INITIAL STUDY/NEGATIVE DECLARATION
[Pursuant to Public Resources Code Section 21080(c) and California Code of Regulations, Title 14, Sections 15070-15071]

LEAD AGENCY: San Joaquin County Community Development Department

PROJECT APPLICANT: Wong Engineers, Inc.; Golden State Truck Terminal, LLC

PROJECT TITLE/FILE NUMBER(S): PA-2200150

PROJECT DESCRIPTION: An Administrative Use Permit for a truck and trailer parking facility for 50 trucks and 50 trailers to include construction of a 120-square-foot guard shack with restroom and parking. The project consists of 3.82 acres on the south side of the 28.65 acre site, adjacent to French Camp Road. All maneuvering areas are required to be surfaced with an all-weather surfacing. Screening of the parking areas in the form of a masonry wall or other solid fencing is required. The project will be served by private onsite sewer, water, and storm water retention pond. A single right-in, right-out driveway access, 60 feet wide, is proposed along E. French Camp Road. The driveway will have gated access located 80 feet from the property line. The project is expected to accommodate parking for STAA trucks. (Use Type: Truck Services – Parking)

The project site is located on the north side of E. French Camp Road, 1,055 feet east of S. El Dorado Street, in the community of French Camp.

ASSESSORS PARCEL NO(S).: 193-070-03

ACRES: 28.65 acres

GENERAL PLAN: I/L

ZONING: I-L

POTENTIAL POPULATION, NUMBER OF DWELLING UNITS, OR SQUARE FOOTAGE OF USE(S):
120 square foot guard shack and parking for 50 trucks and 50 trailers.

SURROUNDING LAND USES:

NORTH: French Camp Slough; Industrial; City of Stockton
SOUTH: French Camp; Industrial; scattered residences
EAST: Industrial; Union Pacific RR tracks; French Camp Slough; Urban Agriculture; City of Stockton; Stockton Metropolitan Airport
WEST: Industrial; Truck Parking; Urban Agriculture; Interstate 5; San Joaquin General Hospital

REFERENCES AND SOURCES FOR DETERMINING ENVIRONMENTAL IMPACTS:

Original source materials and maps on file in the Community Development Department including: all County and City general plans and community plans; assessor parcel books; various local and FEMA flood zone maps; service district maps; maps of geologic instability; maps and reports on endangered species such as the Natural Diversity Data Base; noise contour maps; specific roadway plans; maps and/or records of archeological/historic resources; soil reports and maps; etc.

Many of these original source materials have been collected from other public agencies or from previously prepared EIR's and other technical studies. Additional standard sources which should be specifically cited below include on-site visits by staff (note date); staff knowledge or experience; and independent environmental studies submitted to the County as part of the project application. Copies of these reports can be found by contacting the Community Development Department.

TRIBAL CULTURAL RESOURCES:

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Yes. Yes.

GENERAL CONSIDERATIONS:

1. Does it appear that any environmental feature of the project will generate significant public concern or controversy?

   ☐ Yes ☒ No

   Nature of concern(s):

2. Will the project require approval or permits by agencies other than the County?

   ☒ Yes ☐ No

   Agency name(s): **Air Pollution Control District; Union Pacific Railroad**

3. Is the project within the Sphere of Influence, or within two miles, of any city?

   ☒ Yes ☐ No

   City: **Stockton**

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology / Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency) On the basis of this initial evaluation:

☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Alisa Goulart
Signature

6/10/2025
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
I. AESTHETICS.					
Except as provided in Public Resources Code Section 21099, would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐	☐

Impact Discussion:

a) San Joaquin County is set within the greater Central Valley, composed of large expanses of generally flat agricultural lands and urban development, and framed by the foothills of the Diablo Range to the west and the foothills of the Sierra Nevada to the east. According to the County's General Plan, scenic resources within the County include waterways, hilltops, and oak groves (County of San Joaquin 2035).

The project is proposal to establish truck parking. The project site is located on E. French Camp Road, south of the City of Stockton, in the urban community of French Camp, at the southern end of an area of heavy industrial uses. Because the site is at the edge of existing development, and because there are no scenic vistas in the area, the project's impact on a scenic vista is expected to be less-than-significant.

b) There are two officially designated state scenic highways in San Joaquin County: I-580 and I-5 (County of San Joaquin 2035). Due to distance, the project site is not visible from 1-580 or from I-5 therefore the project is not expected to impact scenic resources.

In addition, the County has designated 26 roadways within the County as local scenic routes (County of San Joaquin 2035). Neither S. El Dorado Street nor E. French Camp Road are designated scenic routes. Therefore, the project would have a less-than-significant impact associated with scenic resources within a state- or locally- designated scenic route.

c) The project site is located in the urban community of French Camp in an area of heavy commercial and industrial development. The proposed project will not conflict with applicable zoning or other regulations. The area is generally flat and there are no vantage points. Therefore, the project will likely not conflict with applicable zoning and other regulations governing scenic quality.

d) The existing lighting and glare conditions in the project area are typical of a rural area with industrial development that is closed at night. New security lighting for the project would include outdoor building lighting and parking lot lighting. Parking lot lighting standards stipulate that all lighting be designed to confine direct rays to the premises, with no spillover beyond the property line except onto public thoroughfares, provided that such light does not cause a hazard to motorists (Development Title Section 9-1015.5). Therefore, the project is expected to have a less than significant impact from new sources of light or glare on day or nighttime views in the area.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
II. AGRICULTURE AND FORESTRY RESOURCES.					
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. – Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a nonagricultural use?	☐	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒	☐

Impact Discussion:

a) The project is a truck parking facility on a parcel zoned I-L (Limited Industrial). The parcel is not classified as Prime Farmland or Unique Farmland on maps provided by the California Department of Conservation's Farmland Mapping and Monitoring Program. Therefore, the project will not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of State Importance to a nonagricultural use.

b) The project parcel is zoned I-L (Limited Industrial) and is not under a Williamson Act contract. Therefore, the project will not conflict with existing zoning for agricultural use, nor will it conflict with a Williamson Act contract.

c-e) There are no forest resources or zoning for forestlands or timberland, as defined by Public Resources Code and Government Code, located on or near the project site, therefore, the project will have no impact on corresponding zoning or conversion of such land.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
III. AIR QUALITY.					
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	☐
d) Result in substantial emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐	☐

Impact Discussion:

The project will establish a truck parking facility for 50 trucks and 50 trailers on a parcel zoned I-L (Limited Industrial) in the urban community of French Camp, CA. The project site is located within the San Joaquin Valley Air Basin which lies within the jurisdiction of the San Joaquin Valley Air Pollution Control District (APCD). APCD is the local agency established by the State of California Air Resources Board to regulate air quality sources and minimize air pollution.

The project was referred to APCD for review on July 21, 2022. APCD issued a response dated August 18, 2022, with recommendations to perform an Air Impact Analysis (AIA) to estimate potential construction and operational mobile and stationary emission sources, proximity to sensitive receptors and existing emission sources, which the applicant completed. Pursuant to APCD, the results from the AIA determined that the mitigated baseline emissions for construction and operation will be less than 2 tons NOx per year and 2 tones PM10 per year. Accordingly, the project is exempt from the requirements of Section 6.0 (General Mitigation Requirements) and Section 7.0 (Off-site Emission Reduction Fee Calculations and Fee Schedules) of District Rule 9510 Section 4.3. As such, the District determined that the project complies with the emission reduction requirements of District Rule 9510 and is not subject to payment of off-site fees to reduce project impacts on air quality.

The District also recommended that the health risk of project emissions to nearby sensitive receptors be evaluated. A Facility Prioritization was performed for both emissions generated by project construction and for operational emissions. The results indicated that health risks to nearby sensitive receptors would not be significant, therefore it was not necessary to perform a Health Risk Assessment (HRA).

To estimate Air Quality pollutant emissions, the CalEEMod air quality modeling program was utilized. Based on the results, none of the project's operational pollutant emissions will exceed 100 pounds per day thereby removing the necessity of an Ambient Air Quality Analysis.

Following are the responses to the CEQA Air Quality questions with results of the Analysis of Impacts to Air Quality performed by Environmental Permitting Specialists:

a) The project conflict with or obstruct implementation of the applicable air quality plan?

Currently, the attainment status for various air quality standards for San Joaquin County are as follows:

Table 1		
Criteria Air Pollutant	California	Federal
Ozone (8-hour)	Non-Attainment	Non-Attainment
Carbon Monoxide (1-hour and 8-hour)	Attainment	Attainment
Nitrogen Dioxide (1-hour and annual)	Attainment	Attainment
Sulfur dioxide (1, 3, 24-hour and annual)	Attainment	Attainment
PM-10 (24-hour and annual)	Non-Attainment (24-hour) Attainment (annual)	Non-Attainment
PM-2.5 (24-hour and annual)	Attainment	Non-Attainment
Lead (30 day and quarterly)	Attainment	Attainment

Ref: CARB (2024). Information available at: https://ww2.arb.ca.gov/our-work/programs/state-and-federal-area-designations

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state standard?

A summary of these emissions are presented in Table 2. As shown in this Table, project level PM-10 emissions are well below levels considered significant.

Table 2 Summary of Project PM-10 Emissions (tons/year)	
Short-Term Construction Related Emissions	0.039
Long-Term Operational (Occupancy) Emissions	0.45
Threshold of Significance	10
Impacts Significant?	No

c) Expose sensitive receptors to substantial pollutant concentration?

Project emissions were calculated for the various criteria air pollutants and compared with thresholds of significance established by SJVAPCD. These emissions are summarized below. Detailed calculations appear in Appendix B.

Table 3 Summary of Annual Project Level Emissions				
Project Phase	ROG (tons/year)	NOx (tons/year)	PM-10 (tons/year)	PM-2.5 (tons/year)
Short-Term Construction	0.0082	0.0703	0.039	0.020
Long-Term Operational/Occupancy	0.038	0.98	0.45	0.13
Threshold of Significance	10	10	15	15
Impact Significant?	No	No	No	No

The annual project level emission rates are a small fraction of the thresholds considered significant. Therefore, emissions from the construction and operational phases would not expose receptors to substantial pollutant concentration.

d) Result in other emissions (such as those leading to odors) adversely affecting substantial number of people?

During the construction phase, trace quantities of diesel exhaust would be released from the construction equipment such as graders and backhoes. Such emissions can be odorous, however, would be intermittent and their impacts would be limited mostly to on-site areas.

Diesel particulate matter (DPM) is also regulated as a carcinogen and therefore, there is a potential for health impacts to nearby homes and businesses. Annual PM-10 emissions from construction equipment exhaust can be used as a surrogate for DPM.

Chronic health impacts, such as cancer, typically occur from exposure over 30 or more years. Annual DPM emissions noted above would be limited to a maximum 3 to 6 months primarily during the site-preparation and grading phases. As a result, the brief duration of emissions and the relatively small quantity of DPM that would be released. A detailed discussion of construction impacts appears in Section 4.2 of the accompanying report.

The project will not have any stationary sources of odors and/or long-term toxic air pollutants. Therefore, transient odors would be associated with trucks leaving or returning to the termina.

IV. BIOLOGICAL RESOURCES.

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

Impact Discussion:

a-f) The San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), in accordance with ESA Section 10(a)(1)(B) and CESA Section 2081(b) Incidental Take Permits, provides compensation for the Conversion of Open Space to non-Open Space uses which affect the plant, fish and wildlife species covered by the Plan, hereinafter referred to as "SJMSCP Covered Species". In addition, the SJMSCP provides some compensation to offset the impacts of Open Space land Conversions on non-wildlife related resources such as recreation, agriculture, scenic values and other beneficial Open Space uses. The SJMSCP compensates for Conversions of Open Space for the following activities: urban development, mining, expansion of existing urban boundaries, non-agricultural activities occurring outside of urban boundaries, levee maintenance undertaken by the San Joaquin Area Flood Control Agency, transportation projects, school expansions, non-federal flood control projects, new parks and trails, maintenance of existing facilities for non-federal irrigation district projects, utility installation, maintenance activities, managing Preserves, and similar public agency projects. SJMSCP also provides mitigation to offset cumulative impacts to common plant, fish and wildlife species and to offset other impacts associated with Open Space Conversions (e.g., impacts to agricultural lands, impacts to scenic resources, and similar impacts) which must be addressed pursuant to the California Environmental Quality Act (CEQA). Pursuant to the Final EIR/EIS for SJMSCP, dated November 15, 2000, and certified by SJCOG on December 7, 2000, implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less-than-significant.

The San Joaquin Council of Governments (SJCOG) is responsible for verifying the correct implementation of the SJMSCP. A project referral was sent to SJCOG on July 21, 2022. SJCOG responded to this project referral in a letter dated July 22, 2022, that the project is subject to the SJMSCP. The applicant has confirmed that he will participate in SJMSCP.

On the east side the project parcel is located adjacent to French Camp Slough which has a natural bank. The Site Plan depicts the developed area of the parcel does not abut French Camp Slough. However, pursuant to Development Title Section 9-707.030(b)(2), parallel to any natural bank of a waterway, a natural open space for riparian habitat and waterway projection must be maintained. If the project development should extend to the slough, a natural open space will be required. The minimum width of this open space shall be 100 feet, measured from the mean high-water level of the natural bank or 50 feet back from the existing riparian habitat, whichever is greater. This open space will be required with this project which will protect the riparian habitat of the slough as well as keep development from the waterway.

The project site does not appear to hold any documented wetland areas.

Therefore, with the applicant's participation in the SJMSCP, the proposed project is consistent with the SJMSCP and any impacts to biological resources resulting from the proposed project will be reduced to a level of less-than-significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
V. CULTURAL RESOURCES.					
Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to§ 15064.5?	☐	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐	☐

Impact Discussion:

a-c) The project will establish a truck parking facility for 50 trucks and 50 trailers on a parcel zoned I-L (Limited Industrial) in the urban community of French Camp, CA. The project parcel is adjacent to French Camp Slough to the east and north, however, the planned developed does not abut the slough.

A search of the National Register of Historic Places, the Office of Historic Preservation's list of California Historical Resources, and of the Register of Historic Places within San Joaquin County did not uncover any known historical resources on or near the project site as defined in CEQA Guidelines Section 15064.5.

In the event human remains are encountered during any portion of the project, California state law requires that there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county has determined manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation (California Health and Safety Code - Section 7050.5). At the time development, if Human burials are found to be of Native American origin, the developer shall follow the procedures pursuant to Title 14, Division 6, Chapter 3, Article 5, Section 15064.5(e) of the California State Code of Regulations.

In this way, the project would have a less-than-significant impact with regard to an adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
VI. ENERGY.					
Would the project:					
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐	☐

Impact Discussion:

a-b) The California Energy Code (also titled The Energy Efficiency Standards for Residential and Non-residential Buildings) was created by the California Building Standards Commission in response to a legislative mandate to reduce California's energy consumption. The code's purpose is to advance the state's energy policy, develop renewable energy sources and prepare for energy emergencies. The code includes energy conservation standards applicable to most buildings throughout California. These requirements will be applicable to the proposed project ensuring that any impact to the environment due to wasteful, inefficient, or unnecessary consumption of energy will be less than significant and preventing any conflict with state or local plans for energy efficiency and renewable energy.

