	***83***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Valpico Rd Eastbound				Valpico Rd Westbound				Corral Hollow Rd Northbound				Corral Hollow Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	2	0	0	2	4	0	0	0	6	0	15	0
7:15 AM	0	1	1	5	0	0	2	0	0	1	4	0	0	0	4	0	18	0
7:30 AM	**0**	**0**	**0**	**5**	**0**	**0**	**2**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**6**	**0**	**18**	0
7:45 AM	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**2**	**7**	**0**	**0**	**0**	**4**	**0**	**18**	69
8:00 AM	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**1**	**0**	**3**	**6**	**0**	**0**	**0**	**6**	**0**	**20**	74
8:15 AM	**0**	**1**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	**0**	**0**	**1**	**1**	**0**	**27**	**83**
8:30 AM	0	1	1	9	0	0	0	2	0	2	1	0	0	0	1	0	17	82
8:45 AM	0	1	0	4	0	0	0	0	0	7	0	0	0	0	6	0	18	82
Count Total	0	4	2	46	0	1	8	3	0	22	30	0	0	1	34	0	151	0
Peak Hour	**0**	**1**	**0**	**28**	**0**	**0**	**4**	**1**	**0**	**10**	**21**	**0**	**0**	**1**	**17**	**0**	**83**	**0**

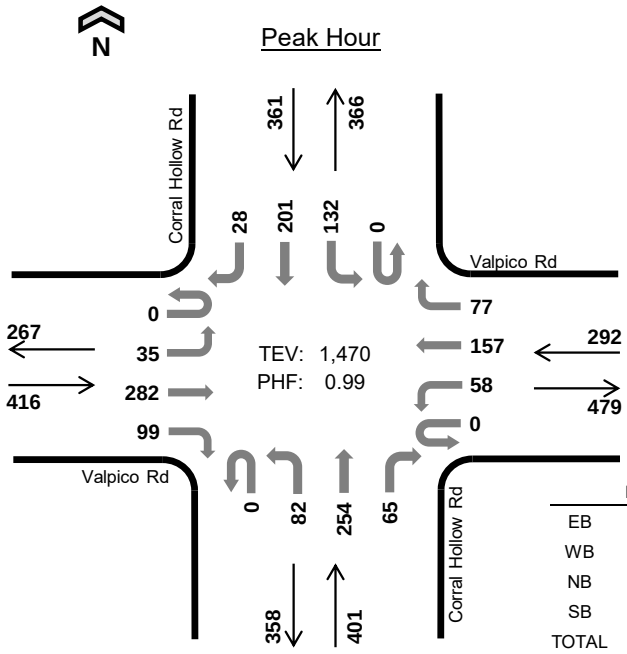
Two-Hour Count Summaries - Bikes

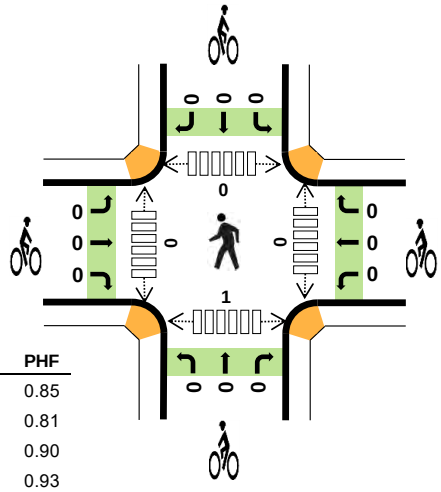
Interval Start	Valpico Rd Eastbound			Valpico Rd Westbound			Corral Hollow Rd Northbound			Corral Hollow Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	2	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	1	0	0	0	0	0	0	0	2	0	0	3	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Corral Hollow Rd
Valpico Rd

Date: 08-27-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM





	HV %:	PHF
EB	2.4%	0.85
WB	0.3%	0.81
NB	2.0%	0.90
SB	1.4%	0.93
TOTAL	1.6%	0.99

Two-Hour Count Summaries

Interval Start	Valpico Rd Eastbound				Valpico Rd Westbound				Corral Hollow Rd Northbound				Corral Hollow Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	57	22	0	19	32	15	0	17	69	18	0	28	51	1	331	0
4:15 PM	0	5	54	20	0	9	32	16	0	11	56	7	0	23	46	1	280	0
4:30 PM	0	0	71	36	0	12	25	26	0	11	58	19	0	28	42	6	334	0
4:45 PM	0	3	70	32	0	17	40	21	0	12	66	22	0	37	42	4	366	1,311
5:00 PM	**0**	**10**	**72**	**28**	**0**	**12**	**37**	**20**	**0**	**19**	**62**	**16**	**0**	**38**	**53**	**6**	**373**	1,353
5:15 PM	**0**	**5**	**90**	**28**	**0**	**11**	**25**	**16**	**0**	**13**	**56**	**17**	**0**	**35**	**55**	**4**	**355**	1,428
5:30 PM	**0**	**7**	**58**	**25**	**0**	**18**	**51**	**21**	**0**	**23**	**70**	**19**	**0**	**24**	**47**	**9**	**372**	1,466
5:45 PM	**0**	**13**	**62**	**18**	**0**	**17**	**44**	**20**	**0**	**27**	**66**	**13**	**0**	**35**	**46**	**9**	**370**	**1,470**
Count Total	0	45	534	209	0	115	286	155	0	133	503	131	0	248	382	40	2,781	0
Peak Hour All	**0**	**35**	**282**	**99**	**0**	**58**	**157**	**77**	**0**	**82**	**254**	**65**	**0**	**132**	**201**	**28**	**1,470**	**0**
Peak Hour HV	**0**	**0**	**3**	**7**	**0**	**0**	**1**	**0**	**0**	**6**	**2**	**0**	**0**	**1**	**3**	**1**	**24**	**0**
Peak Hour HV%	**-**	**0%**	**1%**	**7%**	**-**	**0%**	**1%**	**0%**	**-**	**7%**	**1%**	**0%**	**-**	**1%**	**1%**	**4%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	1	2	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	3	0	3	2	*8*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	1	1	2	1	*5*	0	0	0	0	*0*	1	0	0	0	*1*
4:45 PM	0	0	4	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:00 PM	**1**	**0**	**2**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**3**	**0**	**1**	**1**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**4**	**0**	**3**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	*1*
5:45 PM	**2**	**1**	**2**	**2**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	15	2	18	10	*45*	0	0	0	0	*0*	1	0	0	1	*2*
Peak Hour	**10**	**1**	**8**	**5**	***24***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**1**	***1***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Valpico Rd Eastbound				Valpico Rd Westbound				Corral Hollow Rd Northbound				Corral Hollow Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	1	1	0	4	0
4:15 PM	0	0	0	3	0	0	0	0	0	1	2	0	0	0	2	0	8	0
4:30 PM	0	0	1	0	0	1	0	0	0	1	1	0	0	0	1	0	5	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	21
5:00 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**1**	**5**	22
5:15 PM	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**5**	19
5:30 PM	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	21
5:45 PM	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**7**	**24**
Count Total	0	0	5	10	0	1	1	0	0	9	9	0	0	2	7	1	45	0
Peak Hour	**0**	**0**	**3**	**7**	**0**	**0**	**1**	**0**	**0**	**6**	**2**	**0**	**0**	**1**	**3**	**1**	**24**	**0**

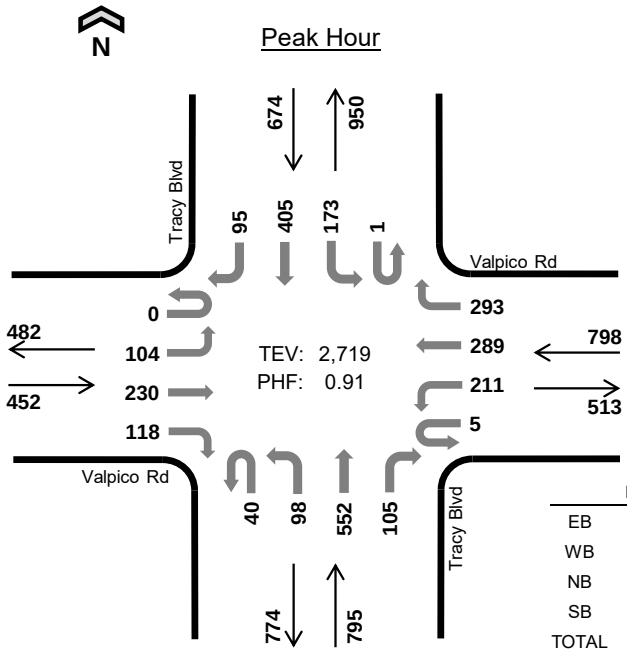
Two-Hour Count Summaries - Bikes

Interval Start	Valpico Rd Eastbound			Valpico Rd Westbound			Corral Hollow Rd Northbound			Corral Hollow Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

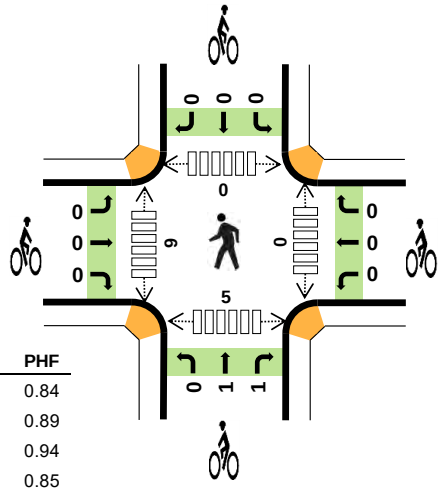
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Tracy Blvd
Valpico Rd

Date: 08-27-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	1.1%	0.84
WB	2.1%	0.89
NB	1.6%	0.94
SB	2.7%	0.85
TOTAL	1.9%	0.91



Two-Hour Count Summaries

Interval Start	Valpico Rd Eastbound				Valpico Rd Westbound				Tracy Blvd Northbound				Tracy Blvd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	14	31	20	0	53	61	19	5	19	67	19	0	24	74	29	435	0
7:15 AM	0	24	46	25	2	50	82	55	7	15	77	23	0	27	79	14	526	0
7:30 AM	**0**	**28**	**50**	**30**	**2**	**49**	**74**	**100**	**3**	**24**	**164**	**20**	**0**	**32**	**89**	**20**	**685**	0
7:45 AM	**0**	**26**	**58**	**50**	**2**	**56**	**78**	**89**	**14**	**23**	**132**	**22**	**1**	**53**	**126**	**18**	**748**	2,394
8:00 AM	**0**	**18**	**69**	**24**	**1**	**61**	**84**	**49**	**12**	**28**	**126**	**30**	**0**	**45**	**102**	**29**	**678**	2,637
8:15 AM	**0**	**32**	**53**	**14**	**0**	**45**	**53**	**55**	**11**	**23**	**130**	**33**	**0**	**43**	**88**	**28**	**608**	**2,719**
8:30 AM	0	16	47	11	1	35	59	39	5	12	67	19	0	37	55	12	415	2,449
8:45 AM	0	27	38	13	0	31	46	36	5	12	88	19	0	16	67	19	417	2,118
Count Total	0	185	392	187	8	380	537	442	62	156	851	185	1	277	680	169	4,512	0
Peak Hour All	**0**	**104**	**230**	**118**	**5**	**211**	**289**	**293**	**40**	**98**	**552**	**105**	**1**	**173**	**405**	**95**	**2,719**	**0**
Peak Hour HV	**0**	**1**	**3**	**1**	**0**	**5**	**7**	**5**	**0**	**0**	**8**	**5**	**0**	**4**	**14**	**0**	**53**	**0**
Peak Hour HV%	**-**	**1%**	**1%**	**1%**	**0%**	**2%**	**2%**	**2%**	**0%**	**0%**	**1%**	**5%**	**0%**	**2%**	**3%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	3	6	3	*13*	0	0	0	4	*4*	1	0	4	1	*6*
7:15 AM	3	10	1	6	*20*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**4**	**6**	**3**	**4**	***17***	**0**	**0**	**1**	**0**	***1***	**0**	**1**	**0**	**0**	*1*
7:45 AM	**0**	**1**	**2**	**4**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**6**	**7**	**7**	***20***	**0**	**0**	**1**	**0**	***1***	**0**	**3**	**0**	**0**	*3*
8:15 AM	**1**	**4**	**1**	**3**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**5**	**0**	**5**	***10***
8:30 AM	1	2	4	4	*11*	0	0	2	0	*2*	3	8	4	2	*17*
8:45 AM	2	3	3	0	*8*	1	1	0	0	*2*	2	3	3	2	*10*
Count Total	12	35	27	31	*105*	1	1	4	4	*10*	6	20	11	10	*47*
Peak Hour	**5**	**17**	**13**	**18**	***53***	**0**	**0**	**2**	**0**	***2***	**0**	**9**	**0**	**5**	***14***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Valpico Rd Eastbound				Valpico Rd Westbound				Tracy Blvd Northbound				Tracy Blvd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	1	2	0	0	2	3	1	0	2	1	0	13	0
7:15 AM	0	0	1	2	0	4	4	2	0	0	1	0	0	3	3	0	20	0
7:30 AM	**0**	**1**	**2**	**1**	**0**	**1**	**2**	**3**	**0**	**0**	**2**	**1**	**0**	**2**	**2**	**0**	**17**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**1**	**3**	**0**	**7**	57
8:00 AM	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**2**	**0**	**0**	**4**	**3**	**0**	**0**	**7**	**0**	**20**	64
8:15 AM	**0**	**0**	**1**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**2**	**0**	**9**	**53**
8:30 AM	0	0	1	0	0	0	0	2	0	0	2	2	0	3	1	0	11	47
8:45 AM	0	1	1	0	0	0	0	3	0	0	3	0	0	0	0	0	8	48
Count Total	0	2	7	3	0	10	13	12	0	2	17	8	0	12	19	0	105	0
Peak Hour	**0**	**1**	**3**	**1**	**0**	**5**	**7**	**5**	**0**	**0**	**8**	**5**	**0**	**4**	**14**	**0**	**53**	**0**

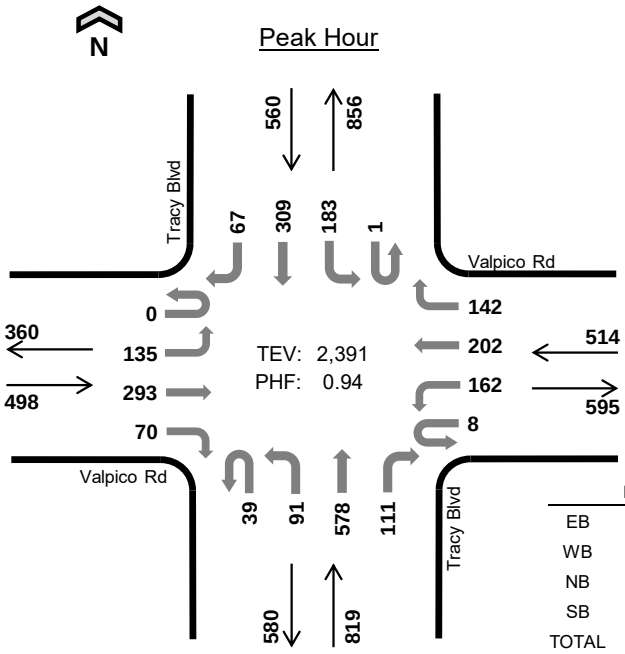
Two-Hour Count Summaries - Bikes

Interval Start	Valpico Rd Eastbound			Valpico Rd Westbound			Tracy Blvd Northbound			Tracy Blvd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	4	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	5
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	2
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
8:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	2	3
8:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	2	5
Count Total	0	1	0	1	0	0	0	2	2	0	4	0	10	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**

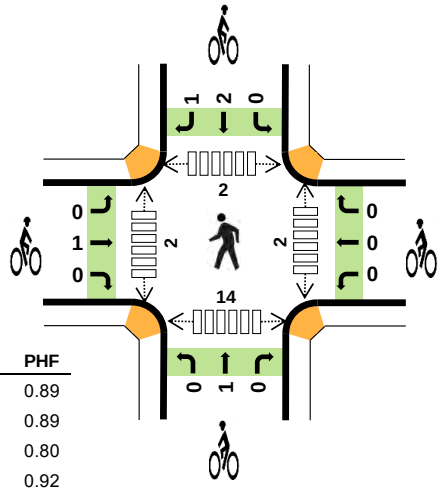
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Tracy Blvd
Valpico Rd

Date: 08-27-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.8%	0.89
WB	1.4%	0.89
NB	0.2%	0.80
SB	0.5%	0.92
TOTAL	0.7%	0.94



Two-Hour Count Summaries

Interval Start		Valpico Rd Eastbound				Valpico Rd Westbound				Tracy Blvd Northbound				Tracy Blvd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	17	56	14	0	42	53	42	14	20	114	29	2	58	60	14	535	0
4:15 PM		0	15	54	23	1	34	32	38	9	21	104	22	0	43	85	16	497	0
4:30 PM		0	28	61	15	2	44	54	35	4	18	102	29	1	33	54	13	493	0
4:45 PM		0	29	91	6	3	28	60	32	8	18	94	21	0	39	82	23	534	2,059
5:00 PM		**0**	**37**	**82**	**21**	**4**	**46**	**49**	**31**	**7**	**20**	**110**	**16**	**0**	**38**	**75**	**20**	**556**	2,080
5:15 PM		**0**	**40**	**62**	**17**	**1**	**39**	**36**	**36**	**15**	**20**	**180**	**27**	**0**	**50**	**86**	**16**	**625**	2,208
5:30 PM		**0**	**26**	**80**	**11**	**1**	**36**	**53**	**38**	**7**	**37**	**168**	**44**	**0**	**58**	**68**	**11**	**638**	2,353
5:45 PM		**0**	**32**	**69**	**21**	**2**	**41**	**64**	**37**	**10**	**14**	**120**	**24**	**1**	**37**	**80**	**20**	**572**	**2,391**
Count Total		0	224	555	128	14	310	401	289	74	168	992	212	4	356	590	133	4,450	0
Peak Hour	**All**	**0**	**135**	**293**	**70**	**8**	**162**	**202**	**142**	**39**	**91**	**578**	**111**	**1**	**183**	**309**	**67**	**2,391**	**0**
	HV	**0**	**0**	**4**	**0**	**0**	**5**	**0**	**2**	**0**	**1**	**1**	**0**	**0**	**1**	**1**	**1**	**16**	**0**
	HV%	**-**	**0%**	**1%**	**0%**	**0%**	**3%**	**0%**	**1%**	**0%**	**1%**	**0%**	**0%**	**0%**	**1%**	**0%**	**1%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	3	6	3	*15*	0	0	0	0	*0*	0	0	1	0	*1*
4:15 PM	2	1	0	3	*6*	0	0	0	1	*1*	0	0	0	0	*0*
4:30 PM	1	0	4	1	*6*	0	0	0	1	*1*	0	2	1	2	*5*
4:45 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	1	0	0	*1*
5:00 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**3**	*3*
5:15 PM	**1**	**4**	**0**	**2**	***7***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**1**	**0**	*1*
5:30 PM	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**0**	**1**	***1***	**1**	**1**	**1**	**6**	*9*
5:45 PM	**1**	**1**	**2**	**0**	***4***	**1**	**0**	**0**	**0**	***1***	**1**	**1**	**0**	**5**	***7***
Count Total	10	11	13	11	*45*	1	0	1	5	*7*	2	5	4	16	*27*
Peak Hour	**4**	**7**	**2**	**3**	***16***	**1**	**0**	**1**	**3**	***5***	**2**	**2**	**2**	**14**	***20***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Valpico Rd Eastbound				Valpico Rd Westbound				Tracy Blvd Northbound				Tracy Blvd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	3	0	0	2	0	1	0	0	6	0	0	1	2	0	15	0
4:15 PM	0	0	1	1	0	0	0	1	0	0	0	0	0	2	1	0	6	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	2	2	0	0	0	1	6	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	29
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	15
5:15 PM	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**7**	16
5:30 PM	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	14
5:45 PM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**16**
Count Total	0	0	9	1	0	7	0	4	0	1	10	2	0	4	5	2	45	0
Peak Hour	**0**	**0**	**4**	**0**	**0**	**5**	**0**	**2**	**0**	**1**	**1**	**0**	**0**	**1**	**1**	**1**	**16**	**0**

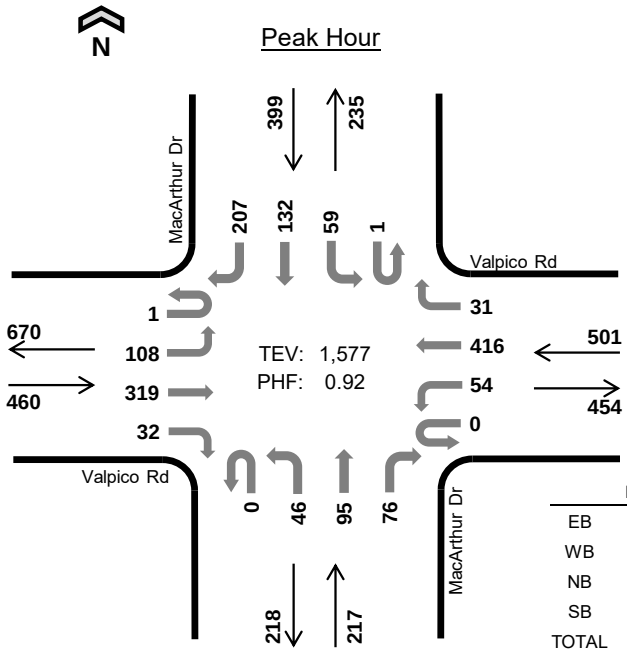
Two-Hour Count Summaries - Bikes

Interval Start	Valpico Rd Eastbound			Valpico Rd Westbound			Tracy Blvd Northbound			Tracy Blvd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	4
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	4
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	4
5:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
Count Total	0	1	0	0	0	0	0	1	0	0	3	2	7	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**5**	**0**

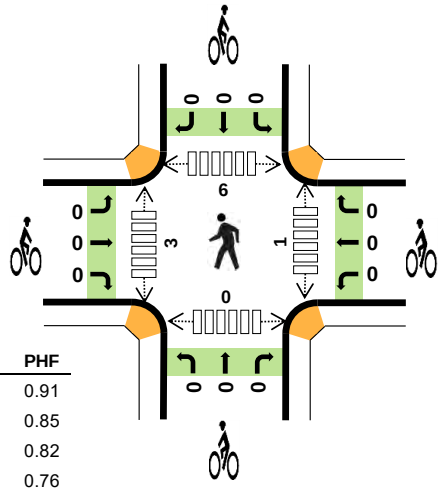
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

MacArthur Dr
Valpico Rd

Date: 08-27-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	3.0%	0.91
WB	1.4%	0.85
NB	3.2%	0.82
SB	4.3%	0.76
TOTAL	2.9%	0.92



Two-Hour Count Summaries

Interval Start	Valpico Rd Eastbound				Valpico Rd Westbound				MacArthur Dr Northbound				MacArthur Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	17	62	3	0	2	95	5	0	7	11	11	0	5	19	42	279	0
7:15 AM	**1**	**44**	**73**	**5**	**0**	**13**	**86**	**6**	**0**	**10**	**34**	**22**	**0**	**8**	**22**	**42**	**366**	0
7:30 AM	**0**	**27**	**76**	**7**	**0**	**7**	**105**	**6**	**0**	**13**	**26**	**21**	**0**	**22**	**30**	**57**	**397**	0
7:45 AM	**0**	**20**	**73**	**8**	**0**	**17**	**124**	**7**	**0**	**15**	**17**	**16**	**1**	**21**	**42**	**68**	**429**	1,471
8:00 AM	**0**	**17**	**97**	**12**	**0**	**17**	**101**	**12**	**0**	**8**	**18**	**17**	**0**	**8**	**38**	**40**	**385**	**1,577**
8:15 AM	0	33	80	14	0	10	64	13	0	24	15	20	0	16	25	20	334	1,545
8:30 AM	0	32	73	0	0	4	69	5	0	3	13	8	0	2	12	22	243	1,391
8:45 AM	0	11	40	12	0	5	63	7	0	7	22	10	0	5	13	28	223	1,185
Count Total	1	201	574	61	0	75	707	61	0	87	156	125	1	87	201	319	2,656	0
Peak Hour All	**1**	**108**	**319**	**32**	**0**	**54**	**416**	**31**	**0**	**46**	**95**	**76**	**1**	**59**	**132**	**207**	**1,577**	**0**
Peak Hour HV	**0**	**8**	**6**	**0**	**0**	**0**	**7**	**0**	**0**	**2**	**5**	**0**	**0**	**0**	**7**	**10**	**45**	**0**
Peak Hour HV%	**0%**	**7%**	**2%**	**0%**	**-**	**0%**	**2%**	**0%**	**-**	**4%**	**5%**	**0%**	**0%**	**0%**	**5%**	**5%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	7	1	4	*12*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**3**	**2**	**3**	**3**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**2**	**0**	*3*
7:30 AM	**3**	**2**	**1**	**5**	***11***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**1**	**0**	*3*
7:45 AM	**4**	**0**	**2**	**6**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
8:00 AM	**4**	**3**	**1**	**3**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**2**	**0**	***3***
8:15 AM	4	1	1	7	*13*	0	8	0	0	*8*	0	0	2	0	*2*
8:30 AM	8	3	3	2	*16*	0	3	0	0	*3*	0	0	0	0	*0*
8:45 AM	1	2	2	3	*8*	1	0	0	0	*1*	1	2	1	0	*4*
Count Total	27	20	14	33	*94*	1	11	0	0	*12*	2	5	9	0	*16*
Peak Hour	**14**	**7**	**7**	**17**	***45***	**0**	**0**	**0**	**0**	***0***	**1**	**3**	**6**	**0**	***10***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Valpico Rd Eastbound				Valpico Rd Westbound				MacArthur Dr Northbound				MacArthur Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	6	1	0	1	0	0	0	0	2	2	12	0
7:15 AM	**0**	**2**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**2**	**11**	0
7:30 AM	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**4**	**11**	0
7:45 AM	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**3**	**3**	**12**	46
8:00 AM	**0**	**3**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**1**	**11**	**45**
8:15 AM	0	3	1	0	0	0	1	0	0	0	0	1	0	1	6	0	13	47
8:30 AM	0	2	6	0	0	0	3	0	0	0	3	0	0	0	1	1	16	52
8:45 AM	0	0	1	0	0	0	2	0	0	0	1	1	0	0	0	3	8	48
Count Total	0	13	14	0	0	0	19	1	0	3	9	2	0	1	16	16	94	0
Peak Hour	**0**	**8**	**6**	**0**	**0**	**0**	**7**	**0**	**0**	**2**	**5**	**0**	**0**	**0**	**7**	**10**	**45**	**0**

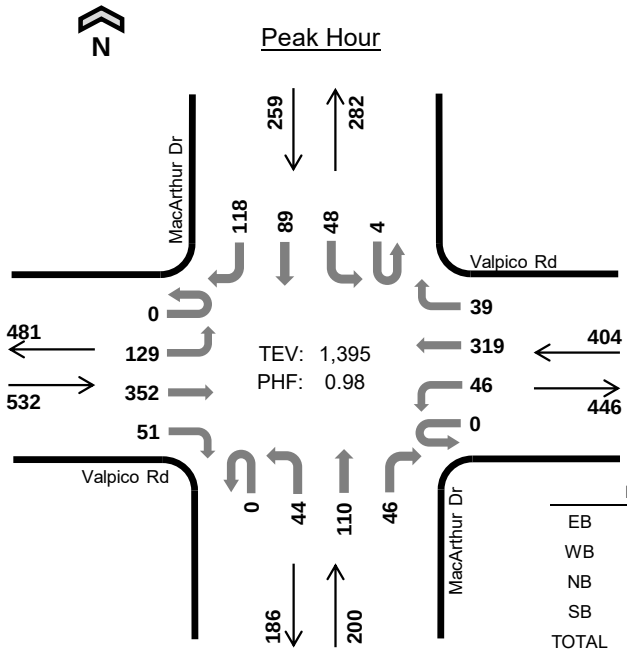
Two-Hour Count Summaries - Bikes

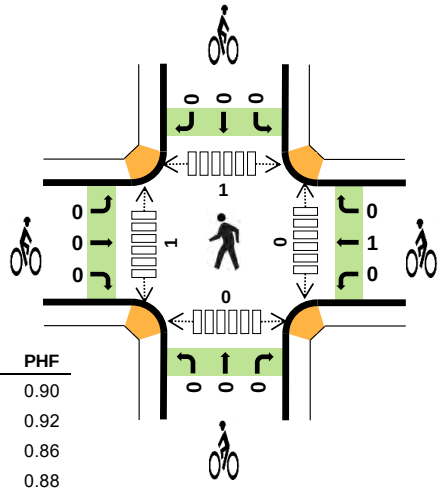
Interval Start	Valpico Rd Eastbound			Valpico Rd Westbound			MacArthur Dr Northbound			MacArthur Dr Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	8	0	0	0	0	0	0	0	8	8
8:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	3	11
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	12
Count Total	0	1	0	0	11	0	0	0	0	0	0	0	12	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

MacArthur Dr
Valpico Rd

Date: 08-27-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	1.3%	0.90
WB	0.7%	0.92
NB	0.5%	0.86
SB	1.9%	0.88
TOTAL	1.1%	0.98

Two-Hour Count Summaries

Interval Start	Valpico Rd Eastbound				Valpico Rd Westbound				MacArthur Dr Northbound				MacArthur Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	23	75	17	0	13	73	5	0	10	18	8	0	18	23	18	301	0
4:15 PM	1	28	72	10	0	8	50	15	0	11	14	12	0	10	17	25	273	0
4:30 PM	1	26	87	11	0	12	63	6	0	7	22	13	1	6	14	25	294	0
4:45 PM	**0**	**23**	**113**	**12**	**0**	**16**	**79**	**10**	**0**	**8**	**33**	**11**	**0**	**10**	**17**	**23**	**355**	1,223
5:00 PM	**0**	**37**	**77**	**16**	**0**	**10**	**68**	**11**	**0**	**13**	**34**	**11**	**2**	**13**	**22**	**33**	**347**	1,269
5:15 PM	**0**	**36**	**74**	**13**	**0**	**13**	**77**	**10**	**0**	**10**	**26**	**13**	**0**	**14**	**30**	**30**	**346**	1,342
5:30 PM	**0**	**33**	**88**	**10**	**0**	**7**	**95**	**8**	**0**	**13**	**17**	**11**	**2**	**11**	**20**	**32**	**347**	**1,395**
5:45 PM	1	36	71	12	0	12	67	8	0	5	31	7	0	10	32	34	326	1,366
Count Total	3	242	657	101	0	91	572	73	0	77	195	86	5	92	175	220	2,589	0
Peak Hour All	**0**	**129**	**352**	**51**	**0**	**46**	**319**	**39**	**0**	**44**	**110**	**46**	**4**	**48**	**89**	**118**	**1,395**	**0**
Peak Hour HV	**0**	**5**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**4**	**16**	**0**
Peak Hour HV%	**-**	**4%**	**1%**	**0%**	**-**	**2%**	**1%**	**0%**	**-**	**0%**	**1%**	**0%**	**0%**	**0%**	**1%**	**3%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	0	1	2	*8*	0	0	0	0	*0*	0	0	0	0	*0*
4:15 PM	6	1	1	2	*10*	0	0	0	0	*0*	0	0	0	1	*1*
4:30 PM	4	0	1	0	*5*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**0**	**1**	**0**	**1**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**2**	**0**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**1**	**1**	**0**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**4**	**1**	**0**	**1**	***6***	**0**	**1**	**0**	**0**	***1***	**0**	**1**	**1**	**0**	***2***
5:45 PM	1	0	0	1	*2*	1	0	0	0	*1*	0	0	0	0	*0*
Count Total	23	4	4	10	*41*	1	1	0	0	*2*	0	1	1	1	*3*
Peak Hour	**7**	**3**	**1**	**5**	***16***	**0**	**1**	**0**	**0**	***1***	**0**	**1**	**1**	**0**	***2***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Valpico Rd Eastbound				Valpico Rd Westbound				MacArthur Dr Northbound				MacArthur Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	2	3	0	0	0	0	0	0	1	0	0	0	1	0	1	8	0
4:15 PM	0	1	3	2	0	0	1	0	0	0	1	0	0	0	0	2	10	0
4:30 PM	0	2	2	0	0	0	0	0	0	0	1	0	0	0	0	0	5	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	25
5:00 PM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	20
5:15 PM	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**5**	15
5:30 PM	**0**	**2**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	**16**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	16
Count Total	0	11	10	2	0	1	3	0	0	1	3	0	0	1	1	8	41	0
Peak Hour	**0**	**5**	**2**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**4**	**16**	**0**

Two-Hour Count Summaries - Bikes

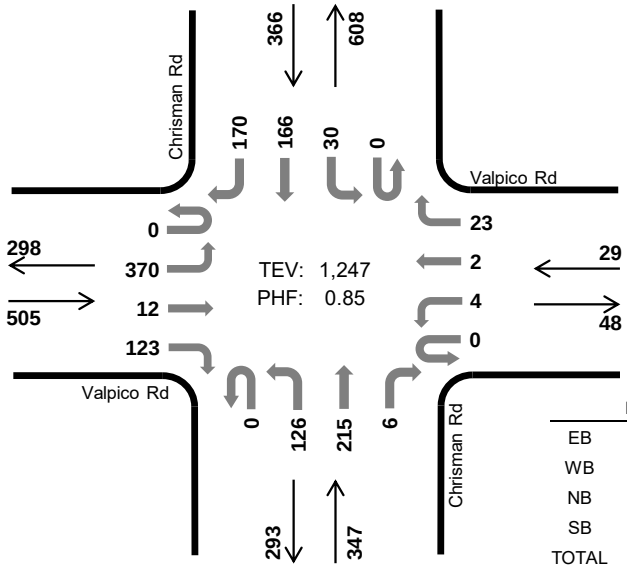
Interval Start	Valpico Rd Eastbound			Valpico Rd Westbound			MacArthur Dr Northbound			MacArthur Dr Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:30 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	2
Count Total	0	0	1	0	1	0	0	0	0	0	0	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

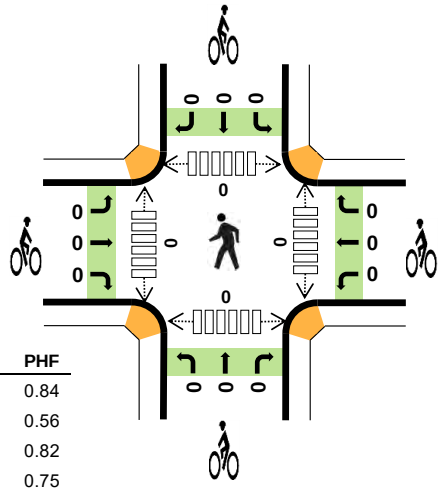
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Chrisman Rd
Valpico Rd

Date: 08-27-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM

Peak Hour





	HV %:	PHF
EB	1.4%	0.84
WB	0.0%	0.56
NB	10.1%	0.82
SB	9.3%	0.75
TOTAL	6.1%	0.85

Two-Hour Count Summaries

Interval Start	Valpico Rd Eastbound				Valpico Rd Westbound				Chrisman Rd Northbound				Chrisman Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	77	3	10	0	1	1	11	0	26	41	3	0	10	29	30	242	0
7:15 AM	**0**	**100**	**3**	**17**	**0**	**0**	**0**	**4**	**0**	**26**	**42**	**2**	**0**	**5**	**28**	**40**	**267**	0
7:30 AM	**0**	**119**	**5**	**27**	**0**	**2**	**1**	**10**	**0**	**21**	**64**	**1**	**0**	**9**	**34**	**36**	**329**	0
7:45 AM	**0**	**84**	**2**	**49**	**0**	**0**	**0**	**3**	**0**	**39**	**65**	**2**	**0**	**6**	**60**	**56**	**366**	1,204
8:00 AM	**0**	**67**	**2**	**30**	**0**	**2**	**1**	**6**	**0**	**40**	**44**	**1**	**0**	**10**	**44**	**38**	**285**	**1,247**
8:15 AM	0	64	0	24	0	0	0	1	0	36	31	2	0	4	28	21	211	1,191
8:30 AM	0	59	1	20	0	0	2	5	0	19	29	2	0	6	33	29	205	1,067
8:45 AM	0	46	2	8	0	1	0	1	0	18	30	1	0	5	22	25	159	860
Count Total	0	616	18	185	0	6	5	41	0	225	346	14	0	55	278	275	2,064	0
Peak Hour All	**0**	**370**	**12**	**123**	**0**	**4**	**2**	**23**	**0**	**126**	**215**	**6**	**0**	**30**	**166**	**170**	**1,247**	**0**
Peak Hour HV	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**5**	**30**	**0**	**0**	**0**	**30**	**4**	**76**	**0**
Peak Hour HV%	**-**	**1%**	**0%**	**3%**	**-**	**0%**	**0%**	**0%**	**-**	**4%**	**14%**	**0%**	**-**	**0%**	**18%**	**2%**	**6%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	14	8	*22*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**1**	**0**	**8**	**7**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:30 AM	**5**	**0**	**9**	**8**	***22***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**1**	**0**	**9**	**10**	***20***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**0**	**0**	**9**	**9**	***18***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:15 AM	1	0	5	7	*13*	0	0	0	0	*0*	0	0	0	0	*0*
8:30 AM	5	0	4	4	*13*	0	3	0	0	*3*	0	0	0	0	*0*
8:45 AM	1	0	9	5	*15*	1	0	0	0	*1*	0	0	0	0	*0*
Count Total	14	0	67	58	*139*	1	3	0	0	*4*	0	0	0	0	*0*
Peak Hour	**7**	**0**	**35**	**34**	***76***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Valpico Rd Eastbound				Valpico Rd Westbound				Chrisman Rd Northbound				Chrisman Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	6	8	0	0	0	6	2	22	0
7:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**6**	**0**	**0**	**0**	**7**	**0**	**16**	0
7:30 AM	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**7**	**0**	**0**	**0**	**8**	**0**	**22**	0
7:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**8**	**2**	**20**	80
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**	**0**	**0**	**0**	**7**	**2**	**18**	**76**
8:15 AM	0	0	0	1	0	0	0	0	0	0	5	0	0	0	7	0	13	73
8:30 AM	0	2	0	3	0	0	0	0	0	1	3	0	0	0	4	0	13	64
8:45 AM	0	1	0	0	0	0	0	0	0	0	9	0	0	0	5	0	15	59
Count Total	0	6	0	8	0	0	0	0	0	12	55	0	0	0	52	6	139	0
Peak Hour	**0**	**3**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**5**	**30**	**0**	**0**	**0**	**30**	**4**	**76**	**0**

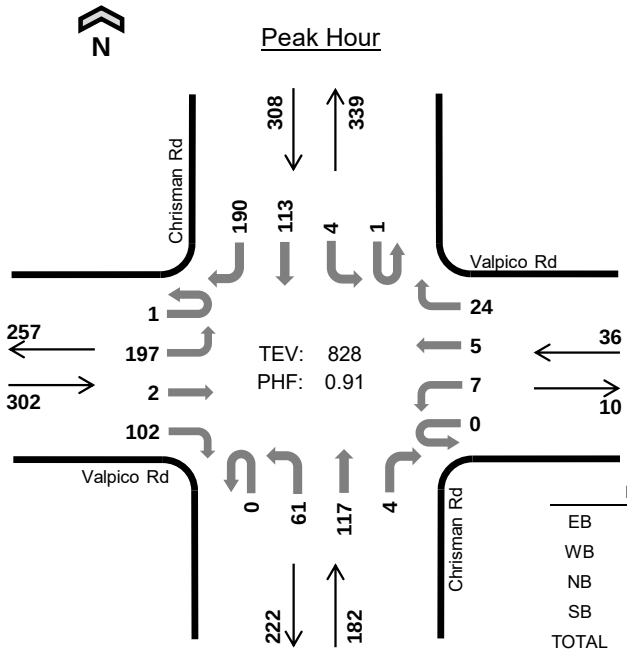
Two-Hour Count Summaries - Bikes

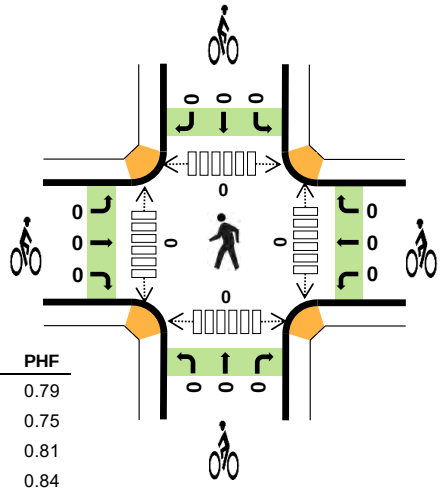
Interval Start	Valpico Rd Eastbound			Valpico Rd Westbound			Chrisman Rd Northbound			Chrisman Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	3	3
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	4
Count Total	0	0	1	0	3	0	0	0	0	0	0	0	4	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Chrisman Rd
Valpico Rd

Date: 08-27-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	2.6%	0.79
WB	0.0%	0.75
NB	11.5%	0.81
SB	3.9%	0.84
TOTAL	5.0%	0.91

Two-Hour Count Summaries

Interval Start		Valpico Rd Eastbound				Valpico Rd Westbound				Chrisman Rd Northbound				Chrisman Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		**0**	**43**	**0**	**26**	**0**	**4**	**2**	**4**	**0**	**20**	**34**	**2**	**0**	**1**	**32**	**50**	**218**	0
4:15 PM		**0**	**45**	**0**	**23**	**0**	**2**	**0**	**9**	**0**	**15**	**33**	**0**	**1**	**0**	**23**	**31**	**182**	0
4:30 PM		**0**	**48**	**1**	**21**	**0**	**1**	**2**	**9**	**0**	**11**	**29**	**1**	**0**	**1**	**33**	**44**	**201**	0
4:45 PM		**1**	**61**	**1**	**32**	**0**	**0**	**1**	**2**	**0**	**15**	**21**	**1**	**0**	**2**	**25**	**65**	**227**	**828**
5:00 PM		0	50	0	15	0	3	5	2	0	12	32	0	0	2	18	58	197	807
5:15 PM		0	42	1	26	0	0	2	8	0	12	21	0	0	1	28	47	188	813
5:30 PM		0	41	0	15	0	0	10	8	0	26	23	0	1	0	23	59	206	818
5:45 PM		0	41	1	20	0	2	0	6	0	12	24	0	0	1	35	36	178	769
Count Total		1	371	4	178	0	12	22	48	0	123	217	4	2	8	217	390	1,597	0
Peak Hour	**All**	**1**	**197**	**2**	**102**	**0**	**7**	**5**	**24**	**0**	**61**	**117**	**4**	**1**	**4**	**113**	**190**	**828**	**0**
	HV	**0**	**5**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**12**	**0**	**41**	**0**
	HV%	**0%**	**3%**	**0%**	**3%**	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**18%**	**0%**	**0%**	**0%**	**11%**	**0%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**4**	**0**	**4**	**2**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**2**	**0**	**10**	**2**	***14***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**2**	**0**	**5**	**5**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**0**	**2**	**3**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	0	0	5	1	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	2	3	*5*	0	0	1	0	*1*	0	0	0	0	*0*
5:30 PM	2	0	1	1	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	0	0	4	7	*11*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	10	0	33	24	*67*	0	0	1	0	*1*	0	0	0	0	*0*
Peak Hour	**8**	**0**	**21**	**12**	***41***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Valpico Rd Eastbound				Valpico Rd Westbound				Chrisman Rd Northbound				Chrisman Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**3**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**10**	0
4:15 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**2**	**0**	**14**	0
4:30 PM	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**5**	**0**	**12**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**5**	**41**
5:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	6	37
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	28
5:30 PM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	20
5:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	7	0	11	26
Count Total	0	7	0	3	0	0	0	0	0	0	33	0	0	0	24	0	67	0
Peak Hour	**0**	**5**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**0**	**12**	**0**	**41**	**0**

Two-Hour Count Summaries - Bikes

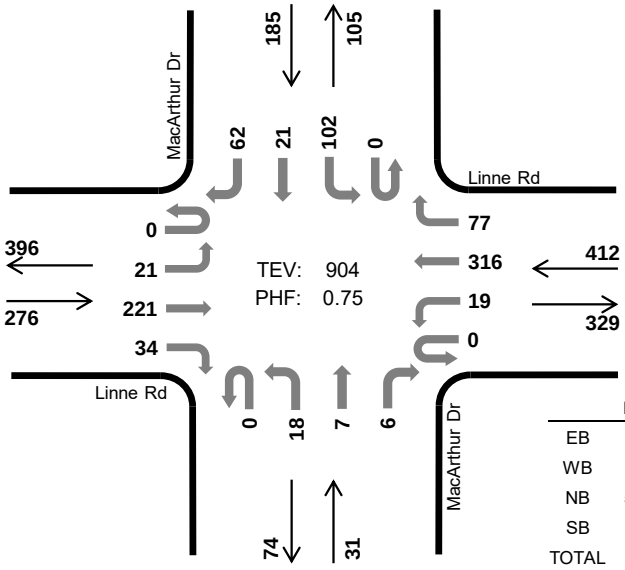
Interval Start	Valpico Rd Eastbound			Valpico Rd Westbound			Chrisman Rd Northbound			Chrisman Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	1	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

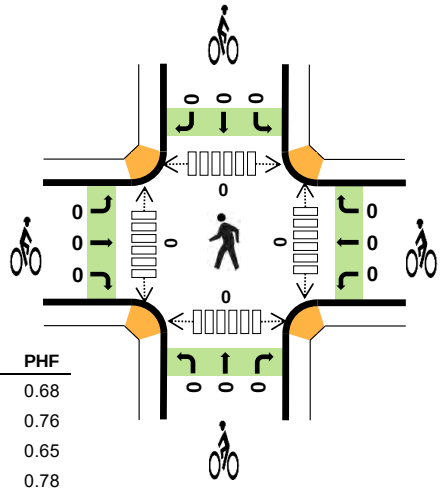
MacArthur Dr
Linne Rd

Date: 08-27-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Peak Hour



	HV %:	PHF
EB	18.8%	0.68
WB	9.0%	0.76
NB	51.6%	0.65
SB	6.5%	0.78
TOTAL	12.9%	0.75



Two-Hour Count Summaries

Interval Start		Linne Rd Eastbound				Linne Rd Westbound				MacArthur Dr Northbound				MacArthur Dr Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	25	2	0	5	84	2	0	5	0	2	0	7	4	11	148	0
7:15 AM		0	2	32	2	0	4	66	4	0	0	3	0	0	18	2	13	146	0
7:30 AM		**0**	**6**	**44**	**3**	**0**	**6**	**69**	**14**	**0**	**4**	**1**	**1**	**0**	**25**	**2**	**8**	**183**	0
7:45 AM		**0**	**8**	**83**	**11**	**0**	**8**	**112**	**16**	**0**	**3**	**1**	**1**	**0**	**35**	**6**	**18**	**302**	779
8:00 AM		**0**	**1**	**45**	**9**	**0**	**1**	**82**	**28**	**0**	**4**	**2**	**2**	**0**	**30**	**4**	**17**	**225**	856
8:15 AM		**0**	**6**	**49**	**11**	**0**	**4**	**53**	**19**	**0**	**7**	**3**	**2**	**0**	**12**	**9**	**19**	**194**	**904**
8:30 AM		0	4	29	7	0	6	34	8	0	7	7	1	0	10	4	9	126	847
8:45 AM		0	3	25	6	0	6	39	8	0	14	2	1	0	11	2	11	128	673
Count Total		0	31	332	51	0	40	539	99	0	44	19	10	0	148	33	106	1,452	0
Peak Hour	**All**	**0**	**21**	**221**	**34**	**0**	**19**	**316**	**77**	**0**	**18**	**7**	**6**	**0**	**102**	**21**	**62**	**904**	**0**
	HV	**0**	**1**	**31**	**20**	**0**	**6**	**28**	**3**	**0**	**10**	**3**	**3**	**0**	**3**	**9**	**0**	**117**	**0**
	HV%	**-**	**5%**	**14%**	**59%**	**-**	**32%**	**9%**	**4%**	**-**	**56%**	**43%**	**50%**	**-**	**3%**	**43%**	**0%**	**13%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	12	5	5	*27*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	8	14	2	1	*25*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**7**	**10**	**3**	**2**	***22***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**13**	**8**	**1**	**4**	***26***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:00 AM	**15**	**7**	**8**	**1**	***31***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**17**	**12**	**4**	**5**	***38***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	10	6	6	2	*24*	0	0	0	0	*0*	0	0	0	0	*0*
8:45 AM	9	12	9	0	*30*	0	0	0	0	*0*	0	1	1	0	*2*
Count Total	84	81	38	20	*223*	0	0	0	0	*0*	0	1	1	0	*2*
Peak Hour	**52**	**37**	**16**	**12**	***117***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Linne Rd				Linne Rd				MacArthur Dr				MacArthur Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	3	2	0	0	12	0	0	4	0	1	0	1	4	0	27	0
7:15 AM	0	0	6	2	0	2	11	1	0	0	2	0	0	0	1	0	25	0
7:30 AM	**0**	**0**	**5**	**2**	**0**	**1**	**9**	**0**	**0**	**2**	**1**	**0**	**0**	**1**	**1**	**0**	**22**	0
7:45 AM	**0**	**0**	**7**	**6**	**0**	**1**	**5**	**2**	**0**	**1**	**0**	**0**	**0**	**2**	**2**	**0**	**26**	100
8:00 AM	**0**	**0**	**9**	**6**	**0**	**1**	**6**	**0**	**0**	**4**	**2**	**2**	**0**	**0**	**1**	**0**	**31**	104
8:15 AM	**0**	**1**	**10**	**6**	**0**	**3**	**8**	**1**	**0**	**3**	**0**	**1**	**0**	**0**	**5**	**0**	**38**	**117**
8:30 AM	0	0	4	6	0	2	3	1	0	3	2	1	0	1	1	0	24	119
8:45 AM	0	0	5	4	0	2	9	1	0	8	1	0	0	0	0	0	30	123
Count Total	0	1	49	34	0	12	63	6	0	25	8	5	0	5	15	0	223	0
Peak Hour	**0**	**1**	**31**	**20**	**0**	**6**	**28**	**3**	**0**	**10**	**3**	**3**	**0**	**3**	**9**	**0**	**117**	**0**

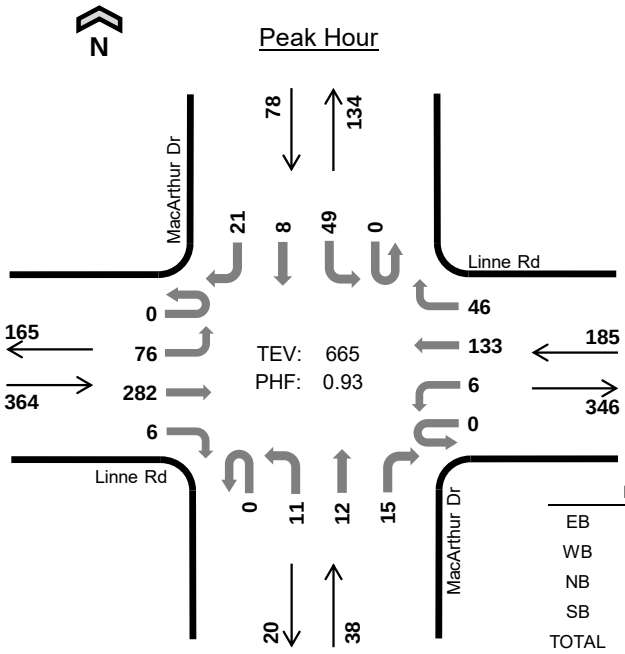
Two-Hour Count Summaries - Bikes

Interval Start	Linne Rd			Linne Rd			MacArthur Dr			MacArthur Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

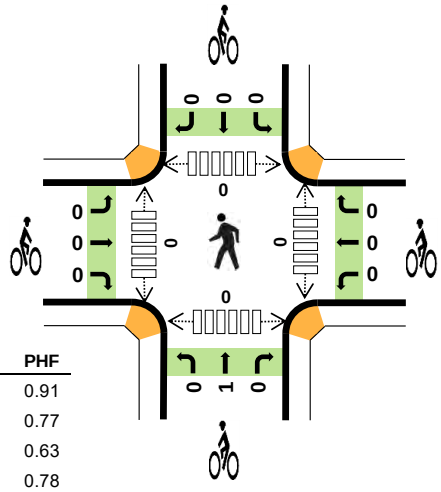
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

MacArthur Dr
Linne Rd

Date: 08-27-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	4.4%	0.91
WB	8.6%	0.77
NB	2.6%	0.63
SB	2.6%	0.78
TOTAL	5.3%	0.93



Two-Hour Count Summaries

Interval Start	Linne Rd Eastbound				Linne Rd Westbound				MacArthur Dr Northbound				MacArthur Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**19**	**65**	**3**	**0**	**3**	**46**	**11**	**0**	**5**	**5**	**2**	**0**	**13**	**1**	**6**	**179**	0
4:15 PM	**0**	**18**	**82**	**0**	**0**	**2**	**29**	**7**	**0**	**1**	**1**	**1**	**0**	**16**	**3**	**6**	**166**	0
4:30 PM	**0**	**18**	**76**	**1**	**0**	**1**	**30**	**16**	**0**	**3**	**0**	**5**	**0**	**11**	**3**	**3**	**167**	0
4:45 PM	**0**	**21**	**59**	**2**	**0**	**0**	**28**	**12**	**0**	**2**	**6**	**7**	**0**	**9**	**1**	**6**	**153**	**665**
5:00 PM	0	24	64	5	0	1	20	11	0	5	10	15	0	16	0	4	175	661
5:15 PM	0	31	62	1	0	1	25	6	0	3	5	10	0	13	2	10	169	664
5:30 PM	0	19	57	0	0	1	22	14	0	1	2	2	0	11	0	5	134	631
5:45 PM	0	24	55	3	0	0	31	5	0	1	2	1	0	10	1	7	140	618
Count Total	0	174	520	15	0	9	231	82	0	21	31	43	0	99	11	47	1,283	0
Peak Hour All	**0**	**76**	**282**	**6**	**0**	**6**	**133**	**46**	**0**	**11**	**12**	**15**	**0**	**49**	**8**	**21**	**665**	**0**
Peak Hour HV	**0**	**0**	**16**	**0**	**0**	**1**	**15**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**35**	**0**
Peak Hour HV%	**-**	**0%**	**6%**	**0%**	**-**	**17%**	**11%**	**0%**	**-**	**0%**	**8%**	**0%**	**-**	**2%**	**0%**	**5%**	**5%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**5**	**8**	**1**	**0**	***14***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**8**	**0**	**0**	**1**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:30 PM	**3**	**6**	**0**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**2**	**0**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:00 PM	4	0	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	4	1	0	2	*7*	0	0	0	0	*0*	0	0	0	0	*0*
5:30 PM	3	3	0	0	*6*	0	0	0	0	*0*	0	0	0	0	*0*
5:45 PM	4	1	0	0	*5*	0	0	0	1	*1*	0	0	0	0	*0*
Count Total	31	21	1	4	*57*	0	0	1	1	*2*	0	0	0	0	*0*
Peak Hour	**16**	**16**	**1**	**2**	***35***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Linne Rd				Linne Rd				MacArthur Dr				MacArthur Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**5**	**0**	**0**	**1**	**7**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**14**	0
4:15 PM	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**9**	0
4:30 PM	**0**	**0**	**3**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**	**35**
5:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	25
5:15 PM	0	1	3	0	0	0	1	0	0	0	0	0	0	0	2	0	7	23
5:30 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	20
5:45 PM	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	5	22
Count Total	0	1	29	1	0	1	20	0	0	0	1	0	0	1	2	1	57	0
Peak Hour	**0**	**0**	**16**	**0**	**0**	**1**	**15**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**1**	**35**	**0**

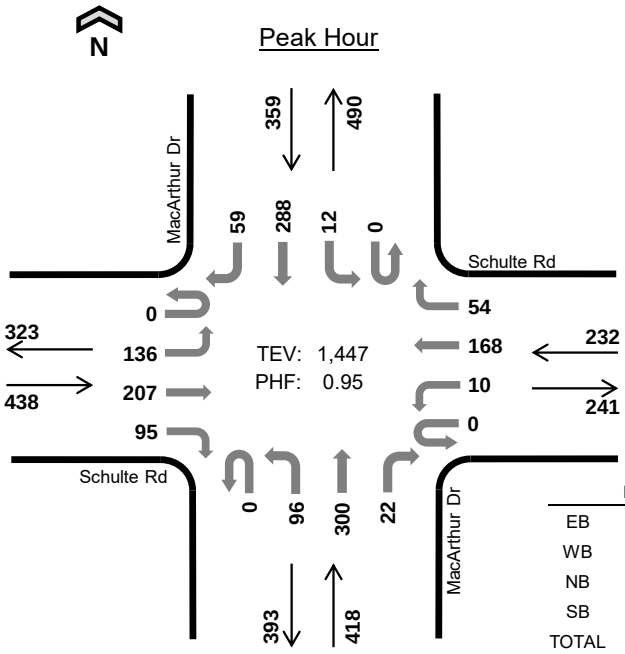
Two-Hour Count Summaries - Bikes

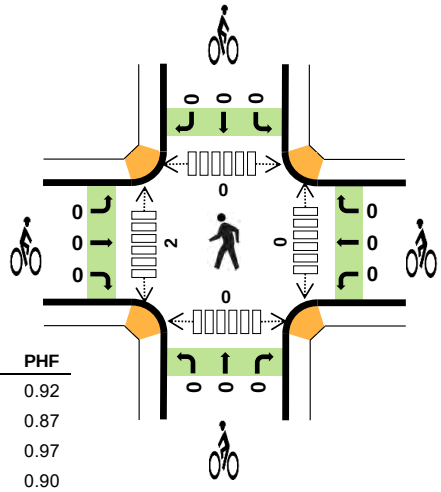
Interval Start	Linne Rd			Linne Rd			MacArthur Dr			MacArthur Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Count Total	0	0	0	0	0	0	0	1	0	0	1	0	2	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

MacArthur Dr
Schulte Rd

Date: 08-27-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM





	HV %:	PHF
EB	0.9%	0.92
WB	2.6%	0.87
NB	2.2%	0.97
SB	4.2%	0.90
TOTAL	2.3%	0.95

Two-Hour Count Summaries

Interval Start	Schulte Rd Eastbound				Schulte Rd Westbound				MacArthur Dr Northbound				MacArthur Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	15	42	15	0	1	37	7	0	15	52	6	0	1	45	13	249	0
7:15 AM	0	27	50	14	0	3	41	7	0	19	92	11	0	0	45	12	321	0
7:30 AM	**0**	**51**	**46**	**13**	**0**	**1**	**44**	**14**	**0**	**9**	**95**	**4**	**0**	**1**	**69**	**18**	**365**	0
7:45 AM	**0**	**42**	**56**	**16**	**0**	**4**	**42**	**17**	**0**	**23**	**77**	**5**	**0**	**1**	**84**	**15**	**382**	1,317
8:00 AM	**0**	**16**	**49**	**30**	**0**	**4**	**54**	**9**	**0**	**30**	**63**	**4**	**0**	**3**	**79**	**13**	**354**	1,422
8:15 AM	**0**	**27**	**56**	**36**	**0**	**1**	**28**	**14**	**0**	**34**	**65**	**9**	**0**	**7**	**56**	**13**	**346**	**1,447**
8:30 AM	0	13	49	20	0	3	26	7	0	21	50	6	0	5	23	7	230	1,312
8:45 AM	0	20	25	16	0	4	19	7	0	20	51	4	0	3	46	12	227	1,157
Count Total	0	211	373	160	0	21	291	82	0	171	545	49	0	21	447	103	2,474	0
Peak Hour All	**0**	**136**	**207**	**95**	**0**	**10**	**168**	**54**	**0**	**96**	**300**	**22**	**0**	**12**	**288**	**59**	**1,447**	**0**
Peak Hour HV	**0**	**1**	**2**	**1**	**0**	**0**	**5**	**1**	**0**	**0**	**9**	**0**	**0**	**0**	**14**	**1**	**34**	**0**
Peak Hour HV%	**-**	**1%**	**1%**	**1%**	**-**	**0%**	**3%**	**2%**	**-**	**0%**	**3%**	**0%**	**-**	**0%**	**5%**	**2%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	2	2	1	4	*9*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	3	3	2	3	*11*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	**1**	**1**	**1**	**3**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**1**	**2**	**3**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	*2*
8:00 AM	**2**	**2**	**3**	**4**	***11***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:15 AM	**0**	**1**	**2**	**7**	***10***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
8:30 AM	2	2	5	1	*10*	0	0	0	0	*0*	0	1	0	0	*1*
8:45 AM	2	2	0	5	*9*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	13	15	17	28	*73*	0	0	0	0	*0*	0	3	0	0	*3*
Peak Hour	**4**	**6**	**9**	**15**	***34***	**0**	**0**	**0**	**0**	***0***	**0**	**2**	**0**	**0**	***2***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Schulte Rd				Schulte Rd				MacArthur Dr				MacArthur Dr				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	1	0	0	1	1	0	0	1	0	0	0	3	1	9	0
7:15 AM	0	2	1	0	0	0	3	0	0	0	2	0	0	0	3	0	11	0
7:30 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**6**	0
7:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**7**	33
8:00 AM	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**0**	**11**	35
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**6**	**1**	**10**	**34**
8:30 AM	0	1	1	0	0	0	1	1	0	1	4	0	0	0	0	1	10	38
8:45 AM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	4	1	9	40
Count Total	0	5	6	2	0	0	12	3	0	1	16	0	0	0	24	4	73	0
Peak Hour	**0**	**1**	**2**	**1**	**0**	**0**	**5**	**1**	**0**	**0**	**9**	**0**	**0**	**0**	**14**	**1**	**34**	**0**

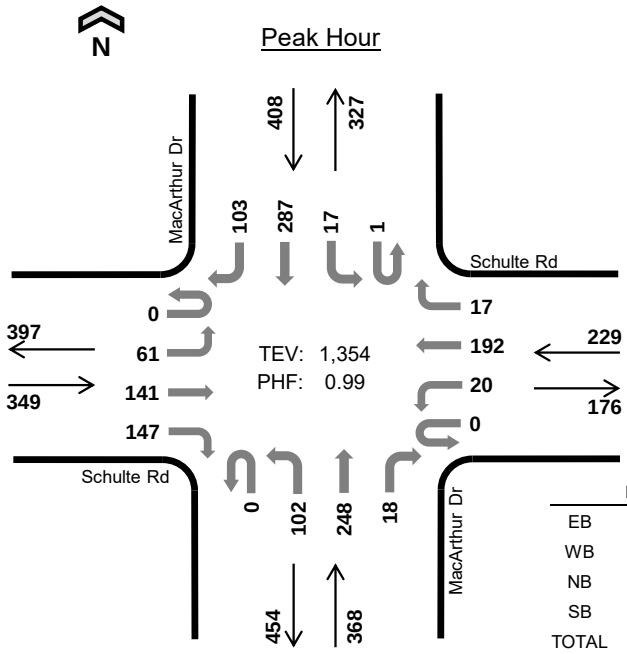
Two-Hour Count Summaries - Bikes

Interval Start	Schulte Rd			Schulte Rd			MacArthur Dr			MacArthur Dr			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

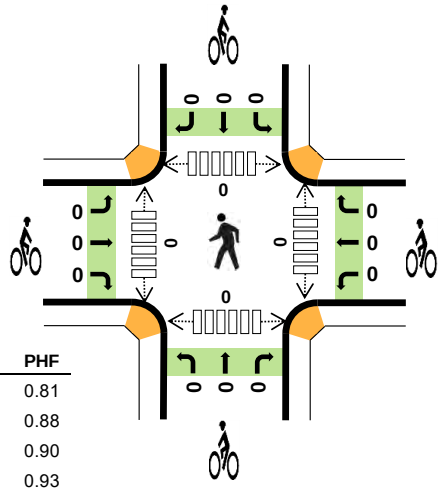
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