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

Impact Discussion:

a) According to the California Department of Conservation's California Geological Survey, the project site is not located within an earthquake fault zone. However, similar to other areas located in seismically active Northern California, the project area is susceptible to strong ground shaking during an earthquake, although the site would not be affected by ground shaking more than any other area in the region.

The Project would be required to comply with the most recent version of the California Building Code (CBC), which contains universal standards related to seismic load requirements and is codified within the San Joaquin County Ordinance Code under Section 8-1000. In addition, a soils report is required pursuant to CBC § 1803 for foundations and CBC appendix § J104 for grading. All recommendations of the Soils Report will be incorporated into the construction drawings. As a result, impacts associated with seismic ground shaking or possible ground liquefaction are expected to be less than significant.

The project site is located in an area that is relatively flat and does not contain any slopes that could result in landslides. Therefore, impacts associated with landslides are expected to be less than significant.

b) The project would not result in substantial soil erosion or the loss of topsoil because the project will require a grading permit in conjunction with a building permit. Therefore, the grading will be done under permit and inspection by the San Joaquin County Community Development Department's Building Division. As a result, impacts to soil erosion or loss of topsoil will be less than significant.

c) The Soil Survey of San Joaquin County classifies the soil on the subject parcel as *Jacktone clay, 0 to 2 percent slopes. Jacktone clay* is found in basins and is a nearly level soil with slow permeability and moderate available water capacity. The unit is suited to irrigated row, field, orchard, and vineyard crops. *Jacktone clay* has a storie index rating of 85 and a land capability of IVs-8 if nonirrigated and IIIs-8 irrigated.

As part of the project design process, a soils report will be required for grading and foundations and all recommendations from a soils report must be incorporated into the construction plans. As a result of these grading recommendations, which are required by the California Building Code (CBC), the project would not be susceptible to the effects of any potential lateral spreading, subsidence, or liquefaction. Compliance with the CBC and the engineering recommendations in the site-specific soils report would ensure structural integrity in the event that seismic-related issues are experienced at the project site. Therefore, impacts associated with unstable geologic units are expected to be less than significant.

d) The Soil Survey of San Joaquin County describes the project site soil, *Jacktone clay*, as having a high soil expansive potential. As a result, the shrink-swell potential is also high. Properly designing foundations and footings and diverting runoff away from buildings help to prevent the structural damage caused by shrinking and swelling. Properly designing buildings and roads can offset the limited ability of the soil to support a load. The applicants building and grading plans will require proper designing to offset the effects of the expansive soil on the project buildings and therefore the effects on project buildings is expected to be less than significant.

e) The project will be served by an onsite septic system for the disposal of wastewater. The Environmental Health Department is requiring a soil suitability/nitrate loading study to determine the appropriate system and design prior to issuance of building permit(s). The sewage disposal system shall comply with the onsite wastewater treatment systems standards of San Joaquin County. A percolation test that meets absorption rates of the manual of septic tank practice or E.P.A. Design Manual for onsite wastewater treatment and disposal systems is required for each parcel. With these standards in place, only soils capable of adequately supporting the use of septic tanks will be approved for the septic system. As a result, impacts to soils from wastewater are expected to be less than significant.

f) In the event that potential archaeological resources (sites, features, or artifacts) are exposed during construction activities for the project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, can evaluate the significance of the find and determine whether Policy NCR-6-2 No Destruction of Resources: The County shall ensure that no significant architectural, historical, archeological, or cultural resources are knowingly destroyed through County action or not additional study is warranted. Depending on the significance of the find under the California Environmental Quality Act (CEQA) (14 CCR 15064.5[f]; California Public Resources Code Section 21082), the archaeologist may simply record the find and allow work to continue. Avoidance shall be considered the preferred option for treatment of identified archaeological resources. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery, may be warranted.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
VIII. GREENHOUSE GAS EMISSIONS.					
Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

Impact Discussion:

a-b) Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents ($MTCO_2e$/yr).

As noted previously, the proposed project will be subject to the rules and regulations of the SJVAPCD. The SJVAPCD has adopted the *Guidance for Valley Land- use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA* and the *District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency.*[1] The guidance and policy rely on the use of performance-based standards, otherwise known as Best Performance Standards (BPS) to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA. To be determined to have a less-than-significant individual and cumulative impact with regard to GHG emissions, projects must include BPS sufficient to reduce GHG emissions by 29 percent when compared to Business As Usual (BAU) GHG emissions. Per the SJVAPCD, BAU is defined as projected emissions for the 2002-2004 baseline period. Projects which do not achieve a 29 percent reduction from BAU levels with BPS alone are required to quantify additional project-specific reductions demonstrating a combined reduction of 29 percent. Potential mitigation measures may include, but not limited to: on-site renewable energy (e.g. solar photovoltaic systems), electric vehicle charging stations, the use of alternative-fueled vehicles, exceeding Title 24 energy efficiency standards, the installation of energy-efficient lighting and control systems, the installation of energy-efficient mechanical systems, the installation of drought-tolerant landscaping, efficient irrigation systems, and the use of low-flow plumbing fixtures.

It should be noted that neither the SJVAPCD nor the County provide project-level thresholds for construction-related GHG emissions. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. As such, the analysis herein is limited to discussion of long-term operational GHG emissions.

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[1] San Joaquin Valley Air Pollution Control District. *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*. December 17, 2009.San Joaquin Valley Air Pollution Control District. *District Policy Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency*. December 17, 2009.

a) Generate greenhouse gas emissions, either directly, or indirectly, that may have a significant impact on the environment?

The annual emissions of GHG emissions is summarized in Table 4 below for the construction and operational phases. Detailed calculations are provided in the attached report.

Table 4
Summary of Annual GHG Emissions for CY 2022
(in Metric tons / Yr)

	CO_2	CH_4	N_2O	Total $CO_2(e)$
Phase				
Construction	13.69	0.00054	0.00013	13.74
Operational	917	0.02	0.12	941

Currently, there are no thresholds of significance established by San Joaquin County of SJVAPCD for mobile sources.

b) Conflict with an applicable plan, policy or regulation, adopted for the Purpose of reducing the emissions of greenhouse gases?

Neither San Joaquin County nor SJVAPCD have established any thresholds of significance for GHG emissions from mobile sources. As noted previously, GHG emissions from cars and trucks are regulated by the California Air Resources Board. SJVAPCD and the County have set some performance standards and best management practices for stationary sources. The standards, however, do not apply to mobile sources.

The Applicant relies on compliance with increasingly stringent state standards to conform with the California's climate goals.

IX. HAZARDS AND HAZARDOUS MATERIALS.

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

Impact Discussion:

a-c) Pursuant to the Hazardous Materials Disclosure Survey submitted with the application, there will not be any storage of hazardous materials on site. Regulations related to the storage of hazardous materials require the owner/operator to report the use or storage of these hazardous materials to the California Environmental Reporting System (CERS) and must comply with all applicable federal, state, and local regulations pertaining to the storage of hazardous materials. In this way, impacts related to the use, transport, or disposal of hazardous materials are expected to be less than significant.

d) The project site is not listed as a hazardous materials site on the California Department of Toxic Substances Control EnviroStor database map, compiled pursuant to Government Code 65962.5 and, therefore, will not result in creating a significant hazard to the public or the environment.

e) The project site is located within the Stockton Metropolitan Airport area of influence in the Traffic Pattern Zone (TPZ) and is approximately 1.5 miles west of the airport runway. Pursuant to the San Joaquin County Airport Land Use

Compatibility Plan (Amended 2018), the current noise exposure contour and the future noise exposure contour are approximately 1.25 miles away from the project site due to the orientation of the airport runway. Therefore, due to the project site's distance from the airport noise contours, the project's risk of exposing people residing or working in the project area to safety hazards or excessive noise is less than significant.

f) The County of San Joaquin Emergency Operations Plan is an all-hazards document describing the County's incident management structure, compliance with relevant legal statutes, other relevant guidelines, whole community engagement, continuity of government focus, and critical components of the incident management structure. According to the Emergency Operations Plan, major transportation route I-5, would be a possible evacuation route in the event of an emergency. The Project would not affect this route, and moreover, the Project would not affect the County's ability to implement its Emergency Operations Plan in the event of an emergency. Notwithstanding, the Project would not impede access to any public route that might be needed as an evacuation route. As a result, the Project's impact on emergency response or evacuation activities is expected to be less than significant.

g) The project location is not identified as a Community at Risk from Wildfire by Cal Fire's "Fire Risk Assessment Program". Communities at Risk from Wildfire are those places within 1.5 miles of areas of High or Very High wildfire threat as determined from CDF-FRAP fuels and hazard data. Therefore, the impact of wildfires on the project are expected to be less than significant.

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

Impact Discussion:

a) The proposed project's impact on hydrology and water is expected to be less than significant. The project, the establishment of a truck parking facility, will be served by an onsite well for water and an onsite septic system for sanitary sewer. Construction of these systems will be under permit and inspection by the Environmental Health Department to ensure that it complies with the onsite wastewater treatment systems standards of San Joaquin County.

For stormwater discharges associated with construction activity in the State of California, the State Water Resources Control Board (SWRCB) has adopted the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit) to avoid and minimize water quality impacts attributable to such activities. The Construction General Permit applies to all projects in which construction activity disturbs 1 acre or more of soil. Because land disturbance for this project would exceed one acre, the project applicant would be required to obtain coverage under the Construction General Permit issued by the SWRCB prior to the start of construction. The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP), which would include and specify water quality Best Management Practices (BMPs) designed to prevent pollutants from contacting stormwater and keep all products of erosion from moving off site into receiving waters.

Routine inspection of all BMPs is required under the provisions of the Construction General Permit, and the SWPPP must be prepared and implemented by qualified individuals as defined by the State Water Resources Control Board (SWRCB).

During project operation, stormwater quality is regulated by the Stormwater Quality Control Criteria Plan (SWQCCP), which sets standards that apply to all new development. As part of the project, a new engineered stormwater drainage system would be designed and constructed to collect and treat all on-site stormwater in a method that meets the requirements of the SWQCCP.

In summary, project construction would be completed in accordance with an NPDES-mandated SWPPP, which would include standard BMPs to reduce potential off-site water quality impacts related to erosion and incidental spills and hazardous substances from equipment. Surface water runoff during project operations would be managed through an engineered stormwater drainage system, as required by the SWQCCP. Therefore, impacts associated with water quality standards, waste discharge requirements, and surface water or groundwater quality are expected to be less than significant.

b) The project, the establishment of a truck parking facility, proposes developing only 3.82 acres of the 28.65-acre parcel with paved parking for 50 semi-trucks and 50 trailers. For storm runoff, the project proposes a storm water pond. Stormwater is collected in a retention pond located on the east side of the site and allowed to percolate into the ground The size of the pond will be calculated by the applicant's engineer and reviewed by the Department of Public Works to ensure adequate sizing of the pond. Therefore, although development of the site will create impervious areas equal to the size of the parcel, with the stormwater system returning stormwater to the ground, the project's interference with groundwater recharging is expected to be less than significant.

c) The construction of the proposed project would result in grading and soil-disturbing activities and the installation of new impervious surfaces. A grading permit will be required which requires plans and grading calculations, including a statement of the estimated quantities of excavation and fill, prepared by a Registered Design Professional. The grading plan must show the existing grade and finished grade in contour intervals of sufficient clarity to indicate the nature and extent of the work and show in detail that it complies with the requirements of the California Building Code (CBC). The plans must also show the existing grade on adjoining properties in sufficient detail to identify how grade changes will conform to the requirements of the CDC. A drainage plan must be submitted for review and approval, prior to release of a building permit. In this way, any impacts to the existing drainage pattern of the site will be less than significant.

d) The flood zone information contained on the San Joaquin County Flood Information viewer is provided using the Digital Flood Insurance Rate Map data received from the US Department of Homeland Security, Federal Emergency Management Agency (FEMA). Pursuant to this information, the area containing the project site is partially outside of the area with 0.2% annual chance (500-year) flood and partially in the AE flood zone, an area subject to 1% annual chance of a 100-year flood. All new construction in the area of special flood hazard for this project will be required to be elevated or floodproofed in accordance with San Joaquin County Ordinance Code Section 9-703 compliance with Development Title Section 9-1605 regarding flood hazards.

The project site is not located in a tsunami nor a seiche zone. With the requirements for building above the flood depth, the risk of release of pollutants due to inundation of the project site is expected to be less than significant.

e) The applicant will apply for permits from the Central Valley Regional Water Quality Control Board (CVRWQCB) to protect surface and groundwater on site and to ensure that the project doesn't conflict or obstruct a water quality control plan or sustainable groundwater management plan.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XI. LAND USE AND PLANNING.					
Would the project:					
a) Physically divide an established community?	☐	☐	☒	☐	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	☐

Impact Discussion:

a) The project is a proposal to establish a truck parking facility for 50 trucks and 50 trailers. The project does not include construction of any feature that would impair mobility within an existing community, nor does it include removal of a means of access between a community and outlying area. The project site is not used as a connection between established communities. Instead, connectivity with the area surrounding the project is facilitated via local roadways. Therefore, the project will not result in dividing an established community.

b) The project is a proposal to establish a truck parking facility for 50 trucks and 50 trailers. The General Plan designates the site as Limited Agriculture (I/L). The project site is zoned I-L (Limited Industrial) which is an implementing zone of the I/L General Plan designation. In the I-L zone, truck parking is a permitted use with an approved Administrative Use Permit application, therefore the proposed use is consistent with land use policies and regulations of the County Development Code and 2035 General Plan, therefore, the project's impact on the environment due to land use conflict is expected to be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XII. MINERAL RESOURCES.					
Would the project:					
a) Result in the loss of availability of a known_mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐	☐
b) Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐	☐

Impact Discussion:

a-b) Pursuant to the San Joaquin County General Plan Background Report, Chapter 10 - Natural Resources, the primary extractive resource in San Joaquin County is sand and gravel, with the principal areas of sand and gravel extraction located in the southwestern part of the county and along the Mokelumne, Calaveras, and Stanislaus rivers in the eastern portion of the county. The project site is located in the center of the county in an area classified as Mineral Resource Zone 1, defined as an area where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. Therefore, the project's impact on the loss of important minerals is expected to be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XIII. NOISE.					
Would the project result in:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☐
c) For a project within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐	☐

Impact Discussion:

a-b) The project site is located on E. French Camp Road, approximately one-third of a mile east of Interstate 5, 400 feet outside of the Interstate 5 noise contour and adjacent to the noise contour of the Union Pacific Railroad tracks on the east side of the property. Additionally, the project area is developed with trucking uses to the west. The project will result in a temporary increase in ambient noise level associated with project construction activities to include grading and use of heavy machinery and equipment. The operation of the truck parking facility will contribute to the area ambient noise level. However, persons on the project site will be there only for the time required to remove or park a truck, limiting exposure to any elevated noise levels. Additionally, truck uses can contribute to ground-borne vibrations however, not to an excessive level. Therefore, noise impacts from the proposed project and impacts on vibrations are expected to be less than significant.

c) The project site is located within the Stockton Metropolitan Airport area of influence in the Traffic Pattern Zone (TPZ) and is approximately 1.5 miles west of the airport runway. Pursuant to the San Joaquin County Airport Land Use Compatibility Plan (Amended 2018), the current noise exposure contour and the future noise exposure contour are approximately 1.25 miles away from the project site due to the orientation of the airport runway. Therefore, due to the project site's distance from the airport noise contours, the project's risk of exposing people residing or working in the project area to safety hazards or excessive noise is less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XIV. POPULATION AND HOUSING.					
Would the project:					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐

Impact Discussion:

a-b) The project will not induce substantial population growth in the area either directly or indirectly because the project is not anticipated to result in an increase in the number of jobs available. The proposed project would not displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere because no residences will be removed. Therefore, the project is not expected to have an impact on population and housing.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR

XV. PUBLIC SERVICES.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	☐	☐	☒	☐	☐
Police protection?	☐	☐	☒	☐	☐
Schools?	☐	☐	☒	☐	☐
Parks?	☐	☐	☐	☒	☐
Other public facilities?	☐	☐	☐	☒	☐

Impact Discussion:

a) The project site is located in unincorporated San Joaquin County in the community of French Camp. The site is located in the French Camp McKinley Fire District, which provides fire and life safety services to approximately 2 square miles of unincorporated San Joaquin County. In addition, the District assists with protecting approximately 90 square miles of San Joaquin County's "Unprotected Area." French Camp Fire Station is staffed with 3 personnel on duty and the Mountain House Fire Station is housed with 5 personnel on duty. The organization responds to approximately 2,100 calls for service annually between French Camp, Mountain House, and the Unprotected Area.