MacArthur Dr
Schulte Rd

Date: 08-27-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 5:00 PM to 6:00 PM



	HV %:	PHF
EB	0.6%	0.81
WB	0.4%	0.88
NB	1.6%	0.90
SB	1.7%	0.93
TOTAL	1.2%	0.99



Two-Hour Count Summaries

Interval Start		Schulte Rd Eastbound				Schulte Rd Westbound				MacArthur Dr Northbound				MacArthur Dr Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	15	23	36	0	4	49	11	0	26	43	5	0	3	78	19	312	0
4:15 PM		0	21	38	32	0	7	50	5	0	19	52	3	0	2	65	22	316	0
4:30 PM		0	10	44	35	0	7	37	7	0	26	47	4	0	8	57	12	294	0
4:45 PM		0	14	31	33	0	3	42	5	0	23	71	3	0	4	52	16	297	1,219
5:00 PM		**0**	**18**	**28**	**32**	**0**	**6**	**55**	**4**	**0**	**19**	**65**	**9**	**0**	**3**	**66**	**30**	**335**	1,242
5:15 PM		**0**	**18**	**42**	**48**	**0**	**5**	**40**	**4**	**0**	**26**	**66**	**2**	**1**	**4**	**62**	**24**	**342**	1,268
5:30 PM		**0**	**10**	**40**	**39**	**0**	**3**	**55**	**3**	**0**	**25**	**51**	**3**	**0**	**6**	**80**	**22**	**337**	1,311
5:45 PM		**0**	**15**	**31**	**28**	**0**	**6**	**42**	**6**	**0**	**32**	**66**	**4**	**0**	**4**	**79**	**27**	**340**	**1,354**
Count Total		0	121	277	283	0	41	370	45	0	196	461	33	1	34	539	172	2,573	0
Peak Hour	**All**	**0**	**61**	**141**	**147**	**0**	**20**	**192**	**17**	**0**	**102**	**248**	**18**	**1**	**17**	**287**	**103**	**1,354**	**0**
	HV	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**5**	**2**	**16**	**0**
	HV%	**-**	**0%**	**1%**	**0%**	**-**	**5%**	**0%**	**0%**	**-**	**0%**	**2%**	**11%**	**0%**	**0%**	**2%**	**2%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	1	4	*7*	0	0	0	0	*0*	0	22	0	0	*22*
4:15 PM	0	2	2	3	*7*	0	0	0	0	*0*	0	18	0	0	*18*
4:30 PM	1	1	2	2	*6*	0	0	0	0	*0*	0	2	0	0	*2*
4:45 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	1	1	0	*2*
5:00 PM	**1**	**1**	**3**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**1**	**0**	**0**	**2**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:45 PM	**0**	**0**	**1**	**3**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
Count Total	4	5	12	17	*38*	0	0	0	0	*0*	0	43	1	0	*44*
Peak Hour	**2**	**1**	**6**	**7**	***16***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Schulte Rd Eastbound				Schulte Rd Westbound				MacArthur Dr Northbound				MacArthur Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	4	0	7	0
4:15 PM	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2	1	7	0
4:30 PM	0	0	0	1	0	0	1	0	0	0	2	0	0	1	1	0	6	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	22
5:00 PM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**1**	**6**	21
5:15 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	17
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**3**	14
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**1**	**4**	**16**
Count Total	0	0	3	1	0	1	4	0	0	0	10	2	0	1	13	3	38	0
Peak Hour	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**5**	**2**	**16**	**0**

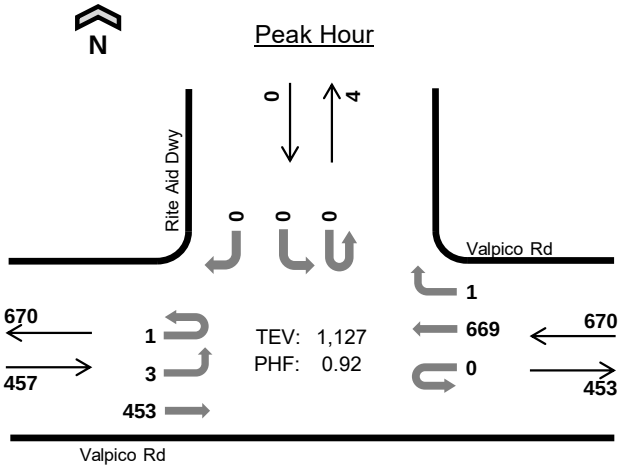
Two-Hour Count Summaries - Bikes

Interval Start	Schulte Rd Eastbound			Schulte Rd Westbound			MacArthur Dr Northbound			MacArthur Dr Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

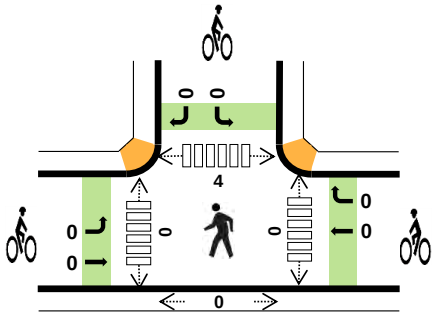
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Rite Aid Dwy
Valpico Rd

Peak Hour



Date: 08-27-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:15 AM to 8:15 AM



	HV %:	PHF
EB	3.1%	0.91
WB	2.8%	0.82
NB	-	-
SB	-	-
TOTAL	2.9%	0.92

Two-Hour Count Summaries

Interval Start		Valpico Rd Eastbound				Valpico Rd Westbound				n/a Northbound				Rite Aid Dwy Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	1	84	0	0	0	144	0	0	0	0	0	0	0	0	1	230	0
7:15 AM		**0**	**1**	**123**	**0**	**0**	**0**	**140**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**265**	0
7:30 AM		**1**	**0**	**106**	**0**	**0**	**0**	**174**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**281**	0
7:45 AM		**0**	**1**	**99**	**0**	**0**	**0**	**205**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**305**	1,081
8:00 AM		**0**	**1**	**125**	**0**	**0**	**0**	**150**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**276**	**1,127**
8:15 AM		0	0	127	0	0	0	107	0	0	0	0	0	0	0	0	0	234	1,096
8:30 AM		0	0	104	0	0	0	96	0	0	0	0	0	0	0	0	0	200	1,015
8:45 AM		0	2	64	0	0	0	96	0	0	0	0	0	0	0	0	0	162	872
Count Total		1	6	832	0	0	0	1,112	1	0	0	0	0	0	0	0	1	1,953	0
Peak Hour	**All**	**1**	**3**	**453**	**0**	**0**	**0**	**669**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,127**	**0**
	HV	**0**	**0**	**14**	**0**	**0**	**0**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**0**
	HV%	**0%**	**0%**	**3%**	**-**	**-**	**-**	**3%**	**100%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	9	0	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	**3**	**5**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	*1*
7:30 AM	**3**	**6**	**0**	**0**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
7:45 AM	**4**	**4**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	*2*
8:00 AM	**4**	**4**	**0**	**0**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***
8:15 AM	4	2	0	0	*6*	0	8	0	0	*8*	0	0	2	0	*2*
8:30 AM	8	3	0	0	*11*	0	3	0	0	*3*	0	0	0	0	*0*
8:45 AM	1	5	0	0	*6*	1	0	0	0	*1*	0	0	0	0	*0*
Count Total	27	38	0	0	*65*	1	11	0	0	*12*	0	0	6	0	*6*
Peak Hr	**14**	**19**	**0**	**0**	***33***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**4**	**0**	***4***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Valpico Rd Eastbound				Valpico Rd Westbound				n/a Northbound				Rite Aid Dwy Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	0	9	0
7:15 AM	**0**	**0**	**3**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	0
7:30 AM	**0**	**0**	**3**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	0
7:45 AM	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	34
8:00 AM	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**33**
8:15 AM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	31
8:30 AM	0	0	8	0	0	0	3	0	0	0	0	0	0	0	0	0	11	33
8:45 AM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	6	31
Count Total	0	0	27	0	0	0	37	1	0	0	0	0	0	0	0	0	65	0
Peak Hour	**0**	**0**	**14**	**0**	**0**	**0**	**18**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**0**

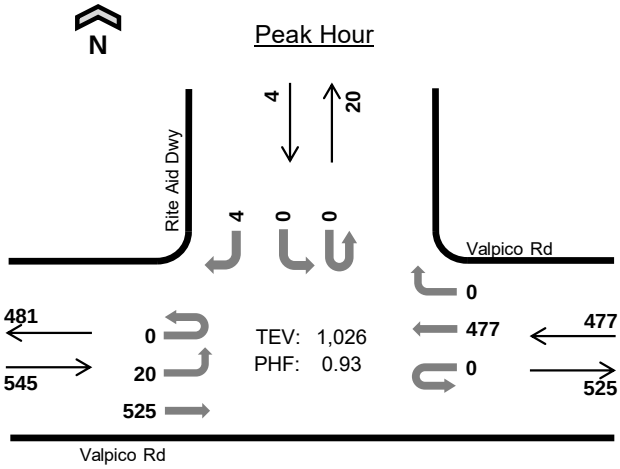
Two-Hour Count Summaries - Bikes

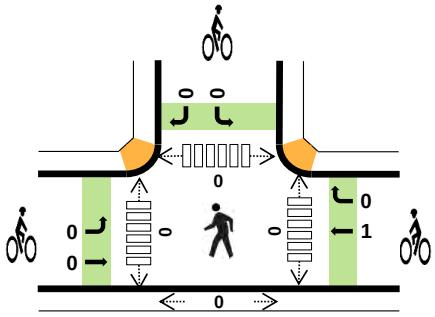
Interval Start	Valpico Rd Eastbound			Valpico Rd Westbound			n/a Northbound			Rite Aid Dwy Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
7:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
8:15 AM	0	0	0	0	8	0	0	0	0	0	0	0	8	8
8:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	3	11
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	12
Count Total	0	1	0	0	11	0	0	0	0	0	0	0	12	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Rite Aid Dwy
Valpico Rd

Date: 08-27-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM





	HV %:	PHF
EB	1.5%	0.93
WB	1.3%	0.85
NB	-	-
SB	25.0%	0.50
TOTAL	1.5%	0.93

Two-Hour Count Summaries

Interval Start	Valpico Rd Eastbound				Valpico Rd Westbound				n/a Northbound				Rite Aid Dwy Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	114	0	1	0	104	0	0	0	0	0	0	0	0	1	221	0
4:15 PM	0	1	116	0	0	0	83	0	0	0	0	0	0	0	0	0	200	0
4:30 PM	0	2	131	0	0	0	99	0	0	0	0	0	0	0	0	0	232	0
4:45 PM	**0**	**5**	**141**	**0**	**0**	**0**	**109**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**255**	908
5:00 PM	**0**	**2**	**133**	**0**	**0**	**0**	**113**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**250**	937
5:15 PM	**0**	**8**	**122**	**0**	**0**	**0**	**115**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**246**	983
5:30 PM	**0**	**5**	**129**	**0**	**0**	**0**	**140**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**275**	**1,026**
5:45 PM	0	6	122	0	1	0	111	0	0	0	0	0	0	0	0	0	240	1,011
Count Total	0	30	1,008	0	2	0	874	0	0	0	0	0	0	0	0	5	1,919	0
Peak Hour All	**0**	**20**	**525**	**0**	**0**	**0**	**477**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1,026**	**0**
Peak Hour HV	**0**	**1**	**7**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**15**	**0**
Peak Hour HV%	**-**	**5%**	**1%**	**-**	**-**	**-**	**1%**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**25%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	5	2	0	0	*7*	0	0	0	0	*0*	0	0	1	0	*1*
4:15 PM	6	3	0	0	*9*	0	0	0	0	*0*	0	0	0	0	*0*
4:30 PM	4	0	0	0	*4*	0	0	0	0	*0*	0	0	0	0	*0*
4:45 PM	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**2**	**0**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**2**	**4**	**0**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:30 PM	**3**	**2**	**0**	**0**	***5***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***
5:45 PM	1	1	0	0	*2*	0	0	0	0	*0*	0	0	0	0	*0*
Count Total	24	12	0	1	*37*	0	1	0	0	*1*	0	0	1	0	*1*
Peak Hr	**8**	**6**	**0**	**1**	***15***	**0**	**1**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	***0***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Valpico Rd				Valpico Rd				n/a				Rite Aid Dwy				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	7	0
4:15 PM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	9	0
4:30 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	21
5:00 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	16
5:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**7**	14
5:30 PM	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**15**
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	16
Count Total	0	1	23	0	0	0	12	0	0	0	0	0	0	0	0	1	37	0
Peak Hour	**0**	**1**	**7**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**15**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Valpico Rd			Valpico Rd			n/a			Rite Aid Dwy			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:30 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Existing Synchro Outputs

Intersection	
Intersection Delay, s/veh	73.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	150	154	177	150	63	134	184	37	64	299	11
Future Vol, veh/h	8	150	154	177	150	63	134	184	37	64	299	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	8	158	162	186	158	66	141	194	39	67	315	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

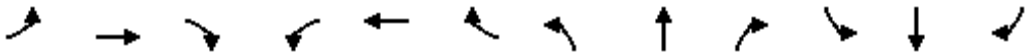
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	47.1	96.1	68	77.4
HCM LOS	E	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	3%	45%	17%
Vol Thru, %	52%	48%	38%	80%
Vol Right, %	10%	49%	16%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	355	312	390	374
LT Vol	134	8	177	64
Through Vol	184	150	150	299
RT Vol	37	154	63	11
Lane Flow Rate	374	328	411	394
Geometry Grp	1	1	1	1
Degree of Util (X)	0.956	0.841	1.067	0.997
Departure Headway (Hd)	9.656	9.642	9.354	9.557
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	377	378	390	382
Service Time	7.656	7.642	7.354	7.557
HCM Lane V/C Ratio	0.992	0.868	1.054	1.031
HCM Control Delay	68	47.1	96.1	77.4
HCM Lane LOS	F	E	F	F
HCM 95th-tile Q	10.6	7.8	14.1	11.8

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	114	383	237	318	322	152	607	115	191	549
v/c Ratio	0.61	0.50	0.64	0.42	0.56	0.65	0.64	0.23	0.66	0.53
Control Delay	53.4	23.4	46.1	28.9	8.7	50.3	29.5	6.4	47.5	24.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.4	23.4	46.1	28.9	8.7	50.3	29.5	6.4	47.5	24.9
Queue Length 50th (ft)	50	64	54	68	9	65	127	0	82	105
Queue Length 95th (ft)	#190	125	#168	127	78	#226	247	41	#286	211
Internal Link Dist (ft)		2280		720			319			333
Turn Bay Length (ft)	90		195		195	115		215	200	
Base Capacity (vph)	197	1720	374	1768	940	267	1721	819	291	1725
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.22	0.63	0.18	0.34	0.57	0.35	0.14	0.66	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	230	118	216	289	293	138	552	105	174	405	95
Future Volume (veh/h)	104	230	118	216	289	293	138	552	105	174	405	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	253	130	237	318	322	152	607	115	191	445	104
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	613	305	316	988	438	187	987	430	228	860	199
Arrive On Green	0.08	0.27	0.27	0.09	0.28	0.28	0.10	0.28	0.28	0.13	0.30	0.30
Sat Flow, veh/h	1781	2294	1140	3456	3554	1576	1781	3554	1550	1781	2858	663
Grp Volume(v), veh/h	114	194	189	237	318	322	152	607	115	191	275	274
Grp Sat Flow(s),veh/h/ln	1781	1777	1657	1728	1777	1576	1781	1777	1550	1781	1777	1744
Q Serve(g_s), s	5.1	7.2	7.6	5.4	5.7	14.9	6.7	12.0	4.7	8.4	10.3	10.5
Cycle Q Clear(g_c), s	5.1	7.2	7.6	5.4	5.7	14.9	6.7	12.0	4.7	8.4	10.3	10.5
Prop In Lane	1.00		0.69	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	144	475	443	316	988	438	187	987	430	228	534	524
V/C Ratio(X)	0.79	0.41	0.43	0.75	0.32	0.73	0.81	0.62	0.27	0.84	0.52	0.52
Avail Cap(c_a), veh/h	188	842	785	356	1674	743	254	1630	711	276	837	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	24.3	24.4	35.7	23.1	26.4	35.3	25.4	22.7	34.3	23.3	23.4
Incr Delay (d2), s/veh	11.7	0.7	0.8	6.2	0.2	2.9	9.8	0.8	0.4	14.7	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	2.9	2.9	2.4	2.3	5.5	3.2	4.7	1.6	4.4	4.1	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	25.0	25.2	42.0	23.3	29.3	45.1	26.1	23.1	49.1	24.3	24.4
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		497			877			874			740	
Approach Delay, s/veh		30.4			30.6			29.0			30.7	
Approach LOS		C			C			C			C	

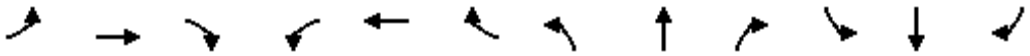
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	26.6	13.0	29.3	11.0	27.4	14.8	27.4
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	8.3	38.2	11.5	38.0	8.5	38.0	12.5	37.0
Max Q Clear Time (g_c+I1), s	7.4	9.6	8.7	12.5	7.1	16.9	10.4	14.0
Green Ext Time (p_c), s	0.0	2.7	0.0	3.9	0.0	3.7	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Lane Group	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	506	83	677	207	116
v/c Ratio	0.66	0.40	0.64	0.47	0.16
Control Delay	21.3	37.2	13.5	24.3	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	21.3	37.2	13.5	24.3	0.5
Queue Length 50th (ft)	134	27	128	60	0
Queue Length 95th (ft)	342	#94	387	144	0
Internal Link Dist (ft)	135		680		281
Turn Bay Length (ft)		120			
Base Capacity (vph)	1200	255	1288	1029	1086
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.33	0.53	0.20	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	362	84	73	596	0	182	0	102	0	0	0
Future Volume (veh/h)	0	362	84	73	596	0	182	0	102	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	0	411	95	83	677	0	207	0	116			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3			
Cap, veh/h	4	563	130	154	1070	907	343	0	305			
Arrive On Green	0.00	0.39	0.39	0.09	0.58	0.00	0.19	0.00	0.19			
Sat Flow, veh/h	1767	1457	337	1767	1856	1572	1767	0	1568			
Grp Volume(v), veh/h	0	0	506	83	677	0	207	0	116			
Grp Sat Flow(s),veh/h/ln	1767	0	1793	1767	1856	1572	1767	0	1568			
Q Serve(g_s), s	0.0	0.0	10.5	2.0	10.6	0.0	4.7	0.0	2.8			
Cycle Q Clear(g_c), s	0.0	0.0	10.5	2.0	10.6	0.0	4.7	0.0	2.8			
Prop In Lane	1.00		0.19	1.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	4	0	693	154	1070	907	343	0	305			
V/C Ratio(X)	0.00	0.00	0.73	0.54	0.63	0.00	0.60	0.00	0.38			
Avail Cap(c_a), veh/h	344	0	1569	336	1615	1368	1356	0	1203			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	11.5	19.1	6.2	0.0	16.1	0.0	15.3			
Incr Delay (d2), s/veh	0.0	0.0	1.8	1.1	0.8	0.0	2.0	0.0	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.2	0.7	2.1	0.0	1.8	0.0	0.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	13.3	20.2	6.9	0.0	18.1	0.0	16.2			
LnGrp LOS	A	A	B	C	A	A	B	A	B			
Approach Vol, veh/h		506			760			323				
Approach Delay, s/veh		13.3			8.4			17.4				
Approach LOS		B			A			B				

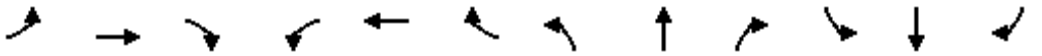
Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		13.5	8.3	21.9			0.0	30.2				
Change Period (Y+Rc), s		5.0	4.5	5.0			4.5	5.0				
Max Green Setting (Gmax), s		33.5	8.3	38.2			8.5	38.0				
Max Q Clear Time (g_c+I1), s		6.7	4.0	12.5			0.0	12.6				
Green Ext Time (p_c), s		1.7	0.0	3.9			0.0	5.7				

Intersection Summary												
HCM 6th Ctrl Delay			11.8									
HCM 6th LOS			B									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	118	382	59	486	50	186	65	143	225
v/c Ratio	0.52	0.56	0.36	0.79	0.29	0.51	0.34	0.39	0.46
Control Delay	44.0	23.1	43.2	34.0	40.6	25.5	40.7	28.8	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.0	23.1	43.2	34.0	40.6	25.5	40.7	28.8	7.0
Queue Length 50th (ft)	49	122	25	183	21	57	27	57	0
Queue Length 95th (ft)	#151	293	78	#460	68	121	83	111	50
Internal Link Dist (ft)		410		5200		416		440	
Turn Bay Length (ft)					100		150		150
Base Capacity (vph)	253	898	177	820	203	862	228	935	894
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.43	0.33	0.59	0.25	0.22	0.29	0.15	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	319	32	54	416	31	46	95	76	60	132	207
Future Volume (veh/h)	109	319	32	54	416	31	46	95	76	60	132	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	118	347	35	59	452	34	50	103	83	65	143	225
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	178	613	62	123	577	43	123	199	160	126	392	331
Arrive On Green	0.10	0.37	0.37	0.07	0.34	0.34	0.07	0.21	0.21	0.07	0.21	0.21
Sat Flow, veh/h	1767	1657	167	1767	1703	128	1767	948	764	1767	1856	1566
Grp Volume(v), veh/h	118	0	382	59	0	486	50	0	186	65	143	225
Grp Sat Flow(s),veh/h/ln	1767	0	1824	1767	0	1831	1767	0	1712	1767	1856	1566
Q Serve(g_s), s	3.7	0.0	9.6	1.8	0.0	13.7	1.6	0.0	5.5	2.0	3.8	7.6
Cycle Q Clear(g_c), s	3.7	0.0	9.6	1.8	0.0	13.7	1.6	0.0	5.5	2.0	3.8	7.6
Prop In Lane	1.00		0.09	1.00		0.07	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	178	0	675	123	0	620	123	0	359	126	392	331
V/C Ratio(X)	0.66	0.00	0.57	0.48	0.00	0.78	0.41	0.00	0.52	0.52	0.36	0.68
Avail Cap(c_a), veh/h	308	0	1082	216	0	991	247	0	1016	278	1133	956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	14.4	25.6	0.0	17.0	25.5	0.0	20.1	25.7	19.3	20.8
Incr Delay (d2), s/veh	4.2	0.0	0.7	2.9	0.0	2.2	2.1	0.0	1.2	3.3	0.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	3.4	0.8	0.0	5.1	0.7	0.0	2.0	0.9	1.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	0.0	15.1	28.5	0.0	19.3	27.6	0.0	21.2	28.9	19.9	23.3
LnGrp LOS	C	A	B	C	A	B	C	A	C	C	B	C
Approach Vol, veh/h		500			545			236			433	
Approach Delay, s/veh		18.4			20.3			22.6			23.0	
Approach LOS		B			C			C			C	

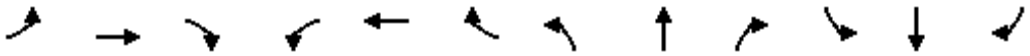
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	16.0	8.0	25.2	8.0	16.1	9.8	23.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	34.0	7.0	34.0	8.0	35.0	10.0	31.0
Max Q Clear Time (g_c+I1), s	4.0	7.5	3.8	11.6	3.6	9.6	5.7	15.7
Green Ext Time (p_c), s	0.0	1.0	0.0	2.2	0.0	1.5	0.1	2.5

Intersection Summary	
HCM 6th Ctrl Delay	20.7
HCM 6th LOS	C

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	361	100	245	101	339	13	365
v/c Ratio	0.82	0.21	0.67	0.95	0.70	0.12	0.76
Control Delay	43.2	3.9	33.9	116.0	31.8	37.7	34.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	3.9	33.9	116.0	31.8	37.7	34.3
Queue Length 50th (ft)	144	0	90	44	130	5	140
Queue Length 95th (ft)	#337	23	179	#159	227	24	244
Internal Link Dist (ft)	576		577		461		479
Turn Bay Length (ft)				260		160	
Base Capacity (vph)	496	526	502	106	540	106	535
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.19	0.49	0.95	0.63	0.12	0.68

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	207	95	10	168	54	96	300	22	12	288	59
Future Volume (veh/h)	136	207	95	10	168	54	96	300	22	12	288	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	218	100	11	177	57	101	316	23	13	303	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	265	379	14	227	73	122	417	30	122	365	75
Arrive On Green	0.24	0.24	0.24	0.18	0.18	0.18	0.07	0.24	0.24	0.07	0.24	0.24
Sat Flow, veh/h	727	1108	1585	80	1294	417	1781	1722	125	1781	1505	308
Grp Volume(v), veh/h	361	0	100	245	0	0	101	0	339	13	0	365
Grp Sat Flow(s),veh/h/ln	1834	0	1585	1791	0	0	1781	0	1847	1781	0	1813
Q Serve(g_s), s	10.9	0.0	3.0	7.6	0.0	0.0	3.3	0.0	9.9	0.4	0.0	11.1
Cycle Q Clear(g_c), s	10.9	0.0	3.0	7.6	0.0	0.0	3.3	0.0	9.9	0.4	0.0	11.1
Prop In Lane	0.40		1.00	0.04		0.23	1.00		0.07	1.00		0.17
Lane Grp Cap(c), veh/h	439	0	379	314	0	0	122	0	448	122	0	440
V/C Ratio(X)	0.82	0.00	0.26	0.78	0.00	0.00	0.83	0.00	0.76	0.11	0.00	0.83
Avail Cap(c_a), veh/h	566	0	489	553	0	0	122	0	570	122	0	560
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	18.0	23.0	0.0	0.0	26.8	0.0	20.5	25.5	0.0	21.0
Incr Delay (d2), s/veh	7.5	0.0	0.4	4.2	0.0	0.0	35.3	0.0	4.4	0.4	0.0	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	1.0	3.3	0.0	0.0	2.5	0.0	4.2	0.2	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	0.0	18.4	27.2	0.0	0.0	62.1	0.0	24.9	25.9	0.0	29.2
LnGrp LOS	C	A	B	C	A	A	E	A	C	C	A	C
Approach Vol, veh/h		461			245			440			378	
Approach Delay, s/veh		26.3			27.2			33.4			29.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	18.1		18.0	8.0	18.1		14.2				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	4.0	18.0		18.0	4.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	11.9		12.9	5.3	13.1		9.6				
Green Ext Time (p_c), s	0.0	0.9		1.1	0.0	0.9		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		29.2	
HCM 6th LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	24.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	221	34	19	316	77	18	7	6	102	21	62
Future Vol, veh/h	21	221	34	19	316	77	18	7	6	102	21	62
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	28	295	45	25	421	103	24	9	8	136	28	83
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	18	33.9	11.3	15.3
HCM LOS	C	D	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	58%	8%	5%	55%
Vol Thru, %	23%	80%	77%	11%
Vol Right, %	19%	12%	19%	34%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	276	412	185
LT Vol	18	21	19	102
Through Vol	7	221	316	21
RT Vol	6	34	77	62
Lane Flow Rate	41	368	549	247
Geometry Grp	1	1	1	1
Degree of Util (X)	0.087	0.608	0.86	0.461
Departure Headway (Hd)	7.54	6.067	5.742	6.722
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	477	600	637	540
Service Time	5.554	4.067	3.742	4.722
HCM Lane V/C Ratio	0.086	0.613	0.862	0.457
HCM Control Delay	11.3	18	33.9	15.3
HCM Lane LOS	B	C	D	C
HCM 95th-tile Q	0.3	4.1	9.8	2.4

Intersection	
Intersection Delay, s/veh	37.1
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	370	12	123	4	2	23	126	215	6	30	166	170
Future Vol, veh/h	370	12	123	4	2	23	126	215	6	30	166	170
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	435	14	145	5	2	27	148	253	7	35	195	200
Number of Lanes	0	1	1	0	1	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	2	2
HCM Control Delay	64.9	12.6	20.4	16.5
HCM LOS	F	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	97%	0%	67%	0%	100%	0%	0%
Vol Thru, %	0%	97%	3%	0%	33%	0%	0%	100%	0%
Vol Right, %	0%	3%	0%	100%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	126	221	382	123	6	23	30	166	170
LT Vol	126	0	370	0	4	0	30	0	0
Through Vol	0	215	12	0	2	0	0	166	0
RT Vol	0	6	0	123	0	23	0	0	170
Lane Flow Rate	148	260	449	145	7	27	35	195	200
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.359	0.591	1.036	0.285	0.019	0.067	0.086	0.446	0.417
Departure Headway (Hd)	8.97	8.435	8.298	7.095	10.176	9.103	8.986	8.471	7.751
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	403	432	440	509	354	396	401	428	468
Service Time	6.67	6.135	6	4.797	7.876	6.803	6.686	6.171	5.451
HCM Lane V/C Ratio	0.367	0.602	1.02	0.285	0.02	0.068	0.087	0.456	0.427
HCM Control Delay	16.6	22.6	81.8	12.6	13.1	12.5	12.5	17.8	15.9
HCM Lane LOS	C	C	F	B	B	B	B	C	C
HCM 95th-tile Q	1.6	3.7	14	1.2	0.1	0.2	0.3	2.2	2

Intersection	
Intersection Delay, s/veh	67
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	282	99	58	157	77	82	254	65	132	201	28
Future Vol, veh/h	35	282	99	58	157	77	82	254	65	132	201	28
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	285	100	59	159	78	83	257	66	133	203	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

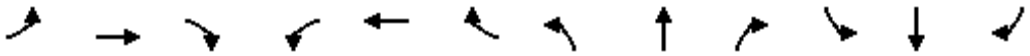
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	85.5	38	75.4	59.8
HCM LOS	F	E	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	8%	20%	37%
Vol Thru, %	63%	68%	54%	56%
Vol Right, %	16%	24%	26%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	401	416	292	361
LT Vol	82	35	58	132
Through Vol	254	282	157	201
RT Vol	65	99	77	28
Lane Flow Rate	405	420	295	365
Geometry Grp	1	1	1	1
Degree of Util (X)	0.998	1.038	0.767	0.924
Departure Headway (Hd)	9.066	8.893	9.592	9.329
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	405	412	380	390
Service Time	7.066	6.893	7.592	7.329
HCM Lane V/C Ratio	1	1.019	0.776	0.936
HCM Control Delay	75.4	85.5	38	59.8
HCM Lane LOS	F	F	E	F
HCM 95th-tile Q	12.1	13.6	6.3	9.9

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	144	386	181	215	151	138	615	118	196	400
v/c Ratio	0.77	0.52	0.55	0.30	0.35	0.62	0.61	0.22	0.67	0.36
Control Delay	66.8	29.0	46.1	28.7	7.4	49.6	28.4	6.2	48.0	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.8	29.0	46.1	28.7	7.4	49.6	28.4	6.2	48.0	21.9
Queue Length 50th (ft)	66	80	41	45	0	61	132	0	84	68
Queue Length 95th (ft)	#258	147	#123	90	46	#176	253	41	#287	154
Internal Link Dist (ft)		2280		720			319			333
Turn Bay Length (ft)	90		195		195	115		215	200	
Base Capacity (vph)	188	1718	361	1759	852	323	1744	829	323	1704
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.22	0.50	0.12	0.18	0.43	0.35	0.14	0.61	0.23

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



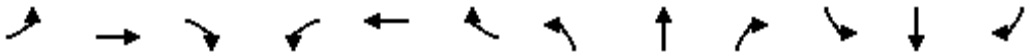
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	293	70	170	202	142	130	578	111	184	309	67
Future Volume (veh/h)	135	293	70	170	202	142	130	578	111	184	309	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	144	312	74	181	215	151	138	615	118	196	329	71
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	180	724	169	287	840	368	174	948	417	237	879	187
Arrive On Green	0.10	0.25	0.25	0.08	0.23	0.23	0.10	0.26	0.26	0.13	0.30	0.30
Sat Flow, veh/h	1795	2865	668	3483	3582	1569	1795	3582	1574	1795	2929	623
Grp Volume(v), veh/h	144	193	193	181	215	151	138	615	118	196	199	201
Grp Sat Flow(s),veh/h/ln	1795	1791	1741	1742	1791	1569	1795	1791	1574	1795	1791	1761
Q Serve(g_s), s	5.6	6.4	6.6	3.6	3.5	5.8	5.3	10.8	4.2	7.5	6.2	6.4
Cycle Q Clear(g_c), s	5.6	6.4	6.6	3.6	3.5	5.8	5.3	10.8	4.2	7.5	6.2	6.4
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	180	453	440	287	840	368	174	948	417	237	537	528
V/C Ratio(X)	0.80	0.43	0.44	0.63	0.26	0.41	0.79	0.65	0.28	0.83	0.37	0.38
Avail Cap(c_a), veh/h	203	945	919	388	1885	826	347	1870	822	347	935	920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	22.2	22.3	31.5	22.1	23.0	31.3	23.1	20.7	30.0	19.5	19.6
Incr Delay (d2), s/veh	15.8	0.8	0.8	0.9	0.2	0.9	3.1	0.9	0.4	6.6	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	2.6	2.6	1.4	1.4	2.0	2.3	4.2	1.4	3.5	2.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	22.9	23.1	32.3	22.3	23.9	34.4	24.0	21.2	36.6	20.1	20.1
LnGrp LOS	D	C	C	C	C	C	C	C	C	D	C	C
Approach Vol, veh/h		530			547			871			596	
Approach Delay, s/veh		29.5			26.0			25.3			25.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	22.9	11.4	26.3	11.6	21.6	13.9	23.8
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	7.9	37.4	13.7	37.0	8.0	37.3	13.7	37.0
Max Q Clear Time (g_c+I1), s	5.6	8.6	7.3	8.4	7.6	7.8	9.5	12.8
Green Ext Time (p_c), s	0.0	2.7	0.0	2.8	0.0	2.2	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

Lane Group	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	629	67	444	64	38
v/c Ratio	0.57	0.29	0.31	0.23	0.07
Control Delay	13.0	29.9	4.3	26.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	29.9	4.3	26.2	0.2
Queue Length 50th (ft)	148	20	49	18	0
Queue Length 95th (ft)	283	63	96	58	0
Internal Link Dist (ft)	135		680		281
Turn Bay Length (ft)		120			
Base Capacity (vph)	1281	281	1423	1151	1151
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.49	0.24	0.31	0.06	0.03

Intersection Summary

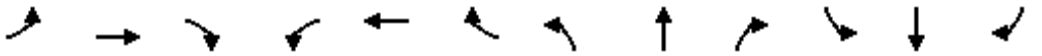


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	516	82	64	422	0	61	0	36	0	0	0
Future Volume (veh/h)	0	516	82	64	422	0	61	0	36	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885			
Adj Flow Rate, veh/h	0	543	86	67	444	0	64	0	38			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1			
Cap, veh/h	4	732	116	141	1227	1040	182	0	162			
Arrive On Green	0.00	0.46	0.46	0.08	0.65	0.00	0.10	0.00	0.10			
Sat Flow, veh/h	1795	1588	251	1795	1885	1598	1795	0	1598			
Grp Volume(v), veh/h	0	0	629	67	444	0	64	0	38			
Grp Sat Flow(s),veh/h/ln	1795	0	1839	1795	1885	1598	1795	0	1598			
Q Serve(g_s), s	0.0	0.0	11.3	1.4	4.3	0.0	1.3	0.0	0.9			
Cycle Q Clear(g_c), s	0.0	0.0	11.3	1.4	4.3	0.0	1.3	0.0	0.9			
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	4	0	848	141	1227	1040	182	0	162			
V/C Ratio(X)	0.00	0.00	0.74	0.48	0.36	0.00	0.35	0.00	0.23			
Avail Cap(c_a), veh/h	356	0	1704	351	1741	1476	1490	0	1325			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	8.9	17.8	3.2	0.0	16.9	0.0	16.7			
Incr Delay (d2), s/veh	0.0	0.0	1.6	0.9	0.2	0.0	1.4	0.0	0.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.0	0.5	0.4	0.0	0.5	0.0	0.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	10.5	18.7	3.4	0.0	18.3	0.0	17.6			
LnGrp LOS	A	A	B	B	A	A	B	A	B			
Approach Vol, veh/h		629			511			102				
Approach Delay, s/veh		10.5			5.4			18.0				
Approach LOS		B			A			B				
Timer - Assigned Phs		2	3	4			7	8				
Phs Duration (G+Y+Rc), s		9.1	7.7	23.6			0.0	31.3				
Change Period (Y+Rc), s		5.0	4.5	5.0			4.5	5.0				
Max Green Setting (Gmax), s		33.5	7.9	37.4			8.0	37.3				
Max Q Clear Time (g_c+I1), s		3.3	3.4	13.3			0.0	6.3				
Green Ext Time (p_c), s		0.5	0.0	5.1			0.0	3.4				
Intersection Summary												
HCM 6th Ctrl Delay			9.0									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	132	411	47	366	45	159	53	91	120
v/c Ratio	0.50	0.69	0.25	0.71	0.23	0.43	0.26	0.24	0.29
Control Delay	38.9	26.8	37.1	30.4	35.9	24.2	35.6	24.2	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.9	26.8	37.1	30.4	35.9	24.2	35.6	24.2	6.9
Queue Length 50th (ft)	44	125	16	118	15	45	18	29	0
Queue Length 95th (ft)	#171	313	65	288	62	113	70	75	37
Internal Link Dist (ft)		410		5200		416		440	
Turn Bay Length (ft)					100		150		150
Base Capacity (vph)	292	1028	204	937	233	1008	262	1075	953
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.40	0.23	0.39	0.19	0.16	0.20	0.08	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	352	51	46	319	39	44	110	46	52	89	118
Future Volume (veh/h)	129	352	51	46	319	39	44	110	46	52	89	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	132	359	52	47	326	40	45	112	47	53	91	120
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	212	488	71	162	452	56	162	194	81	162	290	246
Arrive On Green	0.12	0.30	0.30	0.09	0.28	0.28	0.09	0.15	0.15	0.09	0.15	0.15
Sat Flow, veh/h	1795	1610	233	1795	1642	201	1795	1259	529	1795	1885	1594
Grp Volume(v), veh/h	132	0	411	47	0	366	45	0	159	53	91	120
Grp Sat Flow(s),veh/h/ln	1795	0	1843	1795	0	1843	1795	0	1788	1795	1885	1594
Q Serve(g_s), s	3.1	0.0	8.8	1.1	0.0	7.9	1.0	0.0	3.7	1.2	1.9	3.0
Cycle Q Clear(g_c), s	3.1	0.0	8.8	1.1	0.0	7.9	1.0	0.0	3.7	1.2	1.9	3.0
Prop In Lane	1.00		0.13	1.00		0.11	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	212	0	559	162	0	508	162	0	275	162	290	246
V/C Ratio(X)	0.62	0.00	0.74	0.29	0.00	0.72	0.28	0.00	0.58	0.33	0.31	0.49
Avail Cap(c_a), veh/h	406	0	1417	284	0	1293	325	0	1375	366	1493	1262
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	0.0	13.8	18.8	0.0	14.5	18.8	0.0	17.4	18.8	16.6	17.1
Incr Delay (d2), s/veh	3.0	0.0	1.9	1.0	0.0	1.9	0.9	0.0	1.9	1.2	0.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	3.1	0.4	0.0	2.8	0.4	0.0	1.4	0.5	0.7	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.5	0.0	15.7	19.7	0.0	16.4	19.7	0.0	19.3	20.0	17.2	18.6
LnGrp LOS	C	A	B	B	A	B	B	A	B	B	B	B
Approach Vol, veh/h		543			413			204			264	
Approach Delay, s/veh		17.1			16.8			19.4			18.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	10.8	8.0	17.4	8.0	10.8	9.2	16.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	34.0	7.0	34.0	8.0	35.0	10.0	31.0
Max Q Clear Time (g_c+I1), s	3.2	5.7	3.1	10.8	3.0	5.0	5.1	9.9
Green Ext Time (p_c), s	0.0	0.8	0.0	2.4	0.0	0.8	0.1	2.0

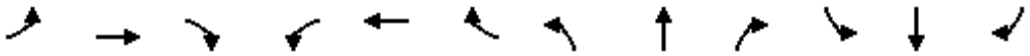
Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	204	148	231	103	269	18	394
v/c Ratio	0.62	0.37	0.67	1.05	0.33	0.18	0.59
Control Delay	37.1	7.9	37.4	145.3	18.2	40.6	23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	7.9	37.4	145.3	18.2	40.6	23.9
Queue Length 50th (ft)	86	0	95	~52	71	8	134
Queue Length 95th (ft)	158	45	175	#162	176	30	261
Internal Link Dist (ft)	576		577		461		479
Turn Bay Length (ft)				260		160	
Base Capacity (vph)	462	510	466	98	806	98	665
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.29	0.50	1.05	0.33	0.18	0.59

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	141	147	20	192	17	102	248	18	18	287	103
Future Volume (veh/h)	61	141	147	20	192	17	102	248	18	18	287	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	62	142	148	20	194	17	103	251	18	18	290	104
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	90	205	253	26	255	22	128	651	47	31	425	152
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.07	0.37	0.37	0.02	0.32	0.32
Sat Flow, veh/h	564	1293	1598	160	1556	136	1795	1738	125	1795	1325	475
Grp Volume(v), veh/h	204	0	148	231	0	0	103	0	269	18	0	394
Grp Sat Flow(s),veh/h/ln	1857	0	1598	1853	0	0	1795	0	1863	1795	0	1800
Q Serve(g_s), s	5.8	0.0	4.8	6.7	0.0	0.0	3.2	0.0	5.9	0.6	0.0	10.7
Cycle Q Clear(g_c), s	5.8	0.0	4.8	6.7	0.0	0.0	3.2	0.0	5.9	0.6	0.0	10.7
Prop In Lane	0.30		1.00	0.09		0.07	1.00		0.07	1.00		0.26
Lane Grp Cap(c), veh/h	295	0	253	304	0	0	128	0	698	31	0	577
V/C Ratio(X)	0.69	0.00	0.58	0.76	0.00	0.00	0.80	0.00	0.39	0.57	0.00	0.68
Avail Cap(c_a), veh/h	596	0	512	594	0	0	128	0	698	128	0	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	21.9	22.4	0.0	0.0	25.7	0.0	12.8	27.4	0.0	16.6
Incr Delay (d2), s/veh	2.9	0.0	2.1	3.9	0.0	0.0	30.0	0.0	1.6	15.5	0.0	6.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	1.8	2.9	0.0	0.0	2.3	0.0	2.3	0.4	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.2	0.0	24.0	26.3	0.0	0.0	55.7	0.0	14.4	42.9	0.0	23.0
LnGrp LOS	C	A	C	C	A	A	E	A	B	D	A	C
Approach Vol, veh/h		352			231			372			412	
Approach Delay, s/veh		24.7			26.3			25.8			23.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	25.0		12.9	8.0	22.0		13.2				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	4.0	18.0		18.0	4.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.6	7.9		7.8	5.2	12.7		8.7				
Green Ext Time (p_c), s	0.0	1.0		1.1	0.0	1.0		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		25.0	
HCM 6th LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	76	282	6	6	133	46	11	12	15	49	8	21
Future Vol, veh/h	76	282	6	6	133	46	11	12	15	49	8	21
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	82	303	6	6	143	49	12	13	16	53	9	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.1	9.2	8.7	9.2
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	21%	3%	63%
Vol Thru, %	32%	77%	72%	10%
Vol Right, %	39%	2%	25%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	38	364	185	78
LT Vol	11	76	6	49
Through Vol	12	282	133	8
RT Vol	15	6	46	21
Lane Flow Rate	41	391	199	84
Geometry Grp	1	1	1	1
Degree of Util (X)	0.06	0.497	0.255	0.125
Departure Headway (Hd)	5.278	4.568	4.608	5.347
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	673	787	776	666
Service Time	3.351	2.61	2.657	3.413
HCM Lane V/C Ratio	0.061	0.497	0.256	0.126
HCM Control Delay	8.7	12.1	9.2	9.2
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.2	2.8	1	0.4

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	198	2	102	7	5	24	61	117	4	5	113	190
Future Vol, veh/h	198	2	102	7	5	24	61	117	4	5	113	190
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	218	2	112	8	5	26	67	129	4	5	124	209
Number of Lanes	0	1	1	0	1	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	2	2
HCM Control Delay	12.8	9.8	11.3	11.1
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	99%	0%	58%	0%	100%	0%	0%
Vol Thru, %	0%	97%	1%	0%	42%	0%	0%	100%	0%
Vol Right, %	0%	3%	0%	100%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	121	200	102	12	24	5	113	190
LT Vol	61	0	198	0	7	0	5	0	0
Through Vol	0	117	2	0	5	0	0	113	0
RT Vol	0	4	0	102	0	24	0	0	190
Lane Flow Rate	67	133	220	112	13	26	5	124	209
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.133	0.244	0.419	0.176	0.027	0.047	0.011	0.221	0.33
Departure Headway (Hd)	7.145	6.614	6.86	5.657	7.428	6.423	6.901	6.395	5.687
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	501	541	525	632	480	554	518	560	631
Service Time	4.906	4.376	4.611	3.408	5.203	4.197	4.654	4.148	3.439
HCM Lane V/C Ratio	0.134	0.246	0.419	0.177	0.027	0.047	0.01	0.221	0.331
HCM Control Delay	11	11.5	14.5	9.6	10.4	9.5	9.7	11	11.2
HCM Lane LOS	B	B	B	A	B	A	A	B	B
HCM 95th-tile Q	0.5	1	2.1	0.6	0.1	0.1	0	0.8	1.4

Existing Plus Project Synchro Outputs

Intersection	
Intersection Delay, s/veh	83.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	156	154	180	169	69	134	184	38	66	299	11
Future Vol, veh/h	8	156	154	180	169	69	134	184	38	66	299	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	8	164	162	189	178	73	141	194	40	69	315	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

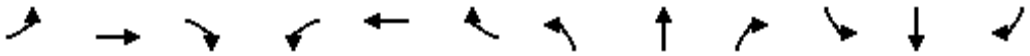
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	51.7	118.2	72.6	83.6
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	38%	3%	43%	18%
Vol Thru, %	52%	49%	40%	80%
Vol Right, %	11%	48%	17%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	356	318	418	376
LT Vol	134	8	180	66
Through Vol	184	156	169	299
RT Vol	38	154	69	11
Lane Flow Rate	375	335	440	396
Geometry Grp	1	1	1	1
Degree of Util (X)	0.971	0.865	1.133	1.016
Departure Headway (Hd)	9.942	9.916	9.493	9.83
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	367	368	387	372
Service Time	7.942	7.916	7.493	7.83
HCM Lane V/C Ratio	1.022	0.91	1.137	1.065
HCM Control Delay	72.6	51.7	118.2	83.6
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	10.8	8.2	16.2	12.2

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	114	393	241	348	325	152	607	116	192	549
v/c Ratio	0.62	0.50	0.65	0.45	0.56	0.66	0.64	0.23	0.67	0.53
Control Delay	54.5	24.0	47.2	29.1	8.7	51.4	29.8	6.4	48.6	25.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	24.0	47.2	29.1	8.7	51.4	29.8	6.4	48.6	25.2
Queue Length 50th (ft)	52	68	56	76	10	67	132	0	85	109
Queue Length 95th (ft)	#190	131	#172	138	81	#226	247	40	#289	211
Internal Link Dist (ft)		2280		720			319			333
Turn Bay Length (ft)	90		195		195	115		215	200	
Base Capacity (vph)	195	1698	369	1746	932	264	1700	811	287	1704
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.23	0.65	0.20	0.35	0.58	0.36	0.14	0.67	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	239	118	219	317	296	138	552	106	175	405	95
Future Volume (veh/h)	104	239	118	219	317	296	138	552	106	175	405	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	263	130	241	348	325	152	607	116	192	445	104
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	144	626	300	319	998	443	187	983	429	229	858	199
Arrive On Green	0.08	0.27	0.27	0.09	0.28	0.28	0.10	0.28	0.28	0.13	0.30	0.30
Sat Flow, veh/h	1781	2325	1114	3456	3554	1577	1781	3554	1550	1781	2858	663
Grp Volume(v), veh/h	114	199	194	241	348	325	152	607	116	192	275	274
Grp Sat Flow(s),veh/h/ln	1781	1777	1662	1728	1777	1577	1781	1777	1550	1781	1777	1744
Q Serve(g_s), s	5.1	7.5	7.9	5.5	6.4	15.2	6.8	12.1	4.8	8.6	10.4	10.6
Cycle Q Clear(g_c), s	5.1	7.5	7.9	5.5	6.4	15.2	6.8	12.1	4.8	8.6	10.4	10.6
Prop In Lane	1.00		0.67	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	144	479	448	319	998	443	187	983	429	229	533	524
V/C Ratio(X)	0.79	0.42	0.43	0.75	0.35	0.73	0.81	0.62	0.27	0.84	0.52	0.52
Avail Cap(c_a), veh/h	186	833	780	352	1658	736	252	1614	704	273	829	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	24.5	24.6	36.1	23.3	26.5	35.7	25.7	23.0	34.7	23.6	23.7
Incr Delay (d2), s/veh	12.1	0.7	0.8	6.8	0.3	2.9	10.2	0.8	0.4	15.4	0.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	3.1	3.0	2.5	2.5	5.5	3.3	4.8	1.6	4.5	4.2	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	25.2	25.4	42.9	23.6	29.4	45.9	26.5	23.4	50.0	24.5	24.6
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		507			914			875			741	
Approach Delay, s/veh		30.6			30.7			29.4			31.2	
Approach LOS		C			C			C			C	

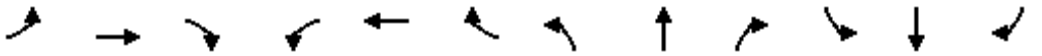
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	26.9	13.0	29.5	11.1	27.9	15.0	27.5
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	8.3	38.2	11.5	38.0	8.5	38.0	12.5	37.0
Max Q Clear Time (g_c+I1), s	7.5	9.9	8.8	12.6	7.1	17.2	10.6	14.1
Green Ext Time (p_c), s	0.0	2.8	0.0	3.9	0.0	3.9	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	10	508	93	684	3	207	117	17	37
v/c Ratio	0.08	0.79	0.63	0.84	0.00	0.37	0.17	0.03	0.05
Control Delay	38.4	34.4	57.9	32.8	0.0	20.2	4.2	15.8	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.4	34.4	57.9	32.8	0.0	20.2	4.2	15.8	7.1
Queue Length 50th (ft)	5	235	49	283	0	77	0	5	2
Queue Length 95th (ft)	20	#380	#109	#576	0	132	30	18	19
Internal Link Dist (ft)		135		680			281		156
Turn Bay Length (ft)	120		120					100	
Base Capacity (vph)	129	666	157	813	723	555	705	524	680
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.76	0.59	0.84	0.00	0.37	0.17	0.03	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	363	84	82	602	3	182	1	102	15	4	28
Future Volume (veh/h)	9	363	84	82	602	3	182	1	102	15	4	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	10	412	95	93	684	3	207	1	116	17	5	32
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	26	484	112	119	713	602	643	6	657	563	91	584
Arrive On Green	0.01	0.33	0.33	0.07	0.38	0.38	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1767	1457	336	1767	1856	1566	1358	13	1559	1264	217	1387
Grp Volume(v), veh/h	10	0	507	93	684	3	207	0	117	17	0	37
Grp Sat Flow(s),veh/h/ln	1767	0	1793	1767	1856	1566	1358	0	1572	1264	0	1604
Q Serve(g_s), s	0.5	0.0	21.3	4.2	29.0	0.1	8.6	0.0	3.8	0.7	0.0	1.1
Cycle Q Clear(g_c), s	0.5	0.0	21.3	4.2	29.0	0.1	9.7	0.0	3.8	4.4	0.0	1.1
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.99	1.00		0.86
Lane Grp Cap(c), veh/h	26	0	595	119	713	602	643	0	662	563	0	676
V/C Ratio(X)	0.38	0.00	0.85	0.78	0.96	0.00	0.32	0.00	0.18	0.03	0.00	0.05
Avail Cap(c_a), veh/h	131	0	660	160	713	602	643	0	662	563	0	676
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.4	0.0	25.1	37.1	24.2	15.3	16.7	0.0	14.6	16.0	0.0	13.8
Incr Delay (d2), s/veh	3.3	0.0	9.9	11.4	24.2	0.0	0.3	0.0	0.2	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	9.9	2.1	16.1	0.0	2.6	0.0	1.3	0.2	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	0.0	35.1	48.4	48.5	15.3	17.1	0.0	14.8	16.1	0.0	14.0
LnGrp LOS	D	A	D	D	D	B	B	A	B	B	A	B
Approach Vol, veh/h		517			780			324			54	
Approach Delay, s/veh		35.2			48.3			16.2			14.6	
Approach LOS		D			D			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		39.0	9.9	31.8		39.0	5.7	36.0				
Change Period (Y+Rc), s		5.0	4.5	5.0		* 5	4.5	5.0				
Max Green Setting (Gmax), s		33.5	7.3	29.7		* 34	6.0	31.0				
Max Q Clear Time (g_c+I1), s		11.7	6.2	23.3		6.4	2.5	31.0				
Green Ext Time (p_c), s		1.6	0.0	1.9		0.2	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay	37.0
HCM 6th LOS	D

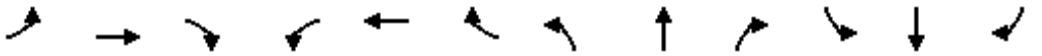
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	128	398	59	491	51	186	65	143	227
v/c Ratio	0.56	0.58	0.36	0.79	0.29	0.51	0.35	0.39	0.46
Control Delay	45.4	23.4	43.5	34.1	40.9	25.7	41.0	29.1	7.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	23.4	43.5	34.1	40.9	25.7	41.0	29.1	7.0
Queue Length 50th (ft)	54	129	25	185	21	58	27	57	0
Queue Length 95th (ft)	#168	308	78	#466	69	121	83	111	49
Internal Link Dist (ft)		410		5200		416		440	
Turn Bay Length (ft)					100		150		150
Base Capacity (vph)	251	889	175	811	201	853	226	925	888
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.45	0.34	0.61	0.25	0.22	0.29	0.15	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	332	34	54	420	31	47	95	76	60	132	209
Future Volume (veh/h)	118	332	34	54	420	31	47	95	76	60	132	209
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	128	361	37	59	457	34	51	103	83	65	143	227
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	187	623	64	121	579	43	121	199	160	125	392	331
Arrive On Green	0.11	0.38	0.38	0.07	0.34	0.34	0.07	0.21	0.21	0.07	0.21	0.21
Sat Flow, veh/h	1767	1654	170	1767	1705	127	1767	948	764	1767	1856	1566
Grp Volume(v), veh/h	128	0	398	59	0	491	51	0	186	65	143	227
Grp Sat Flow(s),veh/h/ln	1767	0	1823	1767	0	1831	1767	0	1712	1767	1856	1566
Q Serve(g_s), s	4.1	0.0	10.1	1.9	0.0	14.1	1.6	0.0	5.6	2.1	3.8	7.8
Cycle Q Clear(g_c), s	4.1	0.0	10.1	1.9	0.0	14.1	1.6	0.0	5.6	2.1	3.8	7.8
Prop In Lane	1.00		0.09	1.00		0.07	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	187	0	687	121	0	622	121	0	359	125	392	331
V/C Ratio(X)	0.68	0.00	0.58	0.49	0.00	0.79	0.42	0.00	0.52	0.52	0.36	0.69
Avail Cap(c_a), veh/h	303	0	1063	212	0	974	242	0	998	273	1114	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	14.5	26.2	0.0	17.4	26.0	0.0	20.4	26.2	19.6	21.2
Incr Delay (d2), s/veh	4.4	0.0	0.8	3.0	0.0	2.4	2.3	0.0	1.2	3.4	0.6	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	3.6	0.8	0.0	5.3	0.7	0.0	2.1	0.9	1.5	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	0.0	15.3	29.2	0.0	19.7	28.4	0.0	21.6	29.5	20.2	23.7
LnGrp LOS	C	A	B	C	A	B	C	A	C	C	C	C
Approach Vol, veh/h		526			550			237			435	
Approach Delay, s/veh		18.7			20.7			23.1			23.4	
Approach LOS		B			C			C			C	

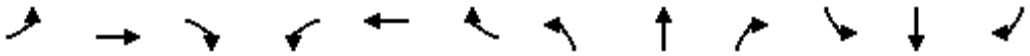
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	16.2	8.0	26.0	8.0	16.3	10.2	23.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	34.0	7.0	34.0	8.0	35.0	10.0	31.0
Max Q Clear Time (g_c+I1), s	4.1	7.6	3.9	12.1	3.6	9.8	6.1	16.1
Green Ext Time (p_c), s	0.0	1.0	0.0	2.3	0.0	1.5	0.1	2.5

Intersection Summary	
HCM 6th Ctrl Delay	21.1
HCM 6th LOS	C

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	361	100	245	101	348	13	368
v/c Ratio	0.82	0.21	0.67	0.95	0.72	0.12	0.76
Control Delay	43.3	3.9	34.0	116.5	32.5	37.7	34.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	3.9	34.0	116.5	32.5	37.7	34.5
Queue Length 50th (ft)	144	0	90	44	134	5	141
Queue Length 95th (ft)	#337	23	179	#159	233	24	246
Internal Link Dist (ft)	576		577		461		479
Turn Bay Length (ft)				260		160	
Base Capacity (vph)	495	526	502	106	539	106	534
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.19	0.49	0.95	0.65	0.12	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	207	95	10	168	54	96	309	22	12	291	59
Future Volume (veh/h)	136	207	95	10	168	54	96	309	22	12	291	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	143	218	100	11	177	57	101	325	23	13	306	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	265	379	14	227	73	122	421	30	122	368	74
Arrive On Green	0.24	0.24	0.24	0.18	0.18	0.18	0.07	0.24	0.24	0.07	0.24	0.24
Sat Flow, veh/h	727	1108	1585	80	1294	417	1781	1726	122	1781	1508	306
Grp Volume(v), veh/h	361	0	100	245	0	0	101	0	348	13	0	368
Grp Sat Flow(s),veh/h/ln	1834	0	1585	1791	0	0	1781	0	1848	1781	0	1814
Q Serve(g_s), s	10.9	0.0	3.0	7.6	0.0	0.0	3.3	0.0	10.3	0.4	0.0	11.3
Cycle Q Clear(g_c), s	10.9	0.0	3.0	7.6	0.0	0.0	3.3	0.0	10.3	0.4	0.0	11.3
Prop In Lane	0.40		1.00	0.04		0.23	1.00		0.07	1.00		0.17
Lane Grp Cap(c), veh/h	438	0	379	314	0	0	122	0	450	122	0	442
V/C Ratio(X)	0.82	0.00	0.26	0.78	0.00	0.00	0.83	0.00	0.77	0.11	0.00	0.83
Avail Cap(c_a), veh/h	564	0	488	551	0	0	122	0	569	122	0	558
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	18.1	23.0	0.0	0.0	26.9	0.0	20.6	25.6	0.0	21.0
Incr Delay (d2), s/veh	7.6	0.0	0.4	4.2	0.0	0.0	35.8	0.0	5.1	0.4	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	1.0	3.3	0.0	0.0	2.5	0.0	4.5	0.2	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	0.0	18.4	27.3	0.0	0.0	62.8	0.0	25.7	26.0	0.0	29.5
LnGrp LOS	C	A	B	C	A	A	E	A	C	C	A	C
Approach Vol, veh/h		461			245			449			381	
Approach Delay, s/veh		26.5			27.3			34.0			29.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	18.3		18.0	8.0	18.3		14.3				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	4.0	18.0		18.0	4.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.4	12.3		12.9	5.3	13.3		9.6				
Green Ext Time (p_c), s	0.0	0.9		1.1	0.0	0.9		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			29.5									
HCM 6th LOS			C									

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	26.5
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	221	34	19	316	77	18	9	6	102	27	62
Future Vol, veh/h	21	221	34	19	316	77	18	9	6	102	27	62
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	13	13	13	13	13	13	13	13	13	13	13	13
Mvmt Flow	28	295	45	25	421	103	24	12	8	136	36	83
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	18.9	37.6	11.5	15.9
HCM LOS	C	E	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	55%	8%	5%	53%
Vol Thru, %	27%	80%	77%	14%
Vol Right, %	18%	12%	19%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	276	412	191
LT Vol	18	21	19	102
Through Vol	9	221	316	27
RT Vol	6	34	77	62
Lane Flow Rate	44	368	549	255
Geometry Grp	1	1	1	1
Degree of Util (X)	0.093	0.627	0.885	0.478
Departure Headway (Hd)	7.602	6.131	5.799	6.756
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	469	592	626	532
Service Time	5.676	4.149	3.814	4.805
HCM Lane V/C Ratio	0.094	0.622	0.877	0.479
HCM Control Delay	11.5	18.9	37.6	15.9
HCM Lane LOS	B	C	E	C
HCM 95th-tile Q	0.3	4.3	10.6	2.6

Intersection	
Intersection Delay, s/veh	40.1
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	379	12	126	4	2	23	127	215	6	30	166	173
Future Vol, veh/h	379	12	126	4	2	23	127	215	6	30	166	173
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	446	14	148	5	2	27	149	253	7	35	195	204
Number of Lanes	0	1	1	0	1	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	2	2
HCM Control Delay	71.3	12.6	20.7	16.7
HCM LOS	F	B	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	97%	0%	67%	0%	100%	0%	0%
Vol Thru, %	0%	97%	3%	0%	33%	0%	0%	100%	0%
Vol Right, %	0%	3%	0%	100%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	127	221	391	126	6	23	30	166	173
LT Vol	127	0	379	0	4	0	30	0	0
Through Vol	0	215	12	0	2	0	0	166	0
RT Vol	0	6	0	126	0	23	0	0	173
Lane Flow Rate	149	260	460	148	7	27	35	195	204
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.364	0.596	1.064	0.293	0.019	0.066	0.086	0.449	0.427
Departure Headway (Hd)	9.038	8.502	8.327	7.123	10.261	9.188	9.049	8.534	7.814
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	400	426	437	507	351	392	398	426	464
Service Time	6.738	6.202	6.027	4.823	7.961	6.888	6.749	6.234	5.514
HCM Lane V/C Ratio	0.372	0.61	1.053	0.292	0.02	0.069	0.088	0.458	0.44
HCM Control Delay	16.8	23	90.2	12.7	13.2	12.5	12.6	18	16.2
HCM Lane LOS	C	C	F	B	B	B	B	C	C
HCM 95th-tile Q	1.6	3.8	15	1.2	0.1	0.2	0.3	2.3	2.1

Intersection	
Intersection Delay, s/veh	80.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	311	99	61	174	83	82	254	70	142	201	28
Future Vol, veh/h	35	311	99	61	174	83	82	254	70	142	201	28
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	314	100	62	176	84	83	257	71	143	203	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

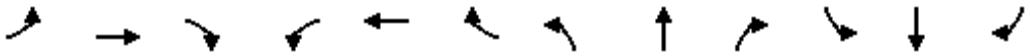
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	110.6	47.7	84.6	69.2
HCM LOS	F	E	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	8%	19%	38%
Vol Thru, %	63%	70%	55%	54%
Vol Right, %	17%	22%	26%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	406	445	318	371
LT Vol	82	35	61	142
Through Vol	254	311	174	201
RT Vol	70	99	83	28
Lane Flow Rate	410	449	321	375
Geometry Grp	1	1	1	1
Degree of Util (X)	1.025	1.114	0.837	0.959
Departure Headway (Hd)	9.52	9.231	9.961	9.789
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	385	396	366	375
Service Time	7.52	7.231	7.961	7.789
HCM Lane V/C Ratio	1.065	1.134	0.877	1
HCM Control Delay	84.6	110.6	47.7	69.2
HCM Lane LOS	F	F	E	F
HCM 95th-tile Q	12.7	15.8	7.6	10.6