Police protection services are provided to the project area by the San Joaquin County Sheriff's Office. The Sheriff's Office employs over 800 sworn and support personnel. The project site is located within the Manteca Unified School District. With 30 schools and 2,550 employees, the school district spans 113 square miles and provides learning opportunities to over 1,900 students. There are no public recreation facilities near the project site.

The public service agencies listed above were provided with the project proposal and invited to respond with any project concerns or conditions. No agencies responded with conditions or concerns. Therefore, the project is not expected to have a significant impact on the ability of these service providers to maintain current levels of service and the project's impact on these services is expected to be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XVI. RECREATION.					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐

Impact Discussion:

a-b) The project is not expected to result in a large number of employees nor is there any residential development as part of the project. Therefore, the project is not expected to result in an increase in demand for neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility. Therefore, the project will have no impact on recreation facilities.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XVII. TRANSPORTATION.					
Would the project:					
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?	☐	☐	☒	☐	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐	☐

Impact Discussion:

a) The project site is located on E. French Camp Road, one-third of a mile east of Interstate 5. Regional access to the site is provided by Interstate 5, a major north-south transportation corridor, Airport Way, another north-south corridor, and French Camp Road and Arch Airport Road, both east-west corridors. Union Pacific has a railroad crossing on E. French Camp Road, 860 feet east of S. El Dorado Street and approximately 330 feet west of the proposed project access driveway.

All local roadways from the project location to Interstate 5 are designated as STAA routes. These routes are designated for use by Surface Transportation Assistance Act (STAA) design vehicle trucks which are vehicles that have relatively large turning radii and require roadway design features that accommodate the large turning radii.

Pursuant to Development Title Section 9-608.050, a Traffic Study for a development project is required when traffic caused by the development project is expected to exceed 50 vehicles during any hour. A Traffic Technical Memorandum may be required in lieu of a Traffic Study when the development project exceeds the 50 vehicles per hour threshold, and the Director of Public Works deems that the existing roadway capacity and traffic operations are not expected to be significantly impacted as a result of the additional traffic generated by the project.

This project was referred to the Department of Public Works on July 21, 2022. The Department responded with a requirement for a Traffic Technical Memorandum, which was completed by Flecker Associates Transportation Engineers and is dated November 20, 2024. The memorandum determined a total of 137 trips would be generated daily, with 41% of them being truck trips. The traffic study determined that traffic generated by this project, the establishment of a truck parking facility for 50 trucks and 50 trailers, should not have an appreciable impact on the operation or safety on the roads providing access to the site. In order to enhance safety near the rail crossing on E. French Camp Road, the memorandum recommends installation of R8-8 (Do Not Stop On Tracks) at the following locations to improve recognition of the rail crossing for motorists: 1) approximately 10 feet in front of the railroad stop line along the eastbound and westbound approaches; and, 2) approximately 12 feet from the railroad stop line in the departing direction. The Department of Public Works has added these requirements in their project conditions with an increase in the distance from 12 feet to 25-30 feet for the (2) location, in the departing direction.

In the project vicinity, due to the rural nature of the area, most of the roadways lack sidewalks and crosswalks. Bicycle facilities do not currently exist in the project vicinity. There is no transit service within the project vicinity.

To conclude, with the information from the traffic memorandum, it can be concluded that impacts from the project on the circulation system, including transit, roadways, bicycle, and pedestrian facilities is expected to be less than significant.

b) For this project, VMT was analyzed by Flecker Associates Transportation Engineers as a part of the traffic study.

The proposed French Camp truck parking project will accommodate a total of 50 truck parking spaces. The location of

the Project is strategic for a truck facility as it is located close to Interstate 5 on- and off-ramps located at French Camp Road, and E. Mathews Road, and can be accessed from State Route 99. The location of the project site reduces the need for trucks to travel along other roadways from other truck facilities that may be further away from regional freeways. Therefore, the proposed project is expected to have a less than significant impact on the regional VMT.

c) The project proposes establishing a truck parking facility to accommodate a total of 50 semi-trucks and 50 trailers. A traffic memorandum from Flecker Associates Transportation Engineers analyzed the impacts resulting from the proposed project on a local intersection and found no significant impacts and required no mitigation measures. Additionally, based on the proposed driveway layout, the available sight distance, the existing speed limit along westbound French Camp Road departing French Camp, and the crash history along the segment between S. El Dorado Street and Ash Street, the project would not appear to cause any safety issues at the proposed site driveway nor at the adjacent French Camp Road and Ash Street intersection. Additionally, the proposed truck parking use is a permitted use in the Limited Industrial (I-L) zone with an approved Administrative Use Permit. The immediate vicinity is the site of 2 existing truck parking facilities with another one proposed. Therefore, the project is not expected to increase the risk of hazards due to a geometric design feature or an incompatible use.

d) The project site would be accessed from E. French Camp Road. The project site's internal driveways are proposed to be 75 feet wide to allow trucks to maneuver forward and backwards when arriving or departing the site. The internal areas where trucks are driving and not parking are a minimum of 40 feet wide. A driveway and circulation route that meets the San Joaquin County Fire Chiefs' Association guidelines for providing fire apparatus access as required by the California Fire Code (CFC) is required. Therefore, with circulation designed to accommodate semi-trucks and trailers, and with the requirement to meet the CFC, site access will provide adequate space for fire trucks and emergency vehicles to enter and turn around, and the project's impact on emergency access is expected to be less than significant.

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

Impact Discussion:

a)

i) The State Office of Historic Preservation California Register nor the National Register of Historic Places lists buildings or landmarks of historic significance on the project site. Therefore, the project will not result in a substantial adverse change in the significance of a historical resource as defined by CEQA.

ii) The project proposes establishing a truck parking facility for a maximum of 50 trucks and 50 trailers. Project referrals were sent July 21, 2022, to Native American tribes affiliated with the geographic area of the project. The Nototomne Cultural Preservation of the Northern Valley Yokuts responded on August 12, 2022, communicating an interest in the possibility of inadvertent discoveries of Tribal Cultural Resources (TCR) as the site is developed. The tribe has officially requested that the applicant be required to have a compensated Tribal Monitor on site during all ground disturbing activities. Because the site may contain tribal cultural resources, and because the site is adjacent to the French Camp Slough, these measures will be added to conditions for the project.

Additionally, the 2035 General Plan policy for Inadvertent Discovery of Cultural Resources requires, at the time of development, if human remains are encountered, all work shall halt in the vicinity and the County Coroner shall be notified immediately. At the same time, a qualified archaeologist shall be contacted to evaluate the finds. If Human burials are found to be of Native American origin, steps shall be taken pursuant to Section 15064.5(e) of Guidelines for California Environmental Quality Act.

Therefore, compliance with General Plan policy as well as honoring the request from the tribe will ensure that impacts to tribal cultural resources will be less than significant.

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

Impact Discussion:

a) The project, an expansion of an existing truck parking facility, will utilize onsite services such as wells, septic system and storm water drainage. There will be no use of public water, sewer or storm water drainage, therefore no need to move or increase capacity for same. Additionally, Pacific Gas & Electric (PG&E), the area electricity and gas provider, reviewed the project and responded that the project's proposed improvements do not appear to directly interfere with existing PG&E facilities or impact PG&E's easement rights. Therefore, the project is not expected to cause environmental harm by requiring the construction or relocation of any utilities.

b) The project site utilizes an onsite private well for water. Locally, wells draw from San Joaquin Valley basin groundwater. In San Joaquin Valley, groundwater accounts for about 30% of the annual supply of both water used for agriculture and water used for urban purposes. Low groundwater levels and groundwater storage depletion are critical water issues faced by San Joaquin Valley when more groundwater is pumped out that is supplied through precipitation. However, during the project and its foreseeable future, groundwater supplies are expected to be sufficient and the project's impact on water supply is expected to be less than significant.

c) The project will utilize an onsite sewage disposal system constructed under permit from the Environmental Health Department and subject to the onsite wastewater treatment system regulations that comply with SJ County standards. Therefore, the project is not expected to impact a wastewater treatment provider.

d-e) The project site is currently within the boundaries of Republic Services, one of five solid waste collectors providing service under franchise to San Joaquin County. The San Joaquin County Code requires that solid waste be collected from residential generators a minimum of once a week, and at least twice a week for commercial and industrial generators (San Joaquin County 2016a). Solid waste is transported and disposed of primarily at three active sanitary landfills in San Joaquin County. The North County Landfill on East Harney Lane has available capacity to 2048, and the Foothill Sanitary Landfill on North Waverly Road has available capacity to 2082 (CalRecycle 2021). The Forward

Landfill on Austin Road near Stockton was to have reached its capacity in 2020; however, the County Board of Supervisors recently approved an expansion of Forward Landfill that would extend its life to 2036 (Crunden 2020). California Xjsfyj%Gmqj68=8%XG%68=8.%wjvznwjx%xzwxdinytsx%ns%Hfqktwsrf%yt%wjh~hcj%twlfsnh%| fxyj%nshqzinsl%ufujw% hfwigtfwi%~fwi%r fyjwfqx%ktti%xhwfux%fsi%tti2xtmji%ufujw%| nym%f%ltfq%tk%in{jwnsl%<:* %tk%twlfsnhx%wtr %wjfhmnsl% ymj%qfsikmqjg~%757:3%Kfs%Otfvznx%Htzsy~%ufxxji%XG%68=8%Twlfsnh%\ fxyj%In{jwxnts%Twinsfshj%ns%Kjgwzfw~%tk%7577% r fsifynsl%ymfy%gzxnsjxx%r zxy%htr uq~%| nym%XG%68=8%r fsifyjx%g~%6.%xzgxhwgnsl%yt%f%XG%68=8%htr uqfsy%| fxyj% htqjhynts%x~xyjr %ynwtzlm%f%qhjsxji%htqjhytw%7.%vzfqk~nsl%ktw%f%| fn{jw%tw%8.%zyxqnsl%fhhjuyfgqj%fqyjwsfyn{j% htr uqfshj%r jymtix%s%ymx%| f~%mj%uwtqjhy%x%j}ujhyji%yt%yj%s%htr uqfshj%with federal, state, and local management and reduction statutes and regulations related to solid waste.

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

Impact Discussion:

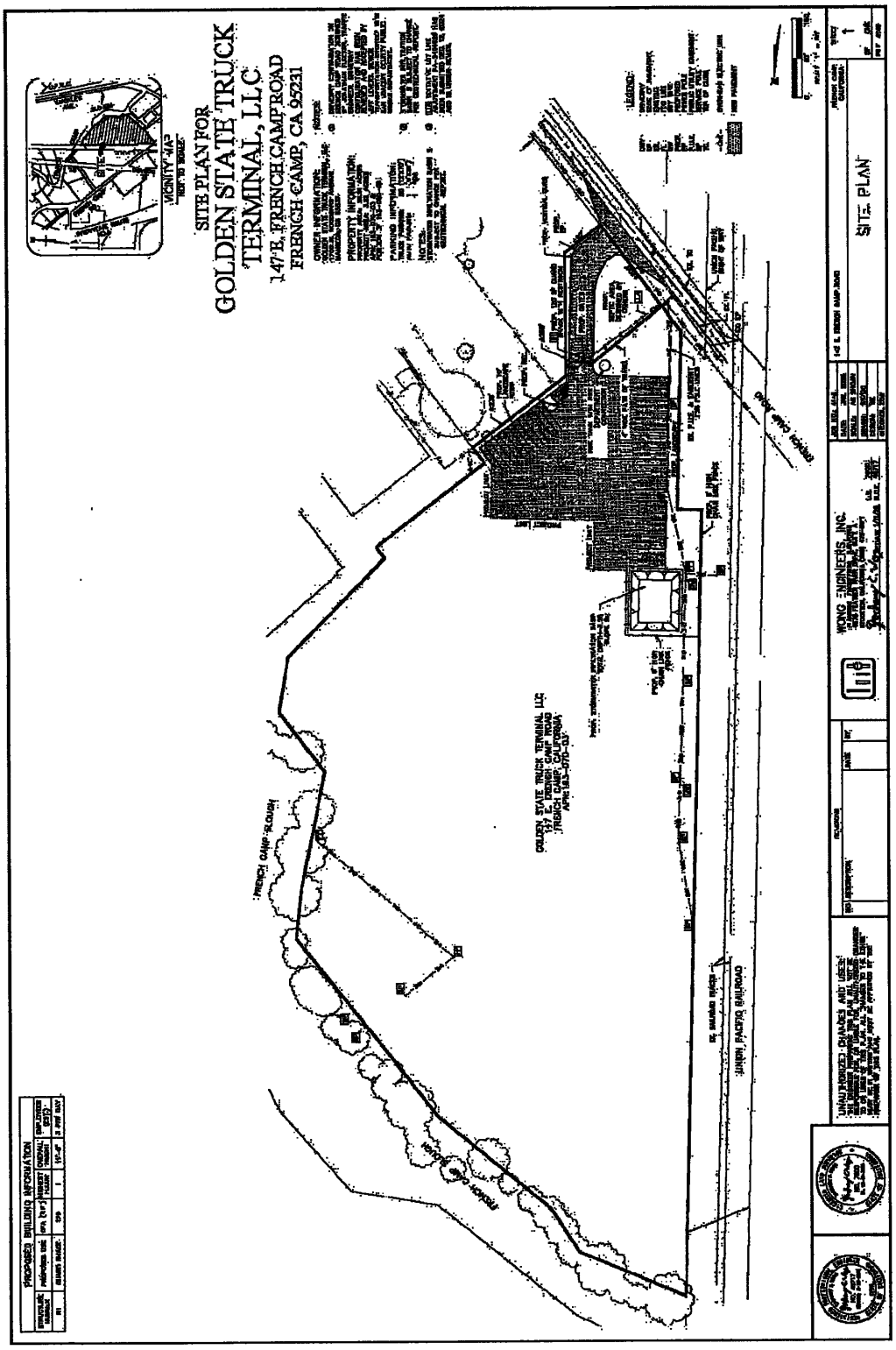
a-d) The project location is located south of the City of Stockton, in the community of French Camp. It is not identified as a Community at Risk from Wildfire by Cal Fire's "Fire Risk Assessment Program". Communities at Risk from Wildfire are those places within 1.5 miles of areas of High or Very High wildfire threat as determined from CDF-FRAP fuels and hazard data. Therefore, the impact of wildfires on the project are expected to be less than significant.