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	144	433	184	243	154	138	615	123	201	400
v/c Ratio	0.79	0.56	0.57	0.32	0.34	0.63	0.62	0.23	0.68	0.36
Control Delay	70.4	30.0	47.5	28.7	7.1	51.0	29.2	6.2	49.0	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.4	30.0	47.5	28.7	7.1	51.0	29.2	6.2	49.0	22.4
Queue Length 50th (ft)	68	93	43	52	0	63	135	0	89	70
Queue Length 95th (ft)	#258	168	#125	101	46	#176	253	42	#296	154
Internal Link Dist (ft)		2280		720			319			333
Turn Bay Length (ft)	90		195		195	115		215	200	
Base Capacity (vph)	183	1677	351	1713	836	314	1699	813	314	1661
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.26	0.52	0.14	0.18	0.44	0.36	0.15	0.64	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	337	70	173	228	145	130	578	116	189	309	67
Future Volume (veh/h)	135	337	70	173	228	145	130	578	116	189	309	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	144	359	74	184	243	154	138	615	123	201	329	71
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	180	761	155	282	856	375	174	942	414	242	882	188
Arrive On Green	0.10	0.26	0.26	0.08	0.24	0.24	0.10	0.26	0.26	0.13	0.30	0.30
Sat Flow, veh/h	1795	2947	600	3483	3582	1570	1795	3582	1574	1795	2929	623
Grp Volume(v), veh/h	144	216	217	184	243	154	138	615	123	201	199	201
Grp Sat Flow(s),veh/h/ln	1795	1791	1756	1742	1791	1570	1795	1791	1574	1795	1791	1761
Q Serve(g_s), s	5.7	7.4	7.5	3.7	4.0	6.0	5.4	11.0	4.5	7.9	6.3	6.5
Cycle Q Clear(g_c), s	5.7	7.4	7.5	3.7	4.0	6.0	5.4	11.0	4.5	7.9	6.3	6.5
Prop In Lane	1.00		0.34	1.00		1.00	1.00		1.00	1.00		0.35
Lane Grp Cap(c), veh/h	180	463	454	282	856	375	174	942	414	242	539	530
V/C Ratio(X)	0.80	0.47	0.48	0.65	0.28	0.41	0.79	0.65	0.30	0.83	0.37	0.38
Avail Cap(c_a), veh/h	199	927	909	381	1849	810	340	1834	806	340	917	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	22.6	22.7	32.2	22.4	23.2	31.9	23.7	21.3	30.5	19.9	19.9
Incr Delay (d2), s/veh	16.6	0.9	0.9	1.0	0.2	0.9	3.1	0.9	0.5	8.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.0	3.0	1.5	1.6	2.1	2.3	4.3	1.5	3.7	2.5	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	23.5	23.6	33.2	22.7	24.1	35.0	24.6	21.8	38.6	20.4	20.5
LnGrp LOS	D	C	C	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		577			581			876			601	
Approach Delay, s/veh		29.8			26.4			25.9			26.5	
Approach LOS		C			C			C			C	

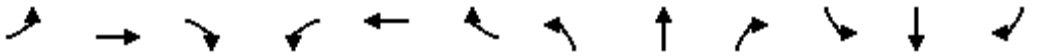
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	23.7	11.5	26.8	11.7	22.3	14.2	24.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	7.9	37.4	13.7	37.0	8.0	37.3	13.7	37.0
Max Q Clear Time (g_c+I1), s	5.7	9.5	7.4	8.5	7.7	8.0	9.9	13.0
Green Ext Time (p_c), s	0.0	3.0	0.0	2.8	0.0	2.5	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	52	634	76	451	16	64	45	15	31
v/c Ratio	0.39	0.95	0.55	0.62	0.02	0.11	0.06	0.03	0.04
Control Delay	46.2	52.8	54.5	26.1	0.1	16.8	6.9	15.4	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.2	52.8	54.5	26.1	0.1	16.8	6.9	15.4	7.1
Queue Length 50th (ft)	27	324	40	200	0	21	2	5	1
Queue Length 95th (ft)	63	#548	#94	307	0	47	22	16	18
Internal Link Dist (ft)		135		680			281		107
Turn Bay Length (ft)	120		120					100	
Base Capacity (vph)	142	681	142	739	665	576	705	578	705
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.93	0.54	0.61	0.02	0.11	0.06	0.03	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	521	82	72	428	15	61	7	36	14	4	26
Future Volume (veh/h)	49	521	82	72	428	15	61	7	36	14	4	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	52	548	86	76	451	16	64	7	38	15	4	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	90	568	89	106	691	584	641	105	568	626	86	583
Arrive On Green	0.05	0.36	0.36	0.06	0.37	0.37	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1795	1590	250	1795	1885	1593	1389	255	1382	1372	210	1419
Grp Volume(v), veh/h	52	0	634	76	451	16	64	0	45	15	0	31
Grp Sat Flow(s),veh/h/ln	1795	0	1839	1795	1885	1593	1389	0	1636	1372	0	1630
Q Serve(g_s), s	2.4	0.0	28.4	3.5	16.7	0.5	2.4	0.0	1.4	0.6	0.0	1.0
Cycle Q Clear(g_c), s	2.4	0.0	28.4	3.5	16.7	0.5	3.4	0.0	1.4	2.0	0.0	1.0
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.84	1.00		0.87
Lane Grp Cap(c), veh/h	90	0	657	106	691	584	641	0	672	626	0	669
V/C Ratio(X)	0.58	0.00	0.96	0.71	0.65	0.03	0.10	0.00	0.07	0.02	0.00	0.05
Avail Cap(c_a), veh/h	139	0	657	139	691	584	641	0	672	626	0	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.0	0.0	26.5	38.8	22.2	17.0	15.9	0.0	15.0	15.6	0.0	14.9
Incr Delay (d2), s/veh	2.2	0.0	26.6	6.7	2.4	0.0	0.1	0.0	0.1	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	16.1	1.7	7.2	0.2	0.8	0.0	0.5	0.2	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	0.0	53.1	45.5	24.5	17.1	16.0	0.0	15.0	15.7	0.0	15.0
LnGrp LOS	D	A	D	D	C	B	B	A	B	B	A	B
Approach Vol, veh/h		686			543			109			46	
Approach Delay, s/veh		52.2			27.2			15.6			15.2	
Approach LOS		D			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		39.5	9.5	35.0		39.5	8.7	35.8				
Change Period (Y+Rc), s		5.0	4.5	5.0		* 5	4.5	5.0				
Max Green Setting (Gmax), s		34.0	6.5	30.0		* 35	6.5	30.0				
Max Q Clear Time (g_c+I1), s		5.4	5.5	30.4		4.0	4.4	18.7				
Green Ext Time (p_c), s		0.5	0.0	0.0		0.2	0.0	2.4				

Intersection Summary												
HCM 6th Ctrl Delay			38.3									
HCM 6th LOS			D									

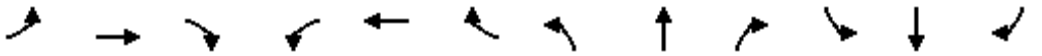
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	141	425	47	386	48	159	53	91	130
v/c Ratio	0.52	0.69	0.26	0.73	0.25	0.43	0.26	0.24	0.31
Control Delay	39.8	26.8	37.5	31.3	36.5	24.5	36.1	24.6	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	26.8	37.5	31.3	36.5	24.5	36.1	24.6	6.9
Queue Length 50th (ft)	49	131	16	126	17	46	18	30	0
Queue Length 95th (ft)	#185	325	65	306	65	113	70	75	39
Internal Link Dist (ft)		410		5200		416		440	
Turn Bay Length (ft)					100		150		150
Base Capacity (vph)	286	1010	200	921	229	991	258	1056	943
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.42	0.23	0.42	0.21	0.16	0.21	0.09	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	364	53	46	339	39	47	110	46	52	89	127
Future Volume (veh/h)	138	364	53	46	339	39	47	110	46	52	89	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	141	371	54	47	346	40	48	112	47	53	91	130
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	219	513	75	158	472	55	158	192	81	158	287	243
Arrive On Green	0.12	0.32	0.32	0.09	0.29	0.29	0.09	0.15	0.15	0.09	0.15	0.15
Sat Flow, veh/h	1795	1608	234	1795	1654	191	1795	1259	529	1795	1885	1594
Grp Volume(v), veh/h	141	0	425	47	0	386	48	0	159	53	91	130
Grp Sat Flow(s),veh/h/ln	1795	0	1843	1795	0	1845	1795	0	1788	1795	1885	1594
Q Serve(g_s), s	3.4	0.0	9.3	1.1	0.0	8.6	1.1	0.0	3.8	1.3	2.0	3.4
Cycle Q Clear(g_c), s	3.4	0.0	9.3	1.1	0.0	8.6	1.1	0.0	3.8	1.3	2.0	3.4
Prop In Lane	1.00		0.13	1.00		0.10	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	219	0	587	158	0	526	158	0	273	158	287	243
V/C Ratio(X)	0.65	0.00	0.72	0.30	0.00	0.73	0.30	0.00	0.58	0.33	0.32	0.53
Avail Cap(c_a), veh/h	396	0	1380	277	0	1261	316	0	1339	356	1454	1230
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	13.7	19.4	0.0	14.7	19.4	0.0	17.9	19.4	17.1	17.7
Incr Delay (d2), s/veh	3.2	0.0	1.7	1.0	0.0	2.0	1.1	0.0	2.0	1.2	0.6	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	3.2	0.4	0.0	3.1	0.4	0.0	1.4	0.5	0.8	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	0.0	15.4	20.4	0.0	16.7	20.5	0.0	19.9	20.7	17.8	19.6
LnGrp LOS	C	A	B	C	A	B	C	A	B	C	B	B
Approach Vol, veh/h		566			433			207			274	
Approach Delay, s/veh		17.1			17.1			20.0			19.2	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	10.9	8.0	18.5	8.0	10.9	9.5	16.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	34.0	7.0	34.0	8.0	35.0	10.0	31.0
Max Q Clear Time (g_c+I1), s	3.3	5.8	3.1	11.3	3.1	5.4	5.4	10.6
Green Ext Time (p_c), s	0.0	0.8	0.0	2.5	0.0	0.9	0.1	2.1

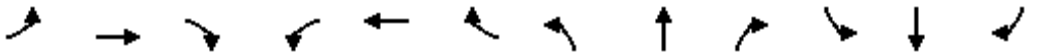
Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	204	148	231	103	278	18	409
v/c Ratio	0.62	0.37	0.67	1.05	0.34	0.18	0.61
Control Delay	37.1	7.9	37.4	145.3	18.4	40.6	24.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	7.9	37.4	145.3	18.4	40.6	24.6
Queue Length 50th (ft)	86	0	95	~52	74	8	142
Queue Length 95th (ft)	158	45	175	#162	183	30	274
Internal Link Dist (ft)	576		577		461		479
Turn Bay Length (ft)				260		160	
Base Capacity (vph)	462	510	466	98	806	98	666
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.29	0.50	1.05	0.34	0.18	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	141	147	20	192	17	102	257	18	18	302	103
Future Volume (veh/h)	61	141	147	20	192	17	102	257	18	18	302	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	62	142	148	20	194	17	103	260	18	18	305	104
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	90	205	253	26	255	22	128	653	45	31	431	147
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.07	0.37	0.37	0.02	0.32	0.32
Sat Flow, veh/h	564	1293	1598	160	1556	136	1795	1743	121	1795	1344	458
Grp Volume(v), veh/h	204	0	148	231	0	0	103	0	278	18	0	409
Grp Sat Flow(s),veh/h/ln	1857	0	1598	1853	0	0	1795	0	1863	1795	0	1803
Q Serve(g_s), s	5.8	0.0	4.8	6.7	0.0	0.0	3.2	0.0	6.2	0.6	0.0	11.2
Cycle Q Clear(g_c), s	5.8	0.0	4.8	6.7	0.0	0.0	3.2	0.0	6.2	0.6	0.0	11.2
Prop In Lane	0.30		1.00	0.09		0.07	1.00		0.06	1.00		0.25
Lane Grp Cap(c), veh/h	295	0	253	304	0	0	128	0	698	31	0	578
V/C Ratio(X)	0.69	0.00	0.58	0.76	0.00	0.00	0.80	0.00	0.40	0.57	0.00	0.71
Avail Cap(c_a), veh/h	596	0	512	594	0	0	128	0	698	128	0	578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	21.9	22.4	0.0	0.0	25.7	0.0	12.9	27.4	0.0	16.7
Incr Delay (d2), s/veh	2.9	0.0	2.1	3.9	0.0	0.0	30.0	0.0	1.7	15.5	0.0	7.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	1.8	2.9	0.0	0.0	2.3	0.0	2.4	0.4	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.2	0.0	24.0	26.3	0.0	0.0	55.7	0.0	14.6	42.9	0.0	23.9
LnGrp LOS	C	A	C	C	A	A	E	A	B	D	A	C
Approach Vol, veh/h		352			231			381			427	
Approach Delay, s/veh		24.7			26.3			25.7			24.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.0	25.0		12.9	8.0	22.0		13.2				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	4.0	18.0		18.0	4.0	18.0		18.0				
Max Q Clear Time (g_c+I1), s	2.6	8.2		7.8	5.2	13.2		8.7				
Green Ext Time (p_c), s	0.0	1.0		1.1	0.0	1.0		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		25.2	
HCM 6th LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	76	282	6	6	133	46	11	22	15	49	14	21
Future Vol, veh/h	76	282	6	6	133	46	11	22	15	49	14	21
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	82	303	6	6	143	49	12	24	16	53	15	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.3	9.4	8.9	9.3
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	21%	3%	58%
Vol Thru, %	46%	77%	72%	17%
Vol Right, %	31%	2%	25%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	48	364	185	84
LT Vol	11	76	6	49
Through Vol	22	282	133	14
RT Vol	15	6	46	21
Lane Flow Rate	52	391	199	90
Geometry Grp	1	1	1	1
Degree of Util (X)	0.077	0.502	0.258	0.135
Departure Headway (Hd)	5.337	4.621	4.665	5.378
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	665	779	766	662
Service Time	3.417	2.667	2.72	3.452
HCM Lane V/C Ratio	0.078	0.502	0.26	0.136
HCM Control Delay	8.9	12.3	9.4	9.3
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.2	2.9	1	0.5

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	207	2	105	7	5	24	66	117	4	5	113	205
Future Vol, veh/h	207	2	105	7	5	24	66	117	4	5	113	205
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	227	2	115	8	5	26	73	129	4	5	124	225
Number of Lanes	0	1	1	0	1	1	1	1	0	1	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	3	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	3	2	2
HCM Control Delay	13.3	10	11.6	11.5
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	99%	0%	58%	0%	100%	0%	0%
Vol Thru, %	0%	97%	1%	0%	42%	0%	0%	100%	0%
Vol Right, %	0%	3%	0%	100%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	121	209	105	12	24	5	113	205
LT Vol	66	0	207	0	7	0	5	0	0
Through Vol	0	117	2	0	5	0	0	113	0
RT Vol	0	4	0	105	0	24	0	0	205
Lane Flow Rate	73	133	230	115	13	26	5	124	225
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.146	0.248	0.443	0.184	0.028	0.048	0.011	0.223	0.361
Departure Headway (Hd)	7.245	6.714	6.939	5.736	7.551	6.544	6.977	6.471	5.763
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	493	533	519	623	472	544	512	553	622
Service Time	5.013	4.481	4.695	3.491	5.335	4.327	4.738	4.232	3.523
HCM Lane V/C Ratio	0.148	0.25	0.443	0.185	0.028	0.048	0.01	0.224	0.362
HCM Control Delay	11.3	11.7	15.1	9.8	10.6	9.7	9.8	11.1	11.8
HCM Lane LOS	B	B	C	A	B	A	A	B	B
HCM 95th-tile Q	0.5	1	2.2	0.7	0.1	0.2	0	0.8	1.6

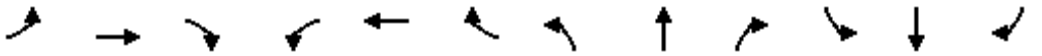
Existing Plus Background Synchro Outputs

Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	356	673	145	424	98	91	614	12
v/c Ratio	0.36	1.01	0.72	0.56	0.24	0.60	0.93	0.04
Control Delay	13.3	63.5	73.6	47.1	9.2	72.5	72.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.3	63.5	73.6	47.1	9.2	72.5	72.3	0.2
Queue Length 50th (ft)	126	~584	117	164	0	73	265	0
Queue Length 95th (ft)	198	#842	190	223	47	133	#386	0
Internal Link Dist (ft)	792	2790		548			577	
Turn Bay Length (ft)			185		185	220		90
Base Capacity (vph)	979	669	243	791	429	183	670	339
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	1.01	0.60	0.54	0.23	0.50	0.92	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	173	158	290	219	130	138	403	93	86	583	11
Future Volume (veh/h)	8	173	158	290	219	130	138	403	93	86	583	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	8	182	166	305	231	137	145	424	98	91	614	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	39	517	459	363	241	143	174	807	360	114	687	306
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.10	0.23	0.23	0.07	0.20	0.20
Sat Flow, veh/h	13	887	786	544	412	245	1725	3441	1535	1725	3441	1535
Grp Volume(v), veh/h	356	0	0	673	0	0	145	424	98	91	614	12
Grp Sat Flow(s),veh/h/ln	1686	0	0	1201	0	0	1725	1721	1535	1725	1721	1535
Q Serve(g_s), s	0.0	0.0	0.0	49.5	0.0	0.0	9.6	12.6	6.1	6.1	20.3	0.7
Cycle Q Clear(g_c), s	13.3	0.0	0.0	62.8	0.0	0.0	9.6	12.6	6.1	6.1	20.3	0.7
Prop In Lane	0.02		0.47	0.45		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1016	0	0	746	0	0	174	807	360	114	687	306
V/C Ratio(X)	0.35	0.00	0.00	0.90	0.00	0.00	0.83	0.53	0.27	0.80	0.89	0.04
Avail Cap(c_a), veh/h	1091	0	0	805	0	0	267	867	387	201	734	327
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	0.0	0.0	25.1	0.0	0.0	51.5	39.0	36.5	53.7	45.5	37.7
Incr Delay (d2), s/veh	0.2	0.0	0.0	12.8	0.0	0.0	12.3	0.5	0.4	11.9	13.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.0	19.1	0.0	0.0	4.6	5.2	2.3	3.0	9.7	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	0.0	37.9	0.0	0.0	63.8	39.5	36.9	65.6	58.5	37.7
LnGrp LOS	B	A	A	D	A	A	E	D	D	E	E	D
Approach Vol, veh/h		356			673			667			717	
Approach Delay, s/veh		13.1			37.9			44.4			59.0	
Approach LOS		B			D			D			E	

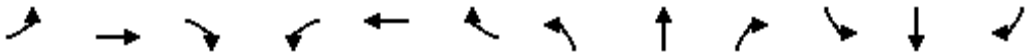
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	31.9		72.6	16.3	27.8		72.6				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	13.6	29.4		73.5	18.1	24.9		73.5				
Max Q Clear Time (g_c+I1), s	8.1	14.6		15.3	11.6	22.3		64.8				
Green Ext Time (p_c), s	0.1	2.5		2.5	0.2	1.0		3.3				

Intersection Summary			
HCM 6th Ctrl Delay		42.3	
HCM 6th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	223	427	247	354	322	164	616	124	191	647
v/c Ratio	0.85	0.48	0.63	0.47	0.60	0.76	0.64	0.24	0.89	0.68
Control Delay	67.2	23.4	44.9	29.8	13.0	61.8	29.7	6.2	78.1	28.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.2	23.4	44.9	29.8	13.0	61.8	29.7	6.2	78.1	28.7
Queue Length 50th (ft)	105	75	58	78	31	77	134	0	91	133
Queue Length 95th (ft)	#358	145	#147	142	117	#275	250	41	#324	251
Internal Link Dist (ft)		2280		720			319			333
Turn Bay Length (ft)	90		195		195	115		215	200	
Base Capacity (vph)	261	1692	484	1725	897	215	1680	807	215	1628
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.25	0.51	0.21	0.36	0.76	0.37	0.15	0.89	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



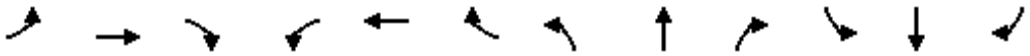
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	260	128	225	322	293	149	561	113	174	433	156
Future Volume (veh/h)	203	260	128	225	322	293	149	561	113	174	433	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	223	286	141	247	354	322	164	616	124	191	476	171
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	720	345	321	969	430	191	980	428	191	706	252
Arrive On Green	0.13	0.31	0.31	0.09	0.27	0.27	0.11	0.28	0.28	0.11	0.28	0.28
Sat Flow, veh/h	1781	2325	1115	3456	3554	1576	1781	3554	1550	1781	2559	913
Grp Volume(v), veh/h	223	217	210	247	354	322	164	616	124	191	329	318
Grp Sat Flow(s),veh/h/ln	1781	1777	1663	1728	1777	1576	1781	1777	1550	1781	1777	1695
Q Serve(g_s), s	11.0	8.5	8.9	6.2	7.1	16.5	8.0	13.5	5.6	9.5	14.6	14.8
Cycle Q Clear(g_c), s	11.0	8.5	8.9	6.2	7.1	16.5	8.0	13.5	5.6	9.5	14.6	14.8
Prop In Lane	1.00		0.67	1.00		1.00	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	231	550	515	321	969	430	191	980	428	191	490	468
V/C Ratio(X)	0.96	0.39	0.41	0.77	0.37	0.75	0.86	0.63	0.29	1.00	0.67	0.68
Avail Cap(c_a), veh/h	231	772	723	429	1524	676	191	1484	647	191	742	708
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.3	24.0	24.2	39.3	26.0	29.5	38.9	28.1	25.2	39.5	28.5	28.6
Incr Delay (d2), s/veh	48.8	0.6	0.6	4.0	0.3	3.2	29.1	0.8	0.4	65.1	1.9	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	3.5	3.4	2.7	2.9	6.2	4.9	5.4	2.0	7.4	6.1	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.1	24.6	24.8	43.2	26.3	32.6	67.9	28.9	25.7	104.7	30.4	30.7
LnGrp LOS	F	C	C	D	C	C	E	C	C	F	C	C
Approach Vol, veh/h		650			923			904			838	
Approach Delay, s/veh		46.1			33.0			35.5			47.4	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	32.4	14.0	29.4	16.0	29.2	14.0	29.4
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	11.0	38.5	9.5	37.0	11.5	38.0	9.5	37.0
Max Q Clear Time (g_c+I1), s	8.2	10.9	10.0	16.8	13.0	18.5	11.5	15.5
Green Ext Time (p_c), s	0.1	3.0	0.0	4.5	0.0	3.9	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D

Lane Group	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	550	83	724	207	116
v/c Ratio	0.43	0.33	0.42	0.41	0.16
Control Delay	15.0	29.3	9.7	18.1	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	29.3	9.7	18.1	0.5
Queue Length 50th (ft)	58	21	52	47	0
Queue Length 95th (ft)	154	84	162	122	0
Internal Link Dist (ft)	135		680		281
Turn Bay Length (ft)		120			
Base Capacity (vph)	2742	326	3226	1302	1252
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.25	0.22	0.16	0.09

Intersection Summary

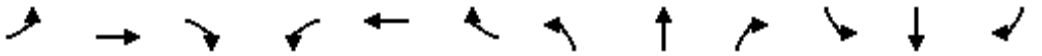


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	400	84	73	637	0	182	0	102	0	0	0
Future Volume (veh/h)	0	400	84	73	637	0	182	0	102	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	0	455	95	83	724	0	207	0	116			
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88			
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3			
Cap, veh/h	195	897	186	165	1847	0	363	0	322			
Arrive On Green	0.00	0.31	0.31	0.09	0.52	0.00	0.21	0.00	0.21			
Sat Flow, veh/h	724	2904	602	1767	3618	0	1767	0	1568			
Grp Volume(v), veh/h	0	275	275	83	724	0	207	0	116			
Grp Sat Flow(s),veh/h/ln	724	1763	1744	1767	1763	0	1767	0	1568			
Q Serve(g_s), s	0.0	4.7	4.8	1.6	4.5	0.0	3.9	0.0	2.3			
Cycle Q Clear(g_c), s	0.0	4.7	4.8	1.6	4.5	0.0	3.9	0.0	2.3			
Prop In Lane	1.00		0.35	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	195	544	539	165	1847	0	363	0	322			
V/C Ratio(X)	0.00	0.50	0.51	0.50	0.39	0.00	0.57	0.00	0.36			
Avail Cap(c_a), veh/h	721	1824	1805	397	3629	0	1604	0	1423			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	10.4	10.5	15.9	5.3	0.0	13.2	0.0	12.6			
Incr Delay (d2), s/veh	0.0	0.9	0.9	0.9	0.2	0.0	1.7	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.4	1.4	0.6	0.7	0.0	1.4	0.0	0.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.3	11.4	16.8	5.4	0.0	14.9	0.0	13.4			
LnGrp LOS	A	B	B	B	A	A	B	A	B			
Approach Vol, veh/h		550			807			323				
Approach Delay, s/veh		11.3			6.6			14.4				
Approach LOS		B			A			B				
Timer - Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		12.6	7.9	16.4				24.3				
Change Period (Y+Rc), s		5.0	4.5	5.0				5.0				
Max Green Setting (Gmax), s		33.5	8.3	38.2				38.0				
Max Q Clear Time (g_c+I1), s		5.9	3.6	6.8				6.5				
Green Ext Time (p_c), s		1.7	0.0	4.1				6.3				
Intersection Summary												
HCM 6th Ctrl Delay			9.6									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	134	406	59	507	55	186	65	143	245
v/c Ratio	0.58	0.57	0.37	0.80	0.32	0.52	0.35	0.39	0.49
Control Delay	46.6	23.2	44.1	34.4	41.8	26.1	41.4	29.6	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	23.2	44.1	34.4	41.8	26.1	41.4	29.6	7.1
Queue Length 50th (ft)	58	133	26	194	24	60	28	60	0
Queue Length 95th (ft)	#179	315	78	#489	73	121	83	111	51
Internal Link Dist (ft)		410		5200		416		440	
Turn Bay Length (ft)					100		150		150
Base Capacity (vph)	245	870	172	795	196	836	221	906	883
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.47	0.34	0.64	0.28	0.22	0.29	0.16	0.28

Intersection Summary

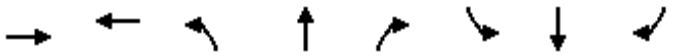
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	339	35	54	435	31	51	95	76	60	132	225
Future Volume (veh/h)	123	339	35	54	435	31	51	95	76	60	132	225
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	134	368	38	59	473	34	55	103	83	65	143	245
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	190	638	66	116	588	42	116	205	165	122	408	344
Arrive On Green	0.11	0.39	0.39	0.07	0.34	0.34	0.07	0.22	0.22	0.07	0.22	0.22
Sat Flow, veh/h	1767	1653	171	1767	1709	123	1767	948	764	1767	1856	1566
Grp Volume(v), veh/h	134	0	406	59	0	507	55	0	186	65	143	245
Grp Sat Flow(s),veh/h/ln	1767	0	1823	1767	0	1832	1767	0	1712	1767	1856	1566
Q Serve(g_s), s	4.5	0.0	10.7	2.0	0.0	15.3	1.8	0.0	5.8	2.2	4.0	8.8
Cycle Q Clear(g_c), s	4.5	0.0	10.7	2.0	0.0	15.3	1.8	0.0	5.8	2.2	4.0	8.8
Prop In Lane	1.00		0.09	1.00		0.07	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	190	0	703	116	0	630	116	0	371	122	408	344
V/C Ratio(X)	0.70	0.00	0.58	0.51	0.00	0.80	0.47	0.00	0.50	0.53	0.35	0.71
Avail Cap(c_a), veh/h	290	0	1018	203	0	933	232	0	956	261	1067	900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	14.8	27.5	0.0	18.1	27.4	0.0	21.0	27.4	20.1	22.0
Incr Delay (d2), s/veh	4.7	0.0	0.8	3.4	0.0	3.2	3.0	0.0	1.1	3.6	0.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	3.8	0.9	0.0	6.0	0.8	0.0	2.2	1.0	1.6	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	0.0	15.5	30.9	0.0	21.3	30.4	0.0	22.0	31.0	20.6	24.7
LnGrp LOS	C	A	B	C	A	C	C	A	C	C	C	C
Approach Vol, veh/h		540			566			241			453	
Approach Delay, s/veh		19.3			22.3			23.9			24.3	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	17.2	8.0	27.5	8.0	17.4	10.6	24.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	34.0	7.0	34.0	8.0	35.0	10.0	31.0
Max Q Clear Time (g_c+I1), s	4.2	7.8	4.0	12.7	3.8	10.8	6.5	17.3
Green Ext Time (p_c), s	0.0	1.0	0.0	2.3	0.0	1.5	0.1	2.6

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

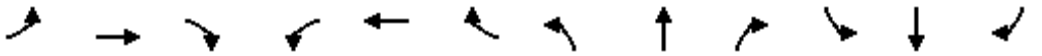


Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	546	564	93	863	240	244	671	28
v/c Ratio	0.67	1.13	0.64	0.98	0.42	1.08	0.59	0.05
Control Delay	22.7	105.1	60.5	59.8	6.5	122.3	29.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.7	105.1	60.5	59.8	6.5	122.3	29.2	0.2
Queue Length 50th (ft)	222	~368	52	256	1	~156	174	0
Queue Length 95th (ft)	340	#571	#117	#383	58	#302	234	1
Internal Link Dist (ft)	792	2790		548			577	
Turn Bay Length (ft)			185		185	220		90
Base Capacity (vph)	815	500	151	884	573	226	1130	555
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	1.13	0.62	0.98	0.42	1.08	0.59	0.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	398	108	193	224	142	92	854	238	242	664	28
Future Volume (veh/h)	35	398	108	193	224	142	92	854	238	242	664	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	402	109	195	226	143	93	863	240	244	671	28
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	73	624	163	223	228	135	119	888	396	228	1106	493
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.07	0.25	0.25	0.13	0.31	0.31
Sat Flow, veh/h	64	1322	346	358	482	285	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	546	0	0	564	0	0	93	863	240	244	671	28
Grp Sat Flow(s),veh/h/ln	1732	0	0	1125	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	21.5	0.0	0.0	4.6	21.6	12.0	11.5	14.4	1.1
Cycle Q Clear(g_c), s	21.0	0.0	0.0	42.5	0.0	0.0	4.6	21.6	12.0	11.5	14.4	1.1
Prop In Lane	0.06		0.20	0.35		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	861	0	0	585	0	0	119	888	396	228	1106	493
V/C Ratio(X)	0.63	0.00	0.00	0.96	0.00	0.00	0.78	0.97	0.61	1.07	0.61	0.06
Avail Cap(c_a), veh/h	861	0	0	585	0	0	152	888	396	228	1106	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	0.0	0.0	26.3	0.0	0.0	41.4	33.4	29.8	39.3	26.3	21.7
Incr Delay (d2), s/veh	1.5	0.0	0.0	28.3	0.0	0.0	18.0	23.4	2.6	80.1	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	0.0	0.0	16.2	0.0	0.0	2.5	11.5	4.6	9.9	5.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	0.0	0.0	54.6	0.0	0.0	59.4	56.8	32.5	119.3	27.3	21.8
LnGrp LOS	B	A	A	D	A	A	E	E	C	F	C	C
Approach Vol, veh/h		546			564			1196			943	
Approach Delay, s/veh		19.5			54.6			52.1			50.9	
Approach LOS		B			D			D			D	

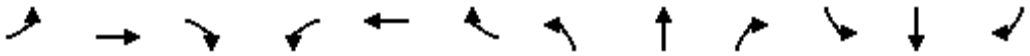
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	27.0		47.0	10.5	32.5		47.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	22.5		42.5	7.7	26.3		42.5				
Max Q Clear Time (g_c+I1), s	13.5	23.6		23.0	6.6	16.4		44.5				
Green Ext Time (p_c), s	0.0	0.0		3.5	0.0	3.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			46.7									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	266	460	206	273	151	159	683	150	196	625
v/c Ratio	0.78	0.45	0.63	0.39	0.35	0.73	0.71	0.28	0.76	0.60
Control Delay	57.6	28.4	53.8	35.2	7.6	64.3	37.6	6.6	63.9	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	28.4	53.8	35.2	7.6	64.3	37.6	6.6	63.9	27.5
Queue Length 50th (ft)	139	108	57	74	0	84	176	0	105	125
Queue Length 95th (ft)	#402	186	124	125	50	#261	318	49	#320	242
Internal Link Dist (ft)		2280		720			319			333
Turn Bay Length (ft)	90		195		195	115		215	200	
Base Capacity (vph)	342	1583	472	1428	720	234	1409	711	257	1429
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.29	0.44	0.19	0.21	0.68	0.48	0.21	0.76	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



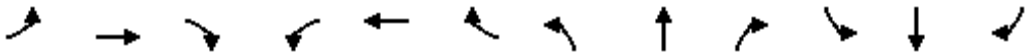
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	347	86	194	257	142	149	642	141	184	361	227
Future Volume (veh/h)	250	347	86	194	257	142	149	642	141	184	361	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	266	369	91	206	273	151	159	683	150	196	384	241
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	301	872	212	282	789	345	193	956	420	231	609	376
Arrive On Green	0.17	0.31	0.31	0.08	0.22	0.22	0.11	0.27	0.27	0.13	0.29	0.29
Sat Flow, veh/h	1795	2839	691	3483	3582	1567	1795	3582	1574	1795	2111	1305
Grp Volume(v), veh/h	266	231	229	206	273	151	159	683	150	196	325	300
Grp Sat Flow(s),veh/h/ln	1795	1791	1739	1742	1791	1567	1795	1791	1574	1795	1791	1626
Q Serve(g_s), s	12.7	9.0	9.2	5.1	5.7	7.3	7.6	15.2	6.8	9.4	13.9	14.2
Cycle Q Clear(g_c), s	12.7	9.0	9.2	5.1	5.7	7.3	7.6	15.2	6.8	9.4	13.9	14.2
Prop In Lane	1.00		0.40	1.00		1.00	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	301	550	534	282	789	345	193	956	420	231	516	469
V/C Ratio(X)	0.88	0.42	0.43	0.73	0.35	0.44	0.82	0.71	0.36	0.85	0.63	0.64
Avail Cap(c_a), veh/h	368	871	845	508	1529	669	251	1509	663	276	779	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	24.2	24.3	39.4	28.9	29.5	38.4	29.2	26.1	37.4	27.2	27.3
Incr Delay (d2), s/veh	16.8	0.6	0.7	1.4	0.3	1.1	12.3	1.2	0.6	16.4	1.5	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	3.7	3.7	2.1	2.3	2.7	3.8	6.2	2.4	5.0	5.8	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.5	24.8	24.9	40.8	29.2	30.6	50.7	30.4	26.7	53.8	28.7	29.1
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		726			630			992			821	
Approach Delay, s/veh		35.0			33.3			33.1			34.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	32.0	13.9	30.3	19.2	24.3	15.8	28.5
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	12.8	42.7	12.3	38.2	18.0	37.5	13.5	37.0
Max Q Clear Time (g_c+I1), s	7.1	11.2	9.6	16.2	14.7	9.3	11.4	17.2
Green Ext Time (p_c), s	0.1	3.3	0.0	4.5	0.0	2.7	0.0	5.6

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

Lane Group	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	718	67	527	64	38
v/c Ratio	0.36	0.25	0.21	0.20	0.07
Control Delay	9.4	23.4	3.9	20.7	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.4	23.4	3.9	20.7	0.2
Queue Length 50th (ft)	71	16	26	14	0
Queue Length 95th (ft)	124	55	48	50	0
Internal Link Dist (ft)	135		680		281
Turn Bay Length (ft)		120			
Base Capacity (vph)	2845	330	3447	1336	1272
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.20	0.15	0.05	0.03

Intersection Summary

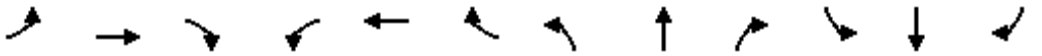


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	600	82	64	501	0	61	0	36	0	0	0
Future Volume (veh/h)	0	600	82	64	501	0	61	0	36	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885			
Adj Flow Rate, veh/h	0	632	86	67	527	0	64	0	38			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1			
Cap, veh/h	211	1216	165	148	2143	0	196	0	174			
Arrive On Green	0.00	0.38	0.38	0.08	0.60	0.00	0.11	0.00	0.11			
Sat Flow, veh/h	883	3167	430	1795	3676	0	1795	0	1598			
Grp Volume(v), veh/h	0	357	361	67	527	0	64	0	38			
Grp Sat Flow(s),veh/h/ln	883	1791	1806	1795	1791	0	1795	0	1598			
Q Serve(g_s), s	0.0	5.2	5.3	1.2	2.4	0.0	1.1	0.0	0.7			
Cycle Q Clear(g_c), s	0.0	5.2	5.3	1.2	2.4	0.0	1.1	0.0	0.7			
Prop In Lane	1.00		0.24	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	211	687	693	148	2143	0	196	0	174			
V/C Ratio(X)	0.00	0.52	0.52	0.45	0.25	0.00	0.33	0.00	0.22			
Avail Cap(c_a), veh/h	839	1961	1978	415	3912	0	1761	0	1567			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.1	8.1	14.9	3.2	0.0	14.1	0.0	13.9			
Incr Delay (d2), s/veh	0.0	0.7	0.7	0.8	0.1	0.0	1.2	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.3	1.3	0.4	0.2	0.0	0.4	0.0	0.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.8	8.8	15.7	3.3	0.0	15.2	0.0	14.6			
LnGrp LOS	A	A	A	B	A	A	B	A	B			
Approach Vol, veh/h		718			594			102				
Approach Delay, s/veh		8.8			4.7			15.0				
Approach LOS		A			A			B				
Timer - Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		8.7	7.3	18.1				25.4				
Change Period (Y+Rc), s		5.0	4.5	5.0				5.0				
Max Green Setting (Gmax), s		33.5	7.9	37.4				37.3				
Max Q Clear Time (g_c+I1), s		3.1	3.2	7.3				4.4				
Green Ext Time (p_c), s		0.5	0.0	5.6				4.3				
Intersection Summary												
HCM 6th Ctrl Delay			7.5									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	166	463	47	405	53	159	53	91	153
v/c Ratio	0.59	0.72	0.26	0.75	0.28	0.43	0.27	0.25	0.35
Control Delay	42.3	28.0	38.1	32.5	37.4	24.6	36.4	24.9	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	28.0	38.1	32.5	37.4	24.6	36.4	24.9	6.8
Queue Length 50th (ft)	59	147	17	135	19	47	19	31	0
Queue Length 95th (ft)	#227	362	65	323	70	113	70	75	41
Internal Link Dist (ft)		410		5200		416		440	
Turn Bay Length (ft)					100		150		150
Base Capacity (vph)	279	983	195	898	223	965	251	1028	932
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.47	0.24	0.45	0.24	0.16	0.21	0.09	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	394	60	46	358	39	52	110	46	52	89	150
Future Volume (veh/h)	163	394	60	46	358	39	52	110	46	52	89	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	166	402	61	47	365	40	53	112	47	53	91	153
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	239	546	83	150	486	53	150	199	84	150	298	252
Arrive On Green	0.13	0.34	0.34	0.08	0.29	0.29	0.08	0.16	0.16	0.08	0.16	0.16
Sat Flow, veh/h	1795	1599	243	1795	1665	182	1795	1260	529	1795	1885	1595
Grp Volume(v), veh/h	166	0	463	47	0	405	53	0	159	53	91	153
Grp Sat Flow(s),veh/h/ln	1795	0	1841	1795	0	1847	1795	0	1788	1795	1885	1595
Q Serve(g_s), s	4.2	0.0	10.6	1.2	0.0	9.5	1.3	0.0	3.9	1.3	2.0	4.3
Cycle Q Clear(g_c), s	4.2	0.0	10.6	1.2	0.0	9.5	1.3	0.0	3.9	1.3	2.0	4.3
Prop In Lane	1.00		0.13	1.00		0.10	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	239	0	628	150	0	539	150	0	282	150	298	252
V/C Ratio(X)	0.70	0.00	0.74	0.31	0.00	0.75	0.35	0.00	0.56	0.35	0.31	0.61
Avail Cap(c_a), veh/h	375	0	1306	262	0	1195	300	0	1268	337	1377	1164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	0.0	13.9	20.7	0.0	15.4	20.7	0.0	18.6	20.7	17.9	18.8
Incr Delay (d2), s/veh	3.6	0.0	1.7	1.2	0.0	2.1	1.4	0.0	1.8	1.4	0.6	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	3.6	0.5	0.0	3.5	0.5	0.0	1.5	0.5	0.8	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.5	0.0	15.6	21.9	0.0	17.5	22.2	0.0	20.4	22.2	18.4	21.1
LnGrp LOS	C	A	B	C	A	B	C	A	C	C	B	C
Approach Vol, veh/h		629			452			212			297	
Approach Delay, s/veh		17.7			18.0			20.8			20.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	11.6	8.0	20.4	8.0	11.6	10.4	18.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	34.0	7.0	34.0	8.0	35.0	10.0	31.0
Max Q Clear Time (g_c+I1), s	3.3	5.9	3.2	12.6	3.3	6.3	6.2	11.5
Green Ext Time (p_c), s	0.0	0.8	0.0	2.7	0.0	0.9	0.1	2.2

Intersection Summary	
HCM 6th Ctrl Delay	18.7
HCM 6th LOS	B

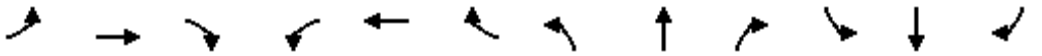
Existing Plus Background Plus Project Synchro Outputs

Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	362	702	145	424	99	93	614	12
v/c Ratio	0.37	1.04	0.72	0.56	0.24	0.61	0.93	0.04
Control Delay	13.6	74.2	73.6	47.2	9.1	73.0	72.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.6	74.2	73.6	47.2	9.1	73.0	72.3	0.2
Queue Length 50th (ft)	130	~632	117	165	0	75	265	0
Queue Length 95th (ft)	204	#893	190	223	47	134	#386	0
Internal Link Dist (ft)	792	2790		548			577	
Turn Bay Length (ft)			185		185	220		90
Base Capacity (vph)	978	672	243	791	430	183	670	339
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	1.04	0.60	0.54	0.23	0.51	0.92	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	179	158	293	238	136	138	403	94	88	583	11
Future Volume (veh/h)	8	179	158	293	238	136	138	403	94	88	583	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	8	188	166	308	251	143	145	424	99	93	614	12
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	38	536	461	356	256	146	173	788	352	116	674	301
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.10	0.23	0.23	0.07	0.20	0.20
Sat Flow, veh/h	13	903	776	529	431	246	1725	3441	1535	1725	3441	1535
Grp Volume(v), veh/h	362	0	0	702	0	0	145	424	99	93	614	12
Grp Sat Flow(s),veh/h/ln	1692	0	0	1207	0	0	1725	1721	1535	1725	1721	1535
Q Serve(g_s), s	0.0	0.0	0.0	55.9	0.0	0.0	10.1	13.3	6.5	6.5	21.4	0.8
Cycle Q Clear(g_c), s	13.9	0.0	0.0	69.8	0.0	0.0	10.1	13.3	6.5	6.5	21.4	0.8
Prop In Lane	0.02		0.46	0.44		0.20	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1034	0	0	758	0	0	173	788	352	116	674	301
V/C Ratio(X)	0.35	0.00	0.00	0.93	0.00	0.00	0.84	0.54	0.28	0.80	0.91	0.04
Avail Cap(c_a), veh/h	1046	0	0	767	0	0	255	826	369	192	700	312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	0.0	0.0	26.4	0.0	0.0	54.1	41.5	38.9	56.3	48.2	39.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	17.0	0.0	0.0	14.6	0.6	0.4	12.1	15.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0	22.1	0.0	0.0	5.0	5.5	2.4	3.2	10.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	0.0	43.4	0.0	0.0	68.7	42.1	39.3	68.4	63.9	39.9
LnGrp LOS	B	A	A	D	A	A	E	D	D	E	E	D
Approach Vol, veh/h		362			702			668			719	
Approach Delay, s/veh		13.1			43.4			47.5			64.1	
Approach LOS		B			D			D			E	

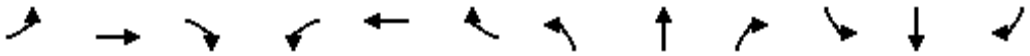
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.7	32.5		77.2	16.8	28.5		77.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	13.6	29.4		73.5	18.1	24.9		73.5				
Max Q Clear Time (g_c+I1), s	8.5	15.3		15.9	12.1	23.4		71.8				
Green Ext Time (p_c), s	0.1	2.4		2.6	0.2	0.6		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			46.1									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	223	437	251	385	325	164	616	125	192	647
v/c Ratio	0.87	0.48	0.65	0.49	0.60	0.77	0.64	0.24	0.90	0.68
Control Delay	69.6	23.7	45.8	30.0	12.8	63.6	30.1	6.2	81.9	29.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.6	23.7	45.8	30.0	12.8	63.6	30.1	6.2	81.9	29.1
Queue Length 50th (ft)	106	79	59	87	32	78	136	0	93	135
Queue Length 95th (ft)	#358	151	#150	154	121	#275	250	42	#325	251
Internal Link Dist (ft)		2280		720			319			333
Turn Bay Length (ft)	90		195		195	115		215	200	
Base Capacity (vph)	257	1673	478	1703	889	213	1659	799	213	1608
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.26	0.53	0.23	0.37	0.77	0.37	0.16	0.90	0.40

Intersection Summary

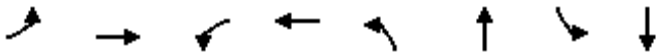
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	203	269	128	228	350	296	149	561	114	175	433	156
Future Volume (veh/h)	203	269	128	228	350	296	149	561	114	175	433	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	223	296	141	251	385	325	164	616	125	192	476	171
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	731	340	324	980	435	190	978	427	190	705	251
Arrive On Green	0.13	0.31	0.31	0.09	0.28	0.28	0.11	0.28	0.28	0.11	0.28	0.28
Sat Flow, veh/h	1781	2352	1092	3456	3554	1576	1781	3554	1550	1781	2559	913
Grp Volume(v), veh/h	223	222	215	251	385	325	164	616	125	192	329	318
Grp Sat Flow(s),veh/h/ln	1781	1777	1667	1728	1777	1576	1781	1777	1550	1781	1777	1695
Q Serve(g_s), s	11.1	8.8	9.1	6.3	7.8	16.8	8.1	13.5	5.7	9.5	14.7	14.9
Cycle Q Clear(g_c), s	11.1	8.8	9.1	6.3	7.8	16.8	8.1	13.5	5.7	9.5	14.7	14.9
Prop In Lane	1.00		0.66	1.00		1.00	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	230	552	518	324	980	435	190	978	427	190	489	467
V/C Ratio(X)	0.97	0.40	0.42	0.77	0.39	0.75	0.86	0.63	0.29	1.01	0.67	0.68
Avail Cap(c_a), veh/h	230	768	721	427	1516	672	190	1476	644	190	738	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	24.2	24.3	39.4	26.2	29.4	39.2	28.3	25.4	39.8	28.7	28.8
Incr Delay (d2), s/veh	50.4	0.6	0.6	4.4	0.3	3.1	30.1	0.8	0.5	68.1	2.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	3.6	3.5	2.8	3.2	6.3	4.9	5.5	2.0	7.6	6.2	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.1	24.7	24.9	43.9	26.5	32.6	69.3	29.1	25.9	107.9	30.7	30.9
LnGrp LOS	F	C	C	D	C	C	E	C	C	F	C	C
Approach Vol, veh/h		660			961			905			839	
Approach Delay, s/veh		46.5			33.1			35.9			48.4	
Approach LOS		D			C			D			D	

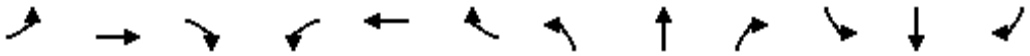
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	32.7	14.0	29.5	16.0	29.6	14.0	29.5
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	11.0	38.5	9.5	37.0	11.5	38.0	9.5	37.0
Max Q Clear Time (g_c+I1), s	8.3	11.1	10.1	16.9	13.1	18.8	11.5	15.5
Green Ext Time (p_c), s	0.1	3.1	0.0	4.5	0.0	4.1	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	10	551	93	735	207	117	17	37
v/c Ratio	0.08	0.61	0.51	0.57	0.33	0.15	0.03	0.05
Control Delay	37.1	25.5	43.3	19.9	16.6	4.1	14.1	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	25.5	43.3	19.9	16.6	4.1	14.1	6.6
Queue Length 50th (ft)	4	110	40	125	57	0	4	1
Queue Length 95th (ft)	21	157	92	206	133	30	18	19
Internal Link Dist (ft)		135		680		281		141
Turn Bay Length (ft)	120		120				100	
Base Capacity (vph)	124	1365	235	1617	630	785	595	769
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.40	0.40	0.45	0.33	0.15	0.03	0.05

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	401	84	82	644	3	182	1	102	15	4	28
Future Volume (veh/h)	9	401	84	82	644	3	182	1	102	15	4	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	10	456	95	93	732	3	207	1	116	17	5	32
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	22	674	140	128	1051	4	747	7	757	665	105	673
Arrive On Green	0.01	0.23	0.23	0.07	0.29	0.29	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1767	2905	601	1767	3601	15	1359	13	1559	1264	217	1387
Grp Volume(v), veh/h	10	275	276	93	358	377	207	0	117	17	0	37
Grp Sat Flow(s),veh/h/ln	1767	1763	1743	1767	1763	1853	1359	0	1573	1264	0	1604
Q Serve(g_s), s	0.4	9.8	10.0	3.6	12.5	12.5	6.5	0.0	2.9	0.5	0.0	0.8
Cycle Q Clear(g_c), s	0.4	9.8	10.0	3.6	12.5	12.5	7.4	0.0	2.9	3.4	0.0	0.8
Prop In Lane	1.00		0.34	1.00		0.01	1.00		0.99	1.00		0.86
Lane Grp Cap(c), veh/h	22	409	405	128	515	541	747	0	763	665	0	778
V/C Ratio(X)	0.45	0.67	0.68	0.73	0.70	0.70	0.28	0.00	0.15	0.03	0.00	0.05
Avail Cap(c_a), veh/h	128	715	707	243	830	872	747	0	763	665	0	778
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.8	24.1	24.2	31.3	21.7	21.7	11.3	0.0	9.9	10.8	0.0	9.4
Incr Delay (d2), s/veh	13.4	2.3	2.4	2.9	2.1	2.0	0.2	0.0	0.1	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	4.0	4.0	1.5	4.9	5.1	1.8	0.0	0.9	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	26.4	26.6	34.3	23.8	23.7	11.5	0.0	10.0	10.9	0.0	9.5
LnGrp LOS	D	C	C	C	C	C	B	A	A	B	A	A
Approach Vol, veh/h		561			828			324			54	
Approach Delay, s/veh		26.9			24.9			11.0			9.9	
Approach LOS		C			C			B			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		38.5	9.5	21.0		38.5	5.4	25.1				
Change Period (Y+Rc), s		5.0	4.5	5.0		* 5	4.5	5.0				
Max Green Setting (Gmax), s		33.0	9.5	28.0		* 34	5.0	32.5				
Max Q Clear Time (g_c+I1), s		9.4	5.6	12.0		5.4	2.4	14.5				
Green Ext Time (p_c), s		1.7	0.0	3.4		0.2	0.0	4.8				

Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

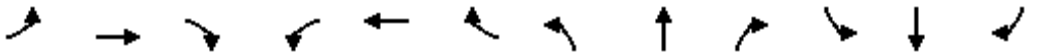
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	143	423	59	511	57	186	65	143	247
v/c Ratio	0.61	0.59	0.37	0.80	0.33	0.52	0.36	0.40	0.49
Control Delay	48.0	23.5	44.3	34.4	42.1	26.2	41.6	29.7	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.0	23.5	44.3	34.4	42.1	26.2	41.6	29.7	7.1
Queue Length 50th (ft)	63	140	26	196	25	60	28	60	0
Queue Length 95th (ft)	#195	331	78	#496	75	121	83	111	51
Internal Link Dist (ft)		410		5200		416		440	
Turn Bay Length (ft)					100		150		150
Base Capacity (vph)	243	864	170	788	195	830	219	898	879
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.49	0.35	0.65	0.29	0.22	0.30	0.16	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	352	37	54	439	31	52	95	76	60	132	227
Future Volume (veh/h)	132	352	37	54	439	31	52	95	76	60	132	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	143	383	40	59	477	34	57	103	83	65	143	247
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	198	646	67	115	589	42	114	205	165	121	409	345
Arrive On Green	0.11	0.39	0.39	0.06	0.34	0.34	0.06	0.22	0.22	0.07	0.22	0.22
Sat Flow, veh/h	1767	1651	172	1767	1710	122	1767	948	764	1767	1856	1566
Grp Volume(v), veh/h	143	0	423	59	0	511	57	0	186	65	143	247
Grp Sat Flow(s),veh/h/ln	1767	0	1823	1767	0	1832	1767	0	1712	1767	1856	1566
Q Serve(g_s), s	4.8	0.0	11.4	2.0	0.0	15.7	1.9	0.0	5.9	2.2	4.0	9.0
Cycle Q Clear(g_c), s	4.8	0.0	11.4	2.0	0.0	15.7	1.9	0.0	5.9	2.2	4.0	9.0
Prop In Lane	1.00		0.09	1.00		0.07	1.00		0.45	1.00		1.00
Lane Grp Cap(c), veh/h	198	0	714	115	0	631	114	0	370	121	409	345
V/C Ratio(X)	0.72	0.00	0.59	0.51	0.00	0.81	0.50	0.00	0.50	0.54	0.35	0.72
Avail Cap(c_a), veh/h	286	0	1002	200	0	918	229	0	941	257	1050	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	14.9	28.0	0.0	18.4	28.0	0.0	21.3	27.9	20.4	22.3
Incr Delay (d2), s/veh	4.9	0.0	0.8	3.5	0.0	3.6	3.3	0.0	1.1	3.7	0.5	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	4.1	0.9	0.0	6.2	0.9	0.0	2.2	1.0	1.6	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	0.0	15.7	31.5	0.0	22.0	31.3	0.0	22.4	31.5	20.9	25.1
LnGrp LOS	C	A	B	C	A	C	C	A	C	C	C	C
Approach Vol, veh/h		566			570			243			455	
Approach Delay, s/veh		19.7			23.0			24.5			24.7	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	17.4	8.0	28.2	8.0	17.6	10.9	25.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	34.0	7.0	34.0	8.0	35.0	10.0	31.0
Max Q Clear Time (g_c+I1), s	4.2	7.9	4.0	13.4	3.9	11.0	6.8	17.7
Green Ext Time (p_c), s	0.0	1.0	0.0	2.4	0.0	1.5	0.1	2.5

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Lane Group	EBT	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	575	590	93	863	245	255	671	28
v/c Ratio	0.70	1.20	0.64	0.98	0.42	1.13	0.59	0.05
Control Delay	23.9	133.5	60.5	59.8	6.5	137.1	29.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	133.5	60.5	59.8	6.5	137.1	29.2	0.2
Queue Length 50th (ft)	241	~406	52	256	1	~170	174	0
Queue Length 95th (ft)	367	#612	#117	#383	58	#318	234	1
Internal Link Dist (ft)	792	2790		548			577	
Turn Bay Length (ft)			185		185	220		90
Base Capacity (vph)	818	491	151	884	577	226	1130	555
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	1.20	0.62	0.98	0.42	1.13	0.59	0.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	427	108	196	241	148	92	854	243	252	664	28
Future Volume (veh/h)	35	427	108	196	241	148	92	854	243	252	664	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	35	431	109	198	243	149	93	863	245	255	671	28
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	71	635	155	211	224	129	119	888	396	228	1106	493
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.07	0.25	0.25	0.13	0.31	0.31
Sat Flow, veh/h	61	1345	329	335	475	274	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	575	0	0	590	0	0	93	863	245	255	671	28
Grp Sat Flow(s),veh/h/ln	1735	0	0	1083	0	0	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.0	19.8	0.0	0.0	4.6	21.6	12.3	11.5	14.4	1.1
Cycle Q Clear(g_c), s	22.7	0.0	0.0	42.5	0.0	0.0	4.6	21.6	12.3	11.5	14.4	1.1
Prop In Lane	0.06		0.19	0.34		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	862	0	0	565	0	0	119	888	396	228	1106	493
V/C Ratio(X)	0.67	0.00	0.00	1.04	0.00	0.00	0.78	0.97	0.62	1.12	0.61	0.06
Avail Cap(c_a), veh/h	862	0	0	565	0	0	152	888	396	228	1106	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	0.0	27.2	0.0	0.0	41.4	33.4	29.9	39.3	26.3	21.7
Incr Delay (d2), s/veh	2.0	0.0	0.0	49.9	0.0	0.0	18.0	23.4	2.9	95.8	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	0.0	0.0	19.9	0.0	0.0	2.5	11.5	4.7	10.9	5.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	0.0	0.0	77.1	0.0	0.0	59.4	56.8	32.8	135.0	27.3	21.8
LnGrp LOS	C	A	A	F	A	A	E	E	C	F	C	C
Approach Vol, veh/h		575			590			1201			954	
Approach Delay, s/veh		20.4			77.1			52.1			55.9	
Approach LOS		C			E			D			E	

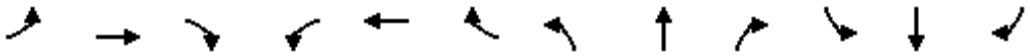
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	27.0		47.0	10.5	32.5		47.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	11.5	22.5		42.5	7.7	26.3		42.5				
Max Q Clear Time (g_c+I1), s	13.5	23.6		24.7	6.6	16.4		44.5				
Green Ext Time (p_c), s	0.0	0.0		3.6	0.0	3.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			52.2									
HCM 6th LOS			D									

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	266	507	210	301	154	159	683	155	201	625
v/c Ratio	0.78	0.49	0.64	0.42	0.35	0.73	0.72	0.29	0.79	0.60
Control Delay	58.4	29.3	54.4	35.6	7.6	65.0	37.8	6.6	66.6	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	29.3	54.4	35.6	7.6	65.0	37.8	6.6	66.6	27.7
Queue Length 50th (ft)	141	124	59	83	0	86	179	0	109	127
Queue Length 95th (ft)	#402	208	126	137	50	#261	318	50	#328	242
Internal Link Dist (ft)		2280		720			319			333
Turn Bay Length (ft)	90		195		195	115		215	200	
Base Capacity (vph)	340	1575	469	1417	718	232	1398	710	255	1420
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.32	0.45	0.21	0.21	0.69	0.49	0.22	0.79	0.44

Intersection Summary

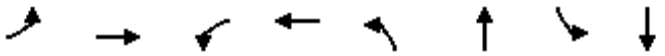
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	391	86	197	283	145	149	642	146	189	361	227
Future Volume (veh/h)	250	391	86	197	283	145	149	642	146	189	361	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	266	416	91	210	301	154	159	683	155	201	384	241
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	301	896	194	285	795	348	193	952	418	236	612	378
Arrive On Green	0.17	0.31	0.31	0.08	0.22	0.22	0.11	0.27	0.27	0.13	0.29	0.29
Sat Flow, veh/h	1795	2912	631	3483	3582	1567	1795	3582	1574	1795	2111	1305
Grp Volume(v), veh/h	266	254	253	210	301	154	159	683	155	201	325	300
Grp Sat Flow(s),veh/h/ln	1795	1791	1752	1742	1791	1567	1795	1791	1574	1795	1791	1626
Q Serve(g_s), s	12.9	10.2	10.4	5.2	6.4	7.5	7.7	15.4	7.1	9.8	14.0	14.3
Cycle Q Clear(g_c), s	12.9	10.2	10.4	5.2	6.4	7.5	7.7	15.4	7.1	9.8	14.0	14.3
Prop In Lane	1.00		0.36	1.00		1.00	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	301	551	539	285	795	348	193	952	418	236	519	471
V/C Ratio(X)	0.88	0.46	0.47	0.74	0.38	0.44	0.83	0.72	0.37	0.85	0.63	0.64
Avail Cap(c_a), veh/h	363	859	840	501	1508	660	248	1488	654	272	768	697
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	24.9	24.9	40.0	29.4	29.9	38.9	29.7	26.6	37.8	27.4	27.5
Incr Delay (d2), s/veh	17.5	0.7	0.8	1.4	0.4	1.1	12.9	1.2	0.7	18.1	1.5	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	4.2	4.2	2.2	2.7	2.8	3.9	6.3	2.6	5.3	5.9	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	25.6	25.7	41.4	29.8	31.0	51.9	30.9	27.3	55.9	28.9	29.3
LnGrp LOS	D	C	C	D	C	C	D	C	C	E	C	C
Approach Vol, veh/h		773			665			997			826	
Approach Delay, s/veh		35.3			33.7			33.7			35.6	
Approach LOS		D			C			C			D	

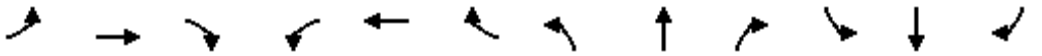
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	32.4	14.1	30.8	19.4	24.8	16.2	28.7
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	12.8	42.7	12.3	38.2	18.0	37.5	13.5	37.0
Max Q Clear Time (g_c+I1), s	7.2	12.4	9.7	16.3	14.9	9.5	11.8	17.4
Green Ext Time (p_c), s	0.1	3.7	0.0	4.5	0.0	2.9	0.0	5.6

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	52	723	76	550	64	45	15	31
v/c Ratio	0.34	0.70	0.45	0.47	0.10	0.06	0.02	0.04
Control Delay	42.0	27.4	43.9	21.8	15.6	6.8	14.9	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	27.4	43.9	21.8	15.6	6.8	14.9	7.1
Queue Length 50th (ft)	24	157	36	114	18	2	4	1
Queue Length 95th (ft)	62	221	81	160	47	22	16	18
Internal Link Dist (ft)		135		680		281		141
Turn Bay Length (ft)	120		120				100	
Base Capacity (vph)	162	1364	205	1464	629	766	631	768
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.53	0.37	0.38	0.10	0.06	0.02	0.04

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	605	82	72	507	15	61	7	36	14	4	26
Future Volume (veh/h)	49	605	82	72	507	15	61	7	36	14	4	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	52	637	86	76	534	16	64	7	38	15	4	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	80	861	116	116	1035	31	731	118	643	716	98	660
Arrive On Green	0.04	0.27	0.27	0.06	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1795	3170	427	1795	3550	106	1389	255	1382	1372	210	1419
Grp Volume(v), veh/h	52	359	364	76	269	281	64	0	45	15	0	31
Grp Sat Flow(s),veh/h/ln	1795	1791	1806	1795	1791	1866	1389	0	1636	1372	0	1630
Q Serve(g_s), s	2.1	13.4	13.4	3.0	9.2	9.2	1.9	0.0	1.1	0.4	0.0	0.8
Cycle Q Clear(g_c), s	2.1	13.4	13.4	3.0	9.2	9.2	2.7	0.0	1.1	1.5	0.0	0.8
Prop In Lane	1.00		0.24	1.00		0.06	1.00		0.84	1.00		0.87
Lane Grp Cap(c), veh/h	80	487	491	116	522	544	731	0	761	716	0	758
V/C Ratio(X)	0.65	0.74	0.74	0.66	0.52	0.52	0.09	0.00	0.06	0.02	0.00	0.04
Avail Cap(c_a), veh/h	165	699	705	209	743	774	731	0	761	716	0	758
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.3	24.2	24.3	33.4	21.6	21.6	11.4	0.0	10.7	11.2	0.0	10.6
Incr Delay (d2), s/veh	8.5	2.9	2.9	2.3	1.0	0.9	0.1	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.5	5.6	1.3	3.6	3.8	0.6	0.0	0.4	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.9	27.1	27.2	35.7	22.5	22.5	11.4	0.0	10.8	11.2	0.0	10.7
LnGrp LOS	D	C	C	D	C	C	B	A	B	B	A	B
Approach Vol, veh/h		775			626			109			46	
Approach Delay, s/veh		28.2			24.1			11.2			10.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		39.0	9.2	24.9		39.0	7.8	26.3				
Change Period (Y+Rc), s		5.0	4.5	5.0		* 5	4.5	5.0				
Max Green Setting (Gmax), s		33.5	8.5	28.5		* 34	6.7	30.3				
Max Q Clear Time (g_c+I1), s		4.7	5.0	15.4		3.5	4.1	11.2				
Green Ext Time (p_c), s		0.5	0.0	4.1		0.2	0.0	3.5				

Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C

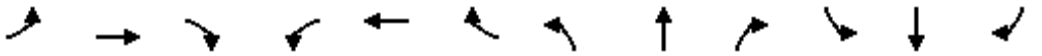
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	176	477	47	426	56	159	53	91	162
v/c Ratio	0.64	0.73	0.27	0.77	0.29	0.44	0.27	0.25	0.37
Control Delay	44.7	28.2	38.5	33.2	38.0	25.0	36.9	25.3	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	28.2	38.5	33.2	38.0	25.0	36.9	25.3	6.9
Queue Length 50th (ft)	65	154	17	145	20	48	19	31	0
Queue Length 95th (ft)	#243	376	65	345	74	113	70	75	43
Internal Link Dist (ft)		410		5200		416		440	
Turn Bay Length (ft)					100		150		150
Base Capacity (vph)	275	969	192	886	220	952	247	1014	925
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.49	0.24	0.48	0.25	0.17	0.21	0.09	0.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	172	406	62	46	378	39	55	110	46	52	89	159
Future Volume (veh/h)	172	406	62	46	378	39	55	110	46	52	89	159
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	176	414	63	47	386	40	56	112	47	53	91	162
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	245	571	87	144	504	52	144	203	85	144	304	258
Arrive On Green	0.14	0.36	0.36	0.08	0.30	0.30	0.08	0.16	0.16	0.08	0.16	0.16
Sat Flow, veh/h	1795	1598	243	1795	1676	174	1795	1260	529	1795	1885	1595
Grp Volume(v), veh/h	176	0	477	47	0	426	56	0	159	53	91	162
Grp Sat Flow(s),veh/h/ln	1795	0	1841	1795	0	1849	1795	0	1788	1795	1885	1595
Q Serve(g_s), s	4.7	0.0	11.2	1.2	0.0	10.4	1.5	0.0	4.1	1.4	2.1	4.7
Cycle Q Clear(g_c), s	4.7	0.0	11.2	1.2	0.0	10.4	1.5	0.0	4.1	1.4	2.1	4.7
Prop In Lane	1.00		0.13	1.00		0.09	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	245	0	657	144	0	556	144	0	289	144	304	258
V/C Ratio(X)	0.72	0.00	0.73	0.33	0.00	0.77	0.39	0.00	0.55	0.37	0.30	0.63
Avail Cap(c_a), veh/h	360	0	1256	252	0	1150	288	0	1219	324	1323	1119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	0.0	13.9	21.7	0.0	15.8	21.8	0.0	19.2	21.7	18.4	19.5
Incr Delay (d2), s/veh	3.9	0.0	1.5	1.3	0.0	2.2	1.7	0.0	1.6	1.6	0.5	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	3.9	0.5	0.0	3.8	0.6	0.0	1.6	0.6	0.8	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.5	0.0	15.5	23.0	0.0	18.1	23.5	0.0	20.9	23.3	19.0	22.0
LnGrp LOS	C	A	B	C	A	B	C	A	C	C	B	C
Approach Vol, veh/h		653			473			215			306	
Approach Delay, s/veh		17.9			18.6			21.5			21.3	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	12.1	8.0	21.8	8.0	12.1	10.8	19.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	34.0	7.0	34.0	8.0	35.0	10.0	31.0
Max Q Clear Time (g_c+I1), s	3.4	6.1	3.2	13.2	3.5	6.7	6.7	12.4
Green Ext Time (p_c), s	0.0	0.8	0.0	2.8	0.0	1.0	0.1	2.3

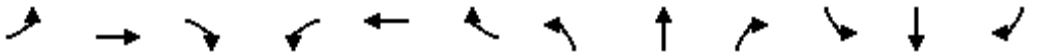
Intersection Summary	
HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B

Cumulative Synchro Outputs

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	51	518	100	751	158	70	650	90	134	443	177
v/c Ratio	0.42	0.47	0.58	0.79	0.28	0.35	0.63	0.16	0.61	0.48	0.24
Control Delay	45.9	13.0	48.8	32.4	3.0	35.5	25.5	1.8	44.9	23.5	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.9	13.0	48.8	32.4	3.0	35.5	25.5	1.8	44.9	23.5	3.5
Queue Length 50th (ft)	23	47	44	163	0	30	139	0	58	85	0
Queue Length 95th (ft)	#67	102	#118	#282	24	69	193	11	#139	134	35
Internal Link Dist (ft)		792		2790			548			577	
Turn Bay Length (ft)	205		150		150	185		185	220		90
Base Capacity (vph)	122	1094	179	1016	598	441	1301	670	240	1035	727
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.47	0.56	0.74	0.26	0.16	0.50	0.13	0.56	0.43	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	246	272	100	751	158	70	650	90	134	443	177
Future Volume (veh/h)	51	246	272	100	751	158	70	650	90	134	443	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	51	246	272	100	751	158	70	650	90	134	443	177
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	83	445	392	127	978	436	145	918	409	171	969	506
Arrive On Green	0.05	0.26	0.26	0.07	0.28	0.28	0.08	0.27	0.27	0.10	0.28	0.28
Sat Flow, veh/h	1725	1721	1515	1725	3441	1535	1725	3441	1535	1725	3441	1535
Grp Volume(v), veh/h	51	246	272	100	751	158	70	650	90	134	443	177
Grp Sat Flow(s),veh/h/ln	1725	1721	1515	1725	1721	1535	1725	1721	1535	1725	1721	1535
Q Serve(g_s), s	1.7	7.4	9.7	3.4	11.9	4.9	2.3	10.2	2.7	4.5	6.3	5.2
Cycle Q Clear(g_c), s	1.7	7.4	9.7	3.4	11.9	4.9	2.3	10.2	2.7	4.5	6.3	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	445	392	127	978	436	145	918	409	171	969	506
V/C Ratio(X)	0.62	0.55	0.69	0.79	0.77	0.36	0.48	0.71	0.22	0.79	0.46	0.35
Avail Cap(c_a), veh/h	145	531	468	211	1196	533	521	1531	683	284	1057	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	19.1	20.0	27.1	19.5	17.0	26.1	19.7	17.0	26.2	17.6	15.1
Incr Delay (d2), s/veh	7.3	1.1	3.5	10.2	2.5	0.5	2.5	1.0	0.3	7.7	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.8	3.4	1.7	4.5	1.6	0.9	3.6	0.9	2.0	2.2	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	20.2	23.5	37.3	22.0	17.5	28.5	20.8	17.3	34.0	18.0	15.5
LnGrp LOS	D	C	C	D	C	B	C	C	B	C	B	B
Approach Vol, veh/h		569			1009			810			754	
Approach Delay, s/veh		23.1			22.8			21.0			20.2	
Approach LOS		C			C			C			C	

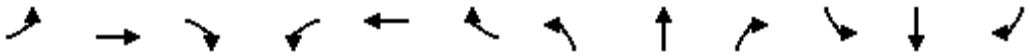
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	20.4	8.9	19.9	9.5	21.3	7.3	21.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.8	26.5	7.3	18.4	18.0	18.3	5.0	20.7
Max Q Clear Time (g_c+I1), s	6.5	12.2	5.4	11.7	4.3	8.3	3.7	13.9
Green Ext Time (p_c), s	0.1	3.7	0.0	1.7	0.1	2.4	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	189	700	70	654	519	42	761	310	90	909
v/c Ratio	0.86	0.51	0.30	0.60	0.80	0.33	0.70	0.44	0.60	0.76
Control Delay	81.2	25.5	52.7	31.9	28.6	56.3	34.7	5.5	65.9	33.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.2	25.5	52.7	31.9	28.6	56.3	34.7	5.5	65.9	33.6
Queue Length 50th (ft)	128	185	23	192	184	28	236	0	59	277
Queue Length 95th (ft)	#302	268	49	268	346	67	324	62	#133	393
Internal Link Dist (ft)		2280		720			319			333
Turn Bay Length (ft)	90		195		195	115		215	200	
Base Capacity (vph)	219	1483	407	1449	781	181	1410	809	181	1393
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.47	0.17	0.45	0.66	0.23	0.54	0.38	0.50	0.65

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



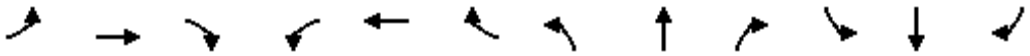
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	568	132	70	654	519	42	761	310	90	716	193
Future Volume (veh/h)	189	568	132	70	654	519	42	761	310	90	716	193
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	568	132	70	654	519	42	761	310	90	716	193
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	196	1184	274	172	1257	558	72	1033	451	114	868	234
Arrive On Green	0.11	0.41	0.41	0.05	0.35	0.35	0.04	0.29	0.29	0.06	0.31	0.31
Sat Flow, veh/h	1781	2862	663	3456	3554	1578	1781	3554	1550	1781	2761	744
Grp Volume(v), veh/h	189	352	348	70	654	519	42	761	310	90	461	448
Grp Sat Flow(s),veh/h/ln	1781	1777	1748	1728	1777	1578	1781	1777	1550	1781	1777	1729
Q Serve(g_s), s	11.0	15.1	15.2	2.1	15.2	33.1	2.4	20.2	18.5	5.2	25.1	25.1
Cycle Q Clear(g_c), s	11.0	15.1	15.2	2.1	15.2	33.1	2.4	20.2	18.5	5.2	25.1	25.1
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	196	735	723	172	1257	558	72	1033	451	114	558	543
V/C Ratio(X)	0.96	0.48	0.48	0.41	0.52	0.93	0.58	0.74	0.69	0.79	0.83	0.83
Avail Cap(c_a), veh/h	196	735	723	364	1292	574	162	1258	549	162	629	612
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.3	22.4	22.4	48.2	26.8	32.5	49.3	33.5	32.9	48.2	33.2	33.2
Incr Delay (d2), s/veh	53.6	0.6	0.6	0.6	0.4	21.7	2.8	2.0	3.1	9.9	8.3	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	6.1	6.1	0.9	6.2	15.1	1.1	8.5	7.0	2.6	11.6	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.9	23.0	23.0	48.7	27.2	54.3	52.0	35.5	36.0	58.1	41.5	41.8
LnGrp LOS	F	C	C	D	C	D	D	D	D	E	D	D
Approach Vol, veh/h		889			1243			1113			999	
Approach Delay, s/veh		39.4			39.7			36.2			43.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	48.3	8.7	37.8	16.0	42.0	11.2	35.4
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	11.0	38.5	9.5	37.0	11.5	38.0	9.5	37.0
Max Q Clear Time (g_c+I1), s	4.1	17.2	4.4	27.1	13.0	35.1	7.2	22.2
Green Ext Time (p_c), s	0.0	4.9	0.0	4.5	0.0	1.9	0.0	6.1

Intersection Summary			
HCM 6th Ctrl Delay		39.5	
HCM 6th LOS		D	

Lane Group	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	508	85	647	187	102
v/c Ratio	0.40	0.33	0.38	0.38	0.14
Control Delay	14.4	28.7	9.2	17.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	28.7	9.2	17.5	0.4
Queue Length 50th (ft)	51	20	43	40	0
Queue Length 95th (ft)	144	89	147	113	0
Internal Link Dist (ft)	135		680		281
Turn Bay Length (ft)		120			
Base Capacity (vph)	2776	330	3231	1306	1262
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.18	0.26	0.20	0.14	0.08

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	411	97	85	647	0	187	0	102	0	0	0
Future Volume (veh/h)	0	411	97	85	647	0	187	0	102	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856			
Adj Flow Rate, veh/h	0	411	97	85	647	0	187	0	102			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3			
Cap, veh/h	205	848	198	170	1847	0	338	0	299			
Arrive On Green	0.00	0.30	0.30	0.10	0.52	0.00	0.19	0.00	0.19			
Sat Flow, veh/h	778	2833	662	1767	3618	0	1767	0	1568			
Grp Volume(v), veh/h	0	254	254	85	647	0	187	0	102			
Grp Sat Flow(s),veh/h/ln	778	1763	1732	1767	1763	0	1767	0	1568			
Q Serve(g_s), s	0.0	4.1	4.2	1.6	3.8	0.0	3.4	0.0	2.0			
Cycle Q Clear(g_c), s	0.0	4.1	4.2	1.6	3.8	0.0	3.4	0.0	2.0			
Prop In Lane	1.00		0.38	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	205	527	518	170	1847	0	338	0	299			
V/C Ratio(X)	0.00	0.48	0.49	0.50	0.35	0.00	0.55	0.00	0.34			
Avail Cap(c_a), veh/h	820	1920	1887	418	3820	0	1688	0	1497			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	10.1	10.1	15.0	4.9	0.0	12.8	0.0	12.3			
Incr Delay (d2), s/veh	0.0	0.8	0.9	0.8	0.1	0.0	1.7	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.2	1.2	0.5	0.6	0.0	1.2	0.0	0.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	10.9	11.0	15.9	5.0	0.0	14.5	0.0	13.1			
LnGrp LOS	A	B	B	B	A	A	B	A	B			
Approach Vol, veh/h		508			732			289				
Approach Delay, s/veh		10.9			6.3			14.0				
Approach LOS		B			A			B				

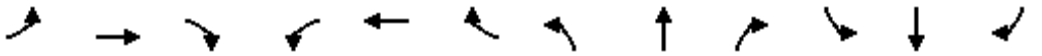
Timer - Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		11.7	7.9	15.5				23.4				
Change Period (Y+Rc), s		5.0	4.5	5.0				5.0				
Max Green Setting (Gmax), s		33.5	8.3	38.2				38.0				
Max Q Clear Time (g_c+I1), s		5.4	3.6	6.2				5.8				
Green Ext Time (p_c), s		1.5	0.0	3.7				5.5				

Intersection Summary												
HCM 6th Ctrl Delay			9.3									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	138	389	64	493	62	272	87	224	272
v/c Ratio	0.63	0.58	0.42	0.82	0.38	0.65	0.47	0.51	0.47
Control Delay	51.3	25.1	48.0	38.0	45.2	32.8	46.7	30.6	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.3	25.1	48.0	38.0	45.2	32.8	46.7	30.6	6.2
Queue Length 50th (ft)	66	145	31	213	29	113	41	99	0
Queue Length 95th (ft)	#187	300	#89	#469	80	195	#106	168	53
Internal Link Dist (ft)		410		5200		416		440	
Turn Bay Length (ft)					100		150		150
Base Capacity (vph)	231	818	161	745	185	795	208	852	860
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.48	0.40	0.66	0.34	0.34	0.42	0.26	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	349	40	64	445	48	62	179	93	87	224	272
Future Volume (veh/h)	138	349	40	64	445	48	62	179	93	87	224	272
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	138	349	40	64	445	48	62	179	93	87	224	272
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	192	614	70	118	550	59	116	259	135	141	445	376
Arrive On Green	0.11	0.38	0.38	0.07	0.33	0.33	0.07	0.23	0.23	0.08	0.24	0.24
Sat Flow, veh/h	1767	1633	187	1767	1644	177	1767	1147	596	1767	1856	1567
Grp Volume(v), veh/h	138	0	389	64	0	493	62	0	272	87	224	272
Grp Sat Flow(s),veh/h/ln	1767	0	1820	1767	0	1822	1767	0	1744	1767	1856	1567
Q Serve(g_s), s	4.8	0.0	10.8	2.2	0.0	15.7	2.2	0.0	9.1	3.0	6.6	10.2
Cycle Q Clear(g_c), s	4.8	0.0	10.8	2.2	0.0	15.7	2.2	0.0	9.1	3.0	6.6	10.2
Prop In Lane	1.00		0.10	1.00		0.10	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	192	0	684	118	0	609	116	0	393	141	445	376
V/C Ratio(X)	0.72	0.00	0.57	0.54	0.00	0.81	0.53	0.00	0.69	0.62	0.50	0.72
Avail Cap(c_a), veh/h	278	0	973	195	0	888	222	0	932	250	1021	862
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	0.0	15.8	28.7	0.0	19.3	28.7	0.0	22.6	28.3	20.9	22.2
Incr Delay (d2), s/veh	5.0	0.0	0.7	3.8	0.0	3.6	3.7	0.0	2.2	4.3	0.9	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	3.9	1.0	0.0	6.3	1.0	0.0	3.6	1.4	2.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	0.0	16.5	32.5	0.0	23.0	32.5	0.0	24.8	32.6	21.8	24.9
LnGrp LOS	C	A	B	C	A	C	C	A	C	C	C	C
Approach Vol, veh/h		527			557			334			583	
Approach Delay, s/veh		20.7			24.1			26.2			24.9	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	18.3	8.3	27.9	8.2	19.2	10.9	25.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	34.0	7.0	34.0	8.0	35.0	10.0	31.0
Max Q Clear Time (g_c+I1), s	5.0	11.1	4.2	12.8	4.2	12.2	6.8	17.7
Green Ext Time (p_c), s	0.1	1.5	0.0	2.2	0.0	2.1	0.1	2.4

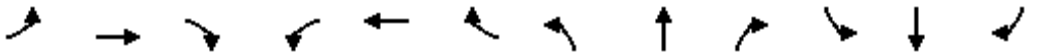
Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	70	1134	64	648	331	80	915	108	369	774	127
v/c Ratio	0.78	1.02	0.77	0.62	0.48	0.53	0.96	0.20	0.97	0.52	0.15
Control Delay	101.1	68.2	101.8	35.5	6.1	60.8	60.7	2.8	82.2	26.3	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.1	68.2	101.8	35.5	6.1	60.8	60.7	2.8	82.2	26.3	6.5
Queue Length 50th (ft)	50	~448	46	202	4	55	337	0	261	224	14
Queue Length 95th (ft)	#132	#584	#124	263	70	105	#474	19	#453	287	48
Internal Link Dist (ft)		792		2790			548			577	
Turn Bay Length (ft)	205		150		150	185		185	220		90
Base Capacity (vph)	90	1114	83	1118	720	173	954	535	381	1490	856
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	1.02	0.77	0.58	0.46	0.46	0.96	0.20	0.97	0.52	0.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	925	209	64	648	331	80	915	108	369	774	127
Future Volume (veh/h)	70	925	209	64	648	331	80	915	108	369	774	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	925	209	64	648	331	80	915	108	369	774	127
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	903	204	82	1101	491	102	940	419	377	1489	743
Arrive On Green	0.05	0.31	0.31	0.05	0.31	0.31	0.06	0.26	0.26	0.21	0.42	0.42
Sat Flow, veh/h	1781	2880	650	1781	3554	1584	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	70	570	564	64	648	331	80	915	108	369	774	127
Grp Sat Flow(s),veh/h/ln	1781	1777	1753	1781	1777	1584	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.3	34.5	34.5	3.9	16.9	20.1	4.9	28.0	5.9	22.6	17.8	5.1
Cycle Q Clear(g_c), s	4.3	34.5	34.5	3.9	16.9	20.1	4.9	28.0	5.9	22.6	17.8	5.1
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	557	550	82	1101	491	102	940	419	377	1489	743
V/C Ratio(X)	0.79	1.02	1.03	0.78	0.59	0.67	0.78	0.97	0.26	0.98	0.52	0.17
Avail Cap(c_a), veh/h	89	557	550	83	1102	491	172	940	419	377	1489	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	37.7	37.7	51.9	32.0	33.1	51.1	40.0	31.9	43.1	23.7	16.9
Incr Delay (d2), s/veh	35.9	44.2	44.9	36.5	0.8	3.6	12.1	22.9	0.3	40.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	21.3	21.2	2.6	7.2	8.0	2.5	14.6	2.3	13.9	7.2	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.5	81.9	82.6	88.4	32.9	36.7	63.3	63.0	32.2	83.3	24.0	17.0
LnGrp LOS	F	F	F	F	C	D	E	E	C	F	C	B
Approach Vol, veh/h		1204			1043			1103			1270	
Approach Delay, s/veh		82.6			37.5			60.0			40.6	
Approach LOS		F			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.8	33.6	9.6	39.0	10.8	50.6	10.0	38.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	23.3	29.1	5.1	34.5	10.6	41.8	5.5	34.1
Max Q Clear Time (g_c+I1), s	24.6	30.0	5.9	36.5	6.9	19.8	6.3	22.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	5.6	0.0	4.4

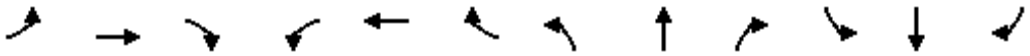
Intersection Summary	
HCM 6th Ctrl Delay	55.5
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	269	956	70	724	329	58	979	474	145	1415
v/c Ratio	0.97	0.70	0.36	0.74	0.54	0.49	0.89	0.69	0.81	1.11
Control Delay	99.3	33.2	61.1	44.1	13.8	68.9	50.4	20.3	85.0	98.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.3	33.2	61.1	44.1	13.8	68.9	50.4	20.3	85.0	98.0
Queue Length 50th (ft)	~218	325	27	270	53	45	386	129	112	~673
Queue Length 95th (ft)	#411	414	53	340	143	90	#532	269	#218	#896
Internal Link Dist (ft)		2280		720			319			333
Turn Bay Length (ft)	90		195		195	115		215	200	
Base Capacity (vph)	276	1377	381	1150	670	188	1135	695	206	1270
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.69	0.18	0.63	0.49	0.31	0.86	0.68	0.70	1.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



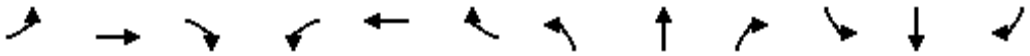
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	768	188	70	724	329	58	979	474	145	1062	353
Future Volume (veh/h)	269	768	188	70	724	329	58	979	474	145	1062	353
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	269	768	188	70	724	329	58	979	474	145	1062	353
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	274	1090	267	159	994	436	78	1123	493	172	965	317
Arrive On Green	0.15	0.38	0.38	0.05	0.28	0.28	0.04	0.31	0.31	0.10	0.37	0.37
Sat Flow, veh/h	1795	2837	694	3483	3582	1573	1795	3582	1574	1795	2639	866
Grp Volume(v), veh/h	269	485	471	70	724	329	58	979	474	145	716	699
Grp Sat Flow(s),veh/h/ln	1795	1791	1741	1742	1791	1573	1795	1791	1574	1795	1791	1714
Q Serve(g_s), s	17.6	27.0	27.0	2.3	21.6	22.5	3.8	30.5	34.9	9.4	43.2	43.2
Cycle Q Clear(g_c), s	17.6	27.0	27.0	2.3	21.6	22.5	3.8	30.5	34.9	9.4	43.2	43.2
Prop In Lane	1.00		0.40	1.00		1.00	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	274	688	669	159	994	436	78	1123	493	172	655	627
V/C Ratio(X)	0.98	0.70	0.70	0.44	0.73	0.75	0.75	0.87	0.96	0.84	1.09	1.11
Avail Cap(c_a), veh/h	274	688	669	378	1138	500	187	1123	494	205	655	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	30.7	30.7	54.8	38.6	39.0	55.8	38.3	39.8	52.5	37.4	37.4
Incr Delay (d2), s/veh	49.2	3.4	3.5	0.7	2.2	5.9	5.2	7.8	30.7	20.2	63.4	71.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	11.8	11.5	1.0	9.5	9.1	1.8	14.0	17.0	5.1	29.5	29.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.0	34.1	34.2	55.5	40.8	44.9	61.0	46.1	70.5	72.7	100.8	109.0
LnGrp LOS	F	C	C	E	D	D	E	D	E	E	F	F
Approach Vol, veh/h		1225			1123			1511			1560	
Approach Delay, s/veh		48.4			42.9			54.3			101.8	
Approach LOS		D			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	50.3	9.6	48.2	22.5	37.7	15.8	42.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	12.8	42.7	12.3	38.2	18.0	37.5	13.5	37.0
Max Q Clear Time (g_c+I1), s	4.3	29.0	5.8	45.2	19.6	24.5	11.4	36.9
Green Ext Time (p_c), s	0.0	5.8	0.0	0.0	0.0	5.6	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	64.3
HCM 6th LOS	E

Lane Group	EBT	WBL	WBT	NBL	NBT
Lane Group Flow (vph)	701	76	511	83	36
v/c Ratio	0.36	0.28	0.21	0.25	0.07
Control Delay	9.8	23.9	4.2	20.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.8	23.9	4.2	20.6	0.2
Queue Length 50th (ft)	70	18	26	19	0
Queue Length 95th (ft)	124	61	49	61	0
Internal Link Dist (ft)	135		680		281
Turn Bay Length (ft)		120			
Base Capacity (vph)	2876	334	3438	1351	1284
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.23	0.15	0.06	0.03

Intersection Summary



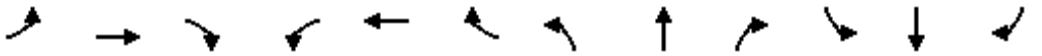
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	616	85	76	511	0	83	0	36	0	0	0
Future Volume (veh/h)	0	616	85	76	511	0	83	0	36	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885			
Adj Flow Rate, veh/h	0	616	85	76	511	0	83	0	36			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1			
Cap, veh/h	208	1182	163	161	2126	0	212	0	189			
Arrive On Green	0.00	0.37	0.37	0.09	0.59	0.00	0.12	0.00	0.12			
Sat Flow, veh/h	896	3161	435	1795	3676	0	1795	0	1598			
Grp Volume(v), veh/h	0	349	352	76	511	0	83	0	36			
Grp Sat Flow(s),veh/h/ln	896	1791	1805	1795	1791	0	1795	0	1598			
Q Serve(g_s), s	0.0	5.2	5.3	1.4	2.3	0.0	1.5	0.0	0.7			
Cycle Q Clear(g_c), s	0.0	5.2	5.3	1.4	2.3	0.0	1.5	0.0	0.7			
Prop In Lane	1.00		0.24	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	208	670	675	161	2126	0	212	0	189			
V/C Ratio(X)	0.00	0.52	0.52	0.47	0.24	0.00	0.39	0.00	0.19			
Avail Cap(c_a), veh/h	839	1932	1948	409	3854	0	1735	0	1544			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.4	8.4	15.0	3.3	0.0	14.1	0.0	13.8			
Incr Delay (d2), s/veh	0.0	0.8	0.8	0.8	0.1	0.0	1.4	0.0	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.3	1.3	0.5	0.2	0.0	0.6	0.0	0.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	9.2	9.2	15.8	3.4	0.0	15.6	0.0	14.4			
LnGrp LOS	A	A	A	B	A	A	B	A	B			
Approach Vol, veh/h		701			587			119				
Approach Delay, s/veh		9.2			5.0			15.2				
Approach LOS		A			A			B				
Timer - Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		9.1	7.6	18.0				25.6				
Change Period (Y+Rc), s		5.0	4.5	5.0				5.0				
Max Green Setting (Gmax), s		33.5	7.9	37.4				37.3				
Max Q Clear Time (g_c+I1), s		3.5	3.4	7.3				4.3				
Green Ext Time (p_c), s		0.5	0.0	5.4				4.2				
Intersection Summary												
HCM 6th Ctrl Delay			8.0									
HCM 6th LOS			A									

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	268	475	66	451	69	346	87	245	172
v/c Ratio	1.16	0.74	0.43	0.81	0.42	0.72	0.47	0.49	0.31
Control Delay	144.5	31.7	48.6	38.7	46.6	36.0	46.9	28.6	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	144.5	31.7	48.6	38.7	46.6	36.0	46.9	28.6	5.6
Queue Length 50th (ft)	~167	202	32	200	33	155	42	104	0
Queue Length 95th (ft)	#388	373	#89	#393	87	264	103	183	44
Internal Link Dist (ft)		410		5200		416		440	
Turn Bay Length (ft)					100		150		150
Base Capacity (vph)	232	818	162	741	185	818	209	855	811
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.16	0.58	0.41	0.61	0.37	0.42	0.42	0.29	0.21

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	404	71	66	368	83	69	296	50	87	245	172
Future Volume (veh/h)	268	404	71	66	368	83	69	296	50	87	245	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	268	404	71	66	368	83	69	296	50	87	245	172
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	267	594	104	118	441	99	121	375	63	139	469	397
Arrive On Green	0.15	0.38	0.38	0.07	0.30	0.30	0.07	0.24	0.24	0.08	0.25	0.25
Sat Flow, veh/h	1795	1561	274	1795	1482	334	1795	1571	265	1795	1885	1596
Grp Volume(v), veh/h	268	0	475	66	0	451	69	0	346	87	245	172
Grp Sat Flow(s),veh/h/ln	1795	0	1835	1795	0	1816	1795	0	1837	1795	1885	1596
Q Serve(g_s), s	10.0	0.0	14.6	2.4	0.0	15.6	2.5	0.0	11.9	3.2	7.6	6.1
Cycle Q Clear(g_c), s	10.0	0.0	14.6	2.4	0.0	15.6	2.5	0.0	11.9	3.2	7.6	6.1
Prop In Lane	1.00		0.15	1.00		0.18	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	267	0	698	118	0	541	121	0	439	139	469	397
V/C Ratio(X)	1.01	0.00	0.68	0.56	0.00	0.83	0.57	0.00	0.79	0.63	0.52	0.43
Avail Cap(c_a), veh/h	267	0	927	187	0	836	213	0	927	240	980	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	17.4	30.5	0.0	22.1	30.5	0.0	24.0	30.1	21.8	21.3
Incr Delay (d2), s/veh	56.5	0.0	1.3	4.1	0.0	4.4	4.2	0.0	3.2	4.6	0.9	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	0.0	5.5	1.1	0.0	6.5	1.2	0.0	5.0	1.4	3.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.1	0.0	18.7	34.6	0.0	26.5	34.6	0.0	27.2	34.7	22.7	22.0
LnGrp LOS	F	A	B	C	A	C	C	A	C	C	C	C
Approach Vol, veh/h		743			517			415			504	
Approach Delay, s/veh		42.7			27.5			28.5			24.6	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	20.1	8.4	29.6	8.5	20.8	14.0	24.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	34.0	7.0	34.0	8.0	35.0	10.0	31.0
Max Q Clear Time (g_c+I1), s	5.2	13.9	4.4	16.6	4.5	9.6	12.0	17.6
Green Ext Time (p_c), s	0.1	1.9	0.0	2.6	0.0	1.9	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

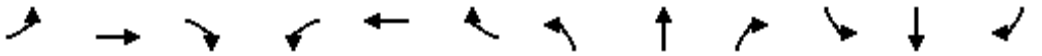
Kimley»Horn

Cumulative Plus Project Synchro Outputs

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	51	524	103	770	164	70	650	91	136	443	177
v/c Ratio	0.43	0.49	0.61	0.82	0.29	0.35	0.70	0.17	0.63	0.46	0.24
Control Delay	46.5	13.3	50.7	34.3	3.4	35.7	27.9	2.0	46.0	23.2	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	13.3	50.7	34.3	3.4	35.7	27.9	2.0	46.0	23.2	3.4
Queue Length 50th (ft)	23	48	46	169	0	30	139	0	59	85	0
Queue Length 95th (ft)	#67	104	#123	#293	27	69	193	11	#142	134	35
Internal Link Dist (ft)		792		2790			548			577	
Turn Bay Length (ft)	205		150		150	185		185	220		90
Base Capacity (vph)	119	1077	174	990	588	430	1268	657	234	1014	740
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.49	0.59	0.78	0.28	0.16	0.51	0.14	0.58	0.44	0.24

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	252	272	103	770	164	70	650	91	136	443	177
Future Volume (veh/h)	51	252	272	103	770	164	70	650	91	136	443	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	51	252	272	103	770	164	70	650	91	136	443	177
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	82	446	393	131	990	441	143	914	408	173	974	507
Arrive On Green	0.05	0.26	0.26	0.08	0.29	0.29	0.08	0.27	0.27	0.10	0.28	0.28
Sat Flow, veh/h	1725	1721	1515	1725	3441	1535	1725	3441	1535	1725	3441	1535
Grp Volume(v), veh/h	51	252	272	103	770	164	70	650	91	136	443	177
Grp Sat Flow(s),veh/h/ln	1725	1721	1515	1725	1721	1535	1725	1721	1535	1725	1721	1535
Q Serve(g_s), s	1.7	7.7	9.8	3.5	12.4	5.1	2.3	10.3	2.8	4.6	6.4	5.3
Cycle Q Clear(g_c), s	1.7	7.7	9.8	3.5	12.4	5.1	2.3	10.3	2.8	4.6	6.4	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	446	393	131	990	441	143	914	408	173	974	507
V/C Ratio(X)	0.62	0.56	0.69	0.79	0.78	0.37	0.49	0.71	0.22	0.79	0.46	0.35
Avail Cap(c_a), veh/h	143	526	463	209	1182	527	515	1514	675	281	1045	539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	19.4	20.1	27.3	19.7	17.1	26.4	20.0	17.3	26.5	17.8	15.3
Incr Delay (d2), s/veh	7.4	1.1	3.6	9.9	2.8	0.5	2.6	1.0	0.3	7.7	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.9	3.5	1.7	4.8	1.7	1.0	3.6	0.9	2.1	2.2	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.6	20.5	23.7	37.2	22.5	17.6	29.0	21.1	17.5	34.2	18.1	15.7
LnGrp LOS	D	C	C	D	C	B	C	C	B	C	B	B
Approach Vol, veh/h		575			1037			811			756	
Approach Delay, s/veh		23.3			23.2			21.3			20.4	
Approach LOS		C			C			C			C	

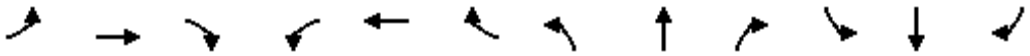
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	20.5	9.1	20.1	9.5	21.5	7.4	21.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.8	26.5	7.3	18.4	18.0	18.3	5.0	20.7
Max Q Clear Time (g_c+I1), s	6.6	12.3	5.5	11.8	4.3	8.4	3.7	14.4
Green Ext Time (p_c), s	0.1	3.7	0.0	1.8	0.1	2.4	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	189	709	73	682	522	42	761	311	91	909
v/c Ratio	0.87	0.51	0.31	0.62	0.80	0.33	0.70	0.45	0.61	0.76
Control Delay	82.5	25.6	53.0	32.3	28.6	56.6	34.9	5.5	66.7	33.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.5	25.6	53.0	32.3	28.6	56.6	34.9	5.5	66.7	33.8
Queue Length 50th (ft)	131	189	25	203	188	28	242	0	61	283
Queue Length 95th (ft)	#302	273	51	281	350	67	324	62	#136	393
Internal Link Dist (ft)		2280		720			319			333
Turn Bay Length (ft)	90		195		195	115		215	200	
Base Capacity (vph)	218	1480	403	1438	777	179	1400	806	179	1383
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.48	0.18	0.47	0.67	0.23	0.54	0.39	0.51	0.66

Intersection Summary

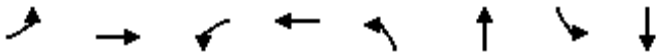
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	577	132	73	682	522	42	761	311	91	716	193
Future Volume (veh/h)	189	577	132	73	682	522	42	761	311	91	716	193
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	577	132	73	682	522	42	761	311	91	716	193
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	1188	271	174	1259	559	72	1031	450	115	868	234
Arrive On Green	0.11	0.41	0.41	0.05	0.35	0.35	0.04	0.29	0.29	0.06	0.31	0.31
Sat Flow, veh/h	1781	2872	655	3456	3554	1578	1781	3554	1550	1781	2761	744
Grp Volume(v), veh/h	189	356	353	73	682	522	42	761	311	91	461	448
Grp Sat Flow(s),veh/h/ln	1781	1777	1750	1728	1777	1578	1781	1777	1550	1781	1777	1729
Q Serve(g_s), s	11.1	15.4	15.5	2.1	16.1	33.4	2.4	20.3	18.7	5.3	25.2	25.2
Cycle Q Clear(g_c), s	11.1	15.4	15.5	2.1	16.1	33.4	2.4	20.3	18.7	5.3	25.2	25.2
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	195	735	724	174	1259	559	72	1031	450	115	558	543
V/C Ratio(X)	0.97	0.48	0.49	0.42	0.54	0.93	0.58	0.74	0.69	0.79	0.82	0.83
Avail Cap(c_a), veh/h	195	735	724	363	1288	572	161	1254	547	161	627	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	22.5	22.6	48.3	27.0	32.6	49.4	33.6	33.0	48.3	33.3	33.3
Incr Delay (d2), s/veh	54.4	0.6	0.6	0.6	0.5	22.4	2.8	2.0	3.2	10.5	8.3	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	6.2	6.2	0.9	6.6	15.4	1.1	8.6	7.0	2.6	11.6	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.9	23.1	23.2	48.9	27.5	55.1	52.2	35.6	36.2	58.8	41.6	41.8
LnGrp LOS	F	C	C	D	C	E	D	D	D	E	D	D
Approach Vol, veh/h		898			1277			1114			1000	
Approach Delay, s/veh		39.5			40.0			36.4			43.3	
Approach LOS		D			D			D			D	

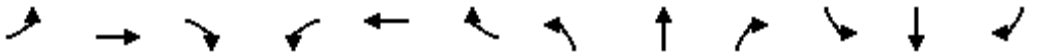
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	48.4	8.7	37.9	16.0	42.1	11.3	35.4
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	11.0	38.5	9.5	37.0	11.5	38.0	9.5	37.0
Max Q Clear Time (g_c+I1), s	4.1	17.5	4.4	27.2	13.1	35.4	7.3	22.3
Green Ext Time (p_c), s	0.0	5.0	0.0	4.4	0.0	1.7	0.0	6.1

Intersection Summary	
HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	9	509	94	657	187	103	15	32
v/c Ratio	0.07	0.59	0.51	0.52	0.29	0.13	0.02	0.04
Control Delay	36.7	25.0	42.8	19.4	15.8	4.2	13.8	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.7	25.0	42.8	19.4	15.8	4.2	13.8	6.7
Queue Length 50th (ft)	4	98	40	109	49	0	3	1
Queue Length 95th (ft)	19	147	96	187	123	30	17	18
Internal Link Dist (ft)		135		680		281		166
Turn Bay Length (ft)	120		120				100	
Base Capacity (vph)	126	1388	239	1641	645	790	614	779
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.37	0.39	0.40	0.29	0.13	0.02	0.04

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	412	97	94	654	3	187	1	102	15	4	28
Future Volume (veh/h)	9	412	97	94	654	3	187	1	102	15	4	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	9	412	97	94	654	3	187	1	102	15	4	28
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	20	626	146	130	1017	5	764	8	767	691	99	690
Arrive On Green	0.01	0.22	0.22	0.07	0.28	0.28	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1767	2833	661	1767	3599	17	1365	15	1558	1280	200	1401
Grp Volume(v), veh/h	9	255	254	94	320	337	187	0	103	15	0	32
Grp Sat Flow(s),veh/h/ln	1767	1763	1731	1767	1763	1852	1365	0	1573	1280	0	1601
Q Serve(g_s), s	0.3	9.0	9.1	3.5	10.8	10.8	5.6	0.0	2.4	0.4	0.0	0.7
Cycle Q Clear(g_c), s	0.3	9.0	9.1	3.5	10.8	10.8	6.3	0.0	2.4	2.9	0.0	0.7
Prop In Lane	1.00		0.38	1.00		0.01	1.00		0.99	1.00		0.88
Lane Grp Cap(c), veh/h	20	389	382	130	498	524	764	0	775	691	0	789
V/C Ratio(X)	0.44	0.65	0.66	0.73	0.64	0.64	0.24	0.00	0.13	0.02	0.00	0.04
Avail Cap(c_a), veh/h	130	726	713	247	842	885	764	0	775	691	0	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.4	24.1	24.2	30.8	21.4	21.4	10.6	0.0	9.4	10.1	0.0	8.9
Incr Delay (d2), s/veh	14.4	2.3	2.4	2.9	1.7	1.6	0.2	0.0	0.1	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.6	3.6	1.5	4.2	4.4	1.5	0.0	0.8	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.8	26.4	26.6	33.7	23.1	23.0	10.8	0.0	9.5	10.2	0.0	9.0
LnGrp LOS	D	C	C	C	C	C	B	A	A	B	A	A
Approach Vol, veh/h		518			751			290			47	
Approach Delay, s/veh		26.9			24.4			10.3			9.4	
Approach LOS		C			C			B			A	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		38.5	9.5	20.0		38.5	5.3	24.2				
Change Period (Y+Rc), s		5.0	4.5	5.0		* 5	4.5	5.0				
Max Green Setting (Gmax), s		33.0	9.5	28.0		* 34	5.0	32.5				
Max Q Clear Time (g_c+I1), s		8.3	5.5	11.1		4.9	2.3	12.8				
Green Ext Time (p_c), s		1.5	0.0	3.1		0.2	0.0	4.4				

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

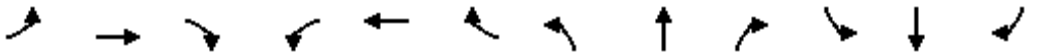
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	147	404	64	497	63	272	87	224	274
v/c Ratio	0.66	0.60	0.42	0.82	0.38	0.65	0.48	0.51	0.47
Control Delay	53.1	25.5	48.2	38.2	45.5	32.9	46.8	30.7	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.1	25.5	48.2	38.2	45.5	32.9	46.8	30.7	6.2
Queue Length 50th (ft)	72	152	31	215	30	114	41	100	0
Queue Length 95th (ft)	#200	314	#89	#474	82	195	#106	168	53
Internal Link Dist (ft)		410		5200		416		440	
Turn Bay Length (ft)					100		150		150
Base Capacity (vph)	229	811	160	739	183	789	206	845	856
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.50	0.40	0.67	0.34	0.34	0.42	0.27	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	362	42	64	449	48	63	179	93	87	224	274
Future Volume (veh/h)	147	362	42	64	449	48	63	179	93	87	224	274
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	147	362	42	64	449	48	63	179	93	87	224	274
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	199	621	72	117	551	59	116	260	135	140	445	376
Arrive On Green	0.11	0.38	0.38	0.07	0.33	0.33	0.07	0.23	0.23	0.08	0.24	0.24
Sat Flow, veh/h	1767	1631	189	1767	1646	176	1767	1147	596	1767	1856	1567
Grp Volume(v), veh/h	147	0	404	64	0	497	63	0	272	87	224	274
Grp Sat Flow(s),veh/h/ln	1767	0	1820	1767	0	1822	1767	0	1744	1767	1856	1567
Q Serve(g_s), s	5.2	0.0	11.4	2.3	0.0	16.2	2.2	0.0	9.3	3.1	6.8	10.4
Cycle Q Clear(g_c), s	5.2	0.0	11.4	2.3	0.0	16.2	2.2	0.0	9.3	3.1	6.8	10.4
Prop In Lane	1.00		0.10	1.00		0.10	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	199	0	693	117	0	610	116	0	395	140	445	376
V/C Ratio(X)	0.74	0.00	0.58	0.55	0.00	0.82	0.54	0.00	0.69	0.62	0.50	0.73
Avail Cap(c_a), veh/h	273	0	955	191	0	872	218	0	915	246	1003	846
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	15.9	29.3	0.0	19.7	29.3	0.0	23.0	28.9	21.3	22.7
Incr Delay (d2), s/veh	6.7	0.0	0.8	3.9	0.0	4.0	3.9	0.0	2.2	4.4	0.9	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	4.2	1.0	0.0	6.6	1.0	0.0	3.6	1.4	2.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	0.0	16.7	33.2	0.0	23.8	33.2	0.0	25.1	33.3	22.2	25.4
LnGrp LOS	C	A	B	C	A	C	C	A	C	C	C	C
Approach Vol, veh/h		551			561			335			585	
Approach Delay, s/veh		21.5			24.8			26.6			25.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	18.7	8.3	28.7	8.3	19.5	11.3	25.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	34.0	7.0	34.0	8.0	35.0	10.0	31.0
Max Q Clear Time (g_c+I1), s	5.1	11.3	4.3	13.4	4.2	12.4	7.2	18.2
Green Ext Time (p_c), s	0.1	1.5	0.0	2.3	0.0	2.1	0.1	2.4

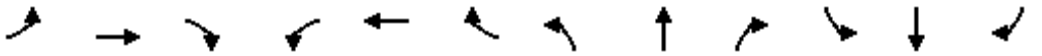
Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	70	1163	67	665	337	80	915	113	379	774	127
v/c Ratio	0.80	1.06	0.82	0.61	0.47	0.54	0.98	0.21	1.01	0.53	0.15
Control Delay	104.1	81.9	111.0	35.1	6.4	61.4	65.2	3.2	93.8	27.0	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.1	81.9	111.0	35.1	6.4	61.4	65.2	3.2	93.8	27.0	6.4
Queue Length 50th (ft)	50	~471	48	208	8	55	337	0	~274	224	14
Queue Length 95th (ft)	#132	#607	#131	271	76	105	#474	23	#469	287	48
Internal Link Dist (ft)		792		2790			548			577	
Turn Bay Length (ft)	205		150		150	185		185	220		90
Base Capacity (vph)	88	1094	82	1097	711	170	936	528	374	1455	839
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	1.06	0.82	0.61	0.47	0.47	0.98	0.21	1.01	0.53	0.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	954	209	67	665	337	80	915	113	379	774	127
Future Volume (veh/h)	70	954	209	67	665	337	80	915	113	379	774	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	954	209	67	665	337	80	915	113	379	774	127
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	909	199	83	1102	491	102	940	419	377	1489	743
Arrive On Green	0.05	0.31	0.31	0.05	0.31	0.31	0.06	0.26	0.26	0.21	0.42	0.42
Sat Flow, veh/h	1781	2898	634	1781	3554	1584	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	70	584	579	67	665	337	80	915	113	379	774	127
Grp Sat Flow(s),veh/h/ln	1781	1777	1756	1781	1777	1584	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.3	34.5	34.5	4.1	17.5	20.5	4.9	28.1	6.2	23.3	17.8	5.1
Cycle Q Clear(g_c), s	4.3	34.5	34.5	4.1	17.5	20.5	4.9	28.1	6.2	23.3	17.8	5.1
Prop In Lane	1.00		0.36	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	89	557	551	83	1102	491	102	940	419	377	1489	743
V/C Ratio(X)	0.79	1.05	1.05	0.81	0.60	0.69	0.78	0.97	0.27	1.00	0.52	0.17
Avail Cap(c_a), veh/h	89	557	551	83	1102	491	172	940	419	377	1489	743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	37.8	37.8	52.0	32.2	33.3	51.2	40.1	32.0	43.4	23.7	16.9
Incr Delay (d2), s/veh	35.9	51.5	52.4	43.6	0.9	4.0	12.1	23.0	0.3	47.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	22.5	22.3	2.8	7.5	8.2	2.5	14.7	2.4	14.9	7.2	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.6	89.2	90.2	95.6	33.2	37.2	63.3	63.0	32.4	90.8	24.1	17.0
LnGrp LOS	F	F	F	F	C	D	E	E	C	F	C	B
Approach Vol, veh/h		1233			1069			1108			1280	
Approach Delay, s/veh		89.6			38.4			59.9			43.1	
Approach LOS		F			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.8	33.6	9.6	39.0	10.8	50.6	10.0	38.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	23.3	29.1	5.1	34.5	10.6	41.8	5.5	34.1
Max Q Clear Time (g_c+I1), s	25.3	30.1	6.1	36.5	6.9	19.8	6.3	22.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	5.6	0.0	4.4

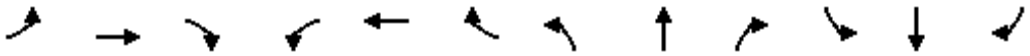
Intersection Summary	
HCM 6th Ctrl Delay	58.2
HCM 6th LOS	E

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	269	1000	73	750	332	58	979	479	150	1415
v/c Ratio	0.99	0.73	0.38	0.76	0.55	0.49	0.89	0.71	0.83	1.12
Control Delay	101.9	34.3	61.6	44.9	13.9	69.3	51.2	21.8	87.4	98.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.9	34.3	61.6	44.9	13.9	69.3	51.2	21.8	87.4	98.8
Queue Length 50th (ft)	~226	347	29	282	55	45	391	143	117	~684
Queue Length 95th (ft)	#411	442	54	354	147	90	#532	284	#228	#896
Internal Link Dist (ft)		2280		720			319			333
Turn Bay Length (ft)	90		195		195	115		215	200	
Base Capacity (vph)	273	1377	378	1141	667	187	1126	686	205	1268
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.73	0.19	0.66	0.50	0.31	0.87	0.70	0.73	1.12

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

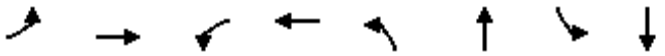
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	812	188	73	750	332	58	979	479	150	1062	353
Future Volume (veh/h)	269	812	188	73	750	332	58	979	479	150	1062	353
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	269	812	188	73	750	332	58	979	479	150	1062	353
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	272	1103	255	160	996	438	77	1116	491	177	969	318
Arrive On Green	0.15	0.38	0.38	0.05	0.28	0.28	0.04	0.31	0.31	0.10	0.37	0.37
Sat Flow, veh/h	1795	2873	665	3483	3582	1573	1795	3582	1574	1795	2639	866
Grp Volume(v), veh/h	269	506	494	73	750	332	58	979	479	150	716	699
Grp Sat Flow(s),veh/h/ln	1795	1791	1747	1742	1791	1573	1795	1791	1574	1795	1791	1714
Q Serve(g_s), s	17.7	28.8	28.8	2.4	22.7	22.9	3.8	30.7	35.7	9.8	43.6	43.6
Cycle Q Clear(g_c), s	17.7	28.8	28.8	2.4	22.7	22.9	3.8	30.7	35.7	9.8	43.6	43.6
Prop In Lane	1.00		0.38	1.00		1.00	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	272	687	670	160	996	438	77	1116	491	177	657	629
V/C Ratio(X)	0.99	0.74	0.74	0.46	0.75	0.76	0.75	0.88	0.98	0.85	1.09	1.11
Avail Cap(c_a), veh/h	272	687	670	376	1132	497	186	1116	491	204	657	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	31.4	31.4	55.2	39.1	39.2	56.2	38.7	40.4	52.6	37.6	37.6
Incr Delay (d2), s/veh	51.0	4.3	4.4	0.8	2.7	6.2	5.3	8.2	34.4	22.1	62.0	70.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.6	12.8	12.5	1.1	10.1	9.3	1.8	14.2	17.9	5.4	29.5	29.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.2	35.7	35.8	55.9	41.8	45.4	61.5	46.9	74.8	74.7	99.6	107.7
LnGrp LOS	F	D	D	E	D	D	E	D	E	E	F	F
Approach Vol, veh/h		1269			1155			1516			1565	
Approach Delay, s/veh		49.7			43.7			56.3			100.8	
Approach LOS		D			D			E			F	

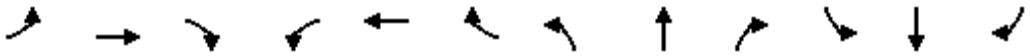
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	50.6	9.6	48.6	22.5	38.0	16.2	42.0
Change Period (Y+Rc), s	4.5	5.0	4.5	5.0	4.5	5.0	4.5	5.0
Max Green Setting (Gmax), s	12.8	42.7	12.3	38.2	18.0	37.5	13.5	37.0
Max Q Clear Time (g_c+I1), s	4.4	30.8	5.8	45.6	19.7	24.9	11.8	37.7
Green Ext Time (p_c), s	0.0	5.6	0.0	0.0	0.0	5.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	64.8
HCM 6th LOS	E



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	49	706	84	532	83	43	14	30
v/c Ratio	0.32	0.69	0.49	0.46	0.13	0.06	0.02	0.04
Control Delay	41.4	27.3	45.1	21.6	15.8	6.9	14.9	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.4	27.3	45.1	21.6	15.8	6.9	14.9	7.2
Queue Length 50th (ft)	23	154	39	110	23	2	4	1
Queue Length 95th (ft)	60	215	88	154	58	22	16	18
Internal Link Dist (ft)		135		680		281		194
Turn Bay Length (ft)	120		120				100	
Base Capacity (vph)	162	1368	206	1468	632	768	634	770
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.52	0.41	0.36	0.13	0.06	0.02	0.04

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	621	85	84	517	15	83	7	36	14	4	26
Future Volume (veh/h)	49	621	85	84	517	15	83	7	36	14	4	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	49	621	85	84	517	15	83	7	36	14	4	26
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	77	845	116	121	1035	30	734	124	640	720	101	659
Arrive On Green	0.04	0.27	0.27	0.07	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1795	3164	432	1795	3554	103	1391	267	1372	1374	217	1413
Grp Volume(v), veh/h	49	351	355	84	260	272	83	0	43	14	0	30
Grp Sat Flow(s),veh/h/ln	1795	1791	1805	1795	1791	1866	1391	0	1638	1374	0	1631
Q Serve(g_s), s	2.0	13.0	13.1	3.3	8.8	8.8	2.5	0.0	1.0	0.4	0.0	0.7
Cycle Q Clear(g_c), s	2.0	13.0	13.1	3.3	8.8	8.8	3.2	0.0	1.0	1.5	0.0	0.7
Prop In Lane	1.00		0.24	1.00		0.06	1.00		0.84	1.00		0.87
Lane Grp Cap(c), veh/h	77	479	482	121	522	544	734	0	764	720	0	761
V/C Ratio(X)	0.63	0.73	0.74	0.70	0.50	0.50	0.11	0.00	0.06	0.02	0.00	0.04
Avail Cap(c_a), veh/h	165	700	706	209	745	776	734	0	764	720	0	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.3	24.3	24.4	33.3	21.4	21.4	11.4	0.0	10.6	11.0	0.0	10.6
Incr Delay (d2), s/veh	8.2	2.7	2.7	2.7	0.9	0.9	0.1	0.0	0.0	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	5.4	5.4	1.5	3.5	3.6	0.7	0.0	0.4	0.1	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	27.0	27.0	35.9	22.3	22.3	11.5	0.0	10.7	11.1	0.0	10.7
LnGrp LOS	D	C	C	D	C	C	B	A	B	B	A	B
Approach Vol, veh/h		755			616			126			44	
Approach Delay, s/veh		28.0			24.1			11.2			10.8	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	39.0	9.4	24.5	39.0	7.6	26.2
Change Period (Y+Rc), s	5.0	4.5	5.0	* 5	4.5	5.0
Max Green Setting (Gmax), s	33.5	8.5	28.5	* 34	6.7	30.3
Max Q Clear Time (g_c+I1), s	5.2	5.3	15.1	3.5	4.0	10.8
Green Ext Time (p_c), s	0.6	0.0	4.0	0.2	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Notes

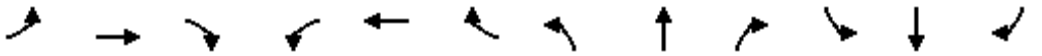
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	277	489	66	471	72	346	87	245	181
v/c Ratio	1.21	0.75	0.44	0.82	0.44	0.72	0.48	0.49	0.33
Control Delay	165.9	32.0	49.4	39.7	47.8	36.6	47.7	29.1	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	165.9	32.0	49.4	39.7	47.8	36.6	47.7	29.1	5.6
Queue Length 50th (ft)	~184	212	33	214	36	159	43	107	0
Queue Length 95th (ft)	#402	387	#89	#421	89	264	103	183	45
Internal Link Dist (ft)		410		5200		416		440	
Turn Bay Length (ft)					100		150		150
Base Capacity (vph)	228	805	159	730	182	805	205	841	806
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.21	0.61	0.42	0.65	0.40	0.43	0.42	0.29	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	416	73	66	388	83	72	296	50	87	245	181
Future Volume (veh/h)	277	416	73	66	388	83	72	296	50	87	245	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	277	416	73	66	388	83	72	296	50	87	245	181
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	261	605	106	117	460	98	123	374	63	138	464	393
Arrive On Green	0.15	0.39	0.39	0.07	0.31	0.31	0.07	0.24	0.24	0.08	0.25	0.25
Sat Flow, veh/h	1795	1561	274	1795	1498	320	1795	1571	265	1795	1885	1596
Grp Volume(v), veh/h	277	0	489	66	0	471	72	0	346	87	245	181
Grp Sat Flow(s),veh/h/ln	1795	0	1835	1795	0	1819	1795	0	1837	1795	1885	1596
Q Serve(g_s), s	10.0	0.0	15.3	2.5	0.0	16.6	2.7	0.0	12.2	3.2	7.7	6.6
Cycle Q Clear(g_c), s	10.0	0.0	15.3	2.5	0.0	16.6	2.7	0.0	12.2	3.2	7.7	6.6
Prop In Lane	1.00		0.15	1.00		0.18	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	261	0	711	117	0	558	123	0	437	138	464	393
V/C Ratio(X)	1.06	0.00	0.69	0.56	0.00	0.84	0.59	0.00	0.79	0.63	0.53	0.46
Avail Cap(c_a), veh/h	261	0	909	183	0	821	209	0	909	235	961	813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	0.0	17.6	31.2	0.0	22.3	31.0	0.0	24.6	30.8	22.4	22.0
Incr Delay (d2), s/veh	72.3	0.0	1.5	4.2	0.0	5.4	4.4	0.0	3.3	4.7	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	0.0	5.9	1.1	0.0	7.1	1.2	0.0	5.2	1.5	3.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.6	0.0	19.1	35.4	0.0	27.6	35.4	0.0	27.9	35.4	23.4	22.9
LnGrp LOS	F	A	B	D	A	C	D	A	C	D	C	C
Approach Vol, veh/h		766			537			418			513	
Approach Delay, s/veh		48.9			28.6			29.2			25.2	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	20.3	8.5	30.6	8.7	20.9	14.0	25.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	34.0	7.0	34.0	8.0	35.0	10.0	31.0
Max Q Clear Time (g_c+I1), s	5.2	14.2	4.5	17.3	4.7	9.7	12.0	18.6
Green Ext Time (p_c), s	0.1	1.8	0.0	2.7	0.0	1.9	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	34.9
HCM 6th LOS	C

Queuing Outputs

Tracy Valpico Glenbriar Apartments TIA Queuing Summary

Scenarios Analyzed	Turning Movement	Valpico Rd																MacArthur Dr					
		Corral Hollow Rd #1			Tracy Blvd #2			Glenbriar Dr #3			MacArthur Dr #4			Chrisman Rd #7			Schulte Rd #5			Linne Rd #6		
		Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM	Link	AM	PM
Existing Traffic	EBL				90	**190**	**258**	120	0	0													
	EBR													165	30	15							
	WBL				195	168	123	120	94	63	100	78	65										
	WBR				195	78	46							70	5	3							
	NBL				115	**226**	**176**				100	68	62	250	40	13	260	159	162				
	NBR				215	41	41																
	SBL				200	**286**	**287**				150	83	70	265	8	0	160	24	30				
	SBR										150	50	37	265	50	35							
Existing + Project Traffic	EBL				90	**190**	**258**	120	20	63													
	EBR													165	30	18							
	WBL				195	172	125	120	109	94	100	78	65										
	WBR				195	81	46							70	5	5							
	NBL				115	**226**	**176**				100	69	65	250	40	13	260	159	162				
	NBR				215	40	42																
	SBL				200	**289**	**296**	100	18	16	150	83	70	265	8	0	160	24	30				
	SBR										150	49	39	265	53	40							
Existing + Background Traffic	EBL				90	**358**	**402**	120	0	0													
	EBR																						
	WBL				195	147	124	120	84	55	100	78	65										
	WBR				195	117	50																
	NBL	185	190	117	115	**275**	**261**				100	73	70										
	NBR				215	41	49																
	SBL	220	133	**302**	200	**324**	**320**				150	83	70										
	SBR	90	0	1							150	51	41										
Existing + Background + Project Traffic	EBL				90	**358**	**402**	120	21	62													
	EBR																						
	WBL				195	150	126	120	92	81	100	78	65										
	WBR				195	121	50																
	NBL	185	190	117	115	**275**	**261**				100	75	74										
	NBR				215	42	50																
	SBL	220	134	**318**	200	**325**	**328**	100	18	16	150	83	70										
	SBR	90	0	1							150	51	43										
Cumulative Traffic	EBL	205	67	132	90	**302**	**411**	120	0	0													
	EBR																						
	WBL	150	118	124	195	49	53	120	89	61	100	89	89										
	WBR				195	**346**	143																
	NBL	185	69	105	115	67	90				100	80	87										
	NBR				215	62	**269**																
	SBL	220	139	**453**	200	133	218				150	106	103										
	SBR	90	35	48							150	53	44										
Cumulative + Project Traffic	EBL	205	67	132	90	**302**	**411**	120	19	60													
	EBR																						
	WBL	150	123	131	195	51	54	120	96	88	100	89	89										
	WBR				195	**350**	147																
	NBL	185	69	105	115	67	90				100	82	89										
	NBR				215	62	**284**																
	SBL	220	142	**469**	200	136	**228**	100	17	16	150	106	103										
	SBR	90	35	48							150	53	45										

Note: Locations where the queue length exceeds the link storage by 25 feet or more are shown in **bold** and shaded cells. Operational Deficiencies are in red.

RESOLUTION 2019-_____

REVERSING THE PLANNING COMMISSION'S DECISION TO DENY DEVELOPMENT REVIEW APPLICATION NUMBER D19-0018 AND DETERMINATION REGARDING OFF-STREET PARKING SPACE REDUCTION FOR THE GLENBRIAR-VALPICO APARTMENTS LOCATED ON APPROXIMATELY 11.62 ACRES ON THE NORTH SIDE OF VALPICO ROAD AT GLENBRIAR DRIVE, ASSESSOR'S PARCEL NUMBERS 246-12, 13, AND 14

WHEREAS, On December 18, 2012, the Tracy City Council approved Development Review applications for the Valpico and MacDonald apartments projects at 501 and 451 E. Valpico Road – also known as 2605 and 2795 S. MacArthur Drive (Application Numbers D12-0004 and D12-0006), and

WHEREAS, On July 7, 2015, the City Council granted a time extension to the Valpico and MacDonald apartment projects, extending the expiration to February 14, 2017, and

WHEREAS, On November 12, 2015, Republic Tracy, LLC submitted Development Review Application Number D15-0024 which combined the Valpico and MacDonald projects and made revisions to the site plan, architecture, and included a total of 252 apartment units in the Project. The City Council approved this revised Project on April 19, 2016, and

WHEREAS, The property owner submitted a parking study documenting that 1.58 off-street parking spaces per unit is sufficient to mitigate the potential parking demands of the Project, and

WHEREAS, A Negative Declaration was adopted by the City Council for the Valpico Apartments on December 18, 2012 and the Project is consistent with the development density analyzed in the General Plan EIR and the Valpico Apartments Negative Declaration, and

WHEREAS, An Addendum to the 2012 Negative Declaration has been prepared demonstrating that the Negative Declaration serves as the appropriate document addressing the environmental impacts pursuant to the California Environmental Quality Act, and

WHEREAS, On August 14, 2019, the Planning Commission conducted a public hearing and denied the Project, and

WHEREAS, On August 15, 2019, the applicant appealed the Planning Commission's decision on the Project to the City Council, and

WHEREAS, On October 1, 2019, the City Council conducted a public hearing to review and consider the Project;

NOW, THEREFORE BE IT RESOLVED, That the City Council of the City of Tracy hereby approves Development Review Application Number D19-0018 for a 264-unit residential apartment project on approximately 11.62 acres on the north side of Valpico Road at Glenbriar Drive (Assessor's Parcel Numbers 246-140-12, 13, and 14) and approve an Off-Street Parking Space Reduction to approximately 1.58 spaces per unit for this Project, in accordance with Tracy Municipal Code Section 10.08.3470(e), subject to the conditions contained in Exhibit 1 and based on the following findings:

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.