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

Impact Discussion:

a-c) Review of this project has not indicated any features which might significantly impact the environmental quality of the site and/or surrounding area. Mitigation measures have been identified in areas where a potentially significant impact has been identified and these measures, included as conditions of approval, will reduce these impacts to a less than significant level.

ATTACHMENT A: SITE PLAN; Golden State Truck Terminal



Flecker Associates
Transportation Engineers

November 20, 2024

Mr. Navjot Singh
Golden State Truck Terminal, LLC
1706 W. Woodward Avenue
Manteca, CA 95337

RE: TRANSPORTATION TECHNICAL MEMORANDUM FOR PA-2200150 TRUCK PARKING FACILITY AT 147 E. FRENCH CAMP RD, SAN JOAQUIN COUNTY

Dear Mr. Singh:

Flecker Associates has completed this truck technical memo required by San Joaquin County as part of your proposed Truck Parking Facility at 147 E. French Camp Road in San Joaquin County near the community of French Camp. The property is 26.10 acres while the project consists of 3.82 acres on the south side of the site adjacent to French Camp Road (Figure 1). The project will provide space for 50 tractor-trailer combinations on the site with two 'standard' automobile parking spaces. A full access driveway, about 65 feet wide, is proposed along French Camp Road, with the centerline of the driveway located about 330 feet east of the westbound stop line prior to the UPRR crossing. A driveway throat of about 360 feet will provide access to the facility with a gated access located just prior to entering the parking facility. Figure 2 displays the site plan for the project.

This letter summarizes our assessment of the project's potential impacts under the County's December 2012 guidelines.

Technical Approach. This project introduces additional trucks along E. French Camp Road between SR 99 and I-5. The project is expected to accommodate parking for STAA trucks.

All local roadways from the project location to both interchanges are designated as STAA routes. The County uses a Traffic Technical Memorandum when a project may generate more than 50 vehicle trips during any hour, but are located in areas where previous traffic studies, low daily traffic volumes or engineering judgment leads the Public Works Department to conclude that a traffic impact study will likely not discover any unacceptable degradation on the roadway network.

The memorandum addresses the key issues identified by San Joaquin County, including:

1. Identify the amount of vehicular traffic that is associated with the planned project;
2. Compare site traffic with the current traffic volumes on the local roadway; and
3. Review the routes available between the site and I-5 and SR 99 via French Camp Road and Arch-Airport Way and S. Airport Way to assess existing roadway conditions.

In addition, the County has expressed concern of queuing along French Camp Road near the UPRR crossing. This includes queuing along westbound French Camp Road at the El Dorado Road intersection

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FIGURE 1
VICINITY MAP

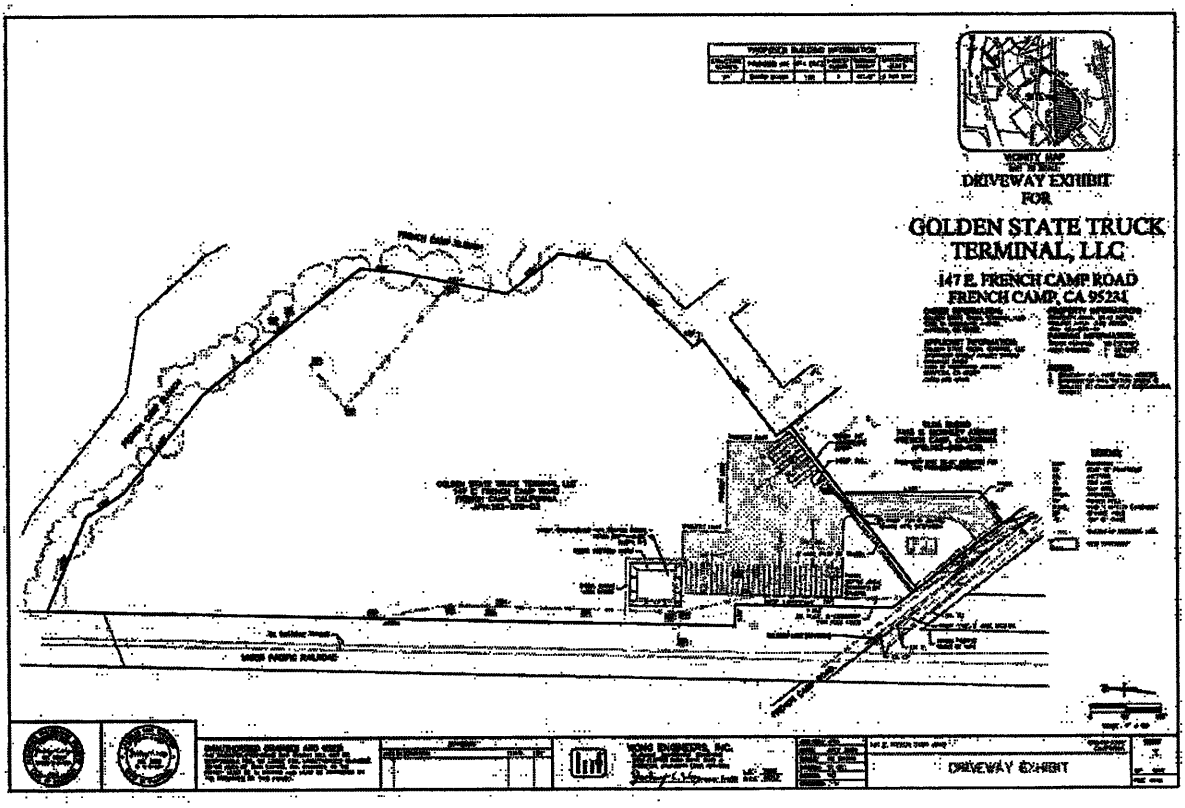

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FIGURE 2
SITE PLAN

and eastbound French Camp Road traffic turning left into the site. The County has asked that a queuing analysis be included in this study to determine whether the project could impact the railroad crossing.

Background Information

Current Traffic Volumes / Conditions on Affected Roads. The following roads provide primary regional access to the site:

Interstate 5 (I-5). I-5 is a major north-south transportation corridor across California which links the project area with Stockton and the Sacramento area to the north and with the SF Bay area, Stanislaus County and the balance of the Central Valley to the south. In the immediate area of the project I-5 is a six-lane controlled access freeway. Ramps connect the freeway mainline with intersecting streets at French Camp Road/Arch Airport Road about ¾ mile north of the project site, at Mathews Road about ½ mile south of the site and at El Dorado Street about 1 mile south of the project site. The posted speed limit on I-5 is 65 mph. The current *Average Annual Daily Traffic (AADT)* volume on I-5 at French Camp Road is 103,000 to 107,000 vehicles per day (2021) in this area. Trucks comprise about 25% of the annual traffic volume on I-5 in this area.

State Route 99 (SR 99). SR 99 is an important north-south facility about 3½ miles east of the project site which links San Joaquin County with the Sacramento area to the north and with Stanislaus County and the balance of the Central Valley to the south. In the area of the project SR 99 is a six-lane controlled access freeway. Ramps connect the freeway mainline with intersecting streets and frontage roads on both sides of SR 99 provide access to existing businesses. The posted speed limit is 65 mph. The current daily traffic volume on SR 99 is 74,000 to 85,000 AADT (2021) in the area of the French Camp Road intersection. Trucks comprise about 16% of the annual traffic volume on SR 99 in this area.

French Camp Road. French Camp Road is an east-west street that links I-5 on the west with State Route 120 near Escalon. French Camp Road is designated a Minor Arterial roadway in the San Joaquin County General Plan Circulation Element. In the area of the project French Camp Road is a two-lane facility with paved shoulders. French Camp Road crosses the UPRR at a gated crossing located about 330 feet west of the proposed project access. A prima facie rural 55 mph speed limit exists on French Camp Road near the project with a posted 35 mph speed limit eastbound into French Camp just west of the proposed driveway. The most recent County data available shows the daily traffic to be about 7,300 ADT.

Arch Airport Road. Arch Airport Road begins at the I-5 / French Camp Road interchange and is an east-west street that links I-5 on the east with State Route 99 in Stockton. The roadway is both within San Joaquin County and City of Stockton jurisdictions. The City designates it as an arterial roadway while San Joaquin County designates it as a principal arterial roadway. In the project vicinity Arch Airport Road is a four-lane roadway with curb and gutter and intermittent sidewalks. The closest access to the site from this roadway is via French Camp Road. Arch Airport Road has a posted speed of 45 mph.

S. Airport Way. S. Airport Way is a north-south roadway with several name changes from north of Stockton to south of Manteca. The City designates it as an arterial roadway while San Joaquin County designates it as a principal arterial roadway. Between Arch Airport Road and French Camp Road the roadway is a four-lane divided roadway with either paved shoulders or curb, gutter and sidewalk. S. Airport Way has a posted speed of 50 mph.

Truck Routes. The San Joaquin County *STAA Terminal Access Routes* map (June 2018) and the City of Stockton STAA Truck Route Map (2021) identify STAA Terminal Access Routes in the southern side of

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Stockton within the County. These routes are designated for use by Surface Transportation Assistance Act (STAA) design vehicle trucks and are vehicles that have relatively large turning radii and require roadway design features that accommodate the large turning radii. The following are designated truck routes in the vicinity of the project site:

- French Camp Road from Interstate 5 to Airport Way and from Airport Way to SR 99.
- Arch Airport Road from Interstate 5 to SR 99.
- S. Airport Way from E. Charter Way to French Camp Road.
- S. Airport Way from French Camp Road to Roth Road

Figure 3 illustrates the Existing traffic at the French Camp Road / EL Dorado Road intersection based on traffic counts conducted at the French Camp Road / El Dorado Road intersection by TJKM as part of their traffic study for the Pape Dealership (*Traffic Impact Study French Camp Dealership, January 19, 2024*), and counts conducted by Flecker Associates at the French Camp Road / Ash Street intersection in September 2023.

Background Conditions. County staff identified three approved and / or pending projects that will add traffic along French Camp Road. These include:

- the Pape Dealership along French Camp Road
- the South Stockton Commerce Center
- the Tidewater Crossing Area C & D.

After discussion with County staff it was determined that a 6-10 year projected buildout of the background projects should be analyzed. The South Stockton Commerce Center was projected to have about 12.8% of the project built out while the Tidewater Crossing and Pape Dealership were assumed built out. The project traffic along French Camp Road for the South Stockton Commerce Center was based on the background project trip assignment shown in the TJKM study. Tidewater Crossing traffic was developed based on the trip generation and trip distribution figures shown in the *August 16. 2022 Memorandum (Tidewater Crossing Area C & D Site Access Review)* prepared by Fehr & Peers. Figure 3 shows the Background traffic baseline condition.

Background Levels of Service and Queuing. The quality of traffic operations on San Joaquin County roads and intersections is identified in the Circulation Element and is based on operating Level of Service (LOS) at key intersections. County staff identified two intersections for analysis, French Camp Road at El Dorado Road and French Camp Road at Ash Street. The French Camp Road at El Dorado Road is located west of the project site, west of the UPRR crossing. The intersection is operated with a traffic signal. The French Camp Road / Ash Street intersection is located in the unincorporated community of French Camp, about ¼ mile east of the project site. This intersection is operated under all-way stop control. The County's LOS policy is LOS D at roadways designated Minor Arterials or higher.

The Level of Service was calculated for the French Camp Road / Ash Street intersection using the methodology contained in the *Highway Capacity Manual, 7th Edition (HCM)*. The overall Level of Service was determined based on the average length of delays for all motorists at the all-way stop. Level of Service was calculated using *Synchro* Version 12 software.

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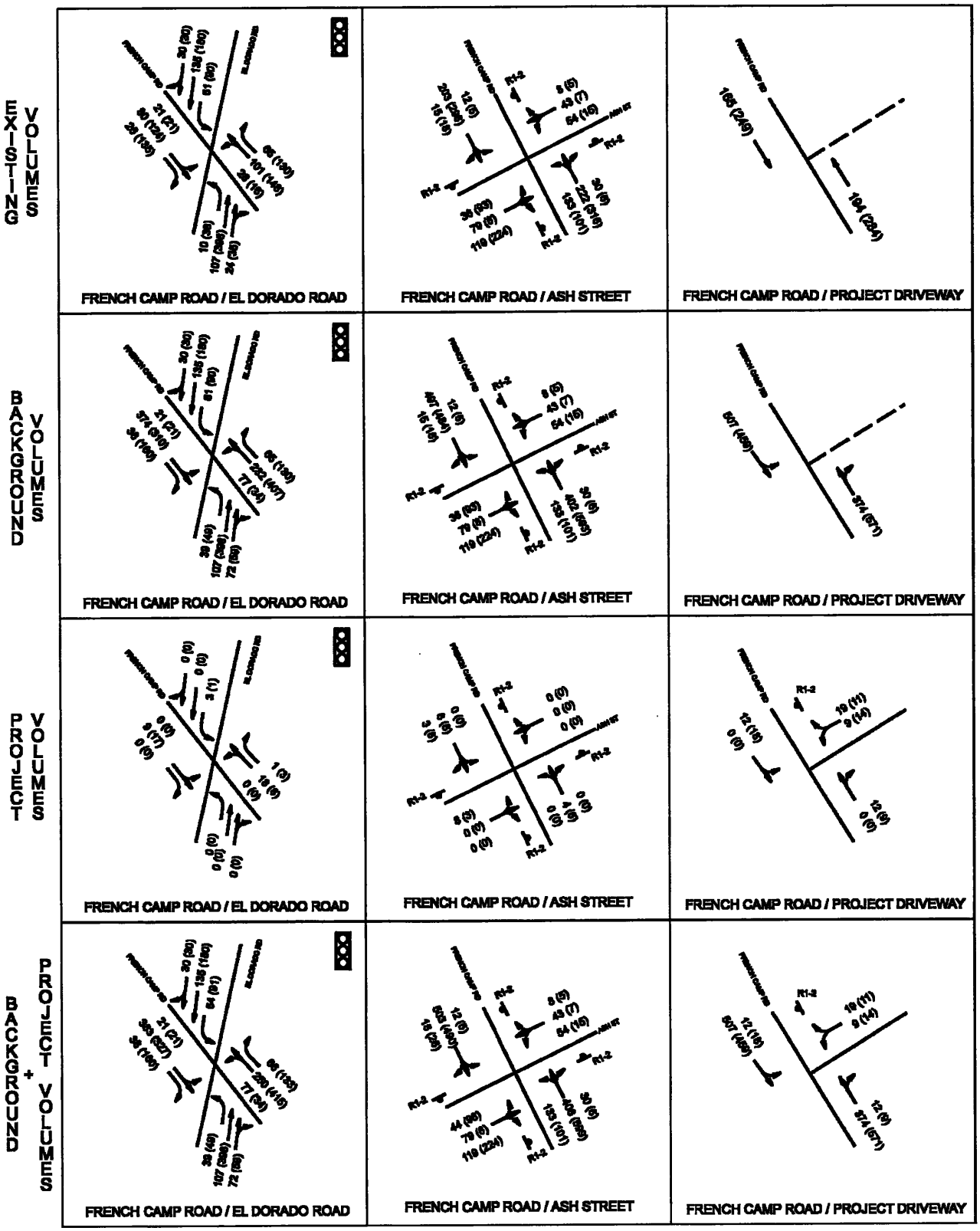

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FIGURE 3
TRAFFIC VOLUMES

For the French Camp Road / El Dorado Road intersection and the project driveway, *Synchro/SimTraffic* software was used. *SimTraffic* is a microsimulation program that is often used to analyze corridors and closely spaced intersections. For this analysis the simulation methodology is used to better reflect the expected queuing at the driveway and near the railroad crossing as it simulates conditions rather than calculating a result. *SimTraffic* was run 10 times with the eight median runs used to determine projected levels of service and 95th percentile queues. The 95th percentile queue is not necessarily the longest queue occurring during the peak period but represents a queue with a length that is exceeded only 5% of the time. This is the generally accepted approach in determining queues.