   The Project involves the construction of a 264-unit residential apartment complex; with 417 off-street parking spaces; an approximately 440-foot long extension of Glenbriar Drive; over an acre (more than 50,000 square feet) of usable open space, consisting of a clubhouse (with fitness room, lounge, and other amenities), a pool, a dog park with shade trellis, open lawn areas with a shade pavilion, outdoor lounge, and outdoor courtyards between buildings.

   The multi-family land use and design of the apartment complex is compatible with the adjacent single-family home neighborhood, located at a lower grade that will help respect privacy of adjacent residents; the pool, dog park, and other active areas of the site are focused away from the adjacent residential neighborhood; exterior lighting of the apartments will be directed down so as not to shine directly on neighboring residential property; adjacent and nearby commercial sites will benefit from potential customers of the Project; the Project has direct access onto Valpico Road, thereby avoiding a need for apartment traffic to pass through existing residential neighborhoods; and the site is adjacent to vacant property to the west, designated Residential High within the City's General Plan.

2. The proposal conforms to Tracy Municipal Code Chapter 10.08, the General Plan, the Design Goals and Standards, and the City's Infrastructure Master Plans.

   The subject property is designated Residential High by the City's General Plan and is zoned High Density Residential. These designations provide for multi-family development with a density range of from 12.1 to 25 dwelling units per acre. The proposed apartment project is consistent with City land use and density regulations, at approximately 23 dwelling units per acre. The Project meets or exceeds City policies and regulations in that buildings front on the public street with varying setbacks to provide visual interest; the Project has a meaningful focal point with the Clubhouse and pool area; utilities will be screened or painted to match building color; the buildings include visual interest with simple shapes through the use of both vertical and horizontal façade breaks visible from street view; the Project includes approximately eight times the minimum amount of "usable open space" required by the City's Zoning Regulations; technical studies regarding sewer, water, storm drainage, and roads were conducted to verify compliance with the City's Infrastructure Master Plans; and a parking study was conducted to document the Project will adequately mitigate impacts on off-street parking.

* *

The foregoing Resolution 2019-_____ was adopted by the City Council of the City of Tracy on the 1st day of October, 2019, by the following vote:

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

_____
MAYOR

ATTEST:

_____
CITY CLERK

Conditions of Approval for Valpico/Glenbriar Apartments (Katerra)
2605 South Mac Arthur Drive
Application Number D19-0018

C. ENGINEERING DIVISION CONDITIONS OF APPROVAL

1. Conditions of Approval Prior to Approval of Grading Permit Applications: Developer shall submit all documents required by City Regulations and these Conditions of Approval, to the satisfaction of the City Engineer, including, but not limited to, the following:

    a. The Developer has completed all requirements set forth in this section.

    b. Grading and Drainage Plans prepared on a 24” x 36” size polyester film (mylar). Grading and Drainage Plans shall be prepared under the supervision of, and stamped and signed by a Registered Civil Engineer and Geotechnical Engineer. The Grading and Improvement Plans prepared in accordance with the Subdivision Ordinance and the City Design Documents.

    c. Memorandum issued by the City’s storm drainage consultant confirming the invert elevation of the outlet pipe at the Project’s permanent storm drainage connection point.

    d. The Grading Plans shall be prepared to specifically include, but not be limited to, the following items:

        i. All existing and proposed utilities.

        ii. Method of disposing storm water in the interim and ultimate conditions, the Project’s on-site drainage connections to City’s storm drainage system as approved by the City Engineer.

        iii. Two (2) sets of the Project’s Geotechnical Report signed and stamped by a licensed Geotechnical Engineer licensed to practice in the State of California. The technical report must include relevant information related to soil types and characteristics, soil bearing capacity, pavement design recommendations, percolation rate, and elevation of the highest observed groundwater level.

        iv. Three (3) sets of the Storm Water Pollution Prevention Plan (SWPPP) for the Project with a copy of the Notice of Intent (NOI) submitted to the State Water Quality Control Board (SWQCB) and any relevant documentation or written approvals from the SWQCB, including the Wastewater Discharge Identification Number (WDID#).

v. A copy of the Approved Fugitive Dust and Emissions Control Plan that meets San Joaquin Valley Air Pollution Control District (SJVAPCD).

vi. Payment of applicable Grading Permit fees which include grading plan checking and inspection fees, and other applicable fees as required by these Conditions of Approval

2. Conditions of Approval Prior to Approval of Encroachment Permit Applications: Developer shall submit all documents required by City Regulations and these Conditions of Approval, to the satisfaction of the City Engineer, including, but not limited to, the following:

a. The Developer has completed all requirements set forth in Condition C-1 above, and this section.

b. The Developer has obtained the approval of all other public agencies with jurisdiction over the required public facilities.

c. Execution of all agreements, posting of all improvement security, and providing documentation of insurance, as required by these Conditions of Approval.

d. The improvement plans for all improvements (on-site and off-site) required to serve the development project in accordance with the Subdivision Ordinance, the City Design Documents, and these Conditions of Approval. The improvement plans shall be prepared to specifically include, but not be limited to, the following items:

i. All existing and proposed utilities.

ii. All supporting calculations, specifications, cost estimate, and reports related to the design of streets and utilities improvements.

iii. Improvement Plans prepared on 24" x 36" size polyester film (mylar) with the City Engineer and Fire Marshall approval and signature blocks. Improvement Plans shall be prepared under the supervision of, and stamped and signed by a Registered Civil, Traffic, Electrical, Mechanical Engineer, and Registered Landscape Architect for the relevant work.

iv. Joint Trench Plans and Composite Utility Plans for the installation of dry utilities such as electric, gas, TV cable and others that will be located within the 10 feet wide Public Utility Easement or for the conversion of aerial lines to underground facilities.

v. A construction cost estimate for all required public facilities, prepared in accordance with City Regulations.

e. Payment of applicable fees required by these Conditions of Approval and City Regulation including plan checking, grading and encroachment permit processing, construction inspection, testing, and agreement processing fees.

f. Tracy's Fire Marshall's signature on the Improvement Plans indicating their approval of the location and construction detail of the fire service connection and the location and spacing of fire hydrants that are required to be installed to serve the Project.

g. Signed and notarized Offsite Improvement Agreement (OIA) with the fully executed improvement security for faithful performance, labor and materials, and warranty, for the construction of Valpico Road Frontage Improvements and Glenbriar Drive Improvements.

3. Conditions of Approval Prior to Approval of Building Permit. No building permit within the Project boundaries will be approved by the City until the Developer demonstrates, to the satisfaction of the City Engineer, compliance with all required Conditions of Approval, including, but not limited to, the following:

   a. The Developer has completed all requirements set forth in Condition C-2, above, and this section.

   b. Copy of the improvement plans and structural calculations for all on-site retaining walls, signed and stamped by the Design Engineer and approved by the City's Building Division.

   c. Payment of all applicable and adopted development impact fees required by these Conditions of Approval and City Regulations, that are in effect at the time of issuance of the building permit.

   d. In-lieu payment in the amount of $14,000.00, for the Project's estimated share of cost of the re-striping on Valpico Road as required in the Tiburon Village Traffic Impact Study, Final Report dated February 6, 2004 (Traffic Study). Refer to Table I of the recommended Mitigation Measures in the Traffic Study.

4. Conditions of Approval Prior to Certificate of Occupancy or Final Building Inspection. No certificate of occupancy within the Project boundaries will be approved by the City or final building inspection will be performed until the Developer provides documentation which demonstrates, to the satisfaction of the City Engineer, that:

   a. The Developer has completed all requirements set forth in Condition C-3, above and this section.

   b. The Developer has completed construction of all public facilities required to serve the building for which a certificate of occupancy is requested. Unless specifically provided in these Conditions of Approval, or some other City Regulation, the Developer shall take all actions necessary to construct all public

facilities required to serve the Project, and the Developer shall bear all costs related to construction of the public facilities (including all costs of design, construction, construction management, plan check, inspection, land acquisition, program implementation, and contingency).

c. Signed and notarized Deferred Improvement Agreement (DIA) including improvement security(s) in the amounts approved by the City Engineer and form approved by the City Attorney

d. Signed and notarized Grant of Public Access Easement with the legal description and plat map.

e. Signed and notarized easement for maintenance of the private storm drainage, water and sanitary sewer lines crossing on Glenbriar Drive (Private Utility Crossing Agreement).

f. Signed and notarized Grant Deed with the legal description and plat map that describes the land to be dedicated to the City, for the construction of Valpico Road Frontage Improvements.

g. Signed and notarized Grant of Public Access Easement with the legal description and plat map. Signed and notarized Grant of Easement with the legal description and plat map that describes the location of the 10-foot wide PUE on Valpico Road and Glenbriar Drive, for the installation, use, repair, and maintenance of public utilities such as electric, gas, TV cable, telephone and other utilities and for the conversion of the existing aerial utilities into underground facility.

h. Signed and notarized Irrevocable Offer of Dedication with the legal description and plat map that describes the land to be dedicated to the City, for construction of Glenbriar Drive Improvements.

i. Signed and notarized Storm Water Maintenance Agreement (SWMA) with the City for maintenance of the storm water treatment facilities.

j. Documentation evidencing that the Property has been annexed to an existing Landscape Maintenance District (LMD).

5. Undergrounding of Overhead Utilities:

a. Prior to starting work, the Developer shall obtain written permission from the respective owner(s) of private utilities, for the installation of permanent surface improvements and structures over their underground facilities located within the 10-foot wide Public Utility Easement along Valpico Road.

b. All private utility services such as electric, telephone and cable TV to the building must be installed underground, and to be installed at the location approved by the respective owner(s) of the utilities. The Developer shall submit improvement

plans for the installation of electric, gas, telephone and TV cable lines that are necessary to serve the Project.

c. The Developer shall dedicate a 10 feet wide Public Utility Easement along the Property frontages on Valpico Road and Glenbriar Drive, for the installation of private utilities. The Grant of Easement shall be filed for recording with the Office of the San Joaquin County Recorder prior to Final Building Inspection. The Developer is responsible for the cost of preparing the easement document and legal description and plat map.

6. Grading:

a. A Grading Plan prepared by a Registered Civil Engineer and accompanied by Soils Engineering report shall be submitted to the City with the Grading and Storm Drainage Plans. The report shall provide recommendations regarding adequacy of sites to be developed by the proposed grading and also information relative to the stability of soils such as soil classification, percolation rate, soil bearing capacity and others.

b. Slope easements shall be dedicated to the City where cuts or fills do not match existing ground or final grade adjacent to public right of way (up to a maximum grade differential of two feet only). The Developer shall be responsible to obtain and record slope easement(s) on private properties, where it is needed to protect private improvements constructed within and outside the Project, and a copy of the recorded easement document must be provided to the City prior to the issuance of the Grading Permit.

c. All grading work (on-site and off-site) shall require a Grading Permit. Erosion control measures shall be implemented in accordance with Grading Plans approved by the City Engineer for all grading work not completed before October 15. Improvement Plans shall specify all erosion control methods to be employed and materials to be used.

d. Prior to the issuance of the Grading Permit, the Developer shall submit three (3) sets of the Storm Water Pollution Prevention Plan (SWPPP) submitted to the State Water Quality Control Board (SWQCB) and any documentation or written approvals from the SWQCB including a copy of the Notice of Intent (NOI) with the state-issued Wastewater Discharge Identification number (WDID). After the completion of the Project, the Developer is responsible for filing the Notice of Termination (NOT) required by SWQCB, and shall provide the City, a copy of the completed Notice of Termination. Cost of preparing the SWPPP, NOI and NOT including the annual storm drainage fees and the filing fees of the NOI and NOT shall be paid by the Developer. The Developer shall comply with all the requirements of the SWPPP and applicable Best Management Practices (BMPs) and the Storm Water Regulations adopted by the City.

7. Street Improvements:

a. Glenbriar Drive Improvements

The extension of Glenbriar Drive from Valpico Road to the Project's northern boundary will include but not limited to, installation of concrete curb, gutter, sidewalk, asphalt concrete pavement, handicap ramp, storm drain, catch basin or drop-inlet, landscaping and street trees with automatic irrigation system, median curb, hand-placed grouted cobblestones, pavement signing and striping, barricade and guardrail, and intersection improvements on Glenbriar Drive/Valpico Road such as traffic signal pole and light, traffic detecting loops, traffic loops pull boxes, conduits and wires, audible pedestrian warning, electronic sign, and other improvements as determined by the City Engineer that are deemed to be necessary to have a safe and functional street improvements (Glenbriar Drive Improvements).

The Developer shall complete the construction of Glenbriar Drive Improvements prior to the issuance of the Final Building Inspection for the first building to be constructed within the Property. Upon completion of Glenbriar Drive Improvements, Developer shall record Irrevocable Offer of Dedication (IOD) to the City for the right-of-way for the Glenbriar Drive Improvements. City shall not accept Glenbriar Drive improvements and the IOD until Glenbriar Drive is extended north of the Project boundary to connect to properties to the north (by others).

Glenbriar Drive shall remain private street until the northerly extension is completed. The Developer shall record a Public Access Easement and utility easements as required by the City for access on Glenbriar Drive. The DIA shall address requirements pertaining to Developer's responsibilities prior to acceptance of Glenbriar Drive right-of-way by the City.

b. Valpico Road Improvements

The Developer is also required to construct certain street and utilities improvements on Valpico Road which include but not limited to, concrete bike path, concrete sidewalk, handicap ramp, offsite water main upgrade, concrete curb and gutter, replacement of pavement marking and striping, traffic signs, and the installation of bus shelter and associated improvements such as water service with hose bibb, garbage receptacle, additional concrete paving, removal and replacement of disturbed irrigation and landscaping improvements with automatic irrigation system and other improvements on Valpico Road as determined by the City Engineer (Valpico Road Frontage Improvements). The final location of the bus shelter will be determined at the time of review of improvement plans, and the materials specifications and construction details of the bus shelter will be provided by the City at the time of preparation of the improvement plans.

Completion of Valpico Road Frontage Improvements is required to be completed prior to the final building inspection of the first building to be constructed on the Property. To guarantee completion of these improvements, within the time

specified above, the Developer will be required to execute an Offsite Improvement Agreement (OIA) with the City and post improvement security in the amounts approved by the City Engineer and form acceptable to the City Attorney. The OIA requires approval from the City Council.

Upon completion of Valpico Road Frontage Improvements, Developer shall convey to the City the right-of-way for the Valpico Road Frontage Improvements which City shall not accept until after satisfactory completion of those improvements to applicable standards, and satisfactory completion of the final building inspection on the last building to be constructed on the Property.

c. The Developer shall dedicate 60-feet wide right-of-way from the existing right-of-way line of Valpico Road towards the Property along the frontage west of Glenbriar Drive for the construction of Valpico Road Frontage Improvements. The Developer shall execute a Grant Deed to convey the land in fee title and submit legal description and plat map that describes the area to be dedicated, prior to the issuance of the Grading Permit. The cost of roadway dedication including the cost of preparing the legal description and plat map will be the sole responsibility of the Developer.

d. Prior to the approval of the OIA, the Developer is required to submit Improvement Plans, Technical Specifications and Cost Estimates, prepared in a 24" x 36" size polyester film or known as mylar, signed and stamped by the Design Engineer, for City's approval and signature. All engineering calculations for the design of the improvements must be submitted. The Developer will be required to pay Engineering Review Fees which include plan checking, agreement and permit processing, testing, engineering inspection, and program management fees prior to the approval of the OIA.

e. All work to be performed and improvements to be constructed within City's right-of-way will require an Encroachment Permit from the City, prior to starting the work. The Developer or its authorized representative shall submit all documents that are required to process the Encroachment Permit including but not limited to, approved Improvement Plans, Traffic Control Plan that is prepared by and signed and stamped by a Civil Engineer or Traffic Engineer registered to practice in the State of California, payment of Engineering Review Fees, copy of the Contractor's license, Contractor's Tracy business license, and certificate of insurance with the insurance coverage specified in the OIA and naming the City of Tracy as additional insured or as a certificate holder.

f. The Developer shall grant a Public Access Easement (PAE), for the benefit of the public for rights to access Glenbriar Drive until such time that the City accepts Glenbriar Drive as a public street. The Grant of Public Access Easement must be filed at the Office of the San Joaquin County Recorder, prior to City's acceptance of Glenbriar Drive Improvements. The Developer is responsible for all costs associated in dedicating the necessary public access easement to the City including the cost of preliminary title report, and preparing the easement document, legal description and plat map.

g. The design and construction of Glenbriar Drive Improvements and Valpico Road Frontage Improvements shall meet City Regulations and all applicable requirements and recommendations specified in the final traffic report dated August 14, 2012 and titled "Traffic Impact Study for the Proposed 189 units Valpico Apartments and 60 units MacDonald Apartments" prepared by TJKM Transportation Consultants, and "Valpico Glenbriar Apartments Traffic Study' dated September 2019 prepared by Kimley-Horn Associates The final traffic reports are on file with the Office of the City Engineer.

8. Storm Drainage:

a. The on-site storm drainage system and site grading shall be designed such that the Project storm drainage overland release point will be directly to a public street with existing storm drainage system in accordance with City standards. The City may allow overland storm drainage release to private property(s), only if, the Developer enter into an agreement with the fee owners of the affected property(s) and indemnify the City for any liability, damages and costs that may arise as a result of utilizing their property as the Project's storm drainage release point. The irrevocable agreement must be signed by fee owner(s) of all affected property(s) and will be reviewed by the City Engineer and will be recorded to the Property and to all affected properties. The Developer shall provide a copy of the fully executed agreement to the City, prior to the issuance of the Grading Permit. Cost of obtaining permission and/or easement(s) and the agreement from the fee owner(s) of the affected property(s) will be the sole responsibility of the Developer.

   The Deferred Improvement Agreement will require approval from the City Council and will be recorded against the Property. The Developer shall pay all costs associated with the preparation, processing and approval of the agreement, including the cost of preparing the legal description and map, and recording the agreement.

b. The Developer has proposed to use a trench infiltration system as an interim solution for disposing storm water generated from the Project site. The City will allow this method of disposing storm water, if the Developer executes a Deferred Improvement Agreement, to guarantee performance of the Developer's responsibilities and obligations and conditions described below including paying all costs associated in complying with all the requirements described under this section: a) that the Developer will be responsible for repairing, rectifying, and maintaining the trench infiltration system to acceptable standards and to the satisfaction of the City; b) the Developer will provide guarantee acceptable to the City Engineer for performing the responsibilities and obligations c) the Developer will also install the Project's permanent storm drainage connection as the final method of disposing storm water; and d) the Developer will provide other means of disposing storm water such as a temporary storm drainage retention basin within the time specified by the City, if the trench infiltration system fails to function to the level or condition acceptable to the City, or fails to

drain storm water as designed or intended to do as determined by the City Engineer, or if determined by the City that a temporary storm drainage retention basin is necessary to be constructed due to public health and safety reasons.

Draining the storm water to the City’s storm drainage system is the required final solution of disposing storm water from the Project site. The Developer shall design and install all the necessary improvements for the final solution of disposing storm water. The Developer is responsible for installing the Project’s permanent storm drainage connection from the Project site to the City’s future public storm drain line at the location and grade approved by the City Engineer. The future public storm drain line starts from a new storm drain manhole near the northerly property boundary of the Project to the City’s proposed storm drainage detention basin described as Detention Basin #2B (DB#2B).

It is the Developer’s responsibility to repair, rectify, and maintain the trench filtration system or the temporary storm drainage retention basin, if constructed, to the satisfaction of the City. The Developer shall submit engineering calculations for the design and sizing of the trench filtration system or the temporary storm drainage retention basin, including a percolation report prepared, signed and stamped by a registered Geo-technical Engineer, and a copy of the written permission from property owner(s), if off-site retention basin is utilized, as part of the Grading and Drainage Plans.

The use of trench infiltration system shall not reduce the amount of storm drainage development impact fees due from the Project nor will entitle the Developer storm drainage development impact fee credits or reimbursement(s).

c. In the event an off-site retention basin is required, the Developer shall obtain written permission or agreement and/or easements from fee owner(s) of all affected property(s), for the use of their property(s) as a temporary storm drainage retention basin. The Developer shall indemnify and hold harmless the City for any liability, damages and costs that may arise as a result of the use their property(s) for a storm drainage retention basin. The easement agreement must be signed by fee owner(s) of the property(s) and will be reviewed by the City Engineer and will be recorded to the Property and to all affected properties. The Developer shall provide a copy of the fully executed agreement to the City, prior to starting the grading work on the involved property. Cost of obtaining permission and/or easement(s) and the agreement from the fee owner(s) of the affected property(s) will be the sole responsibility of the Developer.

d. As part of a complete submittal of the Grading and Drainage Plans, the Developer obtain a technical memorandum from the City’s consultant, stating that the pipe invert elevation of the Project’s permanent storm drainage connection is consistent with the design of the Zone 1 Storm Drain Line Improvements. The cost of the technical memorandum and coordination with the City’s storm drain consultant shall be paid by the Developer.

e. The project site will need to include storm water quality treatment provisions that conform to the ***Multi-Agency Post-Construction Stormwater Standards Manual***. Calculations related to the design and sizing of on-site storm water treatment facilities must be submitted with the Grading and Storm Drainage Plans, and approved by City's Water Resources Coordinator prior to issuance of the Grading Permit for the Project. The Trench Filtration system shall function as stormwater treatment facility for the Project after the permanent connection to City's Detention Basin DB#2 is completed, and the interim on-site storm drainage facilities are no longer required. The Developer shall execute Storm Water Maintenance Agreement with the City for maintenance of the storm water treatment facilities.

9. Sanitary Sewer:

a. A sanitary sewer lift-station will be used to convey domestic sewage from the Property to the City's existing sewer main on Valpico Road. The sewer lift–station including the sewer force main and the sewer pipeline up to the new sewer manhole on Glenbriar Drive / Valpico Road are private improvements and they will be owned, operated and maintained by the Developer. These private improvements are required to be installed and made functional, prior to the final inspection of the first building to be constructed on the Property. The City has no responsibility of repairing and maintaining these improvements. The Developer will be required to provide documentation in the form acceptable to the City's Chief Building Official as a guarantee that the sewer lift-station will be repaired and maintained by the Developer.

b. The Developer will be required to design and construct the sewer, water and storm drainage lines crossing on Glenbriar Drive at the location and grade shown on the improvement plans. The City will grant a permanent easement to grant access rights to the Developer, to enter City's right-of-way on Glenbriar Drive, for the repair and maintenance of the sewer line crossing. The Developer will be required to execute a maintenance agreement with the City, to guarantee the responsibilities and obligations of the Developer regarding the use, operation, repair, and maintenance of the private utility crossings on Glenbriar Drive. The Developer shall pay all costs associated with the processing of the grant of easement and maintenance agreement including the cost of preparing the legal description and map. The maintenance agreement will be filed for recording with the Office of the San Joaquin County Recorder, prior to City's acceptance of public improvements on Glenbriar Drive.

c. The Developer shall pay for an update of the sewer analysis dated July 2012 titled "Wastewater System Fee for Valpico Apartments and Peter MacDonald Apartments" prepared by CH2MHill ("Wastewater Analysis") to update recommendations in the report for the current Project. The Developer shall comply with all the recommendations with regards to design, and construction of wastewater conveyance as identified in the update to the Wastewater Analysis.

10. Water System:

a. The Developer shall pay for an update of the water analysis report dated July 16, 2012 titled “Hydraulic Evaluation of Valpico and MacDonald Apartments”. Prepared by West Yost Associates (“Water Analysis”). The Developer shall comply with all the recommendations with regards to design, and construction of water improvements as identified in the update to the Water Analysis.
b. The Developer is required to install the pipe upgrade of approximately 50 feet of existing 8-inch diameter water main located at the intersection of Valpico Road / Glenbriar Drive to a 12-inch diameter Ductile Iron Pipe (DIP) water main at the location and grades approved by the City Engineer, all at the Developer’s sole cost and expense.

   The Developer shall submit improvement plans that include the design, location, and grade of the offsite water main upgrade including all existing improvements that will be affected or restored and replaced as a result of installing the offsite water main upgrade. The Developer shall obtain an Encroachment Permit, prior to starting the work. The offsite water main upgrade shall be completed by the Developer, prior to final inspection of the first building to be constructed on the Property.

c. All costs associated with the installation of the offsite water main upgrade including the cost of removing and replacing asphalt concrete pavement, pavement marking and striping such as crosswalk lines and lane line markings, replacing traffic detecting loops, conduits, and wires, relocating existing utilities that may be in conflict with the new water main, and other improvements shall be paid by the Developer. When street cuts are made, the Developer is required to install 2 inches thick asphalt concrete overlay with reinforcing fabric at least 25 feet from all sides of the utility trench. A 2 inches deep grind on the existing asphalt concrete pavement will be required where the asphalt concrete overlay will be applied and shall be uniform thickness in order to maintain current pavement grades, cross and longitudinal slopes.

   If water main shut down is necessary, the City will allow a maximum of 4 hours water supply shutdown. The Developer shall be responsible for notifying residents or business owner(s), regarding the water main shutdown. The written notice, as approved by the City Engineer, shall be delivered to the affected residents or business owner(s) at least 72 hours before the water main shutdown. Prior to starting the work described in this section, the Developer shall submit a Traffic Control Plan, to show the method and type of construction signs to be used for regulating traffic during the installation of the offsite water main upgrade. The Traffic Control Plan shall be prepared by a Civil Engineer or Traffic Engineer licensed to practice in the State of California.

d. The Developer shall design and install domestic and irrigation water service connection, including a remote-read master water meter (the water meter to be located within City's right-of-way) and an R/P Type back-flow protection device in accordance with City Regulations. The domestic and irrigation water service connection must be completed before the final inspection of the building. Sub-

metering will be allowed within private property. The City will not perform water consumption reading on sub-meters. The City's responsibility to maintain water lines shall be from the water main on the street to the master water meter (inclusive) only. Maintenance of all on-site water lines, laterals, sub-meters, valves, fittings, fire hydrant and appurtenances shall be the responsibility of the Developer.

e. The Developer shall design and install fire hydrants at locations approved by the Building Division and Fire Department. Location and construction details of the fire service line shall be approved by the Building Division and Fire Department. Prior to the approval of the Improvement Plans, the Developer shall obtain written approval from the Building Division and Fire Department for the design, location and construction details of the fire service connection to the Project, and for the location and spacing of fire hydrants that are to be installed to serve the Project.

11. Special Conditions:

a. All improvements shall be in accordance with all City Regulations, Facilities Master Plan for storm drainage, roadway, wastewater and water adopted by the City, Tracy Design Standards and Specifications, and Parks and Parkways Design Manual, or as otherwise specifically approved by the City.

b. All improvement plans shall contain a note stating that the Subdivider (or Contractor) will be responsible to preserve and protect all existing survey monuments and other survey markers. Any damaged, displaced, obliterated or lost monuments or survey markers shall be re-established or replaced by a licensed Land Surveyor at the Subdivider’s sole expense. A corner record must be filed in accordance with the State law for any reset monuments (California Business and Professions Code Section 8871).

c. All existing on-site wells, if any, shall be abandoned or removed in accordance with the City and San Joaquin County requirements. The Developer shall be responsible for all costs associated with the abandonment or removal of the water well(s) including the cost of permit(s) and inspection. The Developer shall submit a copy of written approval(s) or permit(s) obtained from San Joaquin County regarding the removal and abandonment of any existing well(s), prior to the issuance of the Grading Permit.

d. The Developer shall abandon or remove all existing irrigation structures, channels and pipes, if any, as directed by the City after coordination with the irrigation district, if the facilities are no longer required for irrigation purposes. If irrigation facilities including tile drains, if any, are required to remain to serve existing adjacent agricultural uses, the Developer will design, coordinate and construct required modifications to the facilities to the satisfaction of the affected agency and the City. Written permission from irrigation district or affected owner(s) will be required to be submitted to the City prior to the issuance of the

Grading Permit. The cost of relocating and/or removing irrigation facilities and/or tile drains is the sole responsibility of the Developer.

e. Nothing contained herein shall be construed to permit any violation of relevant ordinances and regulations of the City of Tracy, or other public agency having jurisdiction. This condition of approval does not preclude the City from requesting additional revisions and requirements to the final parcel map and improvement plans, prior to the City Engineer’s signature and approval of the proposed final parcel map and improvement plans, if the City deems it necessary. The Developer shall bear the all cost for the inclusion, design, and implementations of such additions and requirements, without reimbursement or any payment from the City.

RESOLUTION 2019-_____

AFFIRMING THE PLANNING COMMISSION'S DECISION TO DENY DEVELOPMENT REVIEW APPLICATION NUMBER D19-0018 FOR THE GLENBRIAR VALPICO APARTMENTS LOCATED ON APPROXIMATELY 11.62 ACRES ON THE NORTH SIDE OF VALPICO ROAD AT GLENBRIAR DRIVE, ASSESSOR'S PARCEL NUMBERS 246-12, 13, AND 14

WHEREAS, On December 18, 2012, the Tracy City Council approved Development Review applications for the Valpico and MacDonald apartments projects at 501 and 451 E. Valpico Road – also known as 2605 and 2795 S. MacArthur Drive (Application Numbers D12-0004 and D12-0006), and

WHEREAS, On July 7, 2015, the City Council granted a time extension to the Valpico and MacDonald apartment projects, extending the expiration to February 14, 2017, and

WHEREAS, On November 12, 2015, Republic Tracy, LLC submitted Development Review Application Number D15-0024 which combined the Valpico and MacDonald projects and made revisions to the site plan, architecture, and included a total of 252 apartment units in the project. The City Council approved this revised Project on April 19, 2016, and

WHEREAS, The property owner submitted a parking study documenting that 1.58 off-street parking spaces per unit is sufficient to mitigate the potential parking demands of the Project, and

WHEREAS, A Negative Declaration was adopted by the City Council for the Valpico Apartments on December 18, 2012 and the project is consistent with the development density analyzed in the General Plan EIR and the Valpico Apartments Negative Declaration, and

WHEREAS, An Addendum to the 2012 Negative Declaration has been prepared demonstrating that the Negative Declaration serves as the appropriate document addressing the environmental impacts pursuant to the California Environmental Quality Act, and

WHEREAS, On August 14, 2019, the Planning Commission conducted a public hearing and denied the Project, and

WHEREAS, On August 15, 2019, the applicant appealed the Planning Commission's decision on the Project to the City Council, and

WHEREAS, On October 1, 2019, the City Council conducted a public hearing to review and consider the Project;

NOW, THEREFORE BE IT RESOLVED, That the City Council of the City of Tracy hereby denies Development Review Application Number D19-0018 for a 264-unit residential apartment project on approximately 11.62 acres on the north side of Valpico Road at Glenbriar Drive (Assessor's Parcel Numbers 246-140-12, 13, and 14) based on the following finding:

The proposal is not in keeping with the fit and architectural character of the nearby residential neighborhoods and therefore does not improve the property in relation to the surrounding area and the citizens of Tracy.

* *

The foregoing Resolution 2019-_____ was adopted by the City Council of the City of Tracy on the 1st day of October, 2019, by the following vote:

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

_____
MAYOR

ATTEST:

_____
CITY CLERK

October 1, 2019

AGENDA ITEM 3.B

REQUEST

PUBLIC HEARING TO CONSIDER ADOPTION OF THE 2019 PUBLIC SAFETY IMPACT FEE UPDATE FOR PUBLIC SAFETY FACILITIES AND UPDATED PUBLIC SAFETY IMPACT FEES FOR DEVELOPMENT PROJECTS WITHIN THE CITYWIDE MASTER PLAN AREA

EXECUTIVE SUMMARY

This agenda item relates to updating development impact fees for public safety facilities. The fees are being updated to: (1) reflect a new Fire Standards of Cover Study, which resulted in revised fire station locations; (2) include more recent project and land costs for fire stations, and (3) separate the fee into four fee categories. These updated impact fees will only apply to new development that is within the Citywide Master Plan Area. An additional Public Safety Master Plan update related to analyzing citywide development assumption is also anticipated to be completed late next year and will build upon this current fee update.

DISCUSSION

Background

Assembly Bill (AB) 1600 was enacted by the State of California in 1987 creating the Mitigation Fee Act - Section 66000 et seq. of the Government Code. The Mitigation Fee Act establishes the nexus requirements and findings that all public agencies satisfy when establishing, increasing, or imposing a fee as a condition of approval of a development project. Title 13 of the Tracy Municipal Code, also referred to as the "Impact Fee Ordinance," was adopted pursuant to Government Code section 66000 et seq. and outlines the City's policies and procedures for implementing the City's impact fees.

The Citywide Public Safety Master Plan was adopted by City Council on April 16, 2013 by Resolution No. 2013-056. The Public Safety Master Plan outlines the public safety facilities needed to serve new development in Tracy. In order to fund the infrastructure identified in the Master Plan, the "Public Safety AB 1600 Development Impact Fee Technical Memo," prepared by Harris and Associates, was adopted by City Council on January 7, 2014 by Resolution No. 2014-010 to meet the requirements of the Mitigation Fee Act.

The Public Safety Development Impact Fee has been adjusted three times. The first update occurred on September 16, 2014 and incorporated revised information related to the telecommunications tower. This resulted in a slight fee reduction. The second and third updates occurred on July 1, 2018 and July 1, 2019, when the fees were adjusted by the Engineering News Record Construction Cost Index (ENR).

On June 20, 2017, the South County Fire Authority Standards of Cover Study (SOC Study) was accepted by City Council. The study evaluated the coverage of the City's future and planned fire stations. To meet the City's population and call demands, the

SOC Study recommended that the City build two new fire stations and relocate two existing stations. The Public Safety Fee is being updated to reflect revised service coverage areas for the four proposed fire stations as well as updated cost estimates for the stations. The police and communication facilities are being adjusted by Engineering News Record Construction Cost Index (ENR) and updated land costs.

In addition, in order to track fees for each department, the fees are being broken into four separate fee categories: Fire, Police, Communication Facilities, and Program Administration. Each fee will be collected into separate funds and are typically paid at building permit issuance by new development.

Harris & Associates prepared the Public Safety Impact Fee Update, which updates the Public Safety Development Impact Fees under the requirements of the Mitigation Fee Act.

The new public safety fees are summarized in the following table.

Land Use Type	Fire [2]	Police [2]	Communication Facilities [1, 2]	Program Administration [2]
Residential	*(Per Unit)*	*(Per Unit)*	*(Per Unit)*	*(Per Unit)*
Low-Density	$ 640.00	$ 776.00	$ 262.00	$ 84.00
Medium-Density (attached 2-4)	$ 524.00	$ 634.00	$ 215.00	$ 69.00
High-Density (attached 4+)	$ 427.00	$ 517.00	$ 175.00	$ 56.00
Non-Residential	*(Per 1,000 SF)*	*(Per 1,000 SF)*	*(Per 1,000 SF)*	*(Per 1,000 SF)*
Office	$ 323.22	$ 391.66	$ 132.42	$ 42.37
Retail	$ 193.93	$ 235.00	$ 79.45	$ 25.42
Industrial	$ 64.64	$ 78.34	$ 26.48	$ 8.47

Notes:

1) The Communication Facilities Fee is comprised of facilities that provide communication services for both police and fire and were previously referred to as Joint Facilities. The Training Facility which was also a joint facility was split between police and fire as a joint facility is no longer being contemplated.

2) Residential fees are rounded to the nearest dollar.

A copy of the Public Safety Impact Fee Update is attached as Attachment B.

Development Impact Fees

In preparing the development impact fees, the City has been consistent with the procedural and substantive requirements of the Mitigation Fee Act as set forth in the technical report. The findings and conclusions for the fees are summarized in the Public Safety Impact Fee Update.

Attachment A summarizes the updated development impact fees and compares them to the currently adopted fees. The fees for a single family home are increasing by 15 percent.

These fees will be updated on an annual basis on July 1 of each year by the Director of Development Services using the June Engineering News Record Construction Cost Index for San Francisco. The first update will occur on July 1 2020 and will use the June 2019 index as the base year. The fees will also be subject to periodic review and update based on a review of project costs and industry trends as approved by City Council.

FISCAL IMPACT

Development Impact Fees are paid by the developer to fund the infrastructure improvements. The City will be responsible for funding a portion of the costs not covered by the Impact Fee Program.

STRATEGIC PLAN

This agenda item supports objective 1.c of the Economic Development Strategic Plan in ensuring quality infrastructure to meet future development needs.

RECOMMENDATION

That the City Council, by resolution, adopt the 2019 Public Safety Impact Fee Update and the updated public safety impact fees set forth therein for new development in the Citywide Master Plan area.

Prepared By: Alison Bouley, Harris & Associates

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

Approved By: Jenny Haruyama, City Manager

ATTACHMENTS

Attachment A – Public Safety Impact Fee Comparison
Attachment B – Public Safety Impact Fee Update

ATTACHMENT A

Updated Public Safety Fee Comparison

Land Use Type	2019 Public Safety Fee[1]	2019 Fire Fee Update	2019 Police Fee Update	2019 Communication Facilities Fee Update[2]	2019 Program Administration Fee Update	2019 Total Fees for Public Safety	Percent Increase
Residential	*(Per Unit)*	*(Per Unit)*	*(Per Unit)*	*(Per Unit)*	*(Per Unit)*	*(Per Unit)*	
Low-Density	$ 1,529.00	$ 640.00	$ 776.00	$ 262.00	$ 84.00	$ 1,762.00	15%
Medium-Density (attached 2-4)	$ 1,250.00	$ 524.00	$ 634.00	$ 215.00	$ 69.00	$ 1,442.00	15%
High-Density (attached 4+)	$ 1,019.00	$ 427.00	$ 517.00	$ 175.00	$ 56.00	$ 1,175.00	15%
Non-Residential	*(Per 1,000 SF)*	*(Per 1,000 SF)*	*(Per 1,000 SF)*	*(Per 1,000 SF)*	*(Per 1,000 SF)*	*(Per 1,000 SF)*	
Office	$ 771.92	$ 323.22	$ 391.66	$ 132.42	$ 42.37	$ 889.67	15%
Retail	$ 463.15	$ 193.93	$ 235.00	$ 79.45	$ 25.42	$ 533.80	15%
Industrial	$ 154.40	$ 64.64	$ 78.34	$ 26.48	$ 8.47	$ 177.93	15%

Notes:

1) Public Safety Fee was last updated 6/2019 by ENR.

2) The Communication Facilities Fee is comprised of facilities that provide communication services for both police and fire and were previously referred to as Joint Facilities.

ATTACHMENT B

Harris & Associates

Public Safety Impact Fee Update

For the

City of Tracy

San Joaquin County, California

August 2019

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Executive Summary

The City of Tracy (City) adopted the Public Safety Master Plan on April 16, 2013 and the Public Safety Impact Fee on January 7, 2014. The Master Plan outlined the facilities that were necessary to serve new development and the Impact Fee Study set the fees that new development would be responsible for paying. The fees were updated on September 16, 2014 to revise the public safety communication tower project.

The South County Fire Authority Standards of Cover Study (SOC Study) was completed in May 2017 and evaluated the coverage of the City's future and planned fire station. To meet the City's population and call demands, the SOC Study recommended that the City build two new fire stations and relocate two existing stations. These fire stations modify the current program fire stations "B", "C", "D", and "E". Maps of the proposed and existing Fire Stations are shown in Appendix A. The Public Safety Fee is being updated to reflect revised cost estimates and service coverage areas for the four proposed fire stations. All other facilities are being adjusted using the June 2019 San Francisco Engineers New Record (ENR) Construction Cost Index and updated land costs.

In addition, the City has requested that the fees be broken into four separate fee categories; Fire, Police, Communication Facilities, and Program Administration. Each fee will be collected into separate funds.

Table 1 summarizes the projects and costs attributable to the Fire Fee.

Table 1: Fire Facilities

Fire Facilities	Construction Cost	Mark-up (35%)	FF&E & Vehicles	Land Acquisition[3]	Total Project Cost	Percent Attributable to City	Cost Attributable to City	Other City Funding Contribution	Total Cost Attributable to Master Plan Fee Program	Funding From Other Non-Impact Fee Sources
Fire Headquarters Station "A"	$ 2,364,543	$ 827,590	$ 1,101,590	$ -	$ 4,294,000	64.20%	$ 2,756,748	$ -	$ 2,756,748	$ 1,537,252
Fire Station 94 (Relocation - Cordes Ranch Area)[3,4,6,7]	$ 3,703,704	$ 1,296,296	$ 1,000,000	$ 375,000	$ 6,375,000	100.0%	$ 6,375,000	$ 1,000,000	$ 5,375,000	$ -
Fire Station 95 (Tracy Hills Area)[3,6,7]	$ 4,148,148	$ 1,451,852	$ 1,000,000	$ 375,000	$ 6,975,000	100.0%	$ 6,975,000	$ -	$ 6,975,000	$ -
Fire Station 97 (Relocation - Valpico)[2,3,7]	$ 4,074,074	$ 1,425,926	$ 1,000,000	$ 375,000	$ 6,875,000	82.0%	$ 5,634,750	$ 4,470,000	$ 1,164,750	$ 1,240,250
Fire Station 99 (Ellis Area)[3,5,7]	$ 4,074,074	$ 1,425,926	$ 1,000,000	$ 375,000	$ 6,875,000	93.5%	$ 6,426,750	$ 1,245,893	$ 5,180,857	$ 448,250
Training Facility - Fire Dept[1]	$ 2,196,275	$ 768,696	$ 20,568	$ 229,575	$ 3,216,000	100.0%	$ 3,216,000	$ -	$ 3,216,000	$ -
Fire Station Facilities Total	**$ 20,560,818**	**$ 7,196,286**	**$ 5,122,158**	**$ 1,729,575**	**$ 34,610,000**	-	**$ 31,384,248**	**$ 6,715,893**	**$ 24,668,355**	**$ 3,225,752**

Notes:

1) The Training Facility which was also a joint facility was split between police and fire as a joint facility is no longer being contemplated. The cost is split between the Fire and Police Fees based on the full time equivalents per the City of Tracy Financial Plan dated 2016/17 & 2017/18.

2) For the relocation of Fire Station 97, the City Core Area contributes to the cost of the fire station and also the City is contributing $1,000,000 in the form of the fire engine relocation.

3) Fire Station 94, 95, 97, and 99 land acquisition cost includes 1.5 acres each at $250,000/acre.

4) $1,000,000 of City's obligation is coming from the fire engine relocation from existing Fire Station.

5) Other City Funding Contribution is Ellis Fair Share.

6) Station 94 and Station 95 are required to service the new developments of Cordes Ranch and Tracy Hills, respectively and are to be 100% funded by the Master Plan Fees.

7) Fire station costs are based on the October 16, 2018 adopted Financing Plan for the construction of Fire Stations 94, 95, 97 and 99 by Resolution 2018-225.

Table 2 summarizes the projects and costs attributable to the Police Fee.

Table 2: Police Facilities

Police Department Facilities	Construction Cost	Mark-up (35%)	FF&E & Vehicles	Land Acquisition	Total Project Cost	Percent Attributable to Master Plan	Total Cost Attributable to Master Plan Fee Program
Police Department Service Center	$ 15,806,461	$ 5,532,261	$ 2,160,114	$ 750,000	$ 24,249,000	100.0%	$ 24,249,000
Training Facility - Police Dept[1]	$ 3,854,652	$ 1,349,128	$ 36,098	$ 402,925	$ 5,643,000	100.0%	$ 5,643,000
Police Department Total	**$ 19,661,113**	**$ 6,881,389**	**$ 2,196,212**	**$ 1,152,925**	**$ 29,892,000**	-	**$ 29,892,000**

Notes:
1) The Training Facility which was also a joint facility was split between police and fire as a joint facility is no longer being contemplated. The cost is split between the Fire and Police Fees based on the full time equivalents per the City of Tracy Financial Plan dated 2016/17 & 2017/18.

Table 3 summarizes the projects and costs attributable to the Communication Facilities Fee.

Table 3: Communication Facilities

Communication Facilities[1]	Construction Cost	Mark-up (35%)	FF&E & Vehicles	Land Acquisition	Total Project Cost	Percent Attributable to Master Plan	Total Cost Attributable to Master Plan Fee Program
Public Safety Center + EOC	$ 5,235,671	$ 1,832,485	$ 52,133	$ -	$ 7,121,000	100.0%	$ 7,121,000
Radio Communications Tower	$ 679,994	$ 237,998	$ 4,067,185	$ 125,000	$ 5,111,000	58.4%	$ 2,985,676
Communication Facilities Total	**$ 5,915,665**	**$ 2,070,483**	**$ 4,119,318**	**$ 125,000**	**$ 12,232,000**	-	**$ 10,106,676**

Notes:
1) The Communication Facilities Fee is comprised of facilities that provide communication services for both police and fire and were previously referred to as Joint Facilities. The Training Facility which was also a joint facility was split between police and fire as a joint facility is no longer being contemplated.

Table 4 summarizes the fees for Fire, Police, Communication Facilities, and Program Administration.

Table 4: Fire, Police, Communication Facilities, Program Administration Fees Summary

Land Use Type	Fire [2]	Police [2]	Communication Facilities [1, 2]	Program Administration [2]
Residential	*(Per Unit)*	*(Per Unit)*	*(Per Unit)*	*(Per Unit)*
Low-Density	$ 640.00	$ 776.00	$ 262.00	$ 84.00
Medium-Density (attached 2-4)	$ 524.00	$ 634.00	$ 215.00	$ 69.00
High-Density (attached 4+)	$ 427.00	$ 517.00	$ 175.00	$ 56.00
Non-Residential	*(Per 1,000 SF)*	*(Per 1,000 SF)*	*(Per 1,000 SF)*	*(Per 1,000 SF)*
Office	$ 323.22	$ 391.66	$ 132.42	$ 42.37
Retail	$ 193.93	$ 235.00	$ 79.45	$ 25.42
Industrial	$ 64.64	$ 78.34	$ 26.48	$ 8.47

Notes:
1) The Communication Facilities Fee is comprised of facilities that provide communication services for both police and fire and were previously referred to as Joint Facilities. The Training Facility which was also a joint facility was split between police and fire as a joint facility is no longer being contemplated.

2) Residential fees are rounded to the nearest dollar.

Introduction

The City of Tracy (City), adopted the Public Safety Master Plan and the Public Safety Fee in order to fund the public safety facilities necessary to serve new development in the City. These facilities include four fire stations, a fire station headquarters expansion, a police department service center, police and fire department training facilities, a public safety center, and a radio communications tower.

The South County Fire Authority Standards of Cover Study (SOC Study) accepted by the Council in June 2017, analyzed the adequacy of the existing deployment systems from the current and future fire station locations. Through this study, it was found that the City's four current urban area fire stations do not provide the necessary coverage for the City to serve the emerging new development areas. To allow for adequate coverage, the study recommends that Fire Station 94 be relocated 0.7 miles north on Hansen Road, Fire Station 97 be relocated to Valpico Road halfway between MacArthur Drive and Tracy Blvd, Fire Station 95 be constructed in Tracy Hills, and Fire Station 99 be constructed in the Ellis/Avenues development. The City Staff agreed with the SOC Study's findings.

The City is updating the Public Safety Fee to incorporate the new fire station locations and updated costs. The four fire stations outlined in the SOC Study will replace fire stations "B", "C", "D", and "E" from the original Master Plan. All other facilities in the program will be adjusted using the June 2019 San Francisco Engineers New Record (ENR) Construction Cost Index.

The City has also requested that the Public Safety Fee be broken into four fee categories; Fire, Police, Communication Facilities, and Program Administration. This will allow revenue and expenditures to be tracked separately. The original Master Plan proposed a joint training facility but this facility is now being split between the Fire and Police fee categories due to the fact that a joint facility is not anticipated at this time.

Background

On April 16, 2013, the "Citywide Public Safety Master Plan" was adopted by City Council. The Public Safety Master Plan evaluated current conditions; space standards and function flow; staff and space need projects. The Public Safety Master Plan is a guideline document for the identification of public health and safety facilities needed to serve the City at build-out of the City's Sphere of Influence. The Public Safety Master Plan is also a guideline document for the identification of public health and safety upgrades needed to adapt existing spaces to new or expanded use.

On January 7, 2014, the "Public Safety AB1600 Development Impact Fee Technical Memo" was adopted by City Council by Resolution 2014-010. The Public Safety Fee, established the cost per capita of new development to fund their fair share of police and fire facilities.

On September 16, 2014, the "Public Safety AB1600 Development Impact Fee Update Technical Memo" was adopted by City Council by Resolution 2014-158 to incorporate updated costs for a communication tower and related communication equipment. In June of 2018 and 2019, the City updated the Master Plan Fees using the June ENR Construction Cost Index.

In June 2017, the Council accepted the South County Fire Authority (SCFA) Standards of Cover Study ("SOC Study") completed by Citygate Associates, LLC. The SOC Study reviewed the adequacy of the existing and future fire department deployment systems for current fire station locations and planned fire station location that will be needed for development within the SCFA jurisdictional boundaries. This study provided twelve technical findings and four recommendations which included; adopting updated deployment measure policies, adding a fire station to Tracy Hills and in the southwest City area, relocating Fire Stations 94 and 97, and conducting a dispatch time analysis.

At this time, the Public Safety Fee is being updated in response to the SOC Study recommendations for the new locations of Fire Stations 95 and 99 and the relocation of Fire Stations 94 and 99. The revised plan is more efficient to operate due to the reduced number of fire stations and provides coverage to the developing City areas that could not be achieved without relocation of the stations. The City is looking to have all stations constructed by the year 2022 in order to accommodate growth of the City.

In addition, the fee is being separated into four fee categories in order to better track revenue and expenditures by department. The police and communication facilities fees are being updated by ENR and updated land costs.

Land Use

The fees for Fire, Police and the Communication Facilities are based on the City's population and employment projections. The anticipated remaining development was updated by subtracting development built to date from the Master Plan Assumptions. All other population assumptions from the Public Safety Master Plan have remained unchanged and are as follows:

- For residential land uses it is assumed that new low density residential dwelling units have a density of 3.3 people per unit, a medium density unit is assumed 2.7 people per unit, and a high density unit is assumed to have 2.2 people per unit.
- For non-residential land uses it is assumed that there are 300 workers per square foot of building for office, 500 employees per square foot of building for retail, and 1,500 employees per square foot of building for industrial.
- The impact of an employee as compared to a resident is considered to be 0.5 times that of a new resident.

Based on these assumptions, the total number of residents and employees generated through future development and the equivalent dwelling units (EDU's) are calculated. These calculations are summarized in Table 5.

Table 5: EDU Calculation

Land Use Type	Number of Units/Bldg. sf	Number of Units/Bldg. sf Developed after 5/2013	Number of Units/Bldg. sf	Density[1]	Resident/Worker Projections	Resident Equivalents [2]	Equivalent EDU's	EDU Factor
Residential								
Low-Density	7,555	211	7,344	3.3	24,235	24,235	7,344	1.000
Medium-Density (attached 2-4)	7,457	-	7,457	2.7	20,134	20,134	6,100	0.818
High-Density (attached 4+)	4,270	447	3,823	2.2	8,411	8,411	2,549	0.667
Subtotal Residents	**19,282**	**658**	**18,624**		**52,780**	**52,780**	**15,993**	
Non-Residential								
Office	15,912,904	-	15,912,904	300	53,043	26,522	8,037	0.505
Retail	18,015,545	-	18,015,545	500	36,031	18,016	5,459	0.303
Industrial	87,106,932	6,184,841	80,922,091	1500	53,948	26,974	8,174	0.101
Subtotal Employees	**121,035,381**	**6,184,841**	**114,850,540**		**143,022**	**71,511**	**21,670**	
Total						**124,291**	**37,663**	

Notes:

1. Density is "persons per dwelling unit" or "square feet per worker".

2. Workers are weighted as equivalent to 0.5 of a resident.

AB 1600 Findings

AB 1600, which was enacted by the State of California in 1987, created the Mitigation Fee Act – Section 66000 et seq. of the Government Code. The Mitigation Fee Act requires that all public agencies satisfy five requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project. These requirements are as follows:

1. Identification of the purpose of the fee.
2. Identification of how the fee will be used.
3. Determination of how there is a reasonable relationship between the fee's use and the type of development projects on which the fee is imposed.
4. Determination of how there is a reasonable relationship between the need for the facilities and the type of development projects on which the fee is imposed.
5. Determination of how there is a reasonable relationship between the amount of the fee and the cost of the facilities attributable to new development.

The AB1600 findings for each fee are contained in the sections below.

Fire Fee

Proposed Fire Stations

The four fire stations are described below. Maps of the existing and future fire station locations are shown in Appendix A. These maps from the SOC Study indicate the total area that an engine could reach within four minutes of travel time as well as within seven and a half minutes of travel time before and after the inclusion of the proposed stations.

Fire Station 94

Station 94 is a pre-existing station located at 1605 W. Schulte Road, southwest of the intersection at W. Schulte Road and Hansen Road. This station was first built in the 1940's in the Lammersville area near the intersection at Byron and Grant Line Roads and in 1995 relocated to its current location. In order to serve the Cordes Ranch Specific Plan Area, Fire Station 94 will be relocated approximately 0.7 miles north on Hansen Road. The total estimated cost of 1.5 acres of land and construction of Fire Station 94 is $6.375 million. The Fire Station 94 relocation would not be required were it not for the development of the Cordes Ranch Specific Plan. The design and construction is expected to start in 2019 and take two years to complete. The current station will remain open during this period and once the new station is completed, the apparatus and equipment from the existing station will be moved to the new location. Because the City will be able to use the equipment from Fire Station 94, the reduction in cost of the new facility is $1 million.

Fire Station 95

Station 95 will be a new fire station located within Tracy Hills north of I-580. This fire station is necessary to serve the Tracy Hills Specific Plan Area. The total estimated cost of 1.5 acres of land and construction of Fire Station 95 is $6.975 million and includes the purchase of a new apparatus and equipment. The design of this fire station is complete and under review. The construction is estimated to start in 2021 and take one year to complete. This Fire Station was identified as Fire Station "C" in the Master Plan.

Fire Station 97

Station 97 is a pre-existing station located at the southern edge of the city at 595 W. Central Avenue. This fire station was built in 1986 and is currently staffed with three personnel. Station 97 will be relocated to Valpico Road half way between MacArthur Drive and Tracy Boulevard. This station will serve the east side of Tracy including the future development areas of Rocha and UR1. The total estimated cost of 1.5 acres of land and construction of Fire Station 97 is $6.875 million. The design and construction is expected to start in 2019 and take two years to complete. The current station will remain open during this period and once the new station is completed, the apparatus and equipment from the existing station will be moved to the new location. Because the City will be able to use the equipment from Fire Station 97, the reduction in cost of the new facility is $1 million.

Fire Station 99

Station 99 will be a new facility near the developments of Ellis and the proposed development of the Avenues. This station will cover the developing area of the City's sphere of influence, west of Corral Hollow and east of Lammers Road. The total estimated cost of 1.5 acres of land and construction of Fire

Station 99 is $6.875 million, which includes the purchase of a new apparatus and equipment. Design and construction is estimated to start in 2019 and expected to take two years to complete. Fire Headquarters

The fire administration building downtown was recommended to be upgraded and expanded by 5,185 square feet to provide it with apparatus and dormitory space to serve Tracy's downtown core. No change from the master plan is being made to this facility at this time.

Fire Department Training Facility

The master plan contemplated taking the existing 2,296 square foot police firing range site and upgrading it to add 13,924 square feet of additional space to grow into a 4.8 acre joint fire and police training facility. Based on input from City staff, the training facility is not planned as a joint facility and the square footage has been split between police and fire in the new fee calculation based on the FTE's of each department.

Fire Station Cost Estimates

Each new fire station serves areas within the City's sphere of influence as well as unincorporated areas. The map showing the 1.5 mile service area radius of each station is located in Appendix B. The percent of each fire station attributable to calls in the City was calculated using the Citywide Public Safety Master Plan distribution equation which applies service calls to the various types of development served by each station, as shown below:

$$\text{Percent} = \frac{(A_{city} \times 188.32)}{((A_{city} \times 188.32) + (A_{devunincorp} \times 188.32) + (A_{rural} \times 9.78))}$$

Notes:

A_{city}: Incorporated city area (SF) in the sphere of influence.

$A_{devunincorp}$: Developed unincorporated area (SF) in the sphere of influence.

A_{rural}: Rural area (SF) in the sphere of influence

Annual service calls per square mile: 188.32 for urban areas and 9.78 for rural areas

Table 6 summarizes the service area of each fire station, the calls attributable to that area and the percentage of the cost that is attributable to the City Sphere. The relocation of Fire Station 94 and the need to build Fire Station 95 are required in order to serve the new developments of Cordes Ranch and Tracy Hills respectively and therefore are to be 100 percent funded by the Master Plan Fees.

Table 6: Allocations of Proposed Fire Stations

Station	City Area (SF)	City Calls (188.32 x Area)	Developed Unincorporated Area (SF)	Unincorporated Calls (188.32 x Area)	Undeveloped Unincorporated Area (SF)	Unincorporated Calls (9.78 x Area)	Percent Attributable to the City[3]
Fire Station 94 (Relocation)							100.0%
Fire Station 95							100.0%
Fire Station 97 (Relocation)	153,928,820	28,987,875,456	33,379,867	6,286,096,591	9,788,994	95,736,365	82.0%
Fire Station 99	127,661,734.47	24,041,257,835	5,597,032.04	1,054,033,074	63,794,991.42	623,915,016	93.5%

Notes:

1. Each stations area is based on a 1.5 mile service radius area.

2. Calls based on the 2013 Master Plan.

3. Station 94 and Station 95 are required to service the new developments of Cordes Ranch and Tracy Hills, respectively and are to be 100% funded by the Master Plan Fees.

Fire Station Funding

The City has the need to fund $31.4 million in fire station projects. The funding will come from a variety of sources:

- The City is contributing $1.0 million towards the cost of Fire Station 94 as well as Fire Station 97 in the way of providing equipment for these stations.
- The CORE fee area contributes $3,470,000 towards Fire Station 97
- Ellis contributes $1,245,893 towards Fire Station 99.
- New development in the Master Plan Fee Area will contribute $24,668,355.
- A total of $3,225,752 in funding from non-impact fee sources will be required.

Table 7 summarizes the cost estimates, the cost attributable to the City's Master Plan Fees, funding contributions from other City fees, and non-impact fee funding needs.

Table 7: Fire Station Funding Summary

Fire Facilities	Construction Cost	Mark-up (35%)	FF&E & Vehicles	Land Acquisition[3]	Total Project Cost	Percent Attributable to City	Cost Attributable to City	Other City Funding Contribution	Total Cost Attributable to Master Plan Fee Program	Funding From Other Non-Impact Fee Sources
Fire Headquarters Station "A"	$ 2,364,543	$ 827,590	$ 1,101,590	$ -	$ 4,294,000	64.20%	$ 2,756,748	$ -	$ 2,756,748	$ 1,537,252
Fire Station 94 (Relocation - Cordes Ranch Area)[3,4,6,7]	$ 3,703,704	$ 1,296,296	$ 1,000,000	$ 375,000	$ 6,375,000	100.0%	$ 6,375,000	$ 1,000,000	$ 5,375,000	$ -
Fire Station 95 (Tracy Hills Area)[3,6,7]	$ 4,148,148	$ 1,451,852	$ 1,000,000	$ 375,000	$ 6,975,000	100.0%	$ 6,975,000	$ -	$ 6,975,000	$ -
Fire Station 97 (Relocation - Valpico)[2,3,7]	$ 4,074,074	$ 1,425,926	$ 1,000,000	$ 375,000	$ 6,875,000	82.0%	$ 5,634,750	$ 4,470,000	$ 1,164,750	$ 1,240,250
Fire Station 99 (Ellis Area)[3,5,7]	$ 4,074,074	$ 1,425,926	$ 1,000,000	$ 375,000	$ 6,875,000	93.5%	$ 6,426,750	$ 1,245,893	$ 5,180,857	$ 448,250
Training Facility - Fire Dept[1]	$ 2,196,275	$ 768,696	$ 20,568	$ 229,575	$ 3,216,000	100.0%	$ 3,216,000	$ -	$ 3,216,000	$ -
Fire Station Facilities Total	**$ 20,560,818**	**$ 7,196,286**	**$ 5,122,158**	**$ 1,729,575**	**$ 34,610,000**	-	**$ 31,384,248**	**$ 6,715,893**	**$ 24,668,355**	**$ 3,225,752**

Notes:

1) The Training Facility which was also a joint facility was split between police and fire as a joint facility is no longer being contemplated. The cost is split between the Fire and Police Fees based on the full time equivalents per the City of Tracy Financial Plan dated 2016/17 & 2017/18.

2) For the relocation of Fire Station 97, the City Core Area contributes to the cost of the fire station and also the City is contributing $1,000,000 in the form of the fire engine relocation.

3) Fire Station 94, 95, 97, and 99 land acquisition cost includes 1.5 acres each at $250,000/acre.

4) $1,000,000 of City's obligation is coming from the fire engine relocation from existing Fire Station.

5) Other City Funding Contribution is Ellis Fair Share.

6) Station 94 and Station 95 are required to service the new developments of Cordes Ranch and Tracy Hills, respectively and are to be 100% funded by the Master Plan Fees.

7) Fire station costs are based on the October 16, 2018 adopted Financing Plan for the construction of Fire Stations 94, 95, 97 and 99 by Resolution 2018-225.

Fee Calculations

The cost per EDU is calculated by taking the cost attributable to the Master Plan land uses, subtracting the fund balance, and dividing by the remaining EDU's as summarized in Table 8.

Table 8: Fire Fee Cost per EDU

Category	Cost Attributable to Master Plan Fee Program	Master Plan Fund Balance[1]	Remaining Cost to Fund	Total Remaining EDU's	Cost/EDU
Fire	$ 24,668,355	$ 562,712	$ 24,105,643	37,663	$ 640.04

Notes:

1. Fund balance is shown through fiscal year June 30, 2018.

The Fire Fee is then calculated by multiplying the cost per EDU by the EDU Factor as shown in Table 9 to determine the fee per unit or fee per 1,000 square feet for non-residential. The residential fees are rounded to the nearest dollar.

Table 9: Fire Fee Calculation

Land Use Type	EDU Factor	Fire Fee[1]
Residential		*(Per Unit)*
Low-Density	1.000	$ 640.00
Medium-Density (attached 2-4)	0.818	$ 524.00
High-Density (attached 4+)	0.667	$ 427.00
Non-Residential		*(Per 1,000 SF)*
Office	0.505	$ 323.22
Retail	0.303	$ 193.93
Industrial	0.101	$ 64.64

Notes:

1. Residential fees are rounded to the nearest dollar.

AB1600 Findings

Requirement #1: Identify the purpose of the fee.

The purpose of the Fire Fee is to fund the fire stations and facilities needed to serve new development in the City. These facilities are summarized in Table 7.

Requirement #2: Identify the use to which the fee will be put.

The Fire Fee will be used to construct the facilities needed to serve the increased fire demands and to provide response time coverage of new developments. These facilities include four new fire stations, a fire headquarters station, and a fire department training facility as summarized in Table 7.

Requirement #3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

New development adds residents and employees that increase the need for additional fire coverage. To provide adequate coverage as identified in the SOC Study, new fire facilities must be built in the City. The Fire Fee will fund these facilities and are calculated based on the estimated number of new residents or

employees that are generated by each new development in the City. This methodology provides a reasonable relationship between the fees and the impact created by the new development. Table 7 shows the costs attributable to the Master Plan fee program for each facility. Table 8 shows how the cost per EDU is calculated and Table 9 shows how the fee for each land use is calculated.

Requirement #4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

Each new development adds people or employees to the City thus increasing the need for fire facilities. In order to maintain the required level of service through the buildout of the City, new fire facilities must be built. These facilities, summarized in Table 7, ensures that adequate response times will continue to be met as new development occurs. The Fire Fee is based on the cost to serve each additional resident or employee. Only the cost attributable to new development is funded through the Fire Fee.

Requirement #5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

The Fire Fee will provide the funding for the necessary fire facilities that are needed to serve the City. These facilities and costs are summarized in Table 7. The cost of the fire facilities are spread to each land use based on the estimated number of resident equivalents that each land use will generate as shown in Table 8 and Table 9. By spreading the fees based on the resident equivalent, each new residential unit and each new non-residential development is only paying for their fair share of the required facilities based on the additional demand created by that development.

Police Fee

Based on the Public Safety Master Plan, new development is required to fund 40,990 square feet of a new police station. The cost estimates from the original master plan are being updated by ENR at this time.

The master plan contemplated taking the existing 2,296 square foot police firing range site and upgrading it to add 13,924 square feet of additional space to grow into a 4.8 acre joint fire and police training facility. The City believes that a joint facility will not be constructed and thus the training facility has been split between the police and fire fee based on the FTE's in each department. 64 percent of the facility was included in the police fee.

Cost Estimates

The cost estimates for the facilities are shown in Table 10. One hundred percent of the cost is attributable to the Master Plan Fee Program.

Table 10: Police Facilities Cost Estimate

Police Department Facilities	Construction Cost	Mark-up (35%)	FF&E & Vehicles	Land Acquisition	Total Project Cost	Percent Attributable to Master Plan	Total Cost Attributable to Master Plan Fee Program
Police Department Service Center	$ 15,806,461	$ 5,532,261	$ 2,160,114	$ 750,000	$ 24,249,000	100.0%	$ 24,249,000
Training Facility - Police Dept[1]	$ 3,854,652	$ 1,349,128	$ 36,098	$ 402,925	$ 5,643,000	100.0%	$ 5,643,000
Police Department Total	**$ 19,661,113**	**$ 6,881,389**	**$ 2,196,212**	**$ 1,152,925**	**$ 29,892,000**	-	**$ 29,892,000**

Notes:
1) The Training Facility which was also a joint facility was split between police and fire as a joint facility is no longer being contemplated. The cost is split between the Fire and Police Fees based on the full time equivalents per the City of Tracy Financial Plan dated 2016/17 & 2017/18.

Fee Calculations

The cost per EDU is calculated by taking the cost attributable to the Master Plan, subtracting the fund balance, and dividing by the remaining EDU's as summarized in Table 11.

Table 11: Police Fee Cost per EDU

Category	Cost Attributable to Master Plan Fee Program	Master Plan Fund Balance[1]	Remaining Cost to Fund	Total Remaining EDU's	Cost/EDU
Police	$ 29,892,000	$ 681,869	$ 29,210,131	37,663	$ 775.57

Notes:
1. Fund balance is shown through fiscal year June 30, 2018.

The Police Fee is then calculated by multiplying the cost per EDU by the EDU Factor as shown in Table 12. The residential fees are rounded to the nearest dollar.

Table 12: Police Fee Calculation

Land Use Type	EDU Factor	Police Fee[1]
Residential		*(Per Unit)*
Low-Density	1.000	$ 776.00
Medium-Density (attached 2-4)	0.818	$ 634.00
High-Density (attached 4+)	0.667	$ 517.00
Non-Residential		*(Per 1,000 SF)*
Office	0.505	$ 391.66
Retail	0.303	$ 235.00
Industrial	0.101	$ 78.34

Notes:

1. Residential fees are rounded to the nearest dollar.

AB1600 Findings

Requirement #1: Identify the purpose of the fee.

The purpose of the Police Fee is to fund the police facilities needed to serve new development in the City. These facilities are summarized in Table 10.

Requirement #2: Identify the use to which the fee will be put.

The Police Fee will be used to construct the facilities needed to serve and support the increased police demands created by new development. These facilities include a police department service center and a police department training facility as summarized in Table 10.

Requirement #3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

New residents and employees created by new development increases the demand for police coverage and support. To provide adequate services, new police facilities must be built. The fee is calculated based on the estimated number of new residents or employees that are generated by each new development in the City. This methodology provides a reasonable relationship between the fees and the impact created by the new development. Table 11 shows the methodology for calculating the cost per EDU and Table 12 shows how the fee is calculated for each land use.

Requirement #4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

Each new development adds people or employees to the City thus increasing the need for police facilities. In order to maintain the required level of service through the buildout of the City, a police department service center and a police department training facility must be built. These facilities, summarized in Table 10, ensure that the required level of service and support will continue to be met as new development occurs. The Police Fee is based on the cost to serve each additional resident or employees. Only the cost attributable to new development is funded through the Police Fee.

Requirement #5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

The Police Fee will provide the funding for the police facilities that are needed to serve the City. These facilities and costs are summarized in Table 10. The cost of the police facilities are spread to each land use based on the estimated number of resident equivalents that each land use will generate as shown in Table 11 and Table 12. By spreading the fees based on the resident equivalent, each new residential unit and each new non-residential development is only paying for their fair share of the required facilities.

Communication Facilities Fee

The Communication Facilities Fee includes a new Radio Communication Fee Tower and upgrades to the 25,497 square foot Public Safety Center and Emergency Operations Center. These facilities were included in the joint facilities category in the original Master Plan. The cost estimates from the original Master Plan were updated by ENR.

Cost Estimates

The cost estimates for the facilities are shown in Table 13 as well as the cost attributable to the Master Plan.100 percent of the upgrade to the Public Safety Center rand Emergency Operations Center is Attributable to the Master Plan while only 58.4 percent of the Radio Communication Tower is.

Table 13: Communication Facilities Cost Estimate

Communication Facilities[1]	Construction Cost	Mark-up (35%)	FF&E & Vehicles	Land Acquisition	Total Project Cost	Percent Attributable to Master Plan	Total Cost Attributable to Master Plan Fee Program
Public Safety Center + EOC	$ 5,235,671	$ 1,832,485	$ 52,133	$ -	$ 7,121,000	100.0%	$ 7,121,000
Radio Communications Tower	$ 679,994	$ 237,998	$ 4,067,185	$ 125,000	$ 5,111,000	58.4%	$ 2,985,676
Communication Facilities Total	**$ 5,915,665**	**$ 2,070,483**	**$ 4,119,318**	**$ 125,000**	**$ 12,232,000**	-	**$ 10,106,676**

Notes:
1) The Communication Facilities Fee is comprised of facilities that provide communication services for both police and fire and were previously referred to as Joint Facilities. The Training Facility which was also a joint facility was split between police and fire as a joint facility is no longer being contemplated.

Fee Calculation

The cost per EDU is calculated by taking the cost attributable to the Master Plan, subtracting the fund balance, and dividing by the remaining EDU's as summarized in Table 14.

Table 14: Communication Facilities Fee Cost per EDU

Category	Cost Attributable to Master Plan Fee Program	Master Plan Fund Balance[1]	Remaining Cost to Fund	Total Remaining EDU's	Cost/EDU
Communication Facilities	$ 10,106,676	$ 230,544	$ 9,876,132	37,663	$ 262.22

Notes:
1. Fund balance is shown through fiscal year June 30, 2018.

The Communication Facilities Fee is then calculated by multiplying the cost per EDU by the EDU Factor as shown in Table 15. The residential fees are rounded to the nearest dollar.

Table 15: Communication Facilities Fee Calculation

Land Use Type	EDU Factor	Communication Facilities Fee [1]
Residential		*(Per Unit)*
Low-Density	1.000	$ 262.00
Medium-Density (attached 2-4)	0.818	$ 215.00
High-Density (attached 4+)	0.667	$ 175.00
Non-Residential		*(Per 1,000 SF)*
Office	0.505	$ 132.42
Retail	0.303	$ 79.45
Industrial	0.101	$ 26.48

Notes:

1. Residential fees are rounded to the nearest dollar.

AB1600 Findings

Requirement #1: Identify the purpose of the fee.

The purpose of the Communication Facilities Fee is to fund the public safety communication facilities needed to serve new development in the City. These facilities are summarized in Table 13.

Requirement #2: Identify the use to which the fee will be put.

The Communication Facilities Fee will be used to construct a new Radio Communication Tower and upgrade the Public Safety Center and Emergency Operation Center to meet the increased public safety demands created by new development. These facilities are summarized in Table 13.

Requirement #3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

New residents and employees created by new development increases the demand for additional public safety facilities. To allow for adequate service, a Radio Communication Tower and an upgrade to the Public Safety Center and Emergency Operation Center are required to meet the demand of new development. The Communication Facilities Fee will fund these facilities and is calculated based on the estimated number of new residents or employee that are generated by each new development in the City. This methodology provides a reasonable relationship between the fees and the impact created by the new development. Table 14 shows the cost per EDU calculation and Table 15 shows how the fee for each land use is calculated.

Requirement #4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

Each new development adds people or employees to the City thus increasing the need for improved communication facilities in the City. In order to maintain the required level of service through the buildout of the City, a Radio Communication Tower and an upgrade to the Public Safety Center and Emergency Operation Center are required. These facilities, summarized in Table 13, are required to provide adequate public safety services as new development occurs. The Communication Facilities Fee is based on the cost to serve each additional resident or employee. Only the cost attributable to new development is funded through the Communication Facilities Fee.

Requirement #5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

The Communication Facilities Fee will provide the funding for public safety communication facilities that are needed to serve the City. These facilities and costs are summarized in Table 13. The cost of the facilities are spread to each land use based on the estimated resident equivalents that each land use will generate as shown in Table 14 and Table 15. By spreading the fees based on the resident equivalent, each new residential unit and each new non-residential development pays for their fair share of the required facilities.

Program Administration

The Program Administration Fee provides the funding necessary to administer the impact fee program. This fee is calculated as a five percent mark-up on the other fees. The fee will be collected into the City's program administration fund.

Fee Calculation

Table 16 shows the cost per EDU and the resulting Program Administration cost per EDU calculation.

Table 16: Program Administration Fee Cost per EDU

Category	Cost/EDU	Program Administration (Cost/EDU) [1]
Fire	$ 640.04	$ 32.00
Police	$ 775.57	$ 38.78
Communication Facilities	$ 262.22	$ 13.11
Total:	**$ 1,677.83**	**$ 83.89**

Notes:
1. Program Administration Fee is 5% mark-up of the Fire, Police, and Communication Facilities Fee.

The Program Administration Fee is then calculated by multiplying the cost per EDU by the EDU Factor as shown in Table 17. The residential fees are rounded to the nearest dollar.

Table 17: Program Administration Fee

Land Use Type	EDU Factor	Program Administration Fee [1]
Residential		*(Per Unit)*
Low-Density	1.000	$ 84.00
Medium-Density (attached 2-4)	0.818	$ 69.00
High-Density (attached 4+)	0.667	$ 56.00
Non-Residential		*(Per 1,000 SF)*
Office	0.505	$ 42.37
Retail	0.303	$ 25.42
Industrial	0.101	$ 8.47

Notes:
1. Residential fees are rounded to the nearest dollar.

AB1600 Findings

Requirement #1: Identify the purpose of the fee.

The purpose of the Program Administration Fee is to provide the funding necessary to administer the Fire Fee, Police Fee, and Communication Facilities Fee. This includes consultant and City staff time related to services such as providing fee quotes, updating the fee program, tracking revenue and expenditures and preparing annual reports.

Requirement #2: Identify the use to which the fee will be put.

The Program Administration Fee will be used to fund the management and administration of the Fire Fee, Police Fee, and Communication Facilities Fee. This includes City staff and consultant time for activities related to fee collection, tracking, and reporting.

Requirement #3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.

New residents and employees that result from new development increases the demand for public safety facilities. These facilities will be funded through the Fire Fee, Police Fee, and Communication Facilities Fee. Fee programs require City and Consultant staff time to manage and administer. These activities will be funded through the Program Administration Fee. The Program Administration Fee is a five percent mark-up of the Fire, Police, and Communication Facilities Fees. This calculation is shown in Table 16 and Table 17.

Requirement #4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.

Each new development adds people or employees to the City thus increasing the need for public safety facilities. In order to maintain the required level of service through the buildout of the City, new public safety facilities will need to be built. These facilities will be funded by the Fire, Police, and Communication Facilities Fees. To ensure these fees for new development are administered according to state law, regular updates, tracking and reporting are required. In addition, City staff must provide fee quotes to new development. To create the funding for these resulting activities, the Public Administration Fee calculated based on a five percent mark-up of the Fire, Police, and Communication Facilities Fees as summarized in Table 16.

Requirement #5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

The Program Administration Fee provides the funding to administer the Fire Fee, Police Fee, and Communication Facilities Fee. The City has adopted a policy of collecting a five percent mark-up on the other fees in order to administer their fee programs. Since this fee is calculated as a mark-up of the Fire, Police, and Communication Facilities Fee as summarized in Table 16, the fee is based on the estimated resident equivalents that each land use will generate, thus equitably spreading the costs.

Fee Summary

Table 18 summarizes the fees by land use for each fee category. The fees will be collected at building permit issuance.

Table 18: Fire, Police, & Communication Facilities Fee Summary

Land Use Type	Fire [2]	Police [2]	Communication Facilities [1, 2]	Program Administration [2]
Residential	*(Per Unit)*	*(Per Unit)*	*(Per Unit)*	*(Per Unit)*
Low-Density	$ 640.00	$ 776.00	$ 262.00	$ 84.00
Medium-Density (attached 2-4)	$ 524.00	$ 634.00	$ 215.00	$ 69.00
High-Density (attached 4+)	$ 427.00	$ 517.00	$ 175.00	$ 56.00
Non-Residential	*(Per 1,000 SF)*	*(Per 1,000 SF)*	*(Per 1,000 SF)*	*(Per 1,000 SF)*
Office	$ 323.22	$ 391.66	$ 132.42	$ 42.37
Retail	$ 193.93	$ 235.00	$ 79.45	$ 25.42
Industrial	$ 64.64	$ 78.34	$ 26.48	$ 8.47

Notes:

1) The Communication Facilities Fee is comprised of facilities that provide communication services for both police and fire and were previously referred to as Joint Facilities. The Training Facility which was also a joint facility was split between police and fire as a joint facility is no longer being contemplated.

2) Residential fees are rounded to the nearest dollar.

Appendix A
Existing and Proposed Fire Station Locations

Figure 1: SOC Study 4 Minute and 7.5 Minute Service Map of the Existing Stations

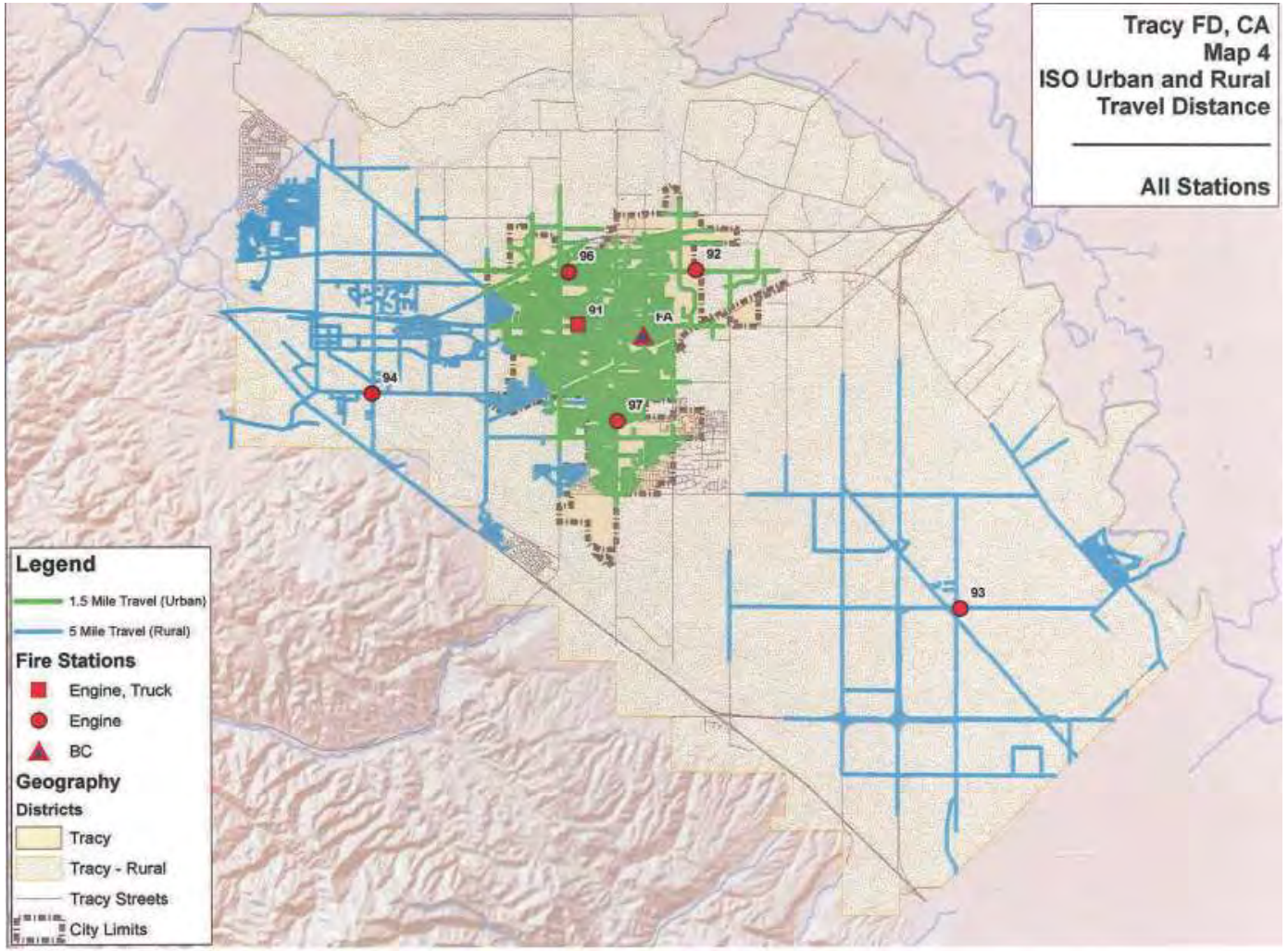
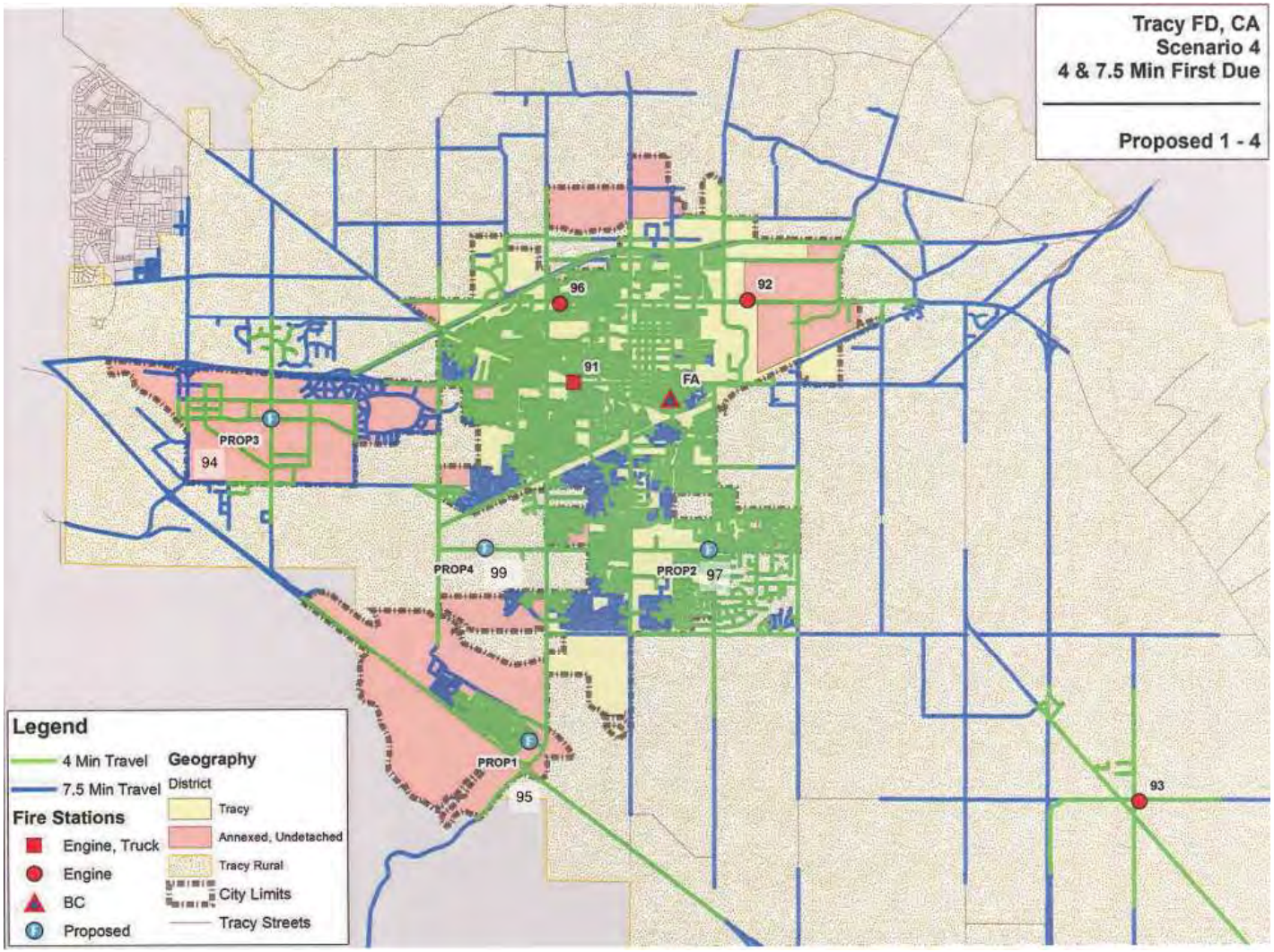


Figure 2: SOC Study 4 & 7.5-Minute Service Map of the Proposed Stations



Appendix B
Fire Station 1.5 Mile Service Area

Figure 3: Fire Station Service Area – Existing and Proposed

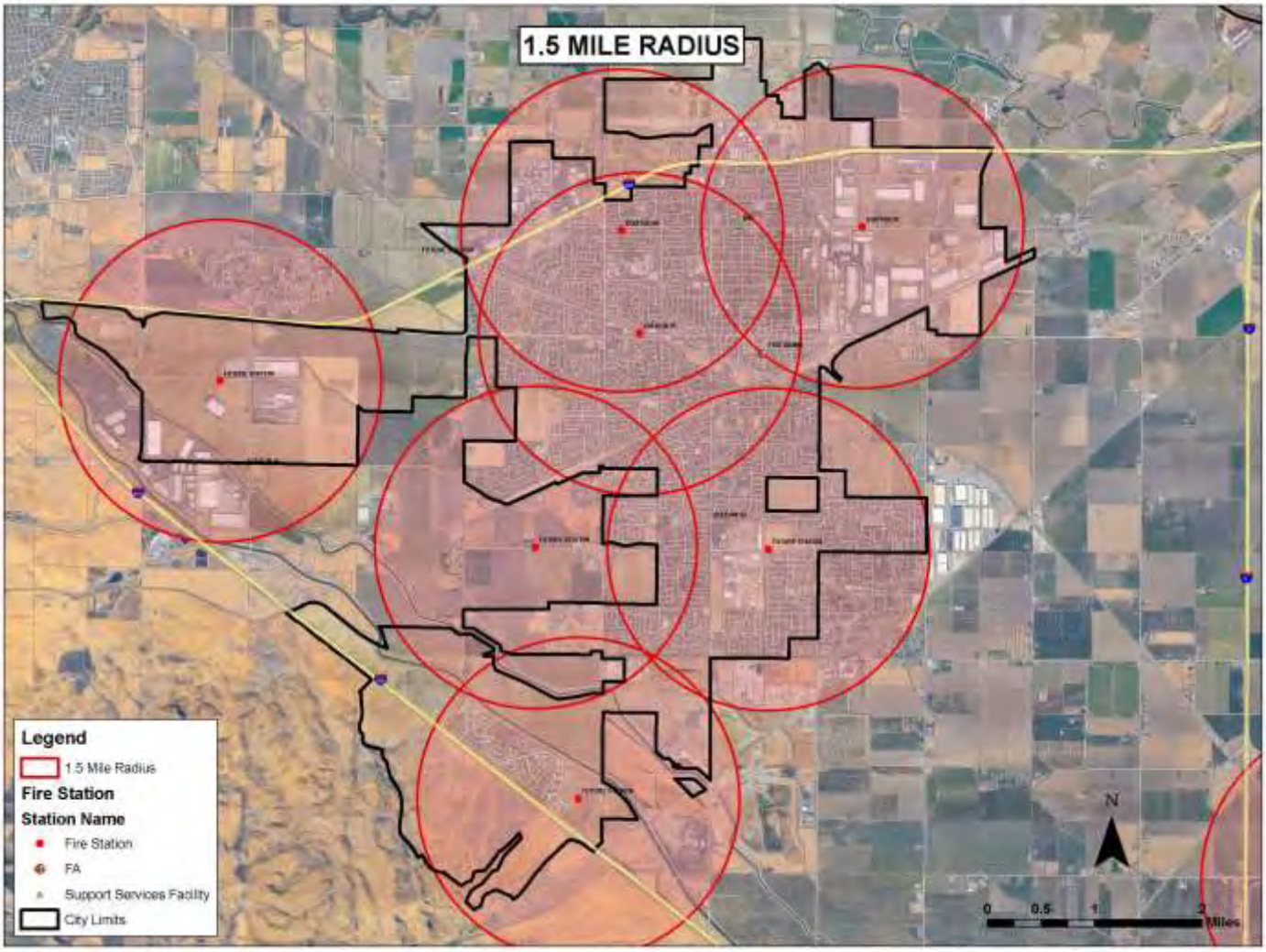
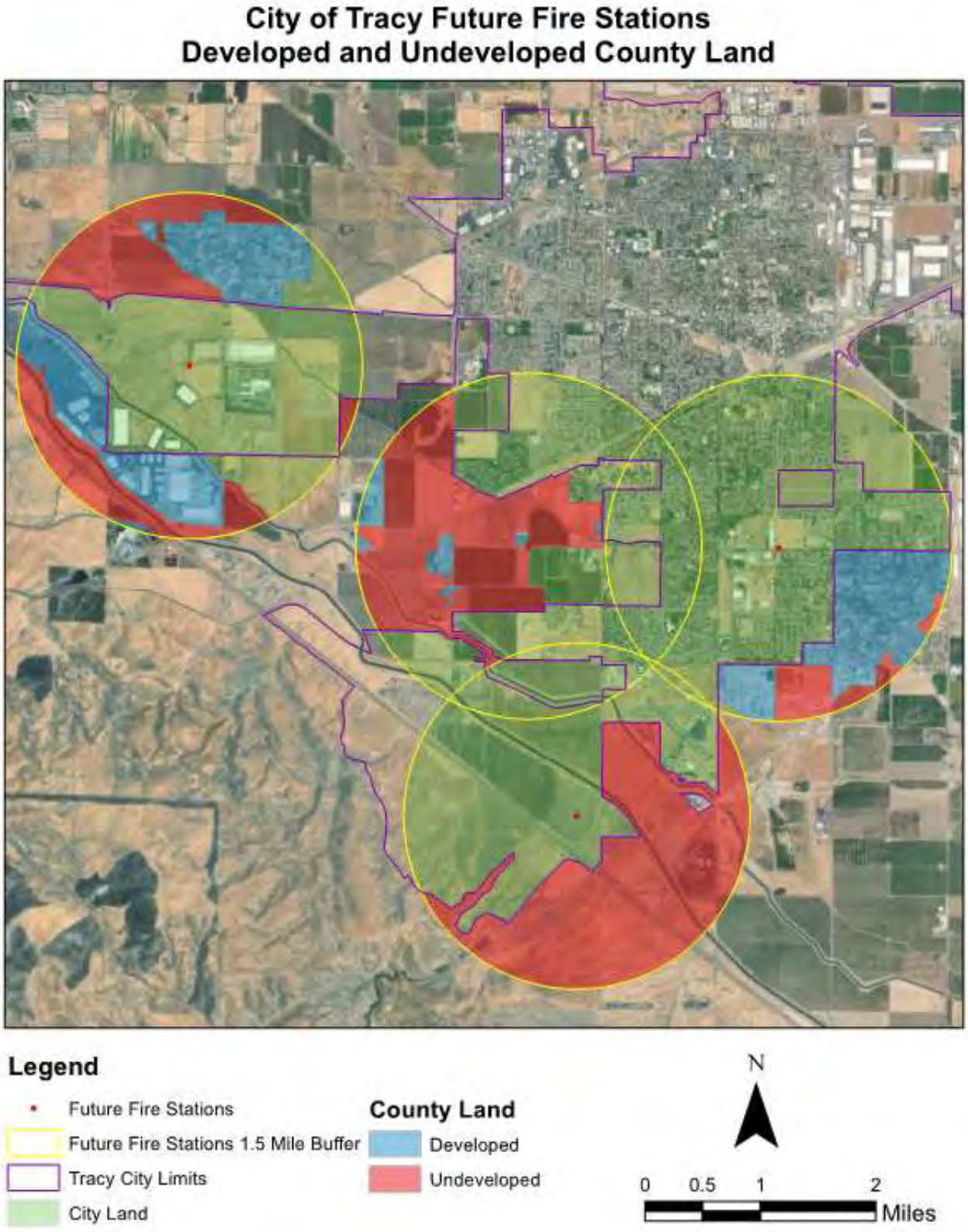


Figure 4: Service Area Analysis



RESOLUTION 2019-_____

ADOPTING THE 2019 PUBLIC SAFETY IMPACT FEE UPDATE AND UPDATED PUBLIC SAFETY DEVELOPMENT IMPACT FEES FOR THE CITYWIDE MASTER PLAN AREA

WHEREAS, The City Council of the City of Tracy adopted the "Impact Fee Ordinance" (Ordinance 975) in 1998 establishing the authority to impose and charge development impact fees on development projects to mitigate the impact of development projects on the City's ability to provide specified public facilities, and

WHEREAS, The City adopted the Public Safety Master Plan on April 16, 2013, by Resolution No. 2013-56. The Public Safety Master Plan outlines the public safety facilities/infrastructure for fire and police services ("Facilities") needed to serve new development in Tracy, and

WHEREAS, The City adopted Citywide Public Safety Development Impact Fees on January 7, 2014, by Resolution No. 2014-10, and

WHEREAS, The City regularly updates development impact fees for various development areas in accordance with actual costs incurred or the latest construction cost estimates for public infrastructure, and

WHEREAS, The City accepted the South County Fire Authority Standards of Cover Study (SOC Study) on June 20, 2017, and

WHEREAS, The SOC Study recommended that the City build two new fire stations and relocate two existing fire stations to meet the City's population and call demands, and

WHEREAS, The City's consultant, Harris & Associates, has prepared a fee study, titled "Public Safety Impact Fee Update," dated August 2019, in accordance with the Mitigation Fee Act (also known as AB 1600) which identifies the Facilities to be partially financed by public safety impact fee and the fair share contribution of new developments by land use in the City, and

WHEREAS, In order to track the Public Safety Fee for each department, the fees are being separated into four categories, and

WHEREAS, In order to cover the cost to reflect revised service coverage areas for the four proposed fire stations as well as updated cost estimates, the Fire portion ("Fire Fee") of the Public Safety Impact Fee is being updated for the Citywide Master Plan area, and

WHEREAS, the Police and Communication Facilities fees are being updated by the Engineering News Record Construction Cost Index and updated land costs, and

WHEREAS, In accordance with Government Code Section 66016, at least 14 days prior to the public hearing at which the Council first considered the adoption of the Public Safety Impact Fee, notice of the time and place of the hearing was mailed to eligible interested parties who filed written requests with the City for mailed notice of meetings on new or increased fees or service charges, and

WHEREAS, In accordance with Government Code Section 66016, data supporting the imposition of the Public Safety Impact Fee—including the estimated costs of providing the infrastructure to be financed by the proposed fee—in the form of the Public Safety Impact Fee Update, dated August 2019, were made available for public review and comment for 10 days prior to the public hearing at which the Council first considered the adoption of the Fee, and

WHEREAS, Ten days advance notice of the public hearing at which the Council first considered the adoption of the Fee was given by publication in accordance with Section 6062a of the California Government Code;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy hereby finds and determines as follows:

1. In adopting the Public Safety Impact Fee set forth in this resolution, the City Council is exercising its powers under Article XI, Section 7 of the California Constitution.

2. The purpose of the Public Safety Impact Fee is to finance public safety infrastructure facilities ("Facilities"), as identified in the Public Safety Impact Fee Update 2019, dated August 2019, prepared by Harris & Associates and attached hereto as Exhibit A.

3. The Public Safety Impact Fees collected pursuant to this resolution shall be used to finance public safety facilities/infrastructure.

4. There is a reasonable relationship between the use of the Public Safety Impact Fee revenues (which is to pay for a portion of the costs of the public safety facilities) and the type of development projects on which such fee is imposed (which are new residential, retail, office, and industrial development projects) in that all new development located within the City's Master Plan Area will generate, or contribute to, the need for the Facilities by increasing the number of residents, workers, and shoppers in the City and the Public Safety Impact Fee revenues will be used to finance new development's share of the costs of the Facilities.

5. There is a reasonable relationship between the need for the public safety facilities and the type of development projects on which the Public Safety Impact Fee is imposed in that new development in the City (both residential and nonresidential) will contribute to the need for the Facilities by increasing the number of residents, workers, and shoppers, each of which generate or contribute to the need for the Facilities.

6. There is a reasonable relationship between the amount of the Public Safety Impact Fee set forth in this resolution and the cost of the facilities to be funded, or that portion of such facilities attributable to the development on which such Fee is imposed, in that the Public Safety Impact Fee is based on the number of estimated resident equivalents that each land use will generate, the total cost of the Facilities, and the percentage of the total cost of construction of the Facilities attributable to new development.

7. The Fee imposed by this Resolution is consistent with the City's General Plan.

BE IT FURTHER RESOLVED, that the City Council of the City of Tracy hereby:

1. Adopts the Public Safety Impact Fee Update attached hereto, and
2. Adopts the updated Public Safety Impact Fee for the Citywide Master Plan Area, and
3. Authorizes the Development Services Director to annually adjust the Public Safety fees each year on July 1 using the June Engineering News Record Construction Cost Index for San Francisco. The first update will occur on July 1 2020 using the June 2019 index as the base year. This annual adjustment will offset the effects of inflation-related construction cost increases.

* * * * * * * * * * *

The foregoing Resolution 2019-_____ was passed and adopted by the Tracy City Council on the 1st day of October 2019, by the following vote:

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

_____
MAYOR

ATTEST:

_____
CITY CLERK

October 1, 2019

AGENDA ITEM 3.C

REQUEST

CONSIDER STAFF'S RECOMMENDATION FOR AWARD OF MAYOR'S COMMUNITY YOUTH SUPPORT NETWORK (MCYSN) RECONNECTING OUR YOUTH (ROY) GRANT PROGRAM FUNDS FOR FISCAL YEAR 2019-2020, APPROVE THE FUNDING AGREEMENTS FOR THE PROGRAM, AND AUTHORIZE THE CITY MANAGER TO EXECUTE THE FUNDING AGREEMENTS

EXECUTIVE SUMMARY

The City of Tracy's Mayor's Community Youth Support Network is entering its twelfth year of programming, having served thousands of local youth through prevention, intervention and crisis suppression services offered in partnership with local non-profits. The MCYSN ROY Grant Program is a matching grant program and is budgeted pending appropriation and approval by the City Council.

While the future direction of the MCYSN program is still being determined through a reassessment process, Council directed staff to proceed in 2019-2020 with no changes to the existing ROY Grant Program.

Staff is requesting that Council consider and approve the recommendations from the 2019-2020 MCYSN ROY Grant Review Committee and award grant funding in the total amount of $175,000 to five local non-profits to support youth programs in Tracy.

DISCUSSION

This February, the City of Tracy's Mayor's Community Youth Support Network (MCYSN) marked its 11th year of programming. The MCYSN ROY Grant Program aims at supporting local programs that develop skills and competencies resulting in healthy and thriving youth and families. MCYSN's approach is to prevent and intervene on issues of youth violence via a network of community service providers.

Council received an update of the Council-directed MCYSN program reassessment at its July 16, 2019, regular meeting, and engaged in discussion regarding potential models for the future of the program. At that time, Council directed staff to proceed in 2019-2020 with no changes to the existing Reconnecting Our Youth (ROY) Grant. Staff will return to Council to continue the reassessment process after the 2019-2020 grants have been awarded.

The MCYSN ROY Grant application for FY 2019-2020 was made available on August 15, 2019. A mandatory pre-submittal conference was held on August 19, 2019, and the grant application deadline was September 3, 2019.

Eligible service areas for the ROY grant include: youth outreach and education; substance abuse prevention and intervention; bullying prevention (physical, verbal, cyber); alternative after school and evening activities; gang prevention and intervention

services; family or individual youth case management; behavioral health services (prevention and intervention). MCYSN ROY Grant contracts may be funded up to $50,000, but may not exceed a $50,000 contract total. The term of the FY 2019-2020 contracts is from October 14, 2019 through June 30, 2020.

Funding recommendations for the MCYSN ROY Grant are made by an external review committee. Staff held the MCYSN ROY Grant Scoring Committee meeting on September 12, 2019. The scoring committee consisted of four individuals with strong backgrounds in local youth services needs, including: one representative from local non-profit Fix'd, Inc., one representative from First 5 San Joaquin, one Parks and Community Services Commissioner, and one Youth Advisory Commission Adult Commissioner. Per the Request for Proposal (RFP), the Review Committee evaluated each application on the following criteria:

1. The strategy of strengthening and expanding the City's partnerships and service collaborations in providing youth and/or family services.

2. The applicant's past and current experience, expertise, reliability, and capacity in operating high quality, cost-effective programs for youth and/or families exhibiting high risk behaviors including those associated with behavioral health.

3. The development of realistic and measurable client outcomes.

4. The applicant's understanding and history of the City's Mayor's Community Youth Support Network Program, and at-risk youth service needs in the community.

5. Proper completion and submittal of all required proposal documents outlined in the RFP.

6. Staff planning and staffing qualifications.

7. Method(s) of evaluating program fidelity.

8. Cost proposal.

This year's Review Committee members were additionally in consensus that applications should provide data that identifies needs specific to the Tracy community for youth ages 10 to 18, and that program content should be designed to address these local needs and be able to demonstrate improvement.

The City received seven eligible applications for the MCYSN ROY Grant, which are summarized in Attachment A. The quantitative method used to score the applications was determined by the Review Committee, as it was in past years, while the qualitative criteria remained as prescribed in the RFP. After careful review and discussion, each member of the MCYSN Grant Review Committee individually ranked the applications based on the criteria met (1=highest rank, 7 = lowest rank), averaged those numbers to create an overall ranking for each application, and then made the following funding recommendations:

Organization *Program Name*	Amount Requested by Applicant	Amount Recommended by MCYSN Review Committee (% of ask)	Amount Awarded in 2018/19, if applicable (Award amount expended)	Overall Ranking, averaged (out of 7 total) 1=highest, 7=lowest
Restoration Center *Intervention, Prevention & Outreach Program*	$30,750	$30,750 (100%)	$27,000 ($27,000)	2.25
Tracy Chamber of Commerce Foundation *Hire Me First Program*	$50,000	$38,000 (76%)	$40,000 ($37,615)	2.25
Give Every Child a Chance *T.E.A.C.H. – Tutoring Encourages Achievement, Coaching, & Hard work*	$43,750	$35,000 (80%)	$35,000 ($35,000)	3.5
Boys and Girls Club of Tracy *SMART Moves and SMART Girls Program*	$50,000	$38,000 (76%)	$38,000 ($38,000)	3.5
UNeed2, Inc. *Youth and Family Technology Training*	$50,000	$33,250 (66.5%)	$35,000 ($35,000)	3.75
Community Partnership for Families of San Joaquin *CPFSJ Family Case Management Services*	$16,950	$0	N/A	6
The Chest of Hope, Inc. *Teens Against Dating Violence and Domestic Abuse*	$45,490	$0	N/A	6.75
TOTAL	$286,940	$175,000	$175,000	28

The MCYSN Grant Review Committee denied funding for Community Partnership for Families of San Joaquin because the application did not provide enough information to distinguish the county-wide program plan and budget from the portion of the program intended to serve Tracy youth. The Committee recommended that Community Partnership tailor future applications toward directly serving Tracy youth and which staff would be assigned to Tracy.

The Review Committee also denied funding for The Chest of Hope because the application left them unclear on the financial stability of the organization and actual content, staffing, and structure of the program. The Committee recommends that The Chest of Hope include, in future applications, information on trends specific to Tracy that would indicate community need for this program and more details about the roles of the contracted organizations providing services to the program.

Staff is requesting that Council consider and approve the recommendations from the MCYSN ROY Grant Scoring Committee, and to award grant funding in the total amount of $175,000 to the five local non-profits listed above to support youth programs in Tracy.

STRATEGIC PRIORITY

This agenda item supports the City's Quality of Life Strategic Plan and specifically implements the following goal:

Quality of Life Strategy

Goal 2: Promote public health, safety and community welfare throughout the community.

FISCAL IMPACT

The MCYSN program budget has been allocated and approved as part of the Fiscal Year 2019-2020 budget.

RECOMMENDATION

That the City Council consider staff's recommendation for award of MCYSN ROY Grant Program funds for FY 2019-2020, approve the funding agreements for the program, and authorize the City Manager to execute funding agreements.

Prepared by: Christine Mabry, Management Analyst I

Reviewed by: Thien Nguyen, Recreation Services Supervisor
Brian MacDonald, Parks & Recreation Director
Karin Schnaider, Finance Director
Midori Lichtwardt, Assistant City Manager

Approved by: Jennifer Haruyama, City Manager

ATTACHMENTS

Attachment A - MCYSN ROY Grant Program Descriptions and Funding Recommendations Summary

MCYSN ROY Grant Program Program Descriptions and Funding Recommendations Summary – Cycle 12

Organization Name	Program Name and Description	# of youth proposing to serve	Funding Request	Recommended Award Amount
Boys and Girls Club of Tracy	*SMART Moves and SMART Girls Programs* Youth who participate in the SMART (Skills Mastery and Resistance Training) Moves and SMART Girls progrms will increase their self esteem, knowledge of the effects of drugs, alcohol, tobacco, bullying, and early sexual activity.	140	$50,000	$38,000
The Chest of Hope	*Teens Against Dating Violence and Domestic Abuse* Provides 18-hour Life Coach Training for teens to: increase knowledge and awareness of verbal. Emotional, physical, bullying and sexual abuse; open dialogue for teens to share opinions and experiences; and empower Teen Life Coaches with concrete options to effect change in their respective communities.	54 (3 cycles of 18 teens)	$45,590	$0
Community Partnership for Families of San Joaquin	*CPFSJ Family Case Management Services* Family case management using the Family Strengthening Model, including well-being, growth and development, civic engagement, and skills development activities.	536	$16,950	$0

MCYSN ROY Grant Program Program Descriptions and Funding Recommendations Summary – Cycle 12

Organization Name	Program Name and Description	# of youth proposing to serve	Funding Request	Recommended Award Amount
Give Every Child A Chance	*T.E.A.C.H. – Tutoring Encourages Achievement, Coaching & Hard work* Free after-school mentoring/tutoring to K-12 students who are receiving one or more below average grades in a subject(s), based on their report card, a teacher referral explaining the assistance needed, or any special needs student with an Individual Education Plan (IEP). The focus is for 4th-12th grade; however, all students are welcome to participate.	90-120	$43,750	$35,000
Restoration Center	*Intervention, Prevention, and Outreach Program* After school tutoring for at risk youth; youth sports camp designed to improve character, physical development, endurance, self-esteem, teamwork skills, and healthy competition, with instruction from professional athletes; The Parent Project® prevention and intervention workshop.	163	$30,750	$30,750
Tracy Chamber of Commerce Foundation	*Hire Me First Program* Job training program that results in more employable youth in our community. Program includes: 1. Hire Me First Certification Program 2. Job Readiness Workshops 3. Mock Interviews 4. Internships 5. Job Shadow Day 6. Student Job Fair Day	1790	$50,000	$38,000

MCYSN ROY Grant Program Program Descriptions and Funding Recommendations Summary – Cycle 12

Organization Name	Program Name and Description	# of youth proposing to serve	Funding Request	Recommended Award Amount
Uneed2, Inc.	*Youth and Family Technology Training* Technology training focused on computer hardware and software, conducted after school, during summer and school breaks consisting of 24 hours of instruction: hands-on demonstration, group interaction, group community-service learning, and job readiness training. Upon completion, Uneed2, Inc. will donate a computer to the student, one per household.	125 youth + 100 parents	$50,000	$33,250

RESOLUTION 2019-_____

AWARDING THE MAYOR'S COMMUNITY YOUTH SUPPORT NETWORK (MCYSN) RECONNECTING OUR YOUTH (ROY) GRANT PROGRAM FUNDS FOR FISCAL YEAR 2019-2020 AND AUTHORIZING THE CITY MANAGER TO EXECUTE THE FUNDING AGREEMENTS

WHEREAS, The MCYSN ROY Grant Program is a matching grant program that helps fund local youth services, and is budgeted pending appropriation and approval by the City Council, and

WHEREAS, The City of Tracy received seven eligible grant applications, and an external grant scoring committee reviewed the applications and recommended that five be funded based on the MCYSN ROY Grant scoring criteria, for a total award amount of $175,000, and

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Tracy hereby awards MCYSN ROY Grant funding for fiscal year 2019-2020 to the following awardees:

ORGANIZATION	AWARD AMOUNT
Boys and Girls Club of Tracy	$38,000
Give Every Child a Chance	$35,000
Restoration Center	$30,750
Tracy Chamber of Commerce – Hire Me First	$38,000
UNeed2, Inc.	$33,250
Total Funding Award	$175,000

BE IT FURTHER RESOLVED, That the City Manager is authorized to execute the MCYSN ROY Grant funding agreements for fiscal year 2019-2020.

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

The foregoing Resolution _____ was adopted by the Tracy City Council on the 1st day of October, 2019, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

_____
MAYOR

ATTEST:

_____
CITY CLERK

October 1, 2019

AGENDA ITEM 3.D

REQUEST

ADOPT PROPOSED CITY OF TRACY CITY COUNCIL CODE OF CONDUCT

EXECUTIVE SUMMARY

It is a best practice for City Councils to develop governance policies around roles and responsibilities, and norms and behaviors to ensure a shared understanding of the City Manager's role and the Council's expectations to optimize working relationships. These types of policies help to facilitate effective meetings, provide ground rules for healthy debate, promote civility, and serve as a guide for Council conduct, behavior, and effectiveness.

Over the past year, the Council has had several norms and values discussions with the goal of developing an ethics/conduct policy. In June 2019, the San Joaquin County Civil Grand Jury issued a report on its investigation of the Tracy City Council and recommended the Council adopt an ethics policy to guide its conduct. On July 16, 2019, Council unanimously agreed to develop and adopt an ethics/code of conduct policy.

On September 17, 2019, the Council discussed and provided policy direction to staff regarding a proposed Code of Conduct. A revised Code of Conduct is attached for Council consideration and adoption. If adopted, it will comply with the Grand Jury's suggestion timeframe of having a Code of Conduct policy in place on or by October 1, 2019.

DISCUSSION

In response to Council comments received on September 17, 2019, staff has revised the attached Code of Conduct Policy. The revisions were made for clarification purposes and were not substantive. Staff also included minor revisions related to the City Manager and City Attorney appointment processes and staff conduct requirements. The subject matter and location of the changes are noted below:

- City Manager Appointment, Power and Duties (Section 1.3)
- City Attorney Appointment and Responsibilities (Section 1.4)
- City Council Generally (Section 2.1.1)
- Mayor and City Council Powers and Responsibilities (Section 2.2.5)
- Council Actions (Section 2.3.1)
- Financial Interest in Contracts (Section 3.4.9.1)
- Nepotism (Section 3.4.9.2)
- Political Activities Prohibited (Section 3.4.9.4 - #4)
- Council Benefits (Section 6.2.1)
- Norms and Values Statement (#7, #13)

Additionally, Council provided substantive feedback regarding Section 3.6: Code of Conduct Compliance and Enforcement, which focuses on censure. The proposed Code of Conduct includes a provision for censure with sanctions because of Council's desire

to have an enforcement tool. In addition, the San Joaquin County Civil Grand Jury's Report "Tracy City Council: Restore the Public Trust" (2018-19 Case No. 0418) included a recommendation that the Council "develop and implement a written protocol for sanctions or censure of Council members who violate the Tracy Municipal Code by failing to work through the City Manager to conduct City business, by December 31, 2019."

The censure process is typically reserved for serious violations of Council and City policies. A censure process that includes the potential of sanctions implicates the due process rights of the individual subject to censure and therefore requires that notice and an opportunity for a hearing be given to that individual prior to censure. The revised language includes the following elements:

- Censure shall only be used to reprimand conduct that is considered a significant and/or repeated violation of the Code of Conduct.
- A request for censure must be supported by two Council members, referred to as an Initiating Member and Seconding Member.
- A neutral mediator selected by the Presiding Judge of the Superior Court of San Joaquin County will conduct an investigation in response to a censure request and prepare a written report with a recommendation to Council that the matter either be set for a censure hearing and whether censure is warranted or that no further action be taken.
- If the neutral mediator recommends that no further action be taken and Council accepts that recommendation, the Initiating Member may be asked by Council to reimburse the City for costs associated with the neutral mediator's services up to $2,500 from personal funds (not campaign funds) or forgo a month's Council salary. A report regarding the Initiating Member's compliance with that request will be presented to Council within sixty (60) days.
- Council retains the right to informally address conduct considered not significant or minor violation(s) of the Code by peer-to peer counseling or providing guidance to an advisory body member.

Should Council approve the revised policy document, the Mayor and Council, and Council advisory bodies will be provided a copy of the policy and asked to sign the Norms and Values Statement. Subsequent training will be provided for all advisory bodies.

STRATEGIC PLAN

This is a routine operational item and is not related to any of the Council Strategic Plans.

FISCAL IMPACT

There is no fiscal impact.

RECOMMENDATION

It is recommended that Council consider and adopt, by resolution, the attached Code of Conduct policy.

Prepared, Reviewed, and Approved by: Jenny Haruyama, City Manager

ATTACHMENT A – Proposed City Council Code of Conduct

ATTACHMENT A

CITY COUNCIL

CODE OF CONDUCT

October 1, 2019

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CHAPTER 1
FORM OF GOVERNMENT

1.1 Preamble

The legal responsibilities of the Tracy City Council are set forth by applicable state and federal laws. In addition, the City Council has adopted regulations, including this Code of Conduct Policy, that hold Council Members to standards of conduct above and beyond what is required by law. This Policy is written with the assumption that Council Members, through training, are aware of their legal and ethical responsibilities as elected officials.

1.2 Form of Government

The City of Tracy operates under a Council-Manager form of government as prescribed by the Tracy Municipal Code ("TMC"). Accordingly, the Mayor and members of the Council are elected at-large, provide legislative direction, set City policy, and ultimately answer to the public.

1.3 City Manager Appointment, Power and Duties

The City Manager is appointed by a majority vote of the Council and serves as the City's chief administrative officer and is responsible for directing the day-to-day operations of the City and implementing policy direction per Section 2.08.060 of the TMC (attached). Specifically, Section 2.08.070 of the TMC prohibits interference by either the City Council or any of its members with the City Manager's execution of their powers or duties:

- The Council nor a member shall interfere with the appointment by the City Manager of any of the department heads or any person to any office or employment.
- Additionally, the Council nor any of its members shall interfere with the City Manager's power to remove any of those persons.
- Neither the Council nor any of its members shall give orders to any subordinate of the City Manager, either publicly or privately.
- The City Council nor any of its members shall interfere with the administration of the City Attorney or give orders to the subordinates of the City Attorney.
- The City Manager and his/her senior staff shall conduct themselves in accordance with the International City Management Association (ICMA) Code of Ethics.

The Council and its members shall deal only with the City Manager with respect to the administrative services or operational matters of the City.

1.4 City Attorney Appointment and Responsibilities

The City Attorney is appointed by a majority vote of the Council. Per Section 12.08.40, the City Attorney is responsible for approving as to form all subdivision improvement agreements and security, deferred improvement agreements, liability agreements and insurance, and all governing documents for a community apartment project, condominium, stock cooperative, or conversion.

- The City Attorney and his/her senior staff shall at all times conduct themselves in accordance with the California Rules of Professional Conduct, established by the California State Bar, and the Ethical Principle for City Attorneys, adopted by the League of California Cities' City Attorneys Department.

CHAPTER 2
COUNCIL POWERS AND RESPONSIBILITIES

2.1 City Council Generally

2.1.1 The City Council has the power, in the name of the City, to do and perform all acts and things appropriate to a municipal ~~corporation~~ entity and the general welfare of its inhabitants, which are not specifically prohibited by the constitution, and/or State or Federal laws.

2.1.2 The Council acts as a body. Council policy and directives are established by majority vote, unless otherwise required by state law. A decision of the majority binds the Council to a course of action.

2.1.3 No Council Member has extraordinary powers beyond those of other members (except as may otherwise be provided in State law). All members, including the Mayor, have equal powers.

2.1.4 No member of the Council is permitted to hold any other City office or City employment.

2.1.5 Council Members are appointed by the Council body to serve on various committees, including Council standing and ad hoc committees, and third agency member committees.

2.2 Mayor and Mayor Pro Tem - Appointment, Power, and Duties

2.2.1 The Mayor is directly elected by the voters to serve a two-year term. The selection of the Mayor Pro Tem occurs every two years in December after the City receives the certified results from the County Registrar of Voters electing a ~~new~~ Mayor.

2.2.2 A Mayor Pro Tem is appointed by the Council and can be replaced at any time by a majority vote of the Council.

2.2.3 The Mayor is the presiding officer of the City Council. In the Mayor's absence, the Mayor Pro Tem shall perform the duties of the Mayor.

2.2.4 The Mayor is the official head of the City for all ceremonial purposes.

2.2.5 Per Government Code, the Mayor, with the approval of the City Council, shall (a) execute official documents (Section 40602b) and (b) make appointments to city boards, commissions, and committees unless otherwise specifically provided by statute (Section 40605).

2.2.6 The Mayor is authorized to send letters stating the City's official position to appropriate legislators as long as it is consistent with the Council's Legislative Policy.

2.2.7 The Mayor may perform other duties consistent with the mayoral office as prescribed by the Tracy Municipal Code, California Government Code, or as determined by the Council.

2.2.8 The Mayor does not possess any power of veto.

2.2.9 The Mayor coordinates with the City Manager in the development of agendas for meetings of the City Council. Once the agenda is published, the City Manager may withdraw an item. Additionally, the Mayor may rearrange the order of business on the agenda.

2.3 Council Actions

2.3.1 Legislative actions by the City Council can be taken by means of ordinance, resolution, or minute action (motion) duly made and passed by the majority (unless otherwise required).

2.3.2 Under Council protocols and procedures, an item may be placed on the agenda if requested by two Council Members. The request can be made during open session or outside of a Council meeting.

2.3.3 Public actions of the Council are recorded in the minutes of the City Council meeting. The City Clerk is required to make a record only of business actually passed upon by a vote of the Council and is not required to record any remarks of Council Members, except at the special request of a Council Member and with the consent of the Council.

2.3.4 Actions of the Council concerning confidential property, personnel, and/or legal matters of the City are to be reported consistent with State law.

2.4 Council Member Committees

2.4.1 The City Council may organize itself into standing and/or special/ ad hoc subcommittees to facilitate Council review of policy matters and action.

2.4.2 The Council may create or dissolve standing and/or special/ad hoc sub committees at any time by an affirmative vote of a majority of the Council.

2.4.3 The Council appoints and removes members to standing and ad hoc committees.

2.4.4 The Council also appoints and removes Council Members to third member agencies.

2.4.5 It is a best practice for non-appointed Council Members not to attend Council standing Committees to avoid the appearance of impropriety.

CHAPTER 3

LEGAL AND ETHICAL STANDARDS

3.1 Preamble

The residents and businesses of Tracy are entitled to have fair, ethical, and accountable local government. Such a government requires that public officials:

- Comply with both the letter and the spirit of the laws and policies affecting operations of the government;
- Be independent, impartial, and fair in their judgment and actions;
- Use their public office for the public good, not for personal gain; and
- Conduct public deliberations and processes openly, unless legally confidential, in an atmosphere of respect and civility.

To this end, the Tracy City Council has adopted this Code of Conduct and the Norms and Values Statement (Attachment) to encourage public confidence in the integrity of local government and its fair and effective operation.

3.2 Public Interest

3.2.1 Recognizing that stewardship of the public interest must be their primary concern, Council Members shall work for the common good of the people of Tracy and not for any private or personal interest. Council Members must endeavor to treat all members of the public and issues before them in a fair and equitable manner.

3.2.2 Council Members shall comply with the laws of the nation, the State of California, and the City in the performance of their public duties. These laws include, but are not limited to: the United States and California constitutions; the Tracy Municipal Code; laws pertaining to conflicts of interest, election campaigns, financial disclosures, employer responsibilities, and open processes of government; and City ordinances and policies.

3.3 Conduct

3.3.1 Council Members shall refrain from abusive conduct, personal charges, or verbal attacks upon the character or motives of other members of the City Council, boards, commissions, committees, staff, or the public.

3.3.2 Council Member duties shall be performed in accordance with the processes and rules of order established by the City Council.

3.3.3 Council Members shall inform themselves on public issues, listen attentively to public discussions before the body, and focus on the business at hand.

3.3.4 Council decisions shall be based upon the merits and substance of the matter at hand.

3.3.5 It is the responsibility of Council Members to publicly share substantive information that is relevant to a matter under consideration that they have received from sources outside of the public decision-making process with all other Council Members and the public prior to taking action on the matter.

3.3.6 Council Members shall not attend internal staff meetings or meetings between City staff and third parties unless authorized by the City Manager.

3.3.7 Policy Role

3.3.7.1 Council Members shall respect and adhere to the Council-Manager structure of the Tracy City government as provided in State law and Tracy Municipal Code.

3.3.7.2 Council Members shall support the maintenance of a positive and constructive environment for residents, businesses, and City employees.

3.3.8 Implementation

3.3.8.1 This Code of Conduct shall be included in the regular orientations for City Council candidates. Current Council Members, including those entering office upon election shall sign a City Council Norms and Values Statement **(Attachment 1)** affirming they have read and understand this Tracy City Council Code of Conduct.

3.4 Conflict of Interest

3.4.1 In order to assure their independence and impartiality on behalf of the public good, Council Members are prohibited from using their official positions to influence government decisions in which they have a financial interest or where they have an organizational responsibility or a personal relationship that would present a conflict of interest under applicable State law.

3.4.2 In accordance with State law, Council Members must file an annual written disclosure (Form 700) of their economic interests.

3.4.3 Council Members shall not take advantage of services or opportunities for personal gain by virtue of their public office that are not available to the public in general.

3.4.4 Council Members shall respect and preserve the confidentiality of information provided to them concerning the confidential matters of the City. They must neither disclose confidential information without proper legal authorization nor use such information to advance the personal, financial, or private interests of themselves or others.

3.4.5 City Council Members should avoid any action that could be construed as, or create the appearance of, using public office for

personal gain, including use of City stationery or other City resources to obtain or promote personal business or political campaigns.

3.4.6 Public resources not available to the general public (e.g., City staff time, equipment, supplies, or facilities) shall not be used by Council Members for private gain and, personal and political purposes.

3.4.7 In keeping with their role as stewards of the public interest, Council Members shall not appear on behalf of the private interests of a third party before the City Council or any board, commission, or committee or proceeding of the City, except as permitted by law.

3.4.8 To the best of their ability, Council Members shall represent the official policies and positions of the City Council. When presenting their personal opinions or positions publicly, members shall explicitly state they do not represent the Council or the City.

3.4.9 Tracy City Municipal Code Provisions

3.4.9.1 Financial Interests in City Contracts Prohibited.

Section 2.04.050 of the Municipal Code prohibits members of the Council, appointed employees, the City Treasurer and members of City boards and commissions during their term of office, to contract or subcontract with the City.

Section 2.04.050 also requires a City Council Member to recuse (as defined by the Fair Political Practices Commission) themselves from any vote regarding any Memorandum of Understanding between the City and any lawfully recognized bargaining unit in which a City Council member has an immediate family member. "Immediate family member" is defined as "any and/or all spouses, partners or adult children, whether they live in a single household or not" under this section of the TMC.

3.4.9.2 Nepotism.

The City of Tracy's Nepotism Policy prohibits the initial appointment of an individual to a position within the City of Tracy who has a marital or familial relationship, as defined in Section 4 of the Policy, with any member the City Council, City Manager, or City Attorney.

3.4.9.3 Use of City Property for Private Purposes by City Official/ Employee.

The use for private gain or advantage of City time, facilities, equipment and supplies, prestige, influence, or information obtained through one's City office or employment. No City-owned facilities, equipment or supplies, including autos, trucks, instruments, tools, supplies, machines, badges, identification cards, or other items which are the property of the City shall be used by an employee for personal or non-City business reasons except upon prior written approval of the City Manager. (City Personnel Rule 9.2 (d))

3.4.9.4 Political Activities Prohibited; Discrimination.

For informational purposes, the following provisions apply to City and contract employees and consultants:

1. No employee shall, while in uniform or during the employee's working hours, take an active part in any municipal or other political campaign.

2. No employee shall, while in uniform or during the employee's work hours, seek or accept contributions for or against a candidate or issue.

3. An employee may not seek or accept signatures to any petition for or against any such candidate or issue during their work hours.

4. No person in the classified service shall be employed, promoted, demoted, or discharged or in any way favored or discriminated against because of political opinions or affiliations or on any other basis protected by state and/or federal law~~because of race or religious belief~~.

3.4.10 California State Law Regarding Conflicts

While not enforceable by the City, there are four key areas of California State law that regulate the ethics of public officials.

3.4.10.1 Constitutional prohibitions

State law strictly forbids elected and appointed public officials from accepting free or discounted travel from transportation companies. The penalty for a violation includes the forfeiture of office.

3.4.10.2 Contractual conflicts of interest

This prohibition, found in Government Code Section 1090, applies to elected and appointed officials as well as other City staff members. It prohibits the City from entering into a contract if one of its members (i.e., a Council Member) is financially interested in the contract. If the bar (or prohibition) applies, the agency is prohibited from entering into the contract whether or not the official with the conflict participates or not. In some limited circumstances, officials are allowed to disqualify themselves from participation and the agency may enter into the contract.