Table 1 presents the Background LOS and 95th percentile queues at the existing intersections. Under background conditions the French Camp Road / EL Dorado Road intersection will operate at LOS C conditions during both a.m. and p.m. peak hours. The westbound queues are projected to be up to 499'. The distance from the stop bar at French Camp Road / EL Dorado Road intersection to the west side of the UPRR crossing is about 800'; thus, the queue does not extend to the rail crossing.

The French Camp Road / Ash Street intersection will operate at LOS F conditions during both peak hours. The intersection will meet the peak hour traffic signal warrant, and the installation of a traffic signal at this intersection would result in traffic along French Camp Road to proceed through the town without stopping under a green light condition on French Camp Road. Based on previous feedback received by San Joaquin County from the community, maintaining the all-way stop slows traffic through the center of the town and is the preferred operation for the residents. The longest queues along French Camp Road will be about 770' in the westbound direction during the p.m. peak hour and about 388' in the eastbound direction during the a.m. peak hour.

TABLE 1
BACKGROUND LOS AND QUEUES

Intersection	Control	AM		PM	
		Avg Delay / LOS	95TH Queue (ft)	Avg Delay / LOS	95TH Queue (ft)
1. French Camp Rd / El Dorado Rd	Signal	20.2 / C		30.4 / C	
WB			292'		499'
2. French Camp Rd / Ash St	AWS	76.2 / F		101.1 / F	
EB			388'		290'
WB			510'		770'

Average delay in seconds
AWS – all way stop

Safety along Routes to the Project Site. The physical features along the routes that will provide access to the site were reviewed. French Camp Road is generally straight and level with paved shoulders along French Camp Road between El Dorado Street and S. Airport Way. The roadway consists of a single lane in each direction with centerline double yellow striping and shoulder striping throughout the segment. Various markings are present on the roadway, including railroad markings and signage for the adjacent railroad crossing and school crossings beginning at Elm Street in French Camp. Additionally, speed markings are present at speed reduction locations, with school markings and crosswalks present in French Camp.

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Collison History. Crash data was reviewed along French Camp Road available from the Statewide Integrated Traffic Records System (SWITRS). This system summarizes collision reports filed by the California Highway Patrol (CHP), the San Joaquin County Sheriff's department and the City of Stockton police department. SWITRS reports between 2018 and 2022 were reviewed. Over this five-year period, 66 crashes were reported along French Camp Road between Arch Airport Road and S. Airport Way. Two appeared to involve trucks with both crashes occurring at or just west of the S. El Dorado Street intersection. Table 2 presents the crash history. The primary crashes, speed and improper turning were the most prevalent, accounting for 39% and 23% of the crashes in this corridor.

Between Harlan Road and McKinley Road five crashes were reported over the five-year time frame. Three occurred at McKinley Road and two occurred near Harlan Road. The three crashes that occurred at McKinley Road had the following characteristics:

- vehicle on southbound McKinley Road crossing French Camp Road
  - vehicle failed to stop and hit eastbound vehicle traveling on French Camp Road
- vehicle on eastbound French Camp Road making left turn onto McKinley Ave
  - sideswipe of a through moving vehicle traveling on eastbound French Camp Road
- vehicle completed right turn on westbound French Camp Rd to northbound McKinley Road
  - hit bicyclist traveling north on McKinley Road during or after completing turn

The remaining two crashes occurred near Harlan Road and had the following characteristics:

- two vehicles on westbound French Camp Road stopped at or near the railroad tracks
  - 3rd vehicle trailing failed to stop with rear end crash into stopped vehicles
  - it is unknown whether the crossing gates were in use at the time
- vehicle on westbound French Camp Road stopped at Harlan Road
  - trailing vehicle failed to stop with rear end crash into stopped vehicle

The frequency of collisions can be determined in relation to the amount of traffic along a segment of roadway, and that result can be compared to statewide average for similar facilities. Over the last five years the segment crash rate between Arch Airport Road and S. Airport Way is 2.26 crashes per million vehicle miles (Acc/MVM). The overall 1¾ mile segment includes 11 intersections which is typically where most crashes occur. On rural segments speed often is also a primary factor in crashes. Both of these crash types, i.e. intersection right-of-way and speed, were the prevalent crash type in the segment. This crash rate is higher than the statewide average of 1.01 Acc/MVM for rural two-lane roadways. The rate declines to between 1.43 and 1.79 when looking at the shorter segment between Harlan Road and McKinley Road; the rate varies dependent on whether the crash involving the right turning vehicle is included on the French Camp Road segment. In both cases the only crash that occurred in the "mid-block" portion of this segment was the rear end crash at the rail crossing. When considering only those crashes within the mid-block where the project access will be located and excluding the adjacent intersections, the crash rate is 0.36 Acc/ MVM.

Given the types of crashes along the overall 1¾ mile roadway segment, alternative improvements to address the collision history on this segment could include additional speed enforcement, adding turn lanes along the route or limiting access to minimize improper turning. The San Joaquin Council of Governments Draft 2022 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) improvement list does not identify any roadway improvements along this segment.

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TABLE 2 2018-2022 COLLISION HISTORY ON FRENCH CAMP ROAD Arch Airport Road to S. Airport Way						
Crash Type	**2018**	**2019**	**2020**	**2021**	**2022**	**Total**
Red Light Signal Violation	-	1	1	2	3	7
Failure to Yield	-	-	-	-	3	3
DUI	1	2	1	-	2	6
Speed	5	3	6	7	5	26
Unsafe Starting / Backing	-	-	1	1	1	3
Improper Turn	5	4	3	1	2	15
Right-of-Way	-	-	1	-	1	2
Wrong Side of Road	-	-	1	-	1	2
Hit Object	1	-	-	-	-	1
Fallen Debris	-	-	1	-	-	1
Total Crashes	12	10	15	11	18	66

PROPOSED PROJECT

Project Travel Characteristics

Type of Operation. The operational characteristics of the project have been identified in terms of the amount of truck and automobile activity and the time periods of that travel. The project includes 39 striped parking spaces for truck-trailer combinations and two automobiles spaces. The site is permitted to park 50 trucks, so it is possible that an additional 11 trucks could be parked on the site.

Typically, trucking operations fall into two categories: "Long haul" or "Local Distribution or Agricultural Harvesting / Processing Support". For long haul trucks the typical routine sends drivers away from the site for extended periods of time. On a typical weeklong haul, most trucks return to the site on Friday and leave early Sunday or Monday, and most drivers try to operate outside of peak traffic hours. Alternatively, local based trucking typically leaves the site each weekday and returns that afternoon / evening. In both cases, a driver would travel by automobile to and from the site before beginning or ending his trips.

The project will serve mostly long-haul trucks, making up about 70% of the trucks parked on the site. The remaining 30% are expected to be local trucks, departing and arriving on the same day. During the week some trucks may come and go for inspections or maintenance or if the drivers come home during the week. Some of the truck drivers will park their personal auto at the site and others will be dropped off. It is expected that the long haul truckers will be dropped off and picked up while the daily and short haul drivers will park onsite, using their truck spot for their personal vehicle.

Trip Generation. This project's trip generation was estimated based on available resources and our understanding of the characteristics of these uses. As noted above, the site will be used by long haul and daily truckers.

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Long haul truck trip generation rates were developed from 24-hr truck traffic counts at a large (440 spaces) truck parking area in Yuba City. That site generated 334 total truck trips (143 in and 191 out) on a Thursday, or 0.76 daily truck trips per space. It was assumed that drivers would generate automobile trips at the same time that trucks entered and exited the site. The applicant has indicated that the long haul truckers will most likely be dropped off and picked up at the site. For the purposes of this analysis it was assumed that 90% of these long haul trips will be pick up and drop off with 10% parking and leaving their vehicles.

Table 3 presents the projected daily and peak hour trip generation forecasts for the site. The project is expected to generate up to 137 daily trips with 57 truck trips and 80 automobile trips. In the a.m. peak hour the project could generate 22 truck trips, 1 inbound and 21 outbound and 30 automobile trips (23 inbound and 7 outbound) while in the p.m. peak hour the site could generate 22 truck trips, 20 inbound and 2 outbound and 30 automobile trips (7 inbound and 23 outbound).

TABLE 3
PROJECT TRIP GENERATION ESTIMATE

Unit	Unit	Quantity	Trucks			Automobiles			Total Vehicles
			In	Out	Total	In	Out	Total	
AM Peak Hour									
Short Haul*	15 spaces	1	0% (0)	100% (15)	1.00 (15)	100% (15)	0% (0)	1.00 (15)	(30)
Long Haul	35 spaces	1	8% (1)	92% (6)	0.20 (7)	50% (7)	50% (7)	0.40 (14)	(21)
Employees	1 emp	1	-	-	-	100% (1)	0% (0)	1.00 (1)	(1)
Total			***(1)***	***(21)***	***(22)***	***(23)***	***(7)***	***(30)***	***(53)***
PM Peak Hour									
Short Haul*	15 spaces	1	100% (15)	0% (0)	1.00 (15)	0% (0)	100% (15)	1.00 (15)	(30)
Long Haul	35 spaces	1	75% (5)	25% (2)	0.20 (7)	50% (7)	50% (7)	0.40 (14)	(21)
Employees	1 emp	1	-	-	-	0% (0)	100% (1)	1.00 (1)	(1)
Total			***(20)***	***(2)***	***(22)***	***(7)***	***(23)***	***(30)***	***(52)***
Daily									
Short Haul	15 spaces	1	50% (15)	50% (15)	2.00 (30)	50% (15)	50% (15)	2.00 (30)	(60)
Long Haul	35 spaces	1	43% (12)	57% (15)	0.764 (27)	50% (24)	50% (24)	1.38 (48)	(75)
Employees	1 emp	1	-	-	-	50% (1)	50% (1)	2.00 (2)	(2)
Total			***(27)***	***(30)***	***(57)***	***(40)***	***(40)***	***(80)***	***(137)***

*assumes all short haul daily trips and trailer pick-up or drop-off begin and end during peak hours
(trips generated)

FA

SB 743. SB 743 requires that as of July 1, 2020 evaluation of transportation impacts under CEQA may no longer be based on consideration of Level of Service and will move to evaluation based on Vehicle Miles Traveled (VMT). Methods for estimating project VMT and for evaluating VMT impacts are outlined in Office of Planning & Research (OPR) directives and are implemented by individual jurisdictions.

Heavy trucks are generally excluded from a VMT analysis, however, the auto traffic generated by the site should be evaluated. The project is projected to generate up to 80 trips not made by heavy trucks. Certain types of projects as identified in statute, the CEQA Guidelines, or in OPR's Technical Advisory are presumed to have a less than significant impact on VMT and therefore, a less than significant impact on transportation. One such project type is small projects generating less than 110 daily trips. With up to 80 daily trips this project is presumed to have a less than significant impact on VMT.

Levels of Service and Queuing. Project traffic was added to the Background traffic conditions to develop near term Background plus Project conditions. Figure 3 presents the project traffic and Background plus Project conditions at each of the intersections.

Table 4 presents the LOS and 95th percentile queues at the three study locations. Under Plus Project conditions the French Camp Road / El Dorado Road intersection will continue to operate at LOS C during both a.m. and p.m. peak hours. The westbound queues will lengthen, with the p.m. peak hour westbound queue about 699', Under Plus Project conditions the 95th percentile queue should not extend to the UPRR crossing.

The French Camp Road / Ash Street intersection will continue to operate at LOS F conditions during both peak hours. As was noted under Background conditions the intersection meets the peak hour signal warrant; however, signalization could be adverse to the quality of life for the community of French Camp due to higher speeds under a green light condition. The queues will lengthen along French Camp Road to about 415' in the eastbound direction during the a.m. peak hour and about 950' in the westbound direction during the p.m. peak hour.

TABLE 4
BACKGROUND PLUS PROJECT LOS AND QUEUES

Intersection	Control	AM		PM	
		Avg Delay / LOS	95TH Queue (ft)	Avg Delay / LOS	95TH Queue (ft)
1. French Camp Rd / El Dorado Rd	Signal	20.7 / C		34.9 / C	
WB			331'		699'
2. French Camp Rd / Ash St	AWS	82.7 / F		136.6 / F	
EB			415'		375'
WB			535'		950'
3. French Camp Rd / Project D/W	EB Left	5.1 / A		6.2 / A	
	SB Stop	6.7 / A		9.1 / A	
EB			39'		92'
SB			79'		49'

Average delay in seconds
AWS – all way stop

FA

Site Access. The project layout shows a new driveway encroachment proposed with the approximate centerline of the driveway about 330 feet east of the railroad stop line (Figure 2). The site includes 50 truck parking spaces and two automobile spaces. The driveway will have about a 65-foot throat that will be constructed to County commercial standards. A sliding gate will be provided for security with the gate set about 360 feet from the right-of-way. The location of the gate will allow four STAA semitrailers to queue off of French Camp Road, minimizing queues along French Camp Road. The longest outbound queue is projected to be about 79' during the a.m. peak hour.

The internal roadways are generally 75 feet wide to allow trucks to maneuver forward and backwards when arriving or departing the site. The internal areas where trucks are driving and not parking are a minimum of 40 feet wide.

Driveway Layout. The driveway needs to allow for STAA trucks to enter and exit westbound French Camp Road without crossing the roadway centerline. In addition, due to the truck paths required by STAA wheel tracks, adequate pavement needs to be provided so that the vehicles can complete turns without leaving the pavement. The driveway and approaches should be constructed to accommodate STAA trucks.