Financial interest has been defined to include employment, stock/ ownership interests, and certain membership on the board of directors of a for-profit or nonprofit corporation,

among others. Violations can be charged as a felony. A person convicted of violating Section 1090 is prohibited from ever holding public office in the State.

3.4.10.3 Political Reform Act - Conflicts of Interest

The Political Reform Act (PRA) was adopted by the voters in 1974 and is the primary expression of the law relative to conflicts of interest (and campaign finance) in California. The Act created the Fair Political Practices Commission (FPPC), a five-member State board which administers the Act.

The Act and the regulations are complex and are continuously subjected to official interpretation. The following synopsis of key parts of the Act will be helpful in spotting issues; however, the FPPC and/or City Attorney should be consulted for further advice and clarification.

With respect to conflicts of interest, the FPPC has promulgated a regulation which establishes an analysis which assists in determining whether a public official is participating in a government decision in which they have a qualifying financial interest and whether it is reasonably foreseeable that the decision will have a material financial effect on the public official's financial interest, which is distinguishable from the effect the decision will have on the public generally.

3.4.10.3.1 Political Reform Act-Enforcement

The FPPC can assess administrative fines and penalties for violation of the Act. The District Attorney and the State Attorney General may prosecute violators as civil or criminal matters. Violators may also be removed from office pursuant to Government Code Section 3060.

3.4.10.4 Common Law Conflicts of Interest

This is the judicial expression of the public policy against public officials using their official position for private benefit. An elected official bears a fiduciary duty to exercise the powers of office for the benefit of the public and is not permitted to use those powers or their office for the benefit of any private interest. This common law doctrine continues to survive the adoption of various statutory expressions of conflict law.

3.4.10.5 Appearance of Impropriety

When participation in action or decision-making as a public official does not implicate the specific statutory criteria for conflicts of interest; however, participation still does not "look" or "feel" right, that public official has probably encountered the appearance of impropriety.

For the public to have faith and confidence that government authority will be implemented in an even-handed and ethical manner, public officials may need to step aside even though no technical conflict exists. An example is where a long-term nonfinancial affiliation exists between the public official and an applicant or the applicant is related by blood or marriage to the official. For the good of the community, members who encounter the appearance of impropriety should step aside.

3.5 AB 1234-Required Ethics Training

AB 1234 requires elected or appointed officials who are compensated for their service or reimbursed for their expenses to take two hours of training in ethics principles and laws every two years. Those who enter office after January 1, 2006 must receive the training within a year of starting their service. They must then receive the training every two years after that.

The training must cover general ethics principles relating to public service and ethics laws including:

- Laws relating to personal financial gain by public officials (including bribery and conflict of interest laws);

- Laws relating to office-holder perks, including gifts and travel restrictions, personal and political use of public resources, and prohibitions against gifts of public funds;

- Governmental transparency laws, including financial disclosure requirements and open government laws (the Brown Act and Public Records Act); Laws relating to fair processes, including fair contracting requirements, common law bias requirements, and due process

> NOTE: State laws governing conflicts of interest are written to ensure that actions are taken in the public interest. These laws are very complex. Council Members should consult with the City Attorney, their own attorney, or the Fair Political Practices Commission for guidance in advance.

3.6 Code of Conduct Compliance and Enforcement

Consistent with this oath is the requirement of this Council policy to comply with the laws as well as report violations of the laws and policy of which they become aware.

3.6.1 A request for censure of a member of the Council may be submitted to the City ~~Clerk~~ Manager by any member of the Council ("Initiating Member"), with the support of another Council member ("Seconding Member"). Censure is a formal statement or resolution by the Council officially reprimanding a Council Member for conduct that may include sanctions. It is the intent of the Council that a request for censure be used only for significant and/or repeated violations of this Code of Conduct and not a means to address politically or personally motivated disagreements amongst Council. ~~No Council member shall be subject to a censure hearing for protected free speech activity.~~

The request shall contain the specific charges on which the proposed censure is based. The City Manager shall deliver a copy of the request for censure

and the charges to each member of the Council at least 72 hours after receipt of the request. The request for censure shall first be considered by ~~an ad hoc Committee of the Council established by the Mayor which shall consist of the Mayor and another Council Member. A~~ a neutral mediator selected by the Presiding Judge of the Superior Court of California of the County of San Joaquin. ~~shall advise the ad hoc Committee by preparing a written analysis of the allegation and their preliminary findings. If the Mayor is the subject of the censure, then the Mayor Pro Tempore shall establish the ad hoc Committee and serve on the ad hoc Committee. The ad hoc Committee shall not include the member making the request or the member who is the subject of the request. The City Clerk shall deliver a copy of the request for censure and the charges to each member of the Council at least 72 hours prior to the first meeting of the ad hoc Committee at which the request will be first considered.~~ The neutral mediator shall conduct an investigation and prepare a written analysis of the allegation and their preliminary findings and recommendation. Said investigation shall, at a minimum, include interviews with the Initiating Member and the member who is the subject of the request. The neutral mediator's recommendation shall be to: (a) set the matter for a censure hearing and whether censure is warranted or (b) no further action should be taken with respect to the request. The neutral mediator shall present its recommendation to the Council for its consideration and action within thirty (30) days of completing their investigation.

3.6.1.1 ~~The Committee shall permit testimony from both the member making the request and the member subject to the request and shall determine whether: (a) further investigation of the charges is required in order to determine if a censure hearing is warranted; or (b) the matter is to be set for censure hearing; or (c) no further action should be taken with respect to the request. The Committee shall present its recommendations to the Council for its consideration and action as provided below.~~ The censure request shall be agendized at the next regular Council meeting following receipt of the neutral mediator's written findings and recommendation. Council shall determine whether or not to accept the neutral mediator's recommendation. If the Council decides to set the matter for a censure hearing, it shall schedule it no sooner than two weeks after its determination to hear the matter. It may not schedule the matter during any previously scheduled excused absence of the subject Council Member. Written notice of the hearing shall be delivered in person to the member of the Council subject to the censure hearing at least ten (10) days in advance of the scheduled hearing. If the Council decides that no further action is required, Council may also request the Initiating Member either reimburse the City the cost of the neutral mediator's services from personal funds (not campaign funds), not to exceed $2,500, or forgo a

month's salary as Council Member. A report regarding the Initiating Member's compliance with that request shall be presented to Council within sixty (60) days of that request.

~~3.6.1.1~~

3.6.1.2 ~~If the ad hoc Committee determines no further action should be taken with respect to the request, the Committee shall report that to the Council at its earliest opportunity. If the Committee determines that further investigation is required, the Committee shall conduct an investigation, arrive at its recommendation, and report its conclusions, findings and a summary of its proceedings to the Council at its earliest opportunity. If the ad hoc Committee does not report its recommendations and findings to the Council within 30 days of the formation of the Committee and receipt of the request for censure, the matter shall automatically be sent to the Council for its consideration.~~ At the censure hearing, the member of the Council who is the subject of the request for censure shall be given the opportunity to make an opening and a closing statement, to call witnesses on their behalf and to question their accusers. The member subject to the charges may be represented by a person or persons of their choice whether or not an attorney at law and may have that representative speak or question witnesses on their behalf. The questioning or cross-questioning of witness may be reasonably limited by the person chairing the hearing.

3.6.1.3 ~~Upon receipt of the report of the ad hoc Committee, or at the expiration of the time for the ad hoc Committee to report, Council shall place the matter on its agenda to determine whether or not a censure hearing is warranted. If the Council decides to set the matter for a censure hearing, it shall schedule it no sooner than two weeks after its determination to hear the matter. It may not schedule the matter during any previously scheduled excused absence of the subject Council Member. Written notice of the hearing shall be delivered in person to the member of the Council subject to the censure hearing or to the member's City office as least ten (10) days in advance of the scheduled hearing.~~ Testimony shall be taken only from witnesses having direct knowledge of facts or circumstances relevant to the specific charges under consideration. However, the rules of evidence and judicial procedure applicable in courts of law shall not be applied to this hearing, and the procedures shall be generally informal.

~~3.6.1.4 At the censure hearing, the member of the Council who is the subject of the request for censure shall be given the opportunity to make an opening and a closing statement, to call witnesses on their behalf and to question their accusers. The member subject to the charges may be represented by a person or persons of their choice whether or not an attorney at law and may have that~~

~~representative speak or question witnesses on their behalf. The questioning or cross-questioning of witness may be reasonably limited by the person chairing the hearing.~~ ~~A motion for censure must be approved by a unanimous vote of the Council members hearing the matter which shall not include the subject Council member.~~

~~3.6.1.5 Testimony shall be taken only from witnesses having direct knowledge of facts or circumstances relevant to the specific charges under consideration. However, the rules of evidence and judicial procedure applicable in courts of law shall not be applied to this hearing, and the procedures shall be generally informal.~~

~~3.6.2 These same protocols may be utilized for any suspected violations or alleged violations by a Council advisory body member. In addition to those protocols, the Mayor may also refer the matter to the City Council if further action is needed.~~

~~3.6.3~~3.6.2 At the discretion of the Council, ~~additional~~ sanctions may be imposed as a result of a censure. These sanctions may be applied individually or in combination. ~~for violating the Code of Conduct or engaging in other misconduct. These actions may be applied individually or in combination~~. They include, but are not limited to:

~~3.6.3.1~~3.6.2.1 Public Admonishment - —A reproof or verbal warning directed to a Council Member about a particular type of behavior that violates City policy.

3.6.2.2 Revocation of Special Privileges —A revocation of a Council Member's Council Committee assignments, such as standing and ad hoc committees, regional boards and commissions, and other board/ committee appointments. Other revocations may include temporary suspension of official travel, conference participation, and ceremonial titles.

3.6.3 These same protocols may be utilized for any suspected violations or alleged violations by a Council advisory body member.

3.6.4 Nothing in this Section shall limit Council's ability to informally address conduct considered to be not significant or a minor violation of this Code, which may include informal counseling from one Council member to another and a Council member to a Council advisory body member.

~~3.6.3.2~~

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CHAPTER 4
COMMUNICATIONS

4.1 Relationship/Communications with Staff

Staff serves the City Council as a whole, therefore:

4.1.1 A Council Member shall not direct staff in person or in writing to initiate any action, change a course of action, or prepare any report. A Council Member shall not initiate any project or study without the approval of the majority of the Council.

4.1.2 Requests for information and corresponding responses made by Council Members will be shared with the full Council.

4.1.3 Council Members shall not attempt to pressure or influence discussions, recommendations, workloads, schedules, or department priorities without first consulting with the City Manager and obtaining the approval of a majority of the Council.

4.1.4 When preparing for Council meetings, Council Members should direct questions ahead of time to the City Manager so that staff can provide the desired information at the Council meeting.

4.1.5 Any concerns by a member of the City Council regarding the behavior or work of a City employee should be directed to the City Manager privately to ensure the concern is resolved. Council Members shall not reprimand employees directly nor should they communicate their concerns to anyone other than the City Manager.

4.1.6 Council Members may direct routine inquiries to either the City Manager or appropriate department head.

4.1.7 Council Members serving on Council committees or as the City's representative to an outside agency may interact directly with City staff assigned to that effort as the City Manager's designee. The City

staff member so designated and assigned will keep the City Manager appropriately informed.

4.2 Council Relationship/Communication with Council Advisory Bodies

4.2.1 Council Members shall not attempt to pressure or influence board, commission, or committee decisions, recommendations, or priorities absent the approval of the majority of the Council.

4.2.2 It is a best practice that Council Members refrain from attending Board, Commission, and/or Committee meetings to avoid the appearance of impropriety.

4.3 Handling of Litigation and Other Confidential Information

4.3.1 All written materials and verbal information provided to Council Members on matters that are confidential and/or privileged under State law shall be kept in complete confidence to ensure that the City's position is not compromised. No disclosure or mention of any information in these materials may be made to anyone other than Council Members, the City Attorney, or City Manager.

4.3.1.1 Confidential materials provided in preparation for and during Closed Sessions shall not be retained and documents must be returned to staff at the conclusion of the Closed Session.

4.3.1.2 Council Members may not request confidential written information from staff that has not been provided to all Council Members.

4.4 Representing an Official City Position

4.4.1 City Council Members may use their title only when conducting official City business, for information purposes, or as an indication of background and expertise, carefully considering whether they are exceeding or appearing to exceed their authority.

4.4.2 Once the City Council has taken a position on an issue, all official City correspondence regarding that issue will reflect the Council's adopted position.

4.4.3 The Mayor is authorized to send letters on City letterhead stating the City's official position to appropriate legislators as long as it is consistent with the Council's Legislative Policy.

4.4.4 City letterhead may be used by Council Members only for official City business and/or to represent a policy action taken by the Council body.

4.4.5 If a member of the City Council appears before another governmental agency organization to give a statement on an issue affecting the City, the Council Member should indicate the majority position and opinion of the Council.

4.4.6 Personal opinions and comments may be expressed only if the Council Member clarifies that these statements do not reflect the official position of the City Council.

4.5 Quasi-Judicial Role/Ex *Parte* Contacts

The City Council has a number of roles. It legislates and makes administrative and executive decisions. The Council also acts in a quasi-judicial capacity or "like a judge" when it rules on various permits, licenses, and land use entitlements.

In this last capacity, quasi-judicial, the Council holds a hearing, takes evidence, determines what the evidence shows, and exercises its discretion in applying the facts to the law shown by the evidence. It is to these proceedings that the rule relative to *ex parte* contacts applies.

4.5.1 *Ex Parte* Contacts/Fair Hearings. The Council shall refrain from receiving information and evidence on any quasi-judicial matter while such matter is pending before the City Council or any agency, board, or commission thereof, except at the public hearing.

As an elected official, it is often impossible to avoid such contacts and exposure to information. Therefore, if any member is exposed to information or evidence about a pending matter outside of the public hearing, through contacts by constituents, the applicant or through site visits, the member shall disclose all such information and/or evidence acquired from such contacts, which is not otherwise included in the written or oral staff report, during the public hearing, and before the public comments period is opened.

Matters are "pending" when an application has been filed. Information and evidence gained by members via their attendance at noticed public hearings before subordinate boards and commissions are not subject to this rule.

4.6 No Attorney-Client Relationship

Council Members who consult the City Attorney, their staff, and/or attorney(s) contracted to work on behalf of the City cannot enjoy or establish an attorney-client relationship with said attorney(s) by consulting with or speaking to same. Any attorney-client relationship established belongs to the City, acting through the City Council, and as may be allowed in State law for purposes of defending the City and/or the City Council in the course of litigation and/or administrative procedures, etc.

CHAPTER 5
COUNCIL ADVISORY BODIES

5.1 Boards, Commissions, and Committees Generally

5.1.1 The Tracy Municipal Code establishes a Planning Commission to advise the Council on land use matters (Chapter 10.04) and a Parks and Community Services Commission (Chapter 7.16)

5.1.2 The rules of procedure and code of conduct that govern the City Council apply with equal force to all Council advisory boards and commissions.

5.1.3 The City Council may also establish by ordinance or resolution, boards, commissions, and committees to assist the Council in making its policy decisions. The City Council has the inherent power to create advisory bodies.

5.1.4 City boards, commissions, and committees (collectively "Council advisory bodies") provide policy recommendation to Council; they do not set or establish City policy or provide administrative direction to City staff.

5.1.5 City boards, commissions, and committees are advisory in nature and therefore do not represent City's official position on city matters.

5.1.6 Appointments to boards, commissions, and committees are made by a majority vote of the Council. Appointees to Council advisory bodies serve at the pleasure of the City Council.

5.1.7 The terms "board" and "commission" can be used interchangeably. Boards and commissions typically have broader policy and advisory responsibilities than committees which typically have much more focused advisory roles to the Council.

5.2 Board, Commission, and Committee Organization and Conduct

5.2.1 Annually, each board, commission, and committee elects one of their members to serve as the chair (presiding officer) and vice-chair.

5.2.2 Boards, commissions, and committees hold regular and special meetings as required. The conduct of board, commission, and committee meetings are governed by the same rules of policy and procedure as the City Council.

5.2.3 Boards, commissions, and committees should comply with all applicable open meeting and conflict-of-interest laws of the State.

5.2.4 Upon appointment or reappointment, Council advisory body members shall sign a Council Advisory Body Norms and Values statement (**Attachment 2**) affirming they have read and understand this City of Tracy City Council Code of Conduct.

5.3 Board, Commission, and Committee Appointments

5.3.1 Resolution No. 2004-152 establishes the board, commission, and committee appointment/selection process and requirements for residency.

5.3.2 The term of office for each board, commission, or committee member is 4 years, with the exception of the Measure V Residents' Oversight Committee which is 3 years.

5.3.3 The City Clerk provides application forms, maintains a listing of all applications received, and solicits applications when vacancies occur.

5.4 Boards, Commissions, and Committees- Vacancy and Selection/Appointment Processes

5.4.1 Resolution No. 2004-152 outlines procedures for filling a board, commission or committee vacancy and selection and appointment process. The Council appoints all City boards, commissions, and committee members.

5.4.2 Resignations may be submitted at any time to the City Council either directly or through the board, commission, or committee chair. Resignations are effective upon submittal.

5.5 Boards, Commissions, and Committees - Removal

A board member, commissioner, or committee member serves at the pleasure of the Council and may be removed at any time. The removal of a planning commission member must comply with TMC Section in accordance with the applicable procedure.

CHAPTER 6
COUNCIL FINANCIAL MATTERS

6.1 Compensation

6.1.1 Pursuant to Ordinance No. 1094, the Tracy Mayor and City Council receive a monthly salary. The amount is the salary limit established by the State Legislature for members of the City Council of general law cities having a population range within which the City of Tracy falls, as specified in California Government Code Section 36516(a).

6.1.2 The salary of the Mayor and City Council should be reviewed every two years.

6.2 Benefits

6.2.1 The California Government Code provides that Council Members may receive City-funded health, retirement, and other benefits. City-funded medical, dental, and life insurance plan benefits are provided. The Council Policy Providing City Paid Health Insurance for City Treasurer, City Clerk, and City Council, adopted by Resolution No. 2003-391, states that an elected official is not eligible for City-funded health benefits if the official or the official's spouse has employer-paid health insurance.

6.3 City Council Budget and Expenses

6.3.1 City Council Resolution No. 2007-075 provides policy guidance regarding Council expenditures for equipment, supplies and communications; travel; local expenses; and eligible reimbursements.

CITY OF TRACY CITY COUNCIL

NORMS AND VALUES STATEMENT

PREAMBLE

The residents and businesses of Tracy are entitled to have fair, ethical, and accountable local government. Such a government requires that public officials:

- Comply with both the letter and the spirit of the laws and policies affecting operations of the government.
- Be independent, impartial and fair in their judgment and actions.
- Use their public office for the public good, not for personal gain.
- Conduct public deliberations and processes openly, unless legally confidential, in an atmosphere of respect and civility.

To this end, the Tracy City Council has adopted a Code of Conduct to encourage public confidence in the integrity of local government and its fair and effective operation.

City Council Members shall sign this Norms and Values statement upon assuming office and upon reelection to office as a symbol of each Council Member's continuing commitment to abide by the principles of this code.

1. Act in the Public Interest

   Recognizing that stewardship of the public interest must be their primary concern, Council Members shall work for the common good of the people of Tracy and not for any private or personal interest, and they will endeavor to treat all persons, claims, and transactions in a fair and equitable manner.

2. Comply with the Law

   Council Members shall comply with the laws of the nation, the State of California, and the City in the performance of their public duties. These laws include, but are not limited to: the United States and California constitutions;

the Tracy City Municipal Code; laws pertaining to Council-Manager form of government, conflicts of interest, election campaigns, financial disclosures, employer responsibilities, and open processes of government; and City ordinances and policies.

3. Conduct of Members

Council Members shall refrain from abusive conduct, personal charges, or verbal attacks upon the character or motives of other members of the City Council, boards, commissions, committees, staff, or the public.

4 Respect for Process

Council Member duties shall be performed in accordance with the processes and rules of order established by the City Council.

5. Conduct of Public Meetings

Council Members shall inform themselves of public issues, listen attentively to public discussions before the body, and focus on the business at hand.

6. Decisions Based on Merit

Council decisions shall be based upon the merits and substance of the matter at hand.

7. Communication

It is the responsibility of Council Members to ~~publicly~~ share substantive information that is relevant to a matter under consideration that they have received from sources outside of the public decision-making process with all other Council Members.

8. Coordination with City Staff

Appropriate City staff should be involved when Council Members meet with officials from other agencies and jurisdictions to ensure proper staff support as needed and to keep staff informed.

9. Disclosure of Corruption

All City officials shall take an oath upon assuming office, pledging to uphold the constitution and laws of the City, the State, and the Federal government. As part of this oath, officials commit to disclosing to the appropriate authorities and/or to the City Council any behavior or activity that may qualify as corruption, abuse, fraud, bribery, or other violation of the law.

10. Conflict of Interest

In order to assure their independence and impartiality on behalf of the public good, Council Members shall not use their official positions to influence government decisions in which they have a financial interest or where they have an organizational responsibility or a personal relationship that would present a conflict of interest under applicable State law.

In accordance with the law, members shall file written disclosures of their economic interests and if they have a conflict of interest regarding a particular decision, refrain from participating in that decision unless otherwise permitted by law.

11. Gifts and Favors

Council Members shall not take advantage of services or opportunities for personal gain by virtue of their public office that are not available to the public in general. They shall refrain from accepting gifts, favors, or promises of future benefits that might compromise their independence of judgment or action or give the appearance of being compromised.

12. Confidential Information

Council Members shall respect and preserve the confidentiality of information provided to them concerning the confidential matters of the City. They shall neither disclose confidential information without proper legal authorization nor use such information to advance their personal, financial, or private interests.

13. Use of Public Resources

Public resources not available to the general public (e.g., City staff time, equipment, supplies, or facilities) shall not be used by Council Members for private gain or personal and/or campaign purposes.

14. Representation of Private Interests

In keeping with their role as stewards of the public trust, Council Members shall not appear on behalf of the private interests of a third-party before the City Council or any board, commission, or committee or proceeding of the City.

15. Advocacy

To the best of their ability, Council Members shall represent the official policies and positions of the City Council. When presenting their personal opinions or positions, members shall explicitly state that they do not represent the Council or the City.

16. Improper Influence

Council Members shall refrain from using their position to improperly influence the deliberations or decisions of City staff, boards, commissions, or committees.

17. Policy Role of Members

Council Members shall respect and adhere to the Council-Manager structure of Tracy City government as provided in State law and the City Municipal Code.

18. Positive Work Environment

Council Members shall support the maintenance of a positive and constructive environment for residents, businesses, and City employees.

19. Implementation

Ethics standards shall be included in the regular orientations for City Council candidates. Council Members entering office shall sign a statement affirming they read and understood the City of Tracy's City Council Code of Conduct.

20. Compliance and Enforcement

Council Members themselves have the primary responsibility to assure that ethical standards are understood and met and that the public can continue to have **full** confidence in the integrity of City government.

This City Council Norms and Values statement shall be considered to be a summary of the longer City Council Code of Conduct document. The City Council Code of Conduct document shall be considered to be the definitive document relating to ethical conduct by Tracy City Council Members.

I affirm that I have read and understand the City of Tracy City Council Norms and Values statement.

_____ _____

Signature Date

CITY OF TRACY
COUNCIL ADVISORY BODY
NORMS AND VALUES STATEMENT

PREAMBLE

The residents and businesses of Tracy are entitled to have fair, ethical, and accountable local government. Such a government requires that public officials, including Council advisory body members:

- Comply with both the letter and the spirit of the laws and policies affecting operations of the government.
- Be independent, impartial, and fair in their judgment and actions.
- Use their public office for the public good, not for personal gain.
- Conduct public deliberations and processes openly, unless legally confidential, in an atmosphere of respect and civility.

To this end, Council advisory body members are expected to adhere to the Code of Conduct adopted by the Tracy City Council to encourage public confidence in the integrity of local government and its fair and effective operation.

Council advisory body members shall sign this Norms and Values statement at the first meeting of the board, commission, or committee upon assuming office and, if applicable, upon reappointment to the board, commission, or committee as a symbol of each Council advisory body member's commitment to abide by the principles of this code during their term.

1. Act in the Public Interest

   Recognizing that stewardship of the public interest must be their primary concern, Council advisory body members shall work for the common good of the people of Tracyand not for any private or personal interest, and they will endeavor to treat all persons, claims, and transactions in a fair and equitable manner.

2. Comply with the Law

   Council advisory body members shall comply with the laws of the nation, the State of California, and the City in the performance of their public duties. These laws include, but are not limited to: the United States and California Constitutions; the Tracy City Municipal Code; laws pertaining to the Council-

Manager form of government, conflicts of interest, election campaigns, financial disclosures, employer responsibilities, and open processes of government; and City ordinances and policies.

3. Conduct of Council Advisory Body Members

   Council advisory body members shall refrain from abusive conduct, personal charges, or verbal attacks upon the character or motives of Council Members; other members of the Council advisory body; other boards, commissions, or committees; staff; or the public.

4. Respect for Process

   Council advisory body member duties shall be performed in accordance with the processes and rules of order established by the City Council.

5. Conduct of Public Meetings

   Council advisory body members shall inform themselves of public issues, listen attentively to public discussions before the body, and focus on the business at hand.

6. Decisions Based on Merit

   Council advisory body members shall base their decisions upon the merits and substance of the matter at hand.

7. Communication

   It is the responsibility of Council advisory body members to ~~publicly~~ share substantive information that is relevant to a matter under consideration that they have received from sources outside of the public decision-making process with all other Council advisory body members.

8. Coordination with City Staff

   Appropriate City staff should be involved when Council advisory body members meet with officials from other agencies and jurisdictions to ensure proper staff support, as needed, and to keep staff informed.

9. Disclosure of Corruption

   All City officials shall take an oath upon assuming office, pledging to uphold the Constitution and laws of the City, the State, and the Federal government. As part of this oath, officials commit to disclosing to the appropriate authorities and/or to the City Council any behavior or activity that may qualify as corruption, abuse, fraud, bribery, or other violation of the law.

10. Conflict of Interest

    In order to assure their independence and impartiality on behalf of the public good, Council advisory body members shall not use their official positions to influence government decisions in which they have a financial interest or where they have an organizational responsibility or a personal relationship that would present a conflict of interest under applicable State law.

    In accordance with the law, members shall file written disclosures of their economic interests and if they have a conflict of interest regarding a particular decision, refrain from participating in that decision unless otherwise permitted by law.

11. Gifts and Favors

    Council advisory body members shall not take advantage of services or opportunities for personal gain by virtue of their public office that are not available to the public in general. They shall refrain from accepting gifts, favors, or promises of future benefits that might compromise their independence of judgment or action or give the appearance of being compromised.

12. Confidential Information

    Council advisory body members shall respect and preserve the confidentiality of information provided to them concerning the confidential matters of the City. They shall neither disclose confidential information without proper legal authorization nor use such information to advance their personal, financial, or private interests.

13. Use of Public Resources

    Public resources not available to the general public (e.g., City staff time, equipment, supplies, or facilities) shall not be used by Council advisory body members for private gain or personal and/or campaign purposes.

14. Representation of Private Interests

In keeping with their role as stewards of the public trust, Council advisory body members shall not appear on behalf of the private interests of a third party before the City Council or any board, commission, or committee, or proceeding of the City.

15. Advocacy

To the best of their ability, Council advisory body members shall represent the official policies and positions of the City of Tracy. When presenting their personal opinions or positions, members shall explicitly state that they represent neither the Council advisory body nor the City.

16. Improper Influence

Council advisory body members shall refrain from using their position to improperly influence the deliberations or decisions of City staff, boards, commissions, or committees.

17. Policy Role of Members

Council advisory body members shall respect and adhere to the Council-Manager structure of Tracy City government as provided in State law and the City Municipal Code.

18. Positive Work Environment

Council advisory body members shall support the maintenance of a positive and constructive environment for residents, businesses, and City employees.
Attachment 2 to City Council Code of Conduct

19. Implementation

Ethics standards shall be included in the regular orientations for Council advisory body members. Upon entering office and upon reappointment, Council advisory body members shall sign a statement affirming they read and understood the City of Tracy's City Council Code of Conduct.

20. Compliance and Enforcement

Council advisory body members themselves have the responsibility to assure that ethical standards are understood and met, and that the public can continue to have full confidence in the integrity of City government.

Attachment 2 to City Council
Code of Conduct

The Council Advisory Body Norms and Values statement shall be considered to be a summary of the longer City Council Code of Conduct document. The City Council Code of Conduct document shall be considered to be the definitive document relating to ethical conduct by Tracy City Council advisory body members.

I affirm that I have read and understand the City of Tracy City Council Code of Conduct.

_____ _____

Signature Date

RESOLUTION 2019-_____

ADOPTING CITY OF TRACY CITY COUNCIL CODE OF CONDUCT

WHEREAS, It is a best practice for City Councils to develop governance policies around roles and responsibilities, and norms and behaviors to ensure a shared understanding of the City Manager's role and Council's expectations to optimize working relationships, and

WHEREAS, Over the past year, the Council has had several norms and values discussions with the goal of developing an ethics/conduct policy, and

WHEREAS, In June 2019, the San Joaquin County Civil Grand Jury issued a report on its investigation of the Tracy City Council and recommended the Council adopt an ethics policy to guide its conduct. The Grand Jury suggested having a Code of Conduct policy in place on or by October 1, 2019, and

WHEREAS, On July 16, 2019, Council unanimously agreed to develop and adopt an ethics/code of conduct policy, and

WHEREAS, On September 17, 2019, the Council discussed and provided policy direction to staff regarding a proposed Code of Conduct;

NOW, THEREFORE, BE IT RESOLVED, That the City Council of the City of Tracy hereby adopts the attached Tracy City Council Code of Conduct.

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

The foregoing Resolution 2019-____ was adopted by Tracy City Council on the 1st day of October, 2019, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

_____
MAYOR

ATTEST:

_____
CITY CLERK

October 1, 2019

AGENDA ITEM 6.A

REQUEST

DETERMINE THE CITY'S POSITION ON TWO RESOLUTIONS TO BE CONSIDERED AT THE 2019 ANNUAL BUSINESS MEETING OF THE LEAGUE OF CALIFORNIA CITIES

EXECUTIVE SUMMARY

The League of California Cities requests that Council discuss and determine their position on two resolutions to be considered at the 2019 Annual Business Meeting of the League of California Cities (LOCC).

DISCUSSION

The LOCC Annual Conference is scheduled for Wednesday, October 16, through Friday, October 18, 2019 at the Long Beach Convention Center. An important part of the conference is the Annual Business Meeting. At this meeting, the League membership considers and takes action on resolutions that establish League policy. At the request of the LOCC, and in order to expedite the conduct of business at this policy-making meeting, a City Council Member from each city is designated as a voting delegate.

At the City Council meeting held on July 16, 2019, Council Member Vargas was designated as the voting delegate and Council Member Ransom and Mayor Pro Tem Young as alternates for the City of Tracy.

The League will consider the following resolutions at this year's conference. Additional background on the resolutions listed below is included in Attachment A:

1. A Resolution of the League of California Cities Calling on the California Public Utilities Commission to Amend Rule 20A to Add Projects in Very High Fire Hazard Severity Zones to the List of Eligibility Criteria and to Increase Funding Allocations for Rule 20A Projects

2. A Resolution Calling Upon the Federal and State Governments to Address the Devastating Impacts of International Transboundary Pollution Flows into the Southernmost Regions of California and the Pacific Ocean

The League requests that Tracy City Council discuss the resolutions and determine the City's position so that the Council's designated voting delegate Council Member Vargas, or alternate voting delegates Council Member Ransom or Mayor Pro Tem Young can represent the City's position on the resolution at the Annual Meeting.

STRATEGIC PLAN

This agenda item is a routine operational item and is not related to the Council's strategic plans.

FISCAL IMPACT

There is no fiscal impact.

RECOMMENDATION

That the Council determine, by motion, their position on the resolutions to be considered at the 2019 Annual Business Meeting of the League of California Cities Annual Conference.

Prepared by: Adrianne Richardson, City Clerk

Reviewed by: Midori Lichtwardt, Assistant City Manager

Approved by: Jenny Haruyama, City Manager

Attachment A - LOCC Annual Conference Resolutions Packet

ATTACHMENT A

LEAGUE OF CALIFORNIA CITIES

Annual Conference Resolutions Packet

2019 Annual Conference Resolutions

Long Beach, California

October 16 – 18, 2019

INFORMATION AND PROCEDURES

RESOLUTIONS CONTAINED IN THIS PACKET: The League bylaws provide that resolutions shall be referred by the president to an appropriate policy committee for review and recommendation. Resolutions with committee recommendations shall then be considered by the General Resolutions Committee at the Annual Conference.

This year, two resolutions have been introduced for consideration at the Annual Conference and referred to League policy committees.

POLICY COMMITTEES: Two policy committees will meet at the Annual Conference to consider and take action on the resolutions referred to them. The committees are: Environmental Quality and Transportation, Communication & Public Works. The committees will meet from 9:00 – 11:00 a.m. on Wednesday, October 16, at the Hyatt Regency Long Beach. The sponsors of the resolutions have been notified of the time and location of the meeting.

GENERAL RESOLUTIONS COMMITTEE: This committee will meet at 1:00 p.m. on Thursday, October 17, at the Hyatt Regency Long Beach, to consider the reports of the policy committees regarding the resolutions. This committee includes one representative from each of the League's regional divisions, functional departments and standing policy committees, as well as other individuals appointed by the League president. Please check in at the registration desk for room location.

ANNUAL LUNCHEON/BUSINESS MEETING/GENERAL ASSEMBLY: This meeting will be held at 12:30 p.m. on Friday, October 18, at the Long Beach Convention Center.

PETITIONED RESOLUTIONS: For those issues that develop after the normal 60-day deadline, a resolution may be introduced at the Annual Conference with a petition signed by designated voting delegates of 10 percent of all member cities (48 valid signatures required) and presented to the Voting Delegates Desk at least 24 hours prior to the time set for convening the Annual Business Meeting of the General Assembly. This year, that deadline is 12:30 p.m., Thursday, October 17. Resolutions can be viewed on the League's Web site: www.cacities.org/resolutions.

Any questions concerning the resolutions procedures may be directed to Carly Shelby cshelby@cacities.org 916-658-8279 or Nick Romo nromo@cacities.org 916-658-8232 at the League office.

GUIDELINES FOR ANNUAL CONFERENCE RESOLUTIONS

Policy development is a vital and ongoing process within the League. The principal means for deciding policy on the important issues facing cities is through the League's seven standing policy committees and the board of directors. The process allows for timely consideration of issues in a changing environment and assures city officials the opportunity to both initiate and influence policy decisions.

Annual conference resolutions constitute an additional way to develop League policy. Resolutions should adhere to the following criteria.

Guidelines for Annual Conference Resolutions

1. Only issues that have a direct bearing on municipal affairs should be considered or adopted at the Annual Conference.

2. The issue is not of a purely local or regional concern.

3. The recommended policy should not simply restate existing League policy.

4. The resolution should be directed at achieving one of the following objectives:

   (a) Focus public or media attention on an issue of major importance to cities.

   (b) Establish a new direction for League policy by establishing general principles around which more detailed policies may be developed by policy committees and the board of directors.

   (c) Consider important issues not adequately addressed by the policy committees and board of directors.

   (d) Amend the League bylaws (requires 2/3 vote at General Assembly).

LOCATION OF MEETINGS

Policy Committee Meetings
Wednesday, October 16, 9:00 – 11:00 a.m.
Hyatt Regency Long Beach
200 South Pine Avenue, Long Beach

The following committees will be meeting:

1. Environmental Quality 10:00 - 11:00 a.m.
2. Transportation, Communication & Public Works 9:00 - 10:00 a.m.

General Resolutions Committee
Thursday, October 17, 1:00 p.m.
Hyatt Regency Long Beach
200 South Pine Avenue, Long Beach

Annual Business Meeting and General Assembly Luncheon
Friday, October 18, 12:30 p.m.
Long Beach Convention Center
300 East Ocean Boulevard, Long Beach

KEY TO ACTIONS TAKEN ON RESOLUTIONS

Resolutions have been grouped by policy committees to which they have been assigned.

Number	Key Word Index	Reviewing Body Action		
		1	2	3

1 - Policy Committee Recommendation to General Resolutions Committee
2 – General Resolutions Committee
3 - General Assembly

ENVIRONMENTAL QUALITY POLICY COMMITTEE

		1	2	3
1	Amendment to Rule 20A			
2	International Transboundary Pollution Flows			

TRANSPORTATION, COMMUNICATION & PUBLIC WORKS POLICY COMMITTEE

		1	2	3
1	Amendment to Rule 20A			

Information pertaining to the Annual Conference Resolutions will also be posted on each committee's page on the League website: www.cacities.org. The entire Resolutions Packet is posted at: www.cacities.org/resolutions.

KEY TO ACTIONS TAKEN ON RESOLUTIONS *(Continued)*

Resolutions have been grouped by policy committees to which they have been assigned.

KEY TO REVIEWING BODIES

1. Policy Committee
2. General Resolutions Committee
3. General Assembly

ACTION FOOTNOTES

* Subject matter covered in another resolution

** Existing League policy

*** Local authority presently exists

KEY TO ACTIONS TAKEN

A	Approve
D	Disapprove
N	No Action
R	Refer to appropriate policy committee for study
a	Amend+
Aa	Approve as amended+
Aaa	Approve with additional amendment(s)+
Ra	Refer as amended to appropriate policy committee for study+
Raa	Additional amendments and refer+
Da	Amend (for clarity or brevity) and Disapprove+
Na	Amend (for clarity or brevity) and take No Action+
W	Withdrawn by Sponsor

Procedural Note:
The League of California Cities resolution process at the Annual Conference is guided by League Bylaws. A helpful explanation of this process can be found on the League's website by clicking on this link: Guidelines for the Annual Conference Resolutions Process.

League of California Cities Resolution Process

REGULAR RESOLUTIONS

Policy Committee Action	General Resolutions Committee Action	Calendar
Approve	Approve	Consent Calendar[1]
Approve	Disapprove or Refer	Regular Calendar[2]
Disapprove or Refer	Approve	Regular Calendar
Disapprove or Refer	Disapprove or Refer	Does not proceed to General Assembly

PETITION RESOLUTIONS

Policy Committee Action	General Resolutions Committee Action	Calendar
Not Heard in Policy Committee	Approve	Consent Calendar
Not Heard in Policy Committee	Disapprove or Refer	Regular Calendar
Not Heard in Policy Committee	Disqualified per Bylaws Art. VI	Does not proceed to General Assembly

Resolutions

- Submitted 60 days prior to conference *Bylaws Article VI, Sec. 4(a)*
- Signatures of at least 5 supporting cities or city officials submitted with the proposed resolution *Bylaws Article VI, Sec. 2*
- Assigned to policy committee(s) by League president *Bylaws Article VI, Sec. 4(b)(i)*
- Heard in policy committee(s) and report recommendation, if any, to GRC *Bylaws Article VI, Sec. 4(b)(ii)*
- Heard in GRC
    - Approved by policy committee(s) and GRC, goes on to General Assembly on consent calendar *2006 General Assembly Resolution Sec. 2(C)*
    - If amended/approved by all policy committee(s) to which it has been referred and disapproved by GRC, then goes on to General Assembly on the regular calendar. If not all policy committees to which it has been referred recommend amendment or approval, and the GRC disapproves or refers the resolution, the resolution does not move to the General Assembly *2006 General Assembly Resolution Sec. 2(A),(C); 1998 General Assembly Resolution, 1st Resolved Clause*
    - If disapproved by all policy committees to which it has been referred and disapproved by the GRC, resolution does not move to the General Assembly *2006 General Assembly Resolution Sec. 2(C)*
- Heard in General Assembly

[1] The consent calendar should only be used for resolutions where there is unanimity between the policy committees and the GRC that a resolution should be approved by the General Assembly, and therefore, it can be concluded that there will be less desire to debate the resolution on the floor.

[2] The regular calendar is for resolutions for which there is a difference in recommendations between the policy committees and the GRC.

Petitioned Resolutions

- Submitted by voting delegate *Bylaws Article VI, Sec. 5 (a)*
- Must be signed by voting delegates representing 10% of the member cities *Bylaws Article VI, Sec. 5 (c)*
- Signatures confirmed by League staff
- Submitted to the League president for confirmation 24 hours before the beginning of the General Assembly. *Bylaws Article VI, Sec. 5 (d)*
- Petition to be reviewed by Parliamentarian for required signatures of voting delegates and for form and substance *Bylaws Article VI, Sec. 5(e)*
- Parliamentarian's report is presented to chair of GRC
- Will be heard at GRC for action (GRC cannot amend but may recommend by a majority vote to the GA technical or clarifying amendments) *2006 General Assembly Resolution sec. 6(A), (B)*
- GRC may disqualify if:
    - Non-germane to city issues
    - Identical or substantially similar in substance to a resolution already under consideration *Bylaws Article VI, Sec. 5(e)*, (f)
- Heard in General Assembly
    - General Assembly will consider the resolution following the other resolutions[3] *Bylaws Article VI, Sec. 5(g)*
    - Substantive amendments that change the intent of the petitioned resolution may only be adopted by the GA *2006 General Assembly Resolution sec. 6(C)*

Voting Procedure in the General Assembly

Consent Calendar: Resolution approved by Policy Committee(s) and GRC. Petitioned resolution approved by GRC)

- GRC Chair will be asked to give the report from the GRC and will ask for adoption of the GRC's recommendations
- Ask delegates if there is a desire to call out a resolution for discussion
- A voting delegate may make a motion to remove a resolution from the consent calendar for discussion
- If a motion is made to pull a resolution, the General Assembly votes on whether to pull the resolution from the consent calendar.
- If a majority of the General Assembly votes to pull the resolution, set "called out" reso(s) aside. If the motion fails, the resolution remains on the consent calendar.
- If reso(s) not called out, or after 'called out" reso is set aside, then ask for vote on remaining resos left on consent
- Move on to debate on reso(s) called out
- After debate, a vote is taken
- Voting delegates vote on resolutions by raising their voting cards.[4]

[3] Petitioned Resolutions on the Consent Calendar will be placed after all General Resolutions on the Consent Calendar. Petitioned Resolutions on the Regular Calendar will be placed after all General Resolutions on the Regular Calendar.

[4] Amendments to League bylaws require 2/3 vote

Regular Calendar: Regular resolutions approved by Policy Committee(s)[5], and GRC recommends disapproval or referral; Regular resolutions disapproved or referred by Policy Committee(s)[6] and GRC approves; Petitioned resolutions disapproved or referred by the GRC.

- Open the floor to determine if a voting delegate wishes to debate a resolution on the regular calendar.
- If no voting delegate requests a debate on the resolution, a vote to ratify the recommendation of the GRC on the resolution is taken.
- Upon a motion by a voting delegate to debate a resolution, a debate shall be held if approved by a majority vote of the General Assembly. If a majority of the General Assembly to debate the resolution is not achieved, then a vote shall be taken on whether to ratify the GRC's recommendation. If a majority of the General Assembly approves of the motion to debate the resolution, debate will occur. After debate on the resolution, a vote is taken based upon the substitute motion that was made, if any, or on the question of ratifying the GRC's recommendation.
- Voting delegates vote by raising their voting cards.

[5] Applies in the instance where the GRC recommendation of disapproval or refer is counter to the recommendations of the policy committees.

[6] Applies in the instance where the GRC recommendation to approve is counter to the recommendations of the policy committees.

1. **RESOLUTION OF THE LEAGUE OF CALIFORNIA CITIES CALLING ON THE CALIFORNIA PUBLIC UTILITIES COMMISSION TO AMEND RULE 20A TO ADD PROJECTS IN VERY HIGH FIRE HAZARD SEVERITY ZONES TO THE LIST OF ELIGIBILITY CRITERIA AND TO INCREASE FUNDING ALLOCATIONS FOR RULE 20A PROJECTS**

Source: City of Rancho Palos Verdes
Concurrence of five or more cities/city officials
Cities: City of Hidden Hills, City of La Cañada Flintridge, City of Laguna Beach, City of Lakeport, City of Malibu, City of Moorpark, City of Nevada City, City of Palos Verdes Estates, City of Rolling Hills Estates, City of Rolling Hills, City of Ventura
Referred to: Environmental Quality Policy Committee; Transportation, Communications, and Public Works Policy Committee

WHEREAS, the California Public Utilities Commission regulates the undergrounding conversion of overhead utilities under Electric Tariff Rule 20 and;

WHEREAS, conversion projects deemed to have a public benefit are eligible to be funded by ratepayers under Rule 20A; and

WHEREAS, the criteria under Rule 20A largely restricts eligible projects to those along streets with high volumes of public traffic; and

WHEREAS, the cost of undergrounding projects that do not meet Rule 20A criteria is left mostly or entirely to property owners under other parts of Rule 20; and

WHEREAS, California is experiencing fire seasons of worsening severity; and

WHEREAS, undergrounding overhead utilities that can spark brush fires is an important tool in preventing them and offers a public benefit; and

WHEREAS, brush fires are not restricted to starting near streets with high volumes of public traffic; and

WHEREAS, expanding Rule 20A criteria to include Very High Fire Hazard Severity Zones would facilitate undergrounding projects that would help prevent fires; and

WHEREAS, expanding Rule 20A criteria as described above and increasing funding allocations for Rule 20A projects would lead to more undergrounding in Very High Fire Hazard Severity Zones; and now therefore let it be,

RESOLVED that the League of California Cities calls on the California Public Utilities Commission to amend Rule 20A to include projects in Very High Fire Hazard Severity Zones to the list of criteria for eligibility and to increase funding allocations for Rule 20A projects.

Background Information on Resolution No. 1

Source: City of Rancho Palos Verdes

Background:
Rancho Palos Verdes is the most populated California city to have 90 percent or more of residents living in a Cal Fire-designated Very High Fire Hazard Severity Zone. Over the years, the Palos Verdes Peninsula has seen numerous brush fires that were determined to be caused by electrical utility equipment.

Across the state, some of the most destructive and deadly wildfires were sparked by power equipment. But when it comes to undergrounding overhead utilities, fire safety is not taken into account when considering using ratepayer funds to pay for these projects under California's Electric Tariff Rule 20 program. The program was largely intended to address visual blight when it was implemented in 1967. Under Rule 20A, utilities must allocate ratepayer funds to undergrounding conversion projects chosen by local governments that have a public benefit and meet one or more of the following criteria:

- Eliminate an unusually heavy concentration of overhead lines;
- Involve a street or road with a high volume of public traffic;
- Benefit a civic or public recreation area or area of unusual scenic interest; and,
- Be listed as an arterial street or major collector as defined in the Governor's Office of Planning and Research (OPR) Guidelines.

As we know, brush fires are not restricted to erupting in these limited areas. California's fire season has worsened in severity in recent years, claiming dozens of lives and destroying tens of thousands of structures in 2018 alone.

Excluding fire safety from Rule 20A eligibility criteria puts the task of undergrounding power lines in Very High Fire Hazard Severity Zones squarely on property owners who are proactive, willing and able to foot the bill.

The proposed resolution calls on the California Public Utilities Commission to amend Rule 20A to include projects in Very High Fire Hazard Severity Zones to the list of criteria for eligibility. To facilitate more undergrounding projects in these high-risk zones, the proposed resolution also calls on the CPUC to increase funding allocations for Rule 20A projects.

If adopted, utilities will be incentivized to prioritize undergrounding projects that could potentially save millions of dollars and many lives.

League of California Cities Staff Analysis on Resolution No. 1

Staff: Rony Berdugo, Legislative Representative, Derek Dolfie, Legislative Representative, Caroline Cirrincione, Legislative Policy Analyst
Committees: Environmental Quality; Transportation, Communications, and Public Works

Summary:
This Resolution, in response to intensifying fire seasons and hazards associated with exposed energized utility lines, proposes that the League of California Cities (League) call upon the California Public Utilities Commission (CPUC) to amend the Rule 20A program by expanding the criteria for undergrounding overhead utilities to include projects in Very High Fire Hazard Severity Zones (VHFHSZ). This Resolution also proposes that the League call upon the CPUC to increase utilities' funding allocations for Rule 20A projects.

Background

California Wildfires and Utilities

Over the last several years, the increasing severity and frequency of California's wildfires have prompted state and local governments to seek urgent prevention and mitigation actions. Record breaking wildfires in Northern and Southern California in both 2017 and 2018 have caused destruction and loss of life. This severe fire trend has local officials seeking solutions to combat what is now a year-round fire season exacerbated by years of drought, intense weather patterns, untamed vegetation and global warming.

These conditions create a dangerous catalyst for wildfires caused by utilities as extreme wind and weather events make downed power lines more of a risk. In response to recent catastrophic wildfires, Governor Newsom established a Strike Force tasked with developing a "comprehensive roadmap" to address issues related to wildfires, climate change, and utilities. The Strike Force report acknowledges that measures to harden the electrical grid are critical to wildfire risk management. A key utility hardening strategy: undergrounding lines in extreme high-fire areas.

Governor Newsom's Wildfire Strike Force program report concludes, "It's not a question of "if" wildfire will strike, but "when."

Very High Fire Hazard Severity Zones

This Resolution seeks to expand the undergrounding of overhead utility lines in VHFHSZ. California Government Code Section 51178 requires the Director of the California Department of Forestry and Fire Protection (CalFIRE) to identify areas in the state as VHFHSZ based on the potential fire hazard in those areas. VHFHSZ are determined based on fuel loading, slope, fire weather, and other relevant factors. These zones are in both local responsibility areas and state responsibility areas. Maps of the statewide and county by county VHFHSZ can be found here.[1]

[1] https://osfm.fire.ca.gov/divisions/wildfire-prevention-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/

More than 25 million acres of California wildlands are classified under very high or extreme fire threat. Approximately 25 percent of the state's population, 11 million people, live in those high-risk areas. Additionally, over 350,000 Californians live in cities that are nearly encompassed within Cal Fire's maps of VHFHSZ. Similar to the proponents of this Resolution, City of Rancho Palos Verdes, over 75 communities have 90 percent or more of residents living in a VHFHSZ.

CPUC Rule 20 Program

The CPUC's Rule 20 program lays out the guidelines and procedures for converting overhead electric and telecommunication facilities to underground electric facilities. Rule 20 funding and criteria is provided at four levels. Levels A, B, and C, reflect progressively diminishing ratepayer funding for undergrounding projects. Recently added Rule 20D is a relatively new program that is specific to San Diego Gas and Electric (SDG&E), which was created in response to the destructive 2007 wildfires. Each of these levels will be discussed below:

Rule 20A

The first California overhead conversion program, Rule 20A, was created in 1967 under then Governor Ronald Reagan. The program was created to provide a consistent and structured means of undergrounding utility lines throughout the state with costs covered broadly by utility ratepayers.

Each year, Investor Owned Utilities (IOUs) propose their Rule 20A allocation amounts to the CPUC during annual general rate case proceedings. In this process, IOUs propose revised utility customer rates based on expected service costs, new energy procurement and projects for the following year, including Rule 20 allocations. The CPUC then reviews, amends, and approves IOU rates. Currently, the cumulative budgeted amount for Rule 20A for Pacific Gas and Electric (PG&E), Southern California Edison (SCE), and San Diego Gas and Electric (SDG&E) totals around $95.7 million.

The funding set aside by IOUs for Rule 20A is allocated to local governments through a credit system, with each credit holding a value to be used solely for the costs of an undergrounding project. The credit system was created so that local governments and IOUs can complete undergrounding projects without municipal financing. Through Rule 20A, municipalities that have developed and received city council approval for an undergrounding plan receive annual credits from the IOU in their service area. At the last count by the CPUC, over 500 local governments (cities and counties) participate in the credit system.

While these credits have no inherent monetary value, they can be traded in or banked for the conversion of overhead lines. Municipalities can choose to accumulate their credits until their credit balance is sufficient to cover these conversion projects, or choose to borrow future undergrounding allocations for a period of up to five years. Once the cumulative balance of credits is sufficient to cover the cost of a conversion project, the municipality and the utility can move forward with the undergrounding. All of the planning, design, and construction is performed by the participating utility. Upon the completion of an undergrounding project, the utility is compensated through the local government's Rule 20A credits.

At the outset of the program, the amount of allocated credits were determined by a formula which factored in the number of utility meters within a municipality in comparison to the utilities' service territory. However, in recent years the formula has changed. Credit allocations for IOUs, except for PG&E, are now determined based on the allocation a city or county received in 1990 and is then adjusted for the following factors:

- 50% of the *change from the 1990* total budgeted amount is allocated for the ratio of the number of overhead meters in any city or unincorporated area to the total system overhead meters; and
- 50% of the *change from the 1990* total budgeted amount is allocated for the ratio of the number of meters (which includes older homes that have overhead services, and newer homes with completely underground services) in any city or the unincorporated area to the total system meters.

As noted, PG&E has a different funding formula for their Rule 20A credit allocations as they are not tied to the 1990 base allocation. Prior to 2011, PG&E was allocating approximately five to six percent of its revenue to the Rule 20A program. The CPUC decided in 2011 that PG&E's Rule 20A allocations should be reduced by almost half in an effort to decrease the growing accumulation of credits amongst local governments. Since 2011, PG&E's annual allocations for Rule 20A have been around $41.3 million annually, which is between two and three percent of their total revenue.

Criteria for Rule 20A Projects

For an undergrounding project to qualify for the Rule 20A program, there are several criteria that need to be met. The project must have a public benefit and:

1. Eliminate an unusually heavy concentration of overhead lines
2. Involve a street or road with a high volume of public traffic
3. Benefit a civic or public recreation area or area of unusual scenic interest,
4. Be listed as an arterial street or major collector as defined in the Governor's Office of Planning and Research (OPR) Guidelines

Notably, fire safety is excluded from the list of criteria that favors aesthetic and other public safety projects.

Rule 20A Credit System Imbalance Threatens Program Effectiveness

Allocations are made by utilities each year for Rule 20A credits. These current budget allocations total $95.7 million a year. Currently, the cumulative balance of credits throughout the state totals over $1 billion dollars. The Rule 20A cumulative balances aggregated by region can be found here.[2]

[2] Program Review, California Overhead Conversion Program, Rule 20A for Years 2011-2015, "The Billion Dollar Risk," California Public Utilities Commission.
https://www.cpuc.ca.gov/uploadedFiles/CPUC_Public_Website/Content/About_Us/Organization/Divisions/Policy_and_Planning/PPD_Work_Products_(2014_forward)(1)/PPD_Rule_20-A.pdf

Note: The existing credit allocation formulas do not consider a municipality's need or plans for overhead conversion projects, resulting in large credit balances in some jurisdictions.

Cities and counties are, however, able to trade or sell unallocated Rule 20A credits if they will not be used to fund local undergrounding projects. There have been several cases where one agency has sold their unused credits, often for less than the full dollar value of the credits themselves to another agency.

Rule 20B
Rule 20B projects are those that do not fit the Rule 20A criteria, but do, however, involve both sides of the street for at least 600 feet. These projects are typically done in conjunction with larger developments and are mostly paid for by the developer or applicant. Additionally, the applicant is responsible for the installation.

Rule 20C
Rule 20C projects are usually small projects that involve property owners. The majority of the cost is usually borne by the applicants. Rule 20C applies when the project does not qualify for either Rule 20A or Rule 20B.

Rule 20D--Wildfire Mitigation Undergrounding Program
Rule 20D was approved by the CPUC in January of 2014 and only applies to SDG&E. The Rule 20D program was established largely in response to the destructive wildfires that occurred in San Diego in 2007 as a wildfire mitigation undergrounding program. According to SDG&E, the objective of the Rule 20D undergrounding is exclusively for fire hardening as opposed to aesthetics. The program is limited in scope and is restricted to communities in SDG&E's Fire Threat Zone (now referred to as the High Fire Threat District or HFTD). As of this time, the program has yet to yield any projects and no projects are currently planned.

For an undergrounding project to qualify for the Rule 20D program, a minimum of three of the following criteria must be met. The project must be near, within, or impactful to:

- Critical electric infrastructure
- Remaining useful life of electric infrastructure
- Exposure to vegetation or tree contact
- Density and proximity of fuel
- Critical surrounding non-electric assets (including structures and sensitive environmental areas)
- Service to public agencies
- Accessibility for firefighters

Similar to Rule 20A, SDG&E must allocate funding each year through their general rate case proceedings to Rule 20D to be approved by the CPUC. This funding is separate from the allocations SDG&E makes for Rule 20A. However, the process of distributing this funding to localities is different. The amount of funding allocated to each city and county for Rule 20D is based on the ratio of the number of miles of overhead lines in SDG&E Fire Threat Zones in a city or county to the total miles of SDG&E overhead lines in the entire SDG&E fire zone. The

Rule 20D program is administered by the utility consistent with the existing reporting, engineering, accounting, and management practices for Rule 20A.

The Committee may want to consider whether Rule 20D should instead be expanded, adapted, or further utilized to support funding for overhead conversions within VHFHSZ throughout the state.

Fiscal Impact:
The costs to the State associated with this Resolution will be related to the staff and programmatic costs to the CPUC to take the necessary measures to consider and adopt changes to Rule 20A to include projects in VHFHSZ to the list of criteria for eligibility.

This Resolution calls for an unspecified increase in funding for Rule 20A projects, inferring that portions of increased funds will go towards newly eligible high fire hazard zones. While the Resolution does not request a specific amount be allocated, it can be assumed that these increased costs will be supported by utility ratepayers. According to the CPUC, the annual allocations towards Rule 20A are $95.7 million.

The CPUC currently reports a cumulative credit surplus valued at roughly $1 billion that in various regions, given the approval of expanded eligibility called for by this Resolution, could be used to supplement and reduce the level of new dollars needed to make a significant impact in VHFHSZ. The CPUC follows that overhead conversion projects range from $93,000 per mile for rural construction to $5 million per mile for urban construction.

The Resolution states that "California is experiencing fire seasons of worsening severity" which is supported by not only the tremendous loss of property and life from recent wildfires, but also in the rising costs associated with clean up, recovery, and other economic losses with high estimates in the hundreds of billions of dollars.

The Committee may wish to consider the costs associated with undergrounding utility lines in relation to the costs associated with past wildfires and wildfires to come.

Comments:
CPUC Currently Exploring Revisions to Rule 20
In May 2017, the CPUC issued an Order Instituting Rulemaking to Consider Revisions to Electric Rule 20 and Related Matters. The CPUC will primarily focus on revisions to Rule 20A but may make conforming changes to other parts of Rule 20. The League is a party in these proceedings will provide comments.

Beyond Rule 20A: Additional Options for Funding Undergrounding Projects
There are various ways in which cities can generate funding for undergrounding projects that fall outside of the scope of Rule 20A. At the local level, cities can choose to forgo the Rule 20A process and opt to use their own General Fund money for undergrounding. Other options are also discussed below:

Rule 20D Expansion
The City of Berkley in a 2018 study titled "Conceptual Study for Undergrounding Utility Wires in Berkley," found that the city could possibly qualify for Rule 20D funding if they actively pursued this opportunity in partnership with PG&E and the CPUC.

One of the study's recommendations is to advocate for release of 20D funds (now earmarked exclusively for SDG&E) to be used for more aggressive fire hardening techniques for above-ground utility poles and equipment, for undergrounding power lines, and for more aggressive utility pole and vegetation management practices in the Very High Hazard Fire Zone within Berkeley's city limits.

As an alternative to changing the criteria for Rule 20A, the Committee may wish to consider whether there is the opportunity to advocate for the expansion of Rule 20D funding more broadly, expanding its reach to all IOU territories.

Franchise Surcharge Fees
Aside from Rule 20 allocations, cities can generate funding for undergrounding through franchise fee surcharges. For example, SDG&E currently operates under a 50-year City franchise that was granted in 1970. Under the franchises approved by the San Diego City Council in December 1970, SDG&E agreed to pay a franchise fee to the City equivalent to 3% of its gross receipts from the sales of both natural gas and electricity for 30 years.

These fees were renegotiated in 2000 and in 2001 an agreement was between the City of San Diego, SDG&E, and the CPUC to extend the existing franchise fee to include revenues collected from surcharges. SDG&E requested an increase of 3.88% to its existing electric franchise fee surcharge. The bulk, 3.53% of this increase is to be used for underground conversion of overhead electric wires.

Based on SDG&E's revenue projections, the increase would result in an additional surcharge revenue amount of approximately $36.5 million per year. SDG&E estimates that this would create a monthly increase of approximately $3.00 to a typical residential customer's electric bill. These surcharge revenues would pay for additional undergrounding projects including those that do not meet the Rule 20A criteria. The City of Santa Barbara has also adopted a similar franchise surcharge fee.

Having this funding source allows the City of San Diego to underground significantly more miles of above ground utility lines than other municipalities. However, the surcharge is currently being challenged in court, as it is argued that the City had SDG&E impose a tax without a ballot measure.

Utility Bankruptcy and Undergrounding Funding
In considering this Resolution, it is important to understand that Rule 20A allocations have been more substantial in the past. As mentioned earlier, prior to 2011, PG&E was allocating approximately 5% to 6% of its revenue to the Rule 20A program. Therefore, it is not unreasonable to encourage an increase in Rule 20A allocations as history shows that utilities had the capacity to do so in the past.

However, in a time where IOUs such as PG&E are facing bankruptcy as the result of utility caused wildfires, there is the possibility that expanding rule 20A funding will generate more costs for the ratepayers.

Questions to Consider:

1) Is Rule 20A or Rule 20D the more appropriate program to advocate for such an expansion?
2) Are there any wildfire risks outside of VHFHSZ that could be mitigated by undergrounding projects?

Existing League Policy:

Public Safety:
The League supports additional funding for local agencies to recoup the costs associated with fire safety in the community and timely mutual aid reimbursement for disaster response services in other jurisdictions. (pg. 43)

The League supports the fire service mission of saving lives and protecting property through fire prevention, disaster preparedness, hazardous-materials mitigation, specialized rescue, etc., as well as cities' authority and discretion to provide all emergency services to their communities. (pg. 43)

Transportation, Communication, and Public Works:
Existing telecommunications providers and new entrants shall adhere to local city policies on public utility undergrounding. (pg. 54)

The League supports protecting the additional funding for local transportation and other critical unmet infrastructure needs. (pg. 51)

The League supports innovative strategies including public private partnerships at the state and local levels to enhance public works funding. (pg. 52)

Environmental Quality
The League opposes any legislation that interferes with local utility rate setting authority and opposes any legislation that restricts the ability of a city to transfer revenue from a utility (or other enterprise activity) to the city's general fund. (pg. 9)

Cities should continue to have the authority to issue franchises and any program should be at least revenue neutral relative to revenue currently received from franchises. (pg. 9)

The League is concerned about the impacts of escalating energy prices on low income residents and small businesses. The League supports energy pricing structures and other mechanisms to soften the impacts on this segment of our community. (pg. 10)

2019 Strategic Goals
Improve Disaster Preparedness, Recovery and Climate Resiliency.

- Provide resources to cities and expand partnerships to better prepare for and recover from wildfires, seismic events, erosion, mudslides and other disasters.
- Improve community preparedness and resiliency to respond to climate-related, natural and man-made disasters.

Support:
The following letters of concurrence were received:
The City of Hidden Hills
The City of La Cañada Flintridge
The City of Laguna Beach
The City of Lakeport
The City of Malibu
The City of Moorpark
The City of Nevada City
The City of Palos Verdes Estates
The City of Rolling Hills Estates
The City of Rolling Hills
The City of Ventura

LETTERS OF CONCURRENCE

Resolution No. 1

Amendment to Rule 20A

City of Hidden Hills

6165 Spring Valley Road * Hidden Hills, California 91302
(818) 888-9281 * Fax (818) 719-0083

August 14, 2019

Jan Arbuckle, President
League of California Cities
1400 K Street, Suite 400
Sacramento, California 95814

Dear President Arbuckle:

The City of Hidden Hills supports the City of Rancho Palos Verdes' effort to bring a resolution for consideration by the General Assembly at the League's 2019 Annual Conference in Long Beach.

Undergrounding power lines is an important tool in preventing destructive wildfires that have devastated communities across our state. But California's Rule 20A program, which allows local governments to pay for these costly projects with ratepayer funds, does not factor in fire safety for eligibility. Unless projects meet the program's limited eligibility criteria, they are left to be funded by property owners who are proactive, willing and able to foot the bill. We believe Rule 20A offers an important opportunity for fire prevention and that the California Public Utilities Commission should expand this program so more communities can utilize it.

The resolution calls on the CPUC to amend Rule 20A to include projects in Very High Fire Hazard Severity Zones to the list of criteria for eligibility. To facilitate more undergrounding projects in these high-risk zones, the resolution also calls on the CPUC to increase funding allocations for Rule 20A projects.

The resolution is also in line with one of the League's 2019 Strategic Goals of improving disaster preparedness, recovery and climate resiliency.

For these reasons, we concur that the resolution should go before the General Assembly.

Sincerely,

Larry G. Weber
Mayor

City Council
Leonard Pieroni, Mayor
Gregory C. Brown, Mayor Pro Tem
Jonathan C. Curtis
Michael T. Davitt
Terry M. Walker

August 14, 2019

Jan Arbuckle, President
League of California Cities
1400 K St., Ste. 400
Sacramento, CA 95814

Dear President Arbuckle:

The City of La Cañada Flintridge supports the City of Rancho Palos Verdes' effort to bring a resolution for consideration by the General Assembly at the League's 2019 Annual Conference in Long Beach.

Undergrounding power lines is an important tool in preventing destructive wildfires that have devastated communities across our state. But California's Rule 20A program, which allows local governments to pay for these costly projects with ratepayer funds, does not factor in fire safety for eligibility. Unless projects meet the program's limited eligibility criteria, they are left to be funded by property owners who are proactive, willing and able to foot the bill. We believe Rule 20A offers an important opportunity for fire prevention and that the California Public Utilities Commission should expand this program so more communities can utilize it.

The resolution calls on the CPUC to amend Rule 20A to include projects in Very High Fire Hazard Severity Zones to the list of criteria for eligibility. To facilitate more undergrounding projects in these high-risk zones, the resolution also calls on the CPUC to increase funding allocations for Rule 20A projects.

The City of La Cañada Flintridge is one of the few Southern California cities in which 100% of the community within a Very High Fire Hazard Severity Zone. The City, in 1987, committed 100% of its 20A allocation for forty-five years from this year for a major downtown undergrounding project. Therefore, the only way our City can directly benefit from this Resolution is if there is an additional annual increased allocation for this purpose. Due to the extreme threat the City experienced at the time of the Station Fire, the City is keenly aware of the damage a fire may potentially cause, whether from utility issues or from natural causes. The City strongly supports any effort, including this Resolution, to reduce fire danger for the City's residents.

The resolution is also in line with one of the League's 2019 Strategic Goals of improving disaster preparedness, recovery and climate resiliency.

For these reasons, we concur that the resolution should go before the General Assembly with the City of La Cañada Flintridge in support.

Sincerely,

Leonard Pieroni
Mayor

July 25, 2019

Jan Arbuckle, President
League of California Cities
1400 K St., Ste. 400
Sacramento, CA 95814

Dear President Arbuckle:

The City of Laguna Beach supports the City of Rancho Palos Verdes' effort to bring a resolution for consideration by the General Assembly at the League's 2019 Annual Conference in Long Beach.

Undergrounding power lines is an important tool in preventing destructive wildfires that have devastated communities across our state. Ten to the Top 20 most destructive fires in California were caused by electrical sources. The California's Rule 20A program, which allows local governments to pay for undergrounding of utilities costly projects with ratepayer funds, does not factor in fire safety for eligibility. Unless projects meet the program's limited eligibility criteria, they are left to be funded by property owners who are proactive, willing and able to foot the bill. We believe Rule 20A offers an important opportunity for fire prevention and that the California Public Utilities Commission should expand this program so more communities can utilize it. We also believe that this program should redirect unused Rule 20A allocations from cities who have no undergrounding projects planned to the cities in Very High Fire Hazard Severity zones.

The resolution calls on the CPUC to amend Rule 20A to include projects in Very High Fire Hazard Severity Zones to the list of criteria for eligibility. To facilitate more undergrounding projects in these high-risk zones, the resolution also calls on the CPUC to increase funding allocations for Rule 20A projects. The City of Laguna Beach recommends that the resolution also be amended to call on the CPUC to redirect unused Rule 20A allocations from cities who have no undergrounding projects planned to the cities in Very High Fire Hazard Severity zones.

Nearly 90% of the City of Laguna Beach land area is designated under State Law and local ordinance as Very High Fire Hazard Severity Zone. While the City has used Rule 20A and 20B funding in the past to underground more than half of its overhead utilities, sufficient funding is not available to underground the remaining parts of the City.

The resolution is also in line with one of the League's 2019 Strategic Goals of improving disaster preparedness, recovery and climate resiliency.

For these reasons, we concur that the resolution should go before the General Assembly.

Sincerely,

Bob Whalen
Mayor

CITY OF LAKEPORT

Over 125 years of community pride, progress and service

August 7, 2019

Jan Arbuckle, President
League of California Cities
1400 K St., Ste. 400
Sacramento, CA 95814

Dear President Arbuckle:

The City of Lakeport supports the City of Rancho Palos Verdes' effort to bring a resolution for consideration by the General Assembly at the League's 2019 Annual Conference in Long Beach.

Undergrounding power lines is an important tool in preventing destructive wildfires that have devastated communities across our state. But California's Rule 20A program, which allows local governments to pay for these costly projects with ratepayer funds, does not factor in fire safety for eligibility. Unless projects meet the program's limited eligibility criteria, they are left to be funded by property owners who are proactive, willing and able to foot the bill. We believe Rule 20A offers an important opportunity for fire prevention and that the California Public Utilities Commission should expand this program so more communities can utilize it.

The resolution calls on the CPUC to amend Rule 20A to include projects in Very High Fire Hazard Severity Zones to the list of criteria for eligibility. To facilitate more undergrounding projects in these high-risk zones, the resolution also calls on the CPUC to increase funding allocations for Rule 20A projects.

The resolution is also in line with one of the League's 2019 Strategic Goals of improving disaster preparedness, recovery and climate resiliency.

For these reasons, we concur that the resolution should go before the General Assembly.

Sincerely,

Tim Barnes
Mayor
City of Lakeport

City of Malibu

Jefferson Wagner, Mayor
23825 Stuart Ranch Road · Malibu, California · 90265-4861
Phone (310) 456-2489 · Fax (310) 456-3356 · www.malibucity.org

August 15, 2019

Jan Arbuckle, President
League of California Cities
1400 K St., Ste. 400
Sacramento, CA 95814

RE: City of Rancho Palos Verdes Proposed Resolution to Amend California Public Utilities Commission Rule 20A – SUPPORT

Dear Ms. Arbuckle:

At its Regular meeting on August 12, 2019, the Malibu City Council unanimously voted to support the City of Rancho Palos Verdes' effort to bring a resolution for consideration by the General Assembly at the League's 2019 Annual Conference in Long Beach.

Undergrounding power lines is an important tool in preventing destructive wildfires that have devastated communities across our state, but California's Rule 20A program, which allows local governments to pay for these costly projects with ratepayer funds, does not factor in fire safety for eligibility. Unless projects meet the program's limited eligibility criteria, they are left to be funded by property owners who are proactive, as well as willing and able to foot the bill. The City of Malibu agrees with Rancho Palos Verdes that Rule 20A offers an important opportunity for fire prevention and that the California Public Utilities Commission (CPUC) should expand this program so more communities can utilize it.

The resolution calls on the CPUC to amend Rule 20A to include projects in Very High Fire Hazard Severity Zones to the list of criteria for eligibility. To facilitate more undergrounding projects in these high-risk zones, the resolution also calls on the CPUC to increase funding allocations for Rule 20A projects. As a recent series of news stories on wildfire preparedness in California pointed out, there are more than 75 communities across the state with populations over 1,000, including Rancho Palos Verdes and Malibu, where at least 90 percent of residents live in a Cal Fire-designated Very High Fire Hazard Severity Zone.

It is well-known that electric utility equipment is a common fire source, and has sparked some of the most destructive blazes in our state's history. Moving power lines underground is, therefore, a critical tool in preventing them. Currently, Rule 20A primarily addresses visual blight, but with fire seasons worsening, it is key that fire safety also be considered when local governments pursue Rule 20A projects, and that annual funding allocations for the program be expanded.

It is worth noting that the State does have a program, Rule 20D, that factors in fire safety for funding undergrounding projects. However, this is limited to San Diego Gas & Electric Company projects in certain areas only. This needs to be expanded to include projects in all projects within designated Very High Fire Hazard Severity Zones.

Recycled Paper

The proposed resolution is also in line with one of the League's 2019 Strategic Goals of improving disaster preparedness, recovery and climate resiliency.

For these reasons, the City of Malibu strongly concurs that the resolution should go before the General Assembly.

Sincerely,

Jefferson Wagner
Mayor

Cc: Honorable Members of the Malibu City Council
Reva Feldman, City Manager
Megan Barnes, City of Rancho Palos Verdes, mbarnes@rpvca.gov

Recycled Paper

CITY OF MOORPARK

799 Moorpark Avenue, Moorpark, California 93021
Main City Phone Number (805) 517-6200 | Fax (805) 532-2205 | moorpark@moorparkca.gov

July 24, 2019

SUBMITTED ELECTRONICALLY

Jan Arbuckle, President
League of California Cities
1400 K St., Ste. 400
Sacramento, CA 95814

RE: SUPPORT FOR RANCHO PALOS VERDES RESOLUTION RE: POWER LINE UNDERGROUNDING

Dear President Arbuckle:

The City of Moorpark supports the City of Rancho Palos Verdes effort to bring a resolution for consideration by the General Assembly at the League's 2019 Annual Conference in Long Beach.

Undergrounding power lines is an important tool in preventing destructive wildfires that have devastated communities across our state. But California's Rule 20A program, which allows local governments to pay for these costly projects with ratepayer funds, does not factor in fire safety for eligibility. Unless projects meet the program's limited eligibility criteria, they are left to be funded by property owners who are proactive, willing and able to foot the bill. We believe Rule 20A offers an important opportunity for fire prevention and that the California Public Utilities Commission should expand this program so more communities can utilize it.

The resolution calls on the CPUC to amend Rule 20A to include projects in Very High Fire Hazard Severity Zones to the list of criteria for eligibility. To facilitate more undergrounding projects in these high-risk zones, the resolution also calls on the CPUC to increase funding allocations for Rule 20A projects.

All cities in Ventura County, including Moorpark, have wildfire prevention fresh in our memories following the highly destructive 2017-2018 Thomas Fire, which was caused by above-ground power lines. The 2018 Woolsey Fire similarly affected Ventura County, and lawsuits have been filed alleging it was also caused by above-ground power lines. Each of these fires caused billions of dollars in damages and highlight the importance of undergrounding power lines.

JANICE S. PARVIN, Mayor | CHRIS ENEGREN, Councilmember | ROSEANN MIKOS, Ph.D., Councilmember | DAVID POLLOCK, Councilmember | KEN SIMONS, Councilmember

The resolution is also in line with one of the League's 2019 Strategic Goals of improving disaster preparedness, recovery and climate resiliency.

For these reasons, we concur that the resolution should go before the General Assembly.

Sincerely,

Janice Parvin
Mayor

cc: City Council
City Manager

Jan Arbuckle, President
League of California Cities
1400 K St., Ste. 400
Sacramento, CA 95814

Dear President Arbuckle:

The City of Nevada City supports the City of Rancho Palos Verdes' effort to bring a resolution for consideration by the General Assembly at the League's 2019 Annual Conference in Long Beach.

Undergrounding power lines is an important tool in preventing destructive wildfires that have devastated communities across our state. But California's Rule 20A program, which allows local governments to pay for these costly projects with ratepayer funds, does not factor in fire safety for eligibility. Unless projects meet the program's limited eligibility criteria, they are left to be funded by property owners who are proactive, willing and able to foot the bill. We believe Rule 20A offers an important opportunity for fire prevention and that the California Public Utilities Commission (CPUC) should expand this program so more communities can utilize it.

The resolution calls on the CPUC to amend Rule 20A to include projects in Very High Fire Hazard Severity Zones to the list of criteria for eligibility. To facilitate more undergrounding projects in these high-risk zones, the resolution also calls on the CPUC to increase funding allocations for Rule 20A projects.

The City of Nevada City would also like to add that the local agency be given the power to use private firms to do design, inspect and construct Rule 20A projects in local jurisdiction rather than be required to use the designated local utility. In addition, the City of Nevada City wants the CPUC to allow local jurisdictions to transfer excess funds between agencies to better serve projects in high fire hazard severity zones.

The resolution is also in line with one of the League's 2019 Strategic Goals of improving disaster preparedness, recovery and climate resiliency.

For these reasons, we concur that the resolution should go before the General Assembly.

Sincerely,

Reinette Senum

Reinette Senum
Mayor
City of Nevada City

CITY OF
Palos Verdes Estates

INCORPORATED 1939

CALIFORNIA

July 25, 2019

Jan Arbuckle, President
League of California Cities
1400 K St., Ste. 400
Sacramento, CA 95814

Dear President Arbuckle:

The City of Palos Verdes Estates supports the City of Rancho Palos Verdes' effort to bring a resolution for consideration by the General Assembly at the League's 2019 Annual Conference in Long Beach.

Undergrounding power lines is an important tool in preventing destructive wildfires that have devastated communities across our state. But California's current Rule 20A program, which allows local governments to pay for these costly projects with ratepayer funds, does not factor in fire safety for eligibility. Unless projects meet the program's limited eligibility criteria, they are left to be funded by property owners who are proactive, willing and able to foot the bill. We believe Rule 20A offers an important opportunity for fire prevention and that the California Public Utilities Commission should expand this program so more communities can utilize it.

The resolution calls on the CPUC to amend Rule 20A to include projects in Very High Fire Hazard Severity Zones to the list of criteria for eligibility. To facilitate more undergrounding projects in these high-risk zones, the resolution also calls on the CPUC to increase funding allocations for Rule 20A projects.

The resolution is also in line with one of the League's 2019 Strategic Goals of improving disaster preparedness, recovery and climate resiliency.

For these reasons, we concur that the resolution should go before the General Assembly.

Sincerely,

Mayor Kenneth J. Kao
City of Palos Verdes Estates

cc: PVE City Council
PVE Interim City Manager Petru
RPV City Manager Willmore

340 Palos Verdes Drive West, Palos Verdes Estates, California 90274 310-378-0383

City of
Rolling Hills Estates

Judith Mitchell
Mayor

Velveth Schmitz
Mayor Pro Tem

Britt Huff
Council Member

Frank V. Zerunyan
Council Member

Steven Zuckerman
Council Member

August 14, 2019

Jan Arbuckle, President
League of California Cities
1400 K St., Ste. 400
Sacramento, CA 95814

Dear President Arbuckle:

The City of Rolling Hills Estates supports the City of Rancho Palos Verdes' effort to bring a resolution for consideration by the General Assembly at the League's 2019 Annual Conference in Long Beach.

Undergrounding power lines is an important tool in preventing destructive wildfires that have devastated communities across our state. But California's Rule 20A program, which allows local governments to pay for these costly projects with ratepayer funds, does not factor in fire safety for eligibility. Unless projects meet the program's limited eligibility criteria, they are left to be funded by property owners who are proactive, willing and able to foot the bill. We believe Rule 20A offers an important opportunity for fire prevention and that the California Public Utilities Commission should expand this program so more communities can utilize it.

The resolution calls on the CPUC to amend Rule 20A to include projects in Very High Fire Hazard Severity Zones to the list of criteria for eligibility. To facilitate more undergrounding projects in these high-risk zones, the resolution also calls on the CPUC to increase funding allocations for Rule 20A projects.

The resolution is also in line with one of the League's 2019 Strategic Goals of improving disaster preparedness, recovery and climate resiliency.

For these reasons, we concur that the resolution should go before the General Assembly.

Sincerely,

Judith Mitchell
Mayor

City of Rolling Hills INCORPORATED JANUARY 24, 1957

NO. 2 PORTUGUESE BEND ROAD
ROLLING HILLS, CALIF. 90274
(310) 377-1521
FAX: (310) 377-7288

August 14, 2019

Jan Arbuckle, President
League of California Cities
1400 K St., Ste. 400
Sacramento, CA 95814

Dear Board of Directors:

The City of Rolling Hills supports the City of Rancho Palos Verdes' effort to bring a resolution for consideration by the General Assembly at the League's 2019 Annual Conference in Long Beach.

Undergrounding power lines is an important tool in preventing destructive wildfires that have devastated communities across our state. But California's Rule 20A program, which allows local governments to pay for these costly projects with ratepayer funds, does not factor in fire safety for eligibility. Unless projects meet the program's limited eligibility criteria, they are left to be funded by property owners who are proactive, willing and able to foot the bill. We believe Rule 20A offers an important opportunity for fire prevention and that the California Public Utilities Commission should expand this program so more communities can utilize it.

The resolution calls on the CPUC to amend Rule 20A to include projects in Very High Fire Hazard Severity Zones to the list of criteria for eligibility. To facilitate more undergrounding projects in these high-risk zones, the resolution also calls on the CPUC to increase funding allocations for Rule 20A projects.

The resolution is also in line with one of the League's 2019 Strategic Goals of improving disaster preparedness, recovery and climate resiliency.

For these reasons, we concur that the resolution should go before the General Assembly.

Sincerely,

Leah Mirsch
Mayor

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CITY OF
VENTURA

July 29, 2019

Jan Arbuckle, President
League of California Cities
1400 K St., Ste. 400
Sacramento, CA 95814

Dear President Arbuckle:

The City of Ventura supports the City of Rancho Palos Verdes' effort to bring a resolution for consideration by the General Assembly at the League's 2019 Annual Conference in Long Beach.

Undergrounding power lines is an important tool in preventing destructive wildfires that have devastated communities across our state. But California's Rule 20A program, which allows local governments to pay for these costly projects with ratepayer funds, does not factor in fire safety for eligibility. Unless projects meet the program's limited eligibility criteria, they are left to be funded by property owners who are proactive, willing and able to foot the bill. We believe Rule 20A offers an important opportunity for fire prevention and that the California Public Utilities Commission should expand this program so more communities can utilize it.

The resolution calls on the CPUC to amend Rule 20A to include projects in Very High Fire Hazard Severity Zones to the list of criteria for eligibility. To facilitate more undergrounding projects in these high-risk zones, the resolution also calls on the CPUC to increase funding allocations for Rule 20A projects.

The resolution is also in line with one of the League's 2019 Strategic Goals of improving disaster preparedness, recovery and climate resiliency.

For these reasons, we concur that the resolution should go before the General Assembly.

Sincerely,

Alex D. McIntyre
City Manager

2. A RESOLUTION CALLING UPON THE FEDERAL AND STATE GOVERNMENTS TO ADDRESS THE DEVASTATING IMPACTS OF INTERNATIONAL TRANSBOUNDARY POLLUTION FLOWS INTO THE SOUTHERNMOST REGIONS OF CALIFORNIA AND THE PACIFIC OCEAN

Source: San Diego County Division
Concurrence of five or more cities/city officials
Cities: Calexico; Coronado; Imperial Beach; San Diego
Individual City Officials: City of Brawley: Mayor Pro Tem Norma Kastner-Jauregui; Council Members Sam Couchman, Luke Hamby, and George Nava. City of Escondido: Deputy Mayor Consuelo Martinez. City of La Mesa: Council Member Bill Baber. City of Santee: Mayor John Minto, City of Vista: Mayor Judy Ritter and Council Member Amanda Young Rigby
Referred to: Environmental Quality Policy Committee

WHEREAS, international transboundary rivers that carry water across the border from Mexico into Southern California are a major source of sewage, trash, chemicals, heavy metals and toxins; and

WHEREAS, transboundary flows threaten the health of residents in the United States and Mexico, harm important estuarine land and water of international significance, force closure of beaches, damage farmland, adversely impact the South San Diego County and Imperial County economy; compromise border security, and directly affect U.S. military readiness; and

WHEREAS, a significant amount of untreated sewage, sediment, hazardous chemicals and trash have been entering southern California through both the Tijuana River Watershed (75 percent of which is within Mexico) and New River flowing into southern California's coastal waterways and residential and agricultural communities in Imperial County eventually draining into the Salton Sea since the 1930s; and

WHEREAS, in February 2017, an estimated 143 million gallons of raw sewage flowed into the Tijuana River and ran downstream into the Pacific Ocean and similar cross border flows have caused beach closures at Border Field State Park that include 211 days in 2015; 162 days in 2016; 168 days in 2017; 101 days in 2018; and 187 days to date for 2019 as well as closure of a number of other beaches along the Pacific coastline each of those years; and

WHEREAS, approximately 132 million gallons of raw sewage has discharged into the New River flowing into California through communities in Imperial County, with 122 million gallons of it discharged in a 6-day period in early 2017; and

WHEREAS, the presence of pollution on state and federal public lands is creating unsafe conditions for visitors; these lands are taxpayer supported and intended to be managed for recreation, resource conservation and the enjoyment by the public, and

WHEREAS, the current insufficient and degrading infrastructure in the border zone poses a significant risk to the public health and safety of residents and the environment on both

sides of the border, and places the economic stress on cities that are struggling to mitigate the negative impacts of pollution; and

WHEREAS, the 1944 treaty between the United States and Mexico regarding *Utilization of Waters of the Colorado and Tijuana Rivers and of the Rio Grande* allocates flows on trans-border rivers between Mexico and the United States, and provides that the nations, through their respective sections of the International Boundary Water Commission shall give control of sanitation in cross border flows the highest priority; and

WHEREAS, in 1993, the United States and Mexico entered into the *Agreement Between the Government of the United States of America and the Government of the United Mexican States Concerning the Establishment of a North American Development Bank* which created the North American Development Bank (NADB) to certify and fund environmental infrastructure projects in border-area communities; and

WHEREAS, public concerns in response to widespread threats to public health and safety, damage to fish and wildlife resources and degradation to California's environment resulting from transboundary river flow pollution in the southernmost regions of the state requires urgent action by the Federal and State governments, and

WHEREAS, Congress authorized funding under the U.S. Environmental Protection Agency's (EPA) Safe Drinking Water Act and established the State and Tribal Assistance Grants (STAG) program for the U.S.-Mexico Border Water Infrastructure Program (BWIP) in 1996 to provide grants for high-priority water, wastewater, and storm-water infrastructure projects within 100 kilometers of the southern border; and

WHEREAS, the EPA administers the STAG and BWIP programs, and coordinates with the North American Development Bank (NADB) to allocate BWIP grant funds to projects in the border zone; and

WHEREAS, since its inception, the BWIP program has provided funding for projects in California, Arizona, New Mexico and Texas that would not have been constructed without the grant program; and

WHEREAS, the BWIP program was initially funded at $100 million per year, but, over the last 20 years, has been continuously reduced to its current level of $10 million; and

WHEREAS, in its FY 2020 Budget Request, the Administration proposed to eliminate the BWIP program; and

WHEREAS, officials from EPA Region 9, covering California, have identified a multitude of BWIP-eligible projects along the southern border totaling over $300 million; and

WHEREAS, without federal partnership through the BWIP program and state support to address pollution, cities that are impacted by transboundary sewage and toxic waste flows are

left with limited resources to address a critical pollution and public health issue and limited legal remedies to address the problem; and

WHEREAS, the National Association of Counties, (NACo) at their Annual Conference on July 15, 2019 and the U.S. Conference of Mayors at their Annual Conference on in July 1, 2019 both enacted resolutions calling on the federal and state governments to work together to fund and address this environmental crisis; and

WHEREAS, local governments and the public support the State's primary objectives in complying with environmental laws including the Clean Water Act, Porter-Cologne Water Quality Control Act, and Endangered Species Act and are supported by substantial public investments at all levels of government to maintain a healthy and sustainable environment for future residents of California, and

WHEREAS, League of California Cities policy has long supported efforts to ensure water quality and oppose contamination of water resources; and

NOW, THEREFORE, BE IT RESOLVED at the League General Assembly, assembled at the League Annual Conference on October 18, 2019 in Long Beach, that the League calls upon the Federal and State governments to restore and ensure proper funding to the U.S- Mexico Border Water Infrastructure Program (BWIP) and recommit to working bi-nationally to develop and implement long-term solutions to address serious water quality and contamination issues, such as discharges of untreated sewage and polluted sediment and trash-laden transboundary flows originating from Mexico, that result in significant health, environmental, and safety concerns in communities along California's southern border impacting the state.

Background Information on Resolution No. 2

Source: San Diego County Division

Background:
Along California's southern border with Mexico, the New River in Imperial County and the Tijuana River in San Diego County are a major sources of raw sewage, trash, chemicals, heavy metals, and toxins that pollute local communities. Sewage contaminated flows in the Tijuana River have resulted in significant impacts to beach recreation that includes the closure of Border Field State Beach for more than 800 days over the last 5-years. Similarly, contaminated flows in the New River presents comparable hazards, impacts farm land, and contributes to the ongoing crisis in the Salton Sea. These transboundary flows threaten the health of residents in California and Mexico, harms the ecosystem, force closures at beaches, damage farm land, makes people sick, and adversely affects the economy of border communities. The root cause of this cross border pollution is from insufficient or failing water and wastewater infrastructure in the border zone and inadequate federal action to address the problem through existing border programs.

The severity of cross border pollution has continued to increase, due in part to the rapid growth of urban centers since the passage of the North American Free Trade Agreement (NAFTA). While economic growth has contributed to greater employment, the environmental infrastructure of the region has not kept pace, which is why Congress authorized the Border Water Infrastructure Program (BWIP) in 1996. The U.S. Environmental Protection Agency (EPA) administers the BWIP and coordinates with the North American Development Bank (NADB) to provide financing and technical support for projects on both sides of the U.S./Mexico border. Unfortunately, the current BWIP funding at $10 million per year is only a fraction of the initial program budget that shares funding with the entire 2,000 mile Mexican border with California, Arizona, New Mexico and Texas. EPA officials from Region 9 have identified an immediate need for BWIP projects totaling over $300 million just for California. Without federal partnerships through the BWIP and state support to address cross border pollution, cities that are impacted by transboundary sewage and toxic waste flows are left with limited resources to address a critical pollution and public health issue.

The International Boundary and Water Commission (IBWC) is another important federal stakeholder that, under the Treaty of 1944 with Mexico, must address border sanitation problems. While IBWC currently captures and treats some of the pollution generated in Mexico, it also redirects cross border flows without treatment directly into California.

Improving environmental and public health conditions for communities along the border is essential for maintaining strong border economy with Mexico. The IBWC, EPA, and NADB are the important federal partners with existing bi-national programs that are able to immediately implement solutions on cross border pollution. California is in a unique position to take the lead and work with local and federal partners to implement real solutions that will addresses the long standing and escalating water quality crisis along the border.

For those reasons, the cities of Imperial Beach and Coronado requested the San Diego County Division to propose a resolution at the 2019 League Annual Conference calling upon the federal

and state governments to address the devastating impacts of international transboundary pollution flows into the waterways of the southernmost regions of California, San Diego and Imperial Counties and the Pacific Ocean.

On August 12, 2019 at the regularly scheduled meeting of the San Diego County Division, the membership unanimously endorsed submittal of the resolution, with close to 75% membership present and voting.

The Imperial County Division does not have a schedule meeting until after the deadline to submit proposed resolutions. However, the City of Calexico, which is most directly impacted by initial pollution flow of the New River from Mexicali, sent a letter in concurrence of this resolution as well as numerous city official from cities within Imperial County and the Imperial County Board of Supervisors. The League Imperial County Division will place a vote to support this resolution on the agenda of their September 26, 2019 meeting.

League of California Cities Staff Analysis on Resolution No. 2

Staff: Derek Dolfie, Legislative Representative
Carly Shelby, Legislative and Policy Development Assistant
Committees: Environmental Quality

Summary:
This Resolution states that the League of California Cities should call upon the State and Federal governments to restore and ensure proper funding for the U.S. – Mexico Border Water Infrastructure Program (BWIP) and work bi-nationally to address water quality issues resulting from transboundary flows from Mexico's Tijuana River into the United States containing untreated sewage, polluted sediment, and trash.

Background:
The League of California Cities' San Diego County Division is sponsoring this resolution to address their concerns over the contaminated flows from the Tijuana River into California that have resulted in the degradation of water quality and water recreational areas in Southern California.

The Tijuana River flows north through highly urbanized areas in Mexico before it enters the Tijuana River Estuary and eventually the Pacific Ocean via waterways in San Diego County in California. Urban growth in Tijuana has contributed to a rise in rates of upstream flows from water treatment facilities in Mexico. These treatment facilities have raised the amount of untreated sewage and waste in the Tijuana River due to faulty infrastructure and improper maintenance. The federal government refers to the river as an "impaired water body" because of the presence of pollutants in excess, which pose significant health risks to residents and visitors in communities on both sides of the border.

Federal Efforts to Address Pollution Crisis
To remedy the Tijuana River's low water quality, the United States and Mexico entered into a Treaty in 1944 entitled: *Utilization of Waters of the Colorado River and Tijuana Rivers and of the Rio Grande – the International Boundary and Water Commission* (IBWC). The IBWC was designed to consist of a United States section and a Mexico section. Both sections were tasked with negotiating and implementing resolutions to address water pollution in the area, which includes overseeing the development of water treatment and diversion infrastructure.

After the formation of the IBWC, the U.S. and Mexico entered into a treaty in 1993 entitled: *Agreement Concerning the Establishment of a Border Environment Cooperation Commission and a North American Development Bank.* This agreement established the North American Development Bank (NADB), which certifies and funds infrastructure projects located within 100 kilometers (62 miles) of the border line. The NADB supports federal programs like the Border Water Infrastructure Program (BWIP), which was initially funded at $100 million, annually.

The degradation of existing water treatment infrastructure along the border coincides with the federal government's defunding of the BWIP, which has steadily decreased from $100 million in 1996 to $10 million today. The Federal FY 2020 Budget proposes eliminating BWIP funding

altogether. EPA's regions 6 and 9 (includes U.S. states that border Mexico) have identified a number of eligible projects that address public health and environmental conditions along the border totaling $340 million.

The NADB has funded the development of water infrastructure in both the U.S. and Mexico. Water diversion and treatment infrastructure along the U.S – Mexico border includes, but is not limited to, the following facilities:

- *The South Bay International Wastewater Treatment Plant (SBIWTP).* This facility was constructed by the U.S. in 1990 and is located on the California side of the border and is operated under the jurisdiction of the IBWC. The SBIWTP serves as a diversion and treatment sewage plant to address the flow of untreated sewage from Mexico into the United States.
- *Pump Station CILA.* CILA was constructed by Mexico in 1991 and is located along the border in Mexico. This facility serves as the SBIWTP's Mexican counterpart.

Both the SBIWTP and CILA facilities have had a multitude of overflows containing untreated sewage and toxic waste that spills into the Tijuana River. The cause of overflows can be attributed to flows exceeding the maximum capacity that the infrastructure can accommodate (this is exacerbated during wet and rainy seasons) and failure to properly operate and maintain the facilities. Much of the existing infrastructure has not had updates or repairs for decades, causing overflows to become more frequent and severe. The most notable overflow occurred in February 2017, wherein 143 million gallons of polluting waste discharged into the Tijuana River; affecting the Tijuana Estuary, the Pacific Ocean, and Southern California's waterways.

State Actions

In response to the February 2017 overflow, the San Diego Water Board's Executive Officer sent a letter to the U.S. and Mexican IBWC Commissioners which included recommendations on how to improve existing infrastructure and communications methods between both nations.

In September of 2018, California Attorney General Xavier Becerra submitted a lawsuit against IBWC for Violating the Clean Water Act by allowing flows containing sewage and toxic waste to flow into California's waterways, posing a public health and ecological crisis. The cities of Imperial Beach, San Diego, Chula Vista, the Port of San Diego, and the San Diego Regional Water Quality Board have also filed suit against the IBWC. The suit is awaiting its first settlement conference on October 19, 2019. If parties are unable to reach a settlement, the case will go to trial.

Fiscal Impact:

California's economy is currently the sixth largest in the world, with tourism spending topping $140.6 billion in 2018. In the past five years, San Diego's Border Field State Park has been closed for over 800 days because of pollution from the Tijuana River. A decline in the State's beach quality and reputation could carry macroeconomic effects that could ripple outside of the San Diego County region and affect coastal communities throughout California.

Existing League Policy

The League of California Cities has extensive language on water in its Summary of Existing Policy and Guiding Principles. Fundamentally, the League recognizes that beneficial water quality is essential to the health and welfare of California and all of its citizens. Additionally, the League advocates for local, state and federal governments to work cooperatively to ensure that water quality is maintained.

The following policy relates to the issue of water quality:

- Surface and groundwater should be protected from contamination.
- Requirements for wastewater discharge into surface water and groundwater to safeguard public health and protect beneficial uses should be supported.
- When addressing contamination in a water body, water boards should place priority emphasis on clean-up strategies targeting sources of pollution, rather than in stream or end-of-pipe treatment.
- Water development projects must be economically, environmentally and scientifically sound.
- The viability of rivers and streams for instream uses such as fishery habitat, recreation and aesthetics must be protected.
- Protection, maintenance, and restoration of fish and wildlife habitat and resources.

Click here to view the **Summary of Existing Policy and Guiding Principles 2018.**

Comments:

1. Water quality issues are prevalent across California and have been a constant priority of the State's legislature and residents. In 2014, California's voters approved Proposition 1, which authorized $7.5 billion in general obligation bonds to fund water quality improvement projects. In 2019, the Legislature reached an agreement to allocate $130 million from the State's Greenhouse Gas Reduction Fund (GGRF) to address failing water infrastructure and bad water qualities for over one million of California's residents in rural communities. Water quality is not an issue unique to the County of San Diego and communities along the border.

2. Tijuana River cross-border pollution has caught national attention. Members of Congress have proposed recent funding solutions to address the pollution crisis, including:
   - In February of 2019, California Congressional Representatives Vargas, Peters, and Davis helped secure $15 million for the EPA to use as part of its BWIP.
   - *H.R. 3895 (Vargas, Peters, 2019), The North American Development Bank Pollution Solution Act.* This bill seeks to support pollution mitigation efforts along the border by increasing the NADB's capital by $1.5 billion.
   - *H.R. 4039 (Levin, 2019), The Border Water Infrastructure Improvement Act.* This bill proposes increasing funding to the BWIP from the existing $10 million to $150 million as a continuous appropriation until 2025.

   Additionally, the National Association of Counties (NACo) and the U.S. Conference of Mayors enacted resolutions in support of increased funding for U.S. – Mexico border water infrastructure to address the environmental crisis in 2019.

3. The border pollution problem has sparked action from local, state, and federal actors. Should this resolution be adopted, League membership should be aware that future action will be adapted by what is explicitly stated in the resolution's language. In current form, the resolution's resolve clause cites the BWIP as the only program that should receive reinstated and proper funding. League staff recommends the language be modified to state:

   > **"NOW, THEREFORE, BE IT RESOLVED** at the League General Assembly, assembled at the League Annual Conference on October 18, 2019 in Long Beach, that the League calls upon the Federal and State governments to restore and ensure proper funding *for environmental infrastructure on the U.S. – Mexico Border, including* ~~to~~ the ~~U.S. Mexico~~ Border Water Infrastructure Program (BWIP), and recommit to working bi-nationally to develop and implement long-term solutions to address serious water quality and contamination issues, such as discharges of untreated sewage and polluted sediment and trash-laden transboundary flows originating from Mexico, that result in significant health, environmental, and safety concerns in communities along California's southern border impacting the state."

   Modifying the language would ensure enough flexibility for the League to support funding mechanisms outside of the prescribed federally-operated BWIP.

4. It remains unclear if there is an appetite in Washington to fund border-related infrastructure projects that address environmental quality. Given the high probability of another overflow containing waste and sewage from the existing infrastructure operated by the IBWC, League membership should consider the outcome if no resolution is reached to address the issue.

Support:

The following letters of concurrence were received:

Cities:

The City of Calexico
The City of Coronado
The City of Imperial Beach
The City of San Diego

In their individual capacity:

Amanda Young Rigby, City of Vista Council Member
Bill Baber, City of La Mesa Council Member
Consuelo Martinez, City of Escondido Deputy Mayor
George A. Nava, City of Brawley Council Member
John Minto, City of Santee Mayor
Judy Ritter, City of Vista Mayor
Luke Hamby, City of Brawley Council Member
Norma Kastner-Jauregui, City of Brawley Mayor Pro-Tempore
Sam Couchman, City of Brawley Council Member

LETTERS OF CONCURRENCE
Resolution No. 2

International Transboundary
Pollution Flows

608 Heber Ave.
Calexico, CA 92231-2840
Tel: 760.768.2110
Fax: 760.768.2103
www.calexico.ca.gov

CITY OF CALEXICO

August 15, 2019

Jan Arbuckle, President
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

RE: **Environmental and Water Quality Impacts Of International Transboundary River Pollution Flow Resolution**

President Arbuckle:

The city of Calexico strongly supports the San Diego County Division's effort to submit a resolution for consideration by the General Assembly at the League's 2019 Annual Conference in Long Beach.

The Division's resolution calls upon the Federal and State governments to restore and ensure proper funding of the Border Water Infrastructure Program (BWIP) to address the devastating impacts of international transboundary pollution flows into the waterways of the southernmost regions of California (San Diego and Imperial Counties) and the Pacific Ocean.

Local government and the public support the State's water and environmental quality objectives and League policy has long supported efforts to ensure water quality and oppose contamination of water resources. This resolution addresses the critical need for the federal and state governments to recommit to work bi-nationally to develop and implement long-term solutions to address serious water quality and contamination issues, such as discharges of untreated sewage and polluted sediment and trash-laden transboundary flows originating from Mexico, that result in significant heath, environmental and safety concerns in communities along California's southern border impacting the state.

As members of the League, our city values the policy development process provided to the General Assembly. We appreciate your time on this issue.

Viva Calexico!

If you have any questions or require additional information, please do not hesitate to contact me at 760/768-2110.

Sincerely,

CITY OF CALEXICO

David Dale
City Manager

Cc: Honorable Mayor Bill Hodge

CITY OF CORONADO

1825 STRAND WAY
CORONADO, CA 92118

OFFICE OF THE CITY MANAGER
(619) 522-7335
FAX (619) 522-7846

August 15, 2019

Jan Arbuckle, President
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

RE: Environmental and Water Quality Impacts of International Transboundary River Pollution Flows Resolution

This letter is written on behalf of and with the support of the Coronado City Council. The City of Coronado wholeheartedly supports the resolution adopted by the San Diego County and Imperial County Division of the California League of Cities.

The San Diego County Division's resolution calls upon the federal and state governments to restore and ensure proper funding of the U.S.-Mexico Border Water Infrastructure Program (BWIP) to address the devastating impacts of international transboundary pollution flows into the waterways of the southernmost regions of California (San Diego and Imperial Counties) and the Pacific Ocean.

The City has been working closely with the Environmental Protection Agency and other federal partners on the matter since early 2018. City leaders are committed to finding long-term, sustainable solutions to this problem. Through its advocacy and education efforts, the City of Coronado has raised national awareness of the problem among legislators, political appointees and career staff at federal agencies. These efforts have been successful. However, the City along with our coalition partners, look forward to more action to swiftly resolve this issue.

Local government and the public support the state's water and environmental quality objectives and League policy has long supported efforts to ensure water quality and oppose contamination of water resources. This resolution addresses the critical need for the federal and state governments to recommit to work bi-nationally to develop and implement long-term solutions to address serious water quality and contamination issues, such as discharges of untreated sewage and polluted sediment and trash-laden transboundary flows originating from Mexico, that result in significant health, environmental and safety concerns in communities along California's southern border impacting the state.

As members of the League, Coronado values the policy development process provided to the General Assembly. We appreciate your time on this issue. Please feel free to contact me if you have any questions.

Sincerely,

Blair King
Coronado City Manager

cc: Coronado Mayor and City Council
Bill Baber, President, San Diego County Division
c/o Catherine Hill, Regional Public Affairs Manager, San Diego County Division chill@cacities.org

City of Imperial Beach, California

OFFICE OF THE CITY MANAGER

825 Imperial Beach Blvd., Imperial Beach, CA 91932 Tel: (619) 423-8303 Fax: (619) 628-1395

August 15, 2019

Jan Arbuckle, President
League of California Cities
1400 K St. Suite 400
Sacramento, CA 95814

RE: Environmental and Water Quality Impacts Of International Transboundary River Pollution Flow Resolution

President Arbuckle:

The city of Imperial Beach appreciates and supports the San Diego County Division's effort to submit a resolution for consideration by the full membership of the League of California Cities.

The Division's resolution calls on Federal and State government to address the impacts of transboundary pollution flows into the Southwestern regions of California. The pollution in these areas is an environmental disaster that threatens the health and general welfare of residents near the Mexican border in Imperial and San Diego Counties.

I encourage all voting delegates and elected officials in attendance at the 2019 Annual League of California Cities Conference in Long Beach to support this important resolution as it addresses the critical need for the federal and state government to recommit to work bi-nationally to address the serious contamination issues and to develop and implement long-term solutions.

I am available for any questions or additional information related to this letter of support.

Sincerely,

Andy Hall
City Manger

Cc: Honorable Mayor Serge Dedina
Honorable Mayor Pro Tem Robert Patton
Honorable Councilmember Paloma Aguirre
Honorable Councilmember Ed Spriggs
Honorable Councilmember Mark West

City of Imperial Beach, California

OFFICE OF THE MAYOR

825 Imperial Beach Blvd., Imperial Beach, CA 91932 Tel: (619) 423-8303 Fax: (619) 628-1395

August 16, 2019

Jan Arbuckle, President
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

RE: Environmental and Water Quality Impacts Of International Transboundary River Pollution Flow Resolution

President Arbuckle:

The city of Imperial Beach strongly supports the San Diego County Division's effort to submit a resolution for consideration by the General Assembly at the League's 2019 Annual Conference in Long Beach.

The Division's resolution calls upon the Federal and State governments to restore and ensure proper funding of the Border Water Infrastructure Program (BWIP) to address the devastating impacts of international transboundary pollution flows into the waterways of the southernmost regions of California (San Diego and Imperial Counties) and the Pacific Ocean.

Local government and the public support the State's water and environmental quality objectives and League policy has long supported efforts to ensure water quality and oppose contamination of water resources. This resolution addresses the critical need for the federal and state governments to recommit to work bi-nationally to develop and implement long-term solutions to address serious water quality and contamination issues, such as discharges of untreated sewage and polluted sediment and trash-laden transboundary flows originating from Mexico, that result in significant heath, environmental and safety concerns in communities along California's southern border impacting the state.

As members of the League, our city values the policy development process provided to the General Assembly. We appreciate your time on this issue. If you have any questions or require additional information, please do not hesitate to contact me at 619-423-8303.

Sincerely,

Serge Dedina
Mayor

THE CITY OF SAN DIEGO

KEVIN L. FAULCONER
Mayor

August 15, 2019

Jan Arbuckle, President
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

RE: **Environmental and Water Quality Impacts of International Transboundary River Pollution Flow Resolution**

President Arbuckle:

The City of San Diego supports the San Diego County Division in their effort to submit a resolution to the General Assembly at the League of California Cities' 2019 Annual Conference in Long Beach.

To suppress the flow of pollution between the Mexico and Southern California's water channels, the Division requests for the Federal and State governments to give proper funding to the Border Water Infrastructure Program (BWIP).

The City of San Diego and its citizens have expressed their concerns about untreated sewage, polluted sediment and trash flowing from Mexico, into California, causing health, environmental and safety concerns. The State's water and environmental quality objectives and League policy has long supported efforts to ensure water quality and oppose contamination of water resources. With the Division's resolution, the great need for federal and state governments to reconsider working together, will help in developing a long-term solution to address serious water quality and contamination issues.

As members of the League, our City values the policy development process provided to the General Assembly. We appreciate your time on this issue.

Please contact me at (619)453-9946 if you have any questions.

Sincerely,

Denice Garcia
Director of International Affairs

Cc: Honorable Mayor Kevin L. Faulconer

202 C STREET, 11TH FLOOR • SAN DIEGO, CA 92101

AMANDA YOUNG RIGBY
CITY COUNCILWOMAN

August 15, 2019

Jan Arbuckle, President
League of California Cities
1400 K Street, 4th Floor
Sacramento, CA 95814

Re: Border Sewage Issues

Dear President Arbuckle;

As a Council Member in the City of Vista, and solely in my individual capacity as such, I write in ***support*** of the League of California Cities 2019 Annual Conference Resolution proposed by the San Diego County Division to address the constant sewage pollution issues at the international border with Mexico.

This Resolution requests that the federal and state governments recognize the paramount importance of this issue and address the devastating impacts that this constant contamination has on the southernmost regions of California and the Pacific coastline by requesting the necessary funding to develop and implement effective and long term solutions to the raw sewage contamination coming into San Diego and Imperial Counties from Mexico.

Although I have lived in Vista for 27 years now, I grew up in Imperial Beach and know well the severe health and environmental impact that this situation has had on our border communities for the ***decades***.

As a member of the League, I value the League's ability to effectively advocate on behalf of not only our cities but in effect, our citizens, and this is an important issue for our entire state. Should you have any questions or comments, please contact me at the number below. Thank you for your consideration.

Most Sincerely,

Amanda Young Rigby
Council Member, City of Vista

cc: Vista City Council
Vista City Manager
Vista City Attorney
City of Imperial Beach
City of Coronado
City of Calexico
City of San Diego

CITY OF
LA MESA
JEWEL of the HILLS

August 16, 2019

Jan Arbuckle, President
League of California Cities
1400 K Street, Suite 400
Sacramento, CA 95814

RE: Environmental and Water Quality Impacts Of International Transboundary River Pollution Flows Resolution

President Arbuckle:

As a Council Member for the City of La Mesa and in my individual capacity, not on behalf of the full La Mesa City Council as a body or the City, I am writing you in support of the San Diego County Division's effort to submit a resolution for consideration by the General Assembly at the League's 2019 Annual Conference in Long Beach.

The Division's resolution calls upon the Federal and State governments to restore and ensure proper funding of the Border Water Infrastructure Program (BWIP) to address the devastating impacts of international transboundary pollution flows into the waterways of the southernmost regions of California (San Diego and Imperial Counties) and the Pacific Ocean.

As San Diego County Division President and a member of the League, I value the policy development process provided to the General Assembly. I appreciate your time on this issue. Please feel free to contact me at 619-667-1106, should you have any questions.

Sincerely,

Bill Baber

BILL BABER
COUNCIL MEMBER CITY OF LA MESA
PRESIDENT, LEAGUE SAN DIEGO COUNTY DIVISION

8130 ALLISON AVENUE • LA MESA, CA 91941 • TEL: 619.667.1105 FAX: 619.462.7528

ESCONDIDO
City of Choice

Consuelo Martinez, Deputy Mayor
201 North Broadway, Escondido, CA 92025
Phone: 760-839-4638

August 16, 2019

Jan Arbuckle, President
League of California Cities
1400 K Street, 4th Floor
Sacramento, CA 95814

Dear President Arbuckle:

As one Council Member of the city of Escondido, and in my individual capacity and not on behalf of the Council as a body or the City, I write in support of the League of California Cities 2019 Annual Conference Resolution proposed by the San Diego County Division to address the transboundary river flow pollution impacting cities in San Diego and Imperial Counties.

This resolution calls upon the federal and state governments to address the devastating impacts of international transboundary pollution flows into the southernmost regions of California and the Pacific Ocean by requesting the necessary funding to develop solutions for pollution coming into San Diego County and Imperial County waterways through the Tijuana River and New River, respectively.

The passage of the proposed resolution by the San Diego County Division would provide support for the restoration of much needed funding and development and implementation of long-term solutions to address serious water quality and contamination issues, such as discharge of untreated sewage and polluted sediment and trash-laden transboundary flows that result in significant health, environmental, and safety concerns in communities along California's southern border impacting the state.

As a member of the League, I value the policy development process provided to the General Assembly. I appreciate your time on this issue. Please feel free to contact me at cmartinez@escondido.org if you have any questions.

Sincerely,

Consuelo Martinez
Deputy Mayor

cc: Honorable Mayor and City Council Members
Jeffrey R. Epp, City Manager

CITY OF BRAWLEY

ADMINISTRATIVE OFFICES
383 Main Street
Brawley, CA 92227
Phone: (760) 351-3048
FAX: (760) 351-3088

August 15, 2019

Jan Arbuckle, President
League of California Cities
1400 K Street, 4th Floor
Sacramento, CA 95814

Dear President Arbuckle:

As one Council Member of the City of Brawley, and in my individual capacity and not on behalf of the Council as a body or the City, I write in support of the League of California Cities 2019 Annual Conference Resolution proposed by the San Diego County Division to address the transboundary river flow pollution impacting cities in San Diego and Imperial Counties.

This resolution calls upon the federal and state governments to address the devastating impacts of international transboundary pollution flows into the southernmost regions of California and the Pacific Ocean by requesting the necessary funding to develop solutions for pollution coming into San Diego County and Imperial County waterways through the Tijuana River and New River, respectively.

The passage of the proposed resolution by the San Diego County Division would provide support for the restoration of much needed funding and development and implementation of long-term solutions to address serious water quality and contamination issues, such as discharge of untreated sewage and polluted sediment and trash-laden transboundary flows that result in significant health, environmental, and safety concerns in communities along California's southern border impacting the state.

As a member of the League, I value the policy development process provided to the General Assembly. I appreciate your time on this issue. Please feel free to contact me at (City email) if you have any questions.

Sincerely,

George A. Nava
City Council Member
City of Brawley

MAYOR
John W. Minto

CITY COUNCIL
Ronn Hall
Stephen Houlahan
Laura Koval
Rob McNelis

CITY OF SANTEE

August 15, 2019

Jan Arbuckle, President
League of California Cities
1400 K Street, 4th Floor
Sacramento, CA 95814

Dear President Arbuckle:

As Mayor of the city of Santee, and in my individual capacity and not on behalf of the Council as a body or the City, I write in support of the League of California Cities 2019 Annual Conference Resolution proposed by the San Diego County Division to address the transboundary river flow pollution impacting cities in San Diego and Imperial Counties.

This resolution calls upon the federal and state governments to address the devastating impacts of international transboundary pollution flows into the southernmost regions of California and the Pacific Ocean by requesting the necessary funding to develop solutions for pollution coming into San Diego County and Imperial County waterways through the Tijuana River and New River, respectively.

The passage of the proposed resolution by the San Diego County Division would provide support for the restoration of much needed funding and development and implementation of long-term solutions to address serious water quality and contamination issues, such as discharge of untreated sewage and polluted sediment and trash-laden transboundary flows that result in significant health, environmental, and safety concerns in communities along California's southern border impacting the state.

As a member of the League, I value the policy development process provided to the General Assembly. I appreciate your time on this issue. Please feel free to contact me at (JMinto@cityofsanteeca.gov) if you have any questions.

Sincerely,

JOHN W. MINTO
Mayor
City of Santee

JUDY RITTER
MAYOR

August 16, 2019

Jan Arbuckle, President
League of California Cities
1400 K Street, 4th Floor
Sacramento, CA 95814

Dear President Arbuckle:

As Mayor of the city of Vista, and in my individual capacity and not on behalf of the Council as a body or the City, I write in support of the League of California Cities 2019 Annual Conference Resolution proposed by the San Diego County Division to address the transboundary river flow pollution impacting cities in San Diego and Imperial Counties.

This resolution calls upon the federal and state governments to address the devastating impacts of international transboundary pollution flows into the southernmost regions of California and the Pacific Ocean by requesting the necessary funding to develop solutions for pollution coming into San Diego County and Imperial County waterways through the Tijuana River and New River, respectively.

The passage of the proposed resolution by the San Diego County Division would provide support for the restoration of much needed funding and development and implementation of long-term solutions to address serious water quality and contamination issues, such as discharge of untreated sewage and polluted sediment and trash-laden transboundary flows that result in significant health, environmental, and safety concerns in communities along California's southern border impacting the state.

As a member of the League, I value the policy development process provided to the General Assembly. I appreciate your time on this issue. Please feel free to contact me at jritter@cityofvista.com if you have any questions.

Sincerely,

Judy Ritter
Mayor
City of Vista

CITY OF BRAWLEY

ADMINISTRATIVE OFFICES
383 Main Street
Brawley, CA 92227
Phone: (760) 351-3048
FAX: (760) 351-3088

August 15, 2019

Jan Arbuckle, President
League of California Cities
1400 K Street, 4th Floor
Sacramento, CA 95814

Dear President Arbuckle:

As one Council Member of the City of Brawley, and in my individual capacity and not on behalf of the Council as a body or the City, I write in support of the League of California Cities 2019 Annual Conference Resolution proposed by the San Diego County Division to address the transboundary river flow pollution impacting cities in San Diego and Imperial Counties.

This resolution calls upon the federal and state governments to address the devastating impacts of international transboundary pollution flows into the southernmost regions of California and the Pacific Ocean by requesting the necessary funding to develop solutions for pollution coming into San Diego County and Imperial County waterways through the Tijuana River and New River, respectively.

The passage of the proposed resolution by the San Diego County Division would provide support for the restoration of much needed funding and development and implementation of long-term solutions to address serious water quality and contamination issues, such as discharge of untreated sewage and polluted sediment and trash-laden transboundary flows that result in significant health, environmental, and safety concerns in communities along California's southern border impacting the state.

As a member of the League, I value the policy development process provided to the General Assembly. I appreciate your time on this issue. Please feel free to contact me at (City email) if you have any questions.

Sincerely,

Luke Hamby
City Council Member
City of Brawley

CITY OF BRAWLEY

ADMINISTRATIVE OFFICES
383 Main Street
Brawley, CA 92227
Phone: (760) 351-3048
FAX: (760) 351-3088

August 15, 2019

Jan Arbuckle, President
League of California Cities
1400 K Street, 4th Floor
Sacramento, CA 95814

Dear President Arbuckle:

As one Council Member of the City of Brawley, and in my individual capacity and not on behalf of the Council as a body or the City, I write in support of the League of California Cities 2019 Annual Conference Resolution proposed by the San Diego County Division to address the transboundary river flow pollution impacting cities in San Diego and Imperial Counties.

This resolution calls upon the federal and state governments to address the devastating impacts of international transboundary pollution flows into the southernmost regions of California and the Pacific Ocean by requesting the necessary funding to develop solutions for pollution coming into San Diego County and Imperial County waterways through the Tijuana River and New River, respectively.

The passage of the proposed resolution by the San Diego County Division would provide support for the restoration of much needed funding and development and implementation of long-term solutions to address serious water quality and contamination issues, such as discharge of untreated sewage and polluted sediment and trash-laden transboundary flows that result in significant health, environmental, and safety concerns in communities along California's southern border impacting the state.

As a member of the League, I value the policy development process provided to the General Assembly. I appreciate your time on this issue. Please feel free to contact me at (City email) if you have any questions.

Sincerely,

Norma Kastner-Jauregui
Mayor Pro-Tempore
City of Brawley

CITY OF BRAWLEY

ADMINISTRATIVE OFFICES
383 Main Street
Brawley, CA 92227
Phone: (760) 351-3048
FAX: (760) 351-3088

August 15, 2019

Jan Arbuckle, President
League of California Cities
1400 K Street, 4th Floor
Sacramento, CA 95814

Dear President Arbuckle:

As one Council Member of the City of Brawley, and in my individual capacity and not on behalf of the Council as a body or the City, I write in support of the League of California Cities 2019 Annual Conference Resolution proposed by the San Diego County Division to address the transboundary river flow pollution impacting cities in San Diego and Imperial Counties.

This resolution calls upon the federal and state governments to address the devastating impacts of international transboundary pollution flows into the southernmost regions of California and the Pacific Ocean by requesting the necessary funding to develop solutions for pollution coming into San Diego County and Imperial County waterways through the Tijuana River and New River, respectively.

The passage of the proposed resolution by the San Diego County Division would provide support for the restoration of much needed funding and development and implementation of long-term solutions to address serious water quality and contamination issues, such as discharge of untreated sewage and polluted sediment and trash-laden transboundary flows that result in significant health, environmental, and safety concerns in communities along California's southern border impacting the state.

As a member of the League, I value the policy development process provided to the General Assembly. I appreciate your time on this issue. Please feel free to contact me at (City email) if you have any questions.

Sincerely,

Sam Couchman
City Council Member
City of Brawley

October 1, 2019

AGENDA ITEM 6.B

REQUEST

APPOINT TWO APPLICANTS TO SERVE ON THE PLANNING COMMISSION

EXECUTIVE SUMMARY

There are currently two vacancies on the Planning Commission. A recruitment was conducted and appointments need to be made.

DISCUSSION

There are currently two vacancies on the Planning Commission. To fill the vacancies, the City Clerk's office conducted a recruitment beginning on August 7, 2019, and ending on September 4, 2019 during which time 20 applications were received.

On September 24, 2019, a Council subcommittee consisting of Mayor Rickman and Council Member Ransom interviewed the 20 applicants. In accordance with the Council's Policy Establishing the Council Selection Process, and Defining Residency Requirements for Appointee Bodies (Resolution No. 2004-152; Attachment A), the Council subcommittee will recommend candidates for appointment to the commission to Council.

Staff is requesting appointment of one applicant to fill the remainder of a vacated term, which will begin on October 2, 2019, and end on March 31, 2022. The second appointee will fill a position with an un-expired term that ends on March 31, 2020. Section A.3 of Resolution 2004-152 states: "If an appointee will fill an un-expired term with six months or less remaining, the appointment shall be deemed to be for the new term." This second position will have exactly 181 days (more than six months) if Council appoints the position for a term beginning on October 2, 2019 to March 31, 2020.

STRATEGIC PLAN

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

FISCAL IMPACT

There is no fiscal impact.

RECOMMENDATION

That Council, by motion, approve the subcommittee's recommendations and appoint Maurice Francis to the Planning Commission to serve the remainder of a term beginning October 2, 2019, and ending on March 31, 2022, and appoint Gurtej Atwal to serve the remainder of a vacated term and a new four year term beginning October 2, 2019, and ending March 31, 2024.

Prepared by: Adrianne Richardson, City Clerk
Reviewed by: Midori Lichtwardt, Assistant City Manager
Approved by: Jenny Haruyama, City Manager

Attachment A - Resolution 2004-152

RESOLUTION 2004-152

REVISING RESOLUTION NO. 2004-089 ESTABLISHING THE COUNCIL SELECTION PROCESS, AND DEFINING RESIDENCY REQUIREMENTS, FOR APPOINTEE BODIES (GOVERNMENT CODE §54970 ET SEQ. LOCAL APPOINTEE OFFICERS)

WHEREAS, Council Policy D-5 was adopted by Resolution 2002-434 on October 15, 2002, which established a selection process for appointee bodies, and

WHEREAS, A variety of terms are used to define residency for the purposes of eligibility for appointment to various Appointee bodies and a method to verify residency has not been established, and

WHEREAS, Council wishes to define the terms and identify methods by which to verify residency and to incorporate those definitions into the selection process, and

WHEREAS, The definitions established herein shall apply to all boards and commissions to which the City Council appoints members unless the Bylaws of the board or commission specifically define otherwise, and

WHEREAS, Revisions to Resolution No. 2004-089 were considered and approved by the City Council on May 18, 2004 as set forth below.

NOW, THEREFORE, the Tracy City Council hereby resolves as follows:

A. SELECTION PROCESS FOR APPOINTEE BODIES:

1. On or before December 31st of each year, the clerk shall prepare an appointment list of all regular and ongoing boards, commissions and committees that are appointed by the City Council of the City of Tracy. The list shall contain the following information:

   a. A list of all appointee terms which will expire during the next calendar year, with the name of the incumbent appointee, the date of the appointment, the date the term expires and the necessary qualifications for the position.

   b. A list of all boards, commissions and committees whose members serve at the pleasure of the Council and the necessary qualifications of each position.

   c. The list of appointments shall be made available to the public for a reasonable fee that shall not exceed actual cost of production. The Tracy Public Library shall receive a copy of the list.

2. Whenever a vacancy occurs in any board, commission or committee, whether due to expiration of an appointee's term, resignation, death, termination or other causes, a special notice shall be posted in the office of the City Clerk, The Tracy Public Library, the City website, and in other places as directed within twenty (20) days after the vacancy occurs. Final

appointment to the board, commission or committee shall not be made by the City Council for at least ten (10) working days after the posting of the notice in the Clerk's office. If Council finds an emergency exists, the Council may fill the unscheduled vacancy immediately.

3. Appointments shall be made for the remainder of the term created by the vacancy except as follows:

   a. If appointee will fill an un-expired term with six months or less remaining, the appointment shall be deemed to be for the new term.

   b. If the vacancy is filled by an emergency appointment the appointee shall serve only on an acting basis until the final appointment is made pursuant to section 3.

4. The council shall use the following selection process to provide an equal opportunity for appointment to a board, commission or committee:

   a. Mayor (or designee) and a selected Council member will review applications, interview applicants and recommend a candidate for appointment to the board, commission or committee.

   b. If the interview subcommittee determines there are multiple qualified candidates, the subcommittee can recommend the Council establish an eligibility list that can be used to fill vacancies that occur in the following twelve (12) months.

   c. At the interview subcommittee's discretion, the chair (or designee) of the board, committee or commission for which a member will be appointed, can participate in the interviews.

5. In the event there are not two or more applicants than vacancies on any board, commission or committee, the filing deadline may be extended by staff.

6. An individual already serving on a City of Tracy board, committee or commission may not be appointed to serve on an additional City of Tracy board, committee, or commission concurrently.

B. DEFINITION OF RESIDENCY REQUIREMENTS:

1. The following definitions shall be used to determine whether residency requirements are met for boards and commissions to which the Tracy City Council appoints members:

   a. Tracy Planning Area means the geographical area defined in the City of Tracy General Plan and any amendments thereto.

   b. City of Tracy means within the city limits of the City of Tracy.

c. Citizen means a resident of the City of Tracy.

d. Tracy School District means the geographical area served by the Tracy Unified School District.

e. Sphere of Influence shall be the geographical area approved by the Local Agency Formation Commission (LAFCo) of San Joaquin County and any amendments thereto.

2. Residency, as defined above and as set forth in the applicable bylaws for each board or commission, shall be verified annually by the City Clerk. The residency must be verifiable by any of the following means:

a. Voter registration,

b. Current California Driver's License or Identification,

c. Utility bill information (phone, water, cable, etc.),

d. Federal or State tax returns.

3. Members of boards or commissions shall notify the City Clerk in writing within thirty (30) days of any change in residency. If the change in residency results in the board member or commissioner no longer meeting the residency requirements, the member shall tender their resignation to the City Clerk who shall forward it to the City Council.

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The foregoing Resolution 2004-152 was passed and adopted by the Tracy City Council on the 18th day of May, 2004, by the following vote:

AYES: COUNCIL MEMBERS: HUFFMAN, IVES, TOLBERT, TUCKER, BILBREY

NOES: COUNCIL MEMBERS: NONE

ABSENT: COUNCIL MEMBERS: NONE

ABSTAIN: COUNCIL MEMBERS: NONE

Mayor

ATTEST:

City Clerk

ca:dec:general:Policy- Select, Appoint, Residency (Reso rev. 5-18-04)