Sight Distance. The adequacy of site access is also related to available sight distance at the driveway and to the ability of the project users to recognize and use the driveways to enter onto E. Frontage Road. The applicable minimum corner sight distance standard (CSD) is contained in the Caltrans Highway Design Manual Table 405.1A. As noted earlier, French Camp Road has a prima facie speed limit of 55 mph; however, a 35-mph speed limit is posted about 275 feet east of the railroad crossing. This is within the driveway vicinity. A 45-mph speed was used to determine the stopping sight distance requirements both approaches as it is likely that eastbound vehicles will be slowing to 35 mph while westbound vehicles will be increasing speed leaving the 35 mph zone.

Caltrans notes that the minimum corner sight distance (feet) should be determined by the equation: $1.47V_mT_g$, where V_m is the design speed (mph) of the major road and T_g is the time gap (seconds) for the minor road vehicle to enter the major road. The time gap values in Table 405.1A of the Highway Design Manual (HDM) should be used to determine T_g based on the design vehicle and the type of maneuver. The distance from the edge of traveled way to the rear wheels at the minor road stop location should be assumed as: 20 feet for a passenger car, 30 feet for a single-unit truck, and 72 feet for a combination truck.

Based on Chapter 405.1, Sight Distance, of the HDM, the minimum CSD for a 45-mph roadway with trucks making a right turn from the minor leg is 695 feet while the minimum CSD for a left turn is 760 feet.

This distance is shown in Figure 4A looking to the west from the driveway and in Figure 4B looking to the east. Adequate sight distance appears available and should be confirmed during the preparation of the construction documents.

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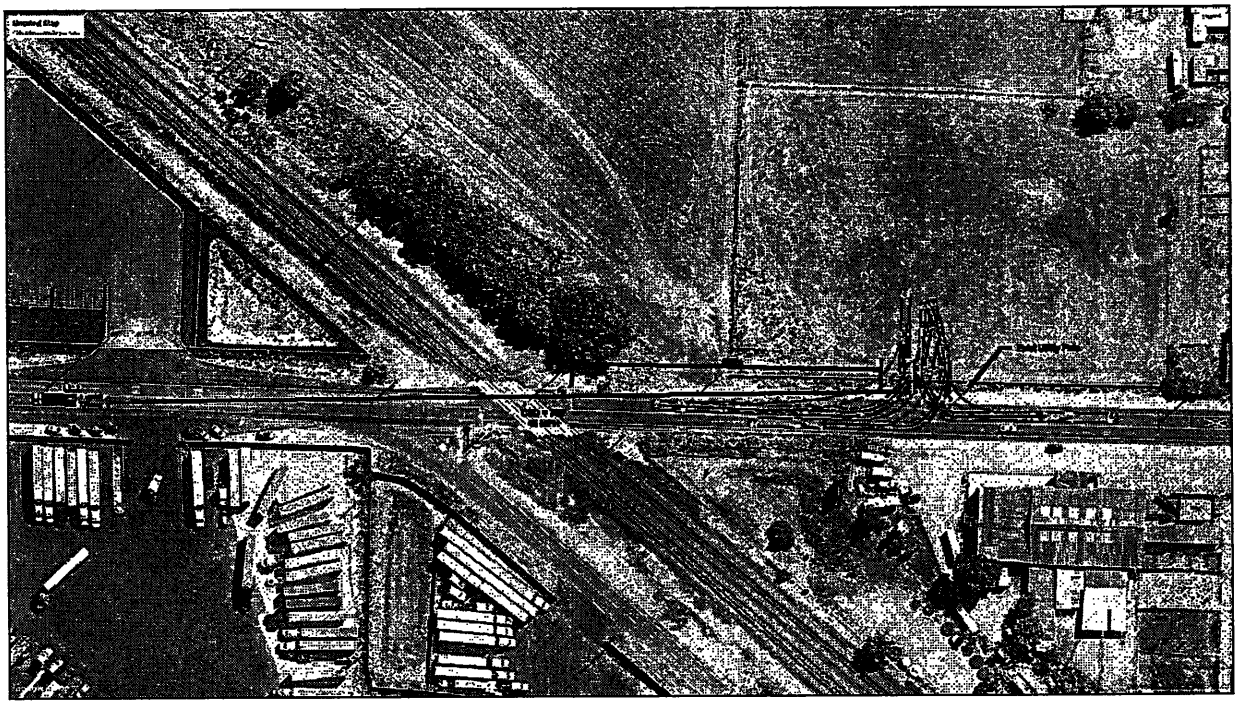

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2776-01

FIGURE 4A
CORNER SIGHT DISTANCE (WEST)

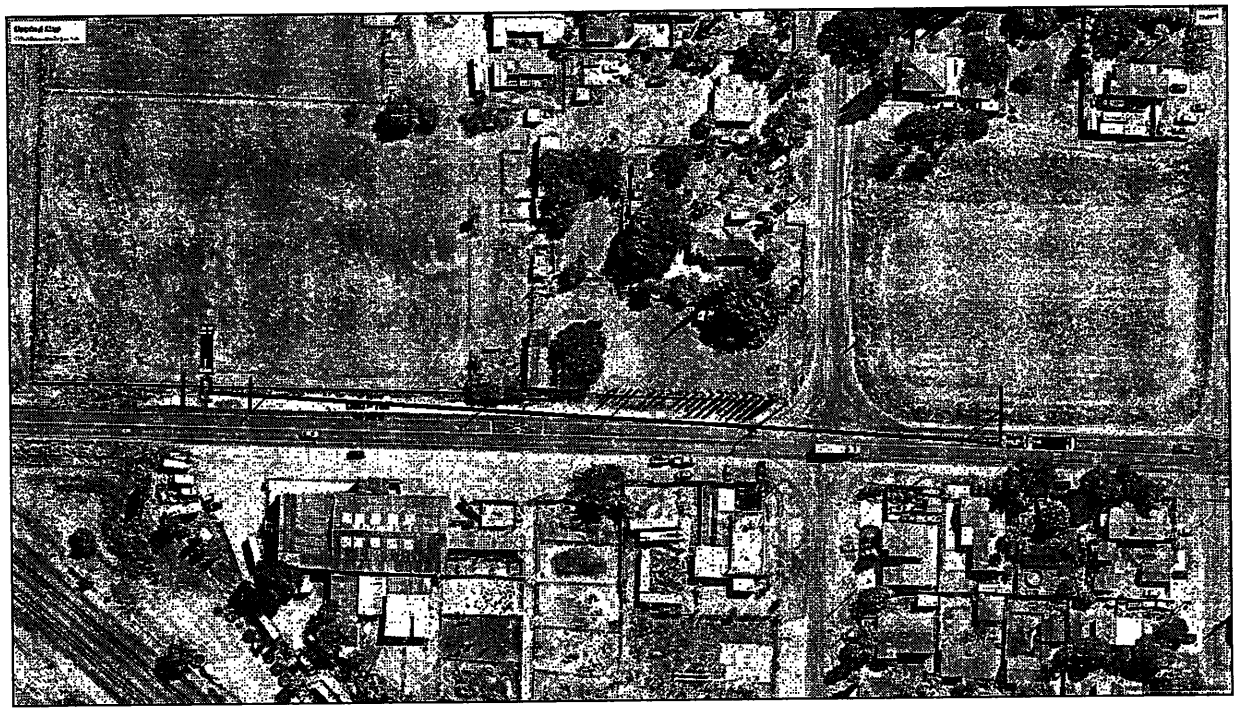

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FIGURE 4B
CORNER SIGHT DISTANCE (EAST)

Conclusions and Recommendations

French Camp Road is an STAA Route between Arch Airport Road and SR 99. Additional STAA routes include Arch Airport Road between I-5 and east of SR 99 and along S. Airport Way between E. Charter Way and French Camp Road.

The proposed truck parking facility proposes a full access driveway along French Camp Road. The driveway will be located about 330 feet east of the UPRR crossing. Vehicles entering the driveway will travel about 360 feet back towards the west before reaching the site's gated access. This will allow multiple STAA trucks to queue along the driveway, and not along French Camp Road, while waiting to enter the site.

This analysis considered development over a 6-10 year period as three projects are identified in the project vicinity that will add traffic along French Camp Road. These include the Pape Dealership along French Camp Road, the South Stockton Commerce Center and the Tidewater Crossing Area C & D. The Pape Dealership and Tidewater Crossing projects were assumed to be built in in this time period while the Stockton Commerce Center was assumed to have about 12.8% buildout of the site.

Levels of Service and 95th percentile queuing information was calculated for two local intersections to develop a baseline of projected traffic conditions by 2034. The analysis indicated that the French Camp Road / El Dorado Road intersection to the west will operate at LOS C conditions in both a.m. and p.m. peak hour periods. In addition, the westbound queue is projected to extend about 499 feet to the east. This queue is less than the approximate 800 feet between the intersection and the UPRR rail crossing. The intersection to the east, French Camp Road at Ash Street is projected to operate at LOS F in both a.m. and p.m. peak hours. This intersection also meets the peak hour traffic signal warrant. While below the County's LOS D threshold the existing all-way stop control is the preferred operation as this maintains slower traffic volumes through the center of French Camp.

The project will include both long haul and short haul trucks, with the long haul trucks off site for multiple days at a time; short haul trucks will make daily trips to and from the site. In a worst-case scenario it is likely that the site would generate 22 peak hour truck trips with 30 automobile trips. Project traffic will be added along both directions of French Camp Road with the majority of truck traffic using I-5.

The LOS / Queuing analysis under project conditions shows that the French Camp Road / El Dorado Road intersection will continue to operate at LOS C in both peak periods while the French Camp Road / Ash Street intersection will continue to operate at LOS F conditions. The westbound queue at El Dorado Road will lengthen to about 699 feet and will continue to not reach the UPRR crossing. Additionally, the eastbound queue at the project driveway is projected to be about 79 feet and will also not reach the crossing. Queues along French Camp Road at Ash Street will lengthen to about 950 feet in the westbound direction and about 415 feet in the eastbound direction.

Based on the proposed driveway location and existing speed limits the projected minimum corner sight distance should be met for both directions. The existing crash data does not indicate a history of crashes in the project vicinity, and only two truck crashes were identified in the five-year period 2018-2022 from Arch Airport Road to S. Airport Way.

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The project should not have an appreciable impact on the operation or safety on the roads providing access to the site. However, to enhance safety near the rail crossing, the project should install R8-8 signs (Do Not Stop On Tracks) as shown in the CA MUTCD at the following locations to improve recognition of the rail crossing for motorists:

- while approaching the rail crossing, approximately 10 feet in front of the railroad stop line along the eastbound and westbound approaches.
- while departing the rail crossing, approximately 12 feet from the railroad stop line in the departing direction.

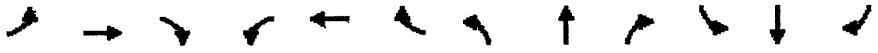
Thank you again for contacting our firm for this assignment. Please feel free to call me if you have any questions or need additional information.

Sincerely,

Jonathan Flecker, P.E.
Transportation Engineer

Attachments
Tech Truck Memo 147 French Camp Rd

FA

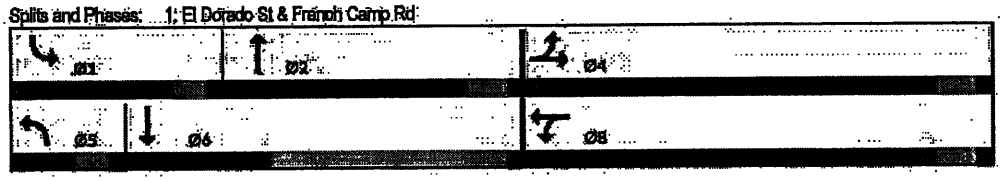


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↑↑			↑↑	
Traffic Volume (vph)	21	374	38	77	232	65	39	107	72	61	135	30
Future Volume (vph)	21	374	38	77	232	65	39	107	72	61	135	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	120		0	145		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			95			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00			0.99				
Frt		0.988			0.977			0.940			0.972	
Flt Protected		0.998			0.990		0.950			0.950		
Satd. Flow (prot)	0	1675	0	0	1621	0	1289	2422	0	1556	2752	0
Flt Permitted		0.969			0.817		0.950			0.950		
Satd. Flow (perm)	0	1627	0	0	1255	0	1289	2422	0	1556	2752	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			11			76			25	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1412			1362			2289			2400	
Travel Time (s)		27.5			26.5			34.7			32.7	
Conf. Bikes (#/hr)						1			1			
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 (%)	38%	8%	35%	29%	21%	9%	40%	20%	67%	16%	24%	43%
Adj. Flow (vph)	22	394	40	81	244	68	41	113	76	64	142	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	456	0	0	393	0	41	189	0	64	174	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	57.8	57.8		57.8	57.8		14.0	14.3		14.0	14.3	
Total Split (s)	57.8	57.8		57.8	57.8		14.0	36.3		26.0	24.3	
Total Split (%)	48.1%	48.1%		48.1%	48.1%		11.7%	30.2%		21.6%	20.2%	
Maximum Green (s)	51.0	51.0		51.0	51.0		8.0	30.0		20.0	18.0	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.0	4.8		4.0	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	1.5		2.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.8			6.8		6.0	6.3		6.0	6.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		0.2	2.0		0.2	2.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)		25.8			25.8		5.8	10.0		9.1	13.9	
Actuated g/C Ratio		0.42			0.42		0.14	0.16		0.15	0.22	
v/c Ratio		0.66			0.73		0.22	0.41		0.28	0.28	
Control Delay (s/veh)		19.2			23.5		33.7	20.7		33.0	23.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		19.2			23.5		33.7	20.7		33.0	23.6	
LOS		B			C		C	C		C	C	
Approach Delay (s/veh)		19.2			23.5			23.1			26.1	
Approach LOS		B			C			C			C	

Intersection Summary	
Area Type:	Other
Cycle Length: 120.1	
Actuated Cycle Length: 60.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay (s/veh): 22.4	Intersection LOS: C
Intersection Capacity Utilization 76.4%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: El Dorado St & French Camp Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	120		0	145		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			95			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00			0.99				
Frt		0.988			0.977			0.930			0.972	
Flt Protected		0.998			0.990		0.950			0.950		
Satd. Flow (prot)	0	1675	0	0	1521	0	1289	2422	0	1556	2752	0
Flt Permitted		0.969			0.817		0.950			0.950		
Satd. Flow (perm)	0	1627	0	0	1255	0	1289	2422	0	1556	2752	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			11			76			25	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1412			1362			2289			2160	
Travel Time (s)		27.5			26.5			34.7			32.7	
Peak Hour Factor												
Area Type:	Other											

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR2	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	21	374	38	77	232	65	39	107	72	61	135	30
Future Volume (vph)	21	374	38	77	232	65	39	107	72	61	135	30
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)						1			1			
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	38%	8%	35%	29%	21%	9%	40%	20%	67%	16%	24%	43%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	22	394	40	81	244	68	41	113	76	64	142	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	456	0	0	393	0	41	189	0	64	174	0
Intersection Summary												

Lane Group	SBL	SBT	NBT	NBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	507	374	0	0	0
Future Volume (vph)	0	507	374	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1462	1638	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1462	1638	0	1863	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		362	1285		982	
Travel Time (s)		26.5	24.6		15.5	
Peak Hour Factor	0.92	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles (%)	8%	30%	16%	2%	2%	17%
Adj. Flow (vph)	0	534	394	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	534	394	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	SBL	SBT	NBT	NBR	SWL	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1462	1638	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1462	1638	0	1863	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		1362	1265		682	
Travel Time (s)		26.5	24.6		15.5	
Intersection Summary						
Area Type:	Other					

Lane Group	SBL	SBT	WBT	WBR	SBR	SBR2
Traffic Volume (vph)	0	507	374	0	0	0
Future Volume (vph)	0	507	374	0	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.95	0.95	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	30%	16%	2%	2%	17%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	534	394	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	534	394	0	0	0
Intersection Summary						

Lane Group	SBL	SBT	SBR	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	12	497	15	133	402	30	36	79	119	54	43	8
Future Volume (vph)	12	497	15	133	402	30	36	79	119	54	43	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. 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
Frt		0.996			0.994			0.931			0.989	
Flt Protected		0.999			0.988			0.992			0.975	
Satd. Flow (prot)	0	1537	0	0	1555	0	0	1566	0	0	1757	0
Flt Permitted		0.999			0.988			0.992			0.975	
Satd. Flow (perm)	0	1537	0	0	1555	0	0	1566	0	0	1757	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1265			1310			821			272	
Travel Time (s)		24.6			25.5			18.7			6.2	
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
Heavy Vehicles (%)	0%	24%	7%	12%	24%	0%	9%	3%	19%	2%	6%	0%
Adj. Flow (vph)	13	540	16	145	437	33	39	86	129	59	47	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	569	0	0	615	0	0	254	0	0	115	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 82.9%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor												
Frt		0.995			0.995			0.994			0.988	
Flt Protected		0.999			0.988			0.992			0.975	
Satd. Flow (prot)	0	1591	0	0	1565	0	0	1566	0	0	1757	0
Flt Permitted		0.999			0.988			0.992			0.975	
Satd. Flow (perm)	0	1587	0	0	1555	0	0	1566	0	0	1757	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1265			1310			871			272	
Travel Time (s)		24.6			25.5			19.7			6.2	

Intersection Summary	
Area Type:	Other

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	12	497	15	133	402	30	36	79	119	54	43	8
Future Volume (vph)	12	497	15	133	402	30	36	79	119	54	43	8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	24%	7%	12%	24%	0%	9%	3%	19%	2%	8%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	13	540	16	145	437	33	39	86	129	59	47	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	569	0	0	615	0	0	254	0	0	115	0
Intersection Summary												

1: El Dorado St & French Camp Rd Performance by approach

	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.4	0.0	0.5	0.8	0.4
Total Del/Veh (s)	16.8	21.9	19.8	23.7	20.2

Intersection: 1: El Dorado St & French Camp Rd

Movement	EB	EB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	342	370	90	88	128	104	109	109
Average Queue (ft)	129	147	19	28	24	22	38	30
95th Queue (ft)	257	292	69	66	80	67	87	77
Link Distance (ft)	1331	1252		2209	2209		2085	2085
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			120			145		
Storage Blk Time (%)			0	0		0	0	
Queuing Penalty (veh)			0	0		0	0	

Intersection	
Intersection Delay, s/veh	76.2
Intersection LOS	F

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	497	15	133	402	30	36	79	119	54	43	8
Future Vol, veh/h	12	497	15	133	402	30	36	79	119	54	43	8
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
Heavy Vehicles, %	0	24	7	12	24	0	9	3	19	2	8	0
Mvmt Flow	13	540	16	145	437	33	39	86	129	59	47	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	75.4	111.5	19.8	15.3
HCM LOS	F	F	C	C

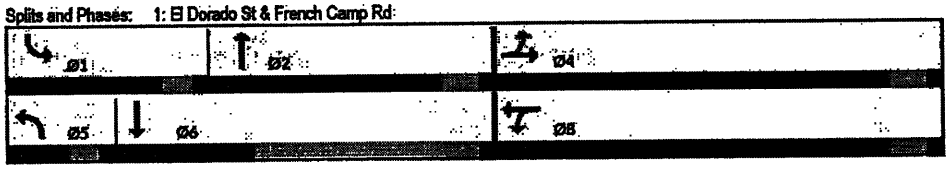
Lane	NEL	NWL	SEL	SWL
Vol Left, %	15%	24%	2%	51%
Vol Thru, %	34%	71%	95%	41%
Vol Right, %	51%	5%	3%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	234	565	524	105
LT Vol	36	133	12	54
Through Vol	79	402	497	43
RT Vol	119	30	15	8
Lane Flow Rate	254	614	570	114
Geometry Grp	1	1	1	1
Degree of Util (X)	0.534	1.147	1.037	0.268
Departure Headway (Hd)	6.017	6.967	6.874	8.016
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	453	528	530	461
Service Time	6.017	4.967	4.874	7.016
HCM Lane V/C Ratio	0.561	1.163	1.075	0.284
HCM Control Delay, s/veh	19.8	111.5	75.4	15.3
HCM Lane LOS	C	F	F	C
HCM 95th-tile Q	3.1	20.4	15.5	1.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	310	160	34	407	130	49	398	59	90	180	30
Future Volume (vph)	21	310	160	34	407	130	49	398	59	90	180	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	120		0	145		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			95			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.956			0.969			0.981			0.979	
Flt Protected		0.998			0.997		0.950			0.950		
Satd. Flow (prot)	0	1586	0	0	1706	0	1597	3159	0	1671	3148	0
Flt Permitted		0.982			0.949		0.950			0.950		
Satd. Flow (perm)	0	1529	0	0	1624	0	1597	3159	0	1671	3148	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			15			13			17	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1307			1340			1893			1755	
Travel Time (s)		25.5			26.1			28.7			26.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	48%	9%	20%	50%	4%	8%	13%	6%	40%	8%	11%	20%
Adj. Flow (vph)	22	323	167	35	424	135	51	415	61	94	188	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	512	0	0	594	0	51	476	0	94	219	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases		4			8							
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	57.8	57.8		57.8	57.8		14.0	14.3		14.0	14.3	
Total Split (s)	57.8	57.8		57.8	57.8		14.0	36.3		26.0	24.3	
Total Split (%)	48.1%	48.1%		48.1%	48.1%		11.7%	30.2%		21.6%	20.2%	
Maximum Green (s)	51.0	51.0		51.0	51.0		8.0	30.0		20.0	18.0	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.0	4.0		4.0	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	1.5		2.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.8			6.8		6.0	6.3		6.0	6.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		0.2	2.0		0.2	2.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)		36.0			36.0		8.6	18.1		9.0	22.4	
Actuated g/C Ratio		0.45			0.45		0.11	0.23		0.12	0.28	
v/c Ratio		0.79			0.80		0.29	0.68		0.45	0.25	
Control Delay (s/veh)		25.8			29.8		46.4	35.0		47.1	24.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		25.8			29.8		46.4	35.0		47.1	24.6	
LOS		C			C		D	C		D	C	
Approach Delay (s/veh)		25.8			29.8			36.1			31.4	
Approach LOS		C			C			D			C	

Area Type: Other
Cycle Length: 120.1
Actuated Cycle Length: 80
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay (s/veh): 30.7 Intersection LOS: C
Intersection Capacity Utilization 77.8% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: El Dorado St & French Camp Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	120		0	145		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			95			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.956			0.969			0.981			0.979	
Flt Protected		0.998			0.997		0.950			0.950		
Satd. Flow (prot)	0	1586	0	0	1706	0	1587	3159	0	1671	3148	0
Flt Permitted		0.962			0.949		0.950			0.950		
Satd. Flow (perm)	0	1529	0	0	1624	0	1597	3159	0	1671	3148	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			15			13			17	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1307			1340			1893			1755	
Travel Time (s)		25.5			26.1			28.7			26.6	

Intersection Summary
Area Type: Other

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	21	310	160	34	407	130	49	398	59	90	180	30
Future Volume (vph)	21	310	160	34	407	130	49	398	59	90	180	30
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	48%	9%	20%	50%	4%	8%	13%	8%	40%	8%	11%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	22	323	167	35	424	135	51	415	61	94	188	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	512	0	0	594	0	51	476	0	94	219	0
Turn Type												

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	459	571	0	0	0
Future Volume (vph)	0	459	571	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1624	1624	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1624	1624	0	1863	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		1340	1293		836	
Travel Time (s)		26.1	25.2		19.0	
Peak Hour Factor	0.92	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	86%	17%	17%	20%	2%	17%
Adj. Flow (vph)	0	478	595	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	478	595	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 33.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBL	SBT	NBT	NBR	SWL	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected						
Satd. Flow (prot)	0	1624	1624	0	1863	0
Flt Permitted						
Satd. Flow (perm)	0	1624	1624	0	1863	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		1340	1293		836	
Travel Time (s)		26.1	25.2		19.0	

Area Type: Other

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Traffic Volume (vph)	0	459	571	0	0	0
Future Volume (vph)	0	459	571	0	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.96	0.96	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	86%	17%	17%	20%	2%	17%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	478	595	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	478	595	0	0	0
Turning Movement						

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	5	484	18	101	593	6	93	8	224	15	7	5
Future Volume (vph)	5	484	18	101	593	6	93	8	224	15	7	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. 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
Frt		0.995			0.999			0.907			0.979	
Flt Protected					0.993			0.986			0.972	
Satd. Flow (prot)	0	1639	0	0	1693	0	0	1600	0	0	1665	0
Flt Permitted					0.993			0.986			0.972	
Satd. Flow (perm)	0	1639	0	0	1693	0	0	1600	0	0	1665	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1293			1587			831			245	
Travel Time (s)		25.2			32.9			18.9			5.6	
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 (%)	0%	15%	29%	7%	12%	20%	12%	0%	4%	7%	17%	0%
Adj. Flow (vph)	5	509	19	106	624	6	98	8	236	16	7	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	533	0	0	736	0	0	342	0	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 94.3%		ICU Level of Service F	
Analysis Period (min) 15			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor												
Frt		0.995			0.999			0.907			0.976	
Flt Protected					0.993			0.986			0.972	
Satd. Flow (prot)	0	1839	0	0	1892	0	0	1800	0	0	1665	0
Flt Permitted					0.993			0.986			0.972	
Satd. Flow (perm)	0	1839	0	0	1883	0	0	1800	0	0	1665	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1293			1687			831			245	
Travel Time (s)		25.2			32.9			18.9			5.6	

Intersection Summary
Area Type: Other

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Traffic Volume (vph)	5	484	18	101	593	6	93	8	224	15	7	5
Future Volume (vph)	5	484	18	101	593	6	93	8	224	15	7	5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	15%	29%	7%	12%	20%	12%	0%	4%	7%	17%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	509	19	106	624	6	98	8	236	16	7	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	533	0	0	736	0	0	342	0	0	28	0
Turn Type												

1: El Dorado St & French Camp Rd Performance by approach

Denied Del/Veh (s)	0.4	0.1	0.4	1.1	0.4
Total Del/Veh (s)	27.6	30.4	31.7	31.2	30.1

Intersection: 1: El Dorado St & French Camp Rd

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	514	559	95	215	208	128	129	119
Average Queue (ft)	208	241	19	107	104	40	49	39
95th Queue (ft)	443	499	62	186	186	98	100	95
Link Distance (ft)	1226	1233		1815	1815		1681	1681
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			120			145		
Storage Blk Time (%)			0	7		0	0	
Queuing Penalty (veh)			0	5		0	0	

Intersection	
Intersection Delay, s/veh	101.1
Intersection LOS	F

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	484	18	101	593	8	93	8	224	15	7	5
Future Vol, veh/h	5	484	18	101	593	8	93	8	224	15	7	5
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, %	0	15	29	7	12	20	12	0	4	7	17	0
Mvmt Flow	5	509	19	106	624	8	98	8	236	16	7	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	50.8	176.8	23.6	13.3
HCM LOS	F	F	C	B

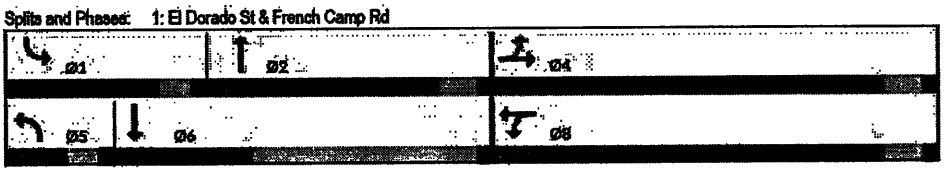
Lane	NWL1	NWT1	SEL1	SWL1
Vol Left, %	29%	14%	1%	56%
Vol Thru, %	2%	85%	95%	26%
Vol Right, %	69%	1%	4%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	325	700	507	27
LT Vol	93	101	5	15
Through Vol	8	593	484	7
RT Vol	224	6	18	5
Lane Flow Rate	342	737	534	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.654	1.32	0.935	0.069
Departure Headway (Hd)	7.517	6.448	6.839	9.552
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	482	560	534	377
Service Time	5.517	4.547	4.839	7.552
HCM Lane V/C Ratio	0.71	1.316	1	0.074
HCM Control Delay, s/veh	23.6	176.8	50.8	13.3
HCM Lane LOS	C	F	F	B
HCM 95th-tile Q	4.6	30.8	11.6	0.2

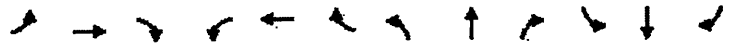
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	383	38	77	250	66	39	107	72	64	135	30
Future Volume (vph)	21	383	38	77	250	66	39	107	72	64	135	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	120		0	145		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			95			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00			0.99				
Frt		0.988			0.977			0.940			0.972	
Flt Protected		0.998			0.990		0.950			0.950		
Satd. Flow (prot)	0	1677	0	0	1482	0	1289	2422	0	1556	2752	0
Flt Permitted		0.969			0.834		0.950			0.950		
Satd. Flow (perm)	0	1628	0	0	1248	0	1289	2422	0	1556	2752	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			10			76			25	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1412			1362			2289			2160	
Travel Time (s)		27.5			26.5			34.7			32.7	
Confl. Bikes (#/hr)						6			1			
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 (%)	38%	8%	35%	28%	26%	9%	40%	20%	67%	16%	24%	43%
Adj. Flow (vph)	22	403	40	81	263	69	41	113	76	67	142	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	465	0	0	413	0	41	189	0	67	174	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	57.8	57.8		57.8	57.8		14.0	14.3		14.0	14.3	
Total Split (s)	57.8	57.8		57.8	57.8		14.0	36.3		26.0	24.3	
Total Split (%)	48.1%	48.1%		48.1%	48.1%		11.7%	30.2%		21.6%	20.2%	
Maximum Green (s)	51.0	51.0		51.0	51.0		8.0	30.0		20.0	18.0	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.0	4.8		4.0	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	1.5		2.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.8			6.8		6.0	6.3		6.0	6.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		0.2	2.0		0.2	2.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)		29.9			29.9		6.8	10.1		9.1	13.5	
Actuated g/C Ratio		0.46			0.46		0.14	0.16		0.14	0.21	
v/c Ratio		0.62			0.71		0.23	0.43		0.31	0.30	
Control Delay (s/veh)		17.5			22.0		36.8	22.6		36.3	25.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		17.5			22.0		36.8	22.6		36.3	25.7	
LOS		B			C		D	C		D	C	
Approach Delay (s/veh)		17.5			22.0			25.2			28.6	
Approach LOS		B			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120.1			
Actuated Cycle Length: 65.1			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 22.2		Intersection LOS: C	
Intersection Capacity Utilization 77.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: El Dorado St & French Camp Rd





Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	120		0	145		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			95			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor					1.00			0.99				
Frt		0.988			0.977			0.940			0.972	
Flt Protected		0.998			0.990		0.950			0.950		
Satd. Flow (prot)	0	1677	0	0	1682	0	1289	2422	0	1558	2752	0
Flt Permitted		0.969			0.834		0.950			0.950		
Satd. Flow (perm)	0	1628	0	0	1245	0	1289	2422	0	1558	2752	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			10			70			25	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1412			1302			2289			2160	
Travel Time (s)		27.5			25.5			34.7			32.7	

Area Type: Other

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	21	383	38	77	250	66	39	107	72	64	135	30
Future Volume (vph)	21	383	38	77	250	66	39	107	72	64	135	30
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)						1			1			
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	38%	8%	35%	29%	26%	9%	40%	20%	67%	16%	24%	43%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	22	403	40	81	263	69	41	113	76	67	142	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	465	0	0	413	0	41	189	0	67	174	0
Intersection Summary												

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↑	↑		Y	
Traffic Volume (vph)	12	507	374	12	9	19
Future Volume (vph)	12	507	374	12	9	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ft			0.996		0.909	
Flt Protected		0.999			0.984	
Satd. Flow (prot)	0	1866	1638	0	971	0
Flt Permitted		0.999			0.984	
Satd. Flow (perm)	0	1866	1638	0	971	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		1662	1275		689	
Travel Time (s)		26.5	24.8		15.5	
Peak Hour Factor	0.92	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles (%)	8%	30%	16%	2%	56%	84%
Adj. Flow (vph)	13	534	394	13	10	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	547	407	0	31	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	WBL	WBT	NBT	NBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0		0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.966		0.909	
Flt Protected		0.999			0.984	
Satd. Flow (prot)	0	1466	1638	0	971	0
Flt Permitted		0.999			0.984	
Satd. Flow (perm)	0	1466	1638	0	971	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		1362	1275		682	
Travel Time (s)		26.5	24.8		15.5	

Area Type: Other

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Volume (vph)	12	507	374	12	9	19
Future Volume (vph)	12	507	374	12	9	19
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.95	0.95	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	30%	16%	2%	56%	84%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	13	534	394	13	10	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	547	407	0	31	0

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	12	503	18	133	406	30	44	79	119	54	43	8
Future Volume (vph)	12	503	18	133	406	30	44	79	119	54	43	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. 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
Frt		0.995			0.993			0.954			0.989	
Flt Protected		0.999			0.988			0.991			0.975	
Satd. Flow (prot)	0	1537	0	0	1555	0	0	1579	0	0	1757	0
Flt Permitted		0.999			0.988			0.991			0.975	
Satd. Flow (perm)	0	1537	0	0	1555	0	0	1579	0	0	1757	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1275			1548			609			255	
Travel Time (s)		24.8			30.2			18.4			5.8	
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
Heavy Vehicles (%)	0%	24%	7%	12%	24%	0%	9%	3%	19%	2%	8%	0%
Adj. Flow (vph)	13	547	20	145	441	33	48	86	129	59	47	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	580	0	0	619	0	0	263	0	0	115	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 83.0%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor												
Frt		0.999			0.993			0.994			0.989	
Flt Protected		0.999			0.988			0.991			0.975	
Satd. Flow (prot)	0	1537	0	0	1555	0	0	1571	0	0	1757	0
Flt Permitted		0.999			0.988			0.991			0.975	
Satd. Flow (perm)	0	1537	0	0	1555	0	0	1571	0	0	1757	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1275			1548			809			255	
Travel Time (s)		24.8			30.2			18.4			5.8	

Area Type: Other

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Traffic Volume (vph)	12	503	18	133	406	30	44	79	119	54	43	8
Future Volume (vph)	12	503	18	133	406	30	44	79	119	54	43	8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	24%	7%	12%	24%	0%	9%	3%	19%	2%	8%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	13	547	20	145	441	33	48	86	129	59	47	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	580	0	0	619	0	0	263	0	0	115	0

1: El Dorado St & French Camp Rd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.4	0.0	0.5	0.9	0.4
Total Del/Veh (s)	15.4	23.3	21.1	24.2	20.7

2: French Camp Rd & Project Driveway Performance by approach

Approach	SE	NW	SW	All
Denied Del/Veh (s)	0.1	0.3	0.1	0.2
Total Del/Veh (s)	5.1	0.5	6.7	3.4

Total Network Performance

Denied Del/Veh (s)	0.5
Total Del/Veh (s)	24.1

Intersection: 1: El Dorado St & French Camp Rd

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	355	434	87	95	83	91	102	107
Average Queue (ft)	138	167	16	27	18	20	36	27
95th Queue (ft)	291	351	57	68	55	62	80	73
Link Distance (ft)	1331	1252		2209	2209		2065	2065
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			120			145		
Storage Blk Time (%)			0	0				
Queuing Penalty (veh)			0	0				

Intersection: 2: French Camp Rd & Project Driveway

Movement	SB	NB
Directions Served	LT	LR
Maximum Queue (ft)	62	80
Average Queue (ft)	6	34
95th Queue (ft)	38	79
Link Distance (ft)	1252	653
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Intersection	
Intersection Delay, s/veh	82.7
Intersection LOS	F

	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	503	18	133	406	30	44	79	119	54	43	8
Future Vol, veh/h	12	503	18	133	406	30	44	79	119	54	43	8
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
Heavy Vehicles, %	0	24	7	12	24	0	9	3	19	2	8	0
Mvmt Flow	13	547	20	145	441	33	48	86	129	59	47	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	83.8	120.5	20.5	15.5
HCM LOS	F	F	C	C

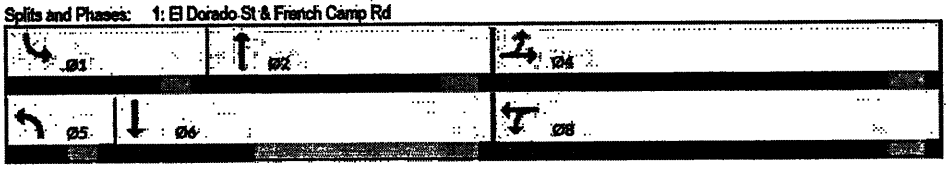
Lane	NWL1	NWT	SEL	SET
Vol Left, %	18%	23%	2%	51%
Vol Thru, %	33%	71%	94%	41%
Vol Right, %	49%	5%	3%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	242	569	533	105
LT Vol	44	133	12	54
Through Vol	79	406	503	43
RT Vol	119	30	18	8
Lane Flow Rate	263	618	579	114
Geometry Grp	1	1	1	1
Degree of Util (X)	0.549	1.171	1.064	0.267
Departure Headway (Hd)	8.112	7.038	6.939	9.162
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	447	520	527	395
Service Time	6.112	5.038	4.939	7.162
HCM Lane V/C Ratio	0.588	1.188	1.099	0.289
HCM Control Delay, s/veh	20.5	120.5	83.8	15.5
HCM Lane LOS	C	F	F	C
HCM 95th-tile Q	3.2	21.4	16.8	1.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	327	160	34	415	133	49	398	59	91	180	30
Future Volume (vph)	21	327	160	34	415	133	49	398	59	91	180	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	120		0	145		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			95			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.957			0.969			0.981			0.979	
Flt Protected		0.996			0.997		0.950			0.950		
Satd. Flow (prot)	0	1556	0	0	1706	0	1597	3159	0	1671	3148	0
Flt Permitted		0.963			0.948		0.950			0.950		
Satd. Flow (perm)	0	1501	0	0	1622	0	1597	3159	0	1671	3148	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			16			13			17	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1307			1340			1893			1755	
Travel Time (s)		25.5			26.1			28.7			26.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	48%	13%	20%	50%	4%	8%	13%	8%	40%	8%	11%	20%
Adj. Flow (vph)	22	341	167	35	432	139	51	415	61	95	188	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	530	0	0	606	0	51	476	0	95	219	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8								
Detector Phase	4	4		8	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	57.8	57.8		57.8	57.8		14.0	14.3		14.0	14.3	
Total Split (s)	57.8	57.8		57.8	57.8		14.0	36.3		26.0	24.3	
Total Split (%)	48.1%	48.1%		48.1%	48.1%		11.7%	30.2%		21.6%	20.2%	
Maximum Green (s)	51.0	51.0		51.0	51.0		8.0	30.0		20.0	18.0	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.0	4.8		4.0	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	1.5		2.0	1.5	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.8			6.8		6.0	6.3		6.0	6.3	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		0.2	2.0		0.2	2.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)		37.2			37.2		8.7	18.2		9.9	22.6	
Actuated g/C Ratio		0.46			0.46		0.11	0.22		0.12	0.28	
v/c Ratio		0.74			0.81		0.30	0.56		0.47	0.25	
Control Delay (s/veh)		27.3			30.0		47.2	35.6		48.2	25.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)		27.3			30.0		47.2	35.6		48.2	25.0	
LOS		C			C		D	D		D	C	
Approach Delay (s/veh)		27.3			30.0			36.8			32.0	
Approach LOS		C			C			D			C	

Area Type: Other
Cycle Length: 120.1
Actuated Cycle Length: 81.3
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay (s/veh): 31.4 Intersection LOS: C
Intersection Capacity Utilization 78.7% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: El Dorado St & French Camp Rd



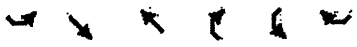
Int Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	120		0	145		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			95			70		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.957			0.969			0.961			0.979	
Flt Protected		0.998			0.997		0.950			0.950		
Satd. Flow (prot)	0	1556	0	0	1706	0	1597	3159	0	1671	3148	0
Flt Permitted		0.963			0.948		0.950			0.950		
Satd. Flow (perm)	0	1501	0	0	1622	0	1597	3159	0	1671	3148	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			16			13			17	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1307			1340			1893			1755	
Travel Time (s)		25.5			26.1			28.7			26.6	

Area Type: Other

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	21	327	160	34	415	133	49	398	59	91	180	30
Future Volume (vph)	21	327	160	34	415	133	49	398	59	91	180	30
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	48%	13%	20%	50%	4%	8%	13%	8%	40%	8%	11%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	22	341	167	35	432	139	51	415	61	95	188	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	530	0	0	606	0	51	476	0	95	219	0
Turn Type												

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	18	459	571	9	14	11
Future Volume (vph)	18	459	571	9	14	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998		0.940	
Flt Protected		0.998			0.973	
Satd. Flow (prot)	0	1585	1612	0	1611	0
Flt Permitted		0.998			0.973	
Satd. Flow (perm)	0	1585	1612	0	1611	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		1340	293		836	
Travel Time (s)		26.1	25.2		19.0	
Peak Hour Factor	0.92	0.96	0.96	0.92	0.92	0.92
Heavy Vehicles (%)	83%	17%	17%	56%	7%	9%
Adj. Flow (vph)	20	478	595	10	15	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	498	605	0	27	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 48.7% ICU Level of Service A
Analysis Period (min) 15



	SEL	SER	NWL	NWR	SWL	SWR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.996		0.940	
Flt Protected		0.998			0.973	
Satd. Flow (prot)	0	1585	1612	0	1811	0
Flt Permitted		0.998			0.973	
Satd. Flow (perm)	0	1585	1612	0	1811	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		340	1293		636	
Travel Time (s)		26.1	25.2		19.0	

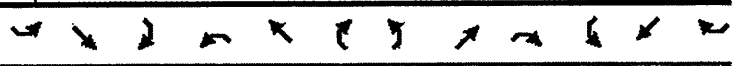
Area Type: Other

Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Traffic Volume (vph)	18	459	571	9	14	11
Future Volume (vph)	18	459	571	9	14	11
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.96	0.96	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	83%	17%	17%	56%	7%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	20	478	595	10	15	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	498	605	0	27	0

Intersection Summary

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	5	490	25	101	599	6	96	8	224	15	7	5
Future Volume (vph)	5	490	25	101	599	6	96	8	224	15	7	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. 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
Frt		0.993			0.999			0.908			0.974	
Flt Protected		0.999			0.993			0.986			0.973	
Satd. Flow (prot)	0	1632	0	0	1693	0	0	1601	0	0	1664	0
Flt Permitted		0.999			0.993			0.986			0.973	
Satd. Flow (perm)	0	1632	0	0	1693	0	0	1601	0	0	1664	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1293			1996			966			214	
Travel Time (s)		25.2			38.9			22.4			4.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	15%	29%	7%	12%	20%	12%	0%	4%	7%	17%	0%
Adj. Flow (vph)	6	544	28	112	666	7	107	9	249	17	8	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	578	0	0	785	0	0	385	0	0	31	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway 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
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 95.6%		ICU Level of Service F	
Analysis Period (min) 15			



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Ped Bike Factor												
Frt		0.993			0.999			0.908			0.974	
Flt Protected		0.999			0.993			0.988			0.973	
Satd. Flow (prot)	0	1832	0	0	1691	0	0	1801	0	0	1664	0
Flt Permitted		0.999			0.993			0.988			0.973	
Satd. Flow (perm)	0	1832	0	0	1693	0	0	1801	0	0	1664	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1293			1998			986			214	
Travel Time (s)		25.2			38.9			22.4			4.9	

Area Type: Other

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	5	490	25	101	599	6	98	8	224	15	7	5
Future Volume (vph)	5	490	25	101	599	6	98	8	224	15	7	5
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	15%	29%	7%	12%	20%	12%	0%	4%	7%	17%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	6	544	28	112	666	7	107	9	249	17	8	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	578	0	0	785	0	0	365	0	0	31	0
Turn Type (Prot)												

1: El Dorado St & French Camp Rd Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.5	1.1	0.4	1.0	0.7
Total Del/Veh (s)	30.4	41.7	32.5	32.0	34.9

2: French Camp Rd & Project Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.5	0.1	0.3
Total Del/Veh (s)	9.2	11.2	9.3	9.8

Total Network Performance

Denied Del/Veh (s)	0.9
Total Del/Veh (s)	38.9

Intersection: 1: El Dorado St & French Camp Rd

Movement	EB	WB	NB			SB		
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	372	509	104	217	228	125	92	128
Average Queue (ft)	234	323	16	113	105	42	49	35
95th Queue (ft)	470	699	61	185	196	101	105	90
Link Distance (ft)	1226	1233		1815	1815		1681	1681
Upstream Blk Time (%)			0					
Queuing Penalty (veh)			0					
Storage Bay Dist (ft)				120			145	
Storage Blk Time (%)				0	7		0	0
Queuing Penalty (veh)				0	4		0	0

Intersection: 2: French Camp Rd & Project Driveway

Movement	SE	NW	SW					
Directions Served	LT	TR	LR					
Maximum Queue (ft)	175	18	66					
Average Queue (ft)	21	1	18					
95th Queue (ft)	97	8	49					
Link Distance (ft)	1233	1171	808					
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Network Summary

Network wide Queuing Penalty: 4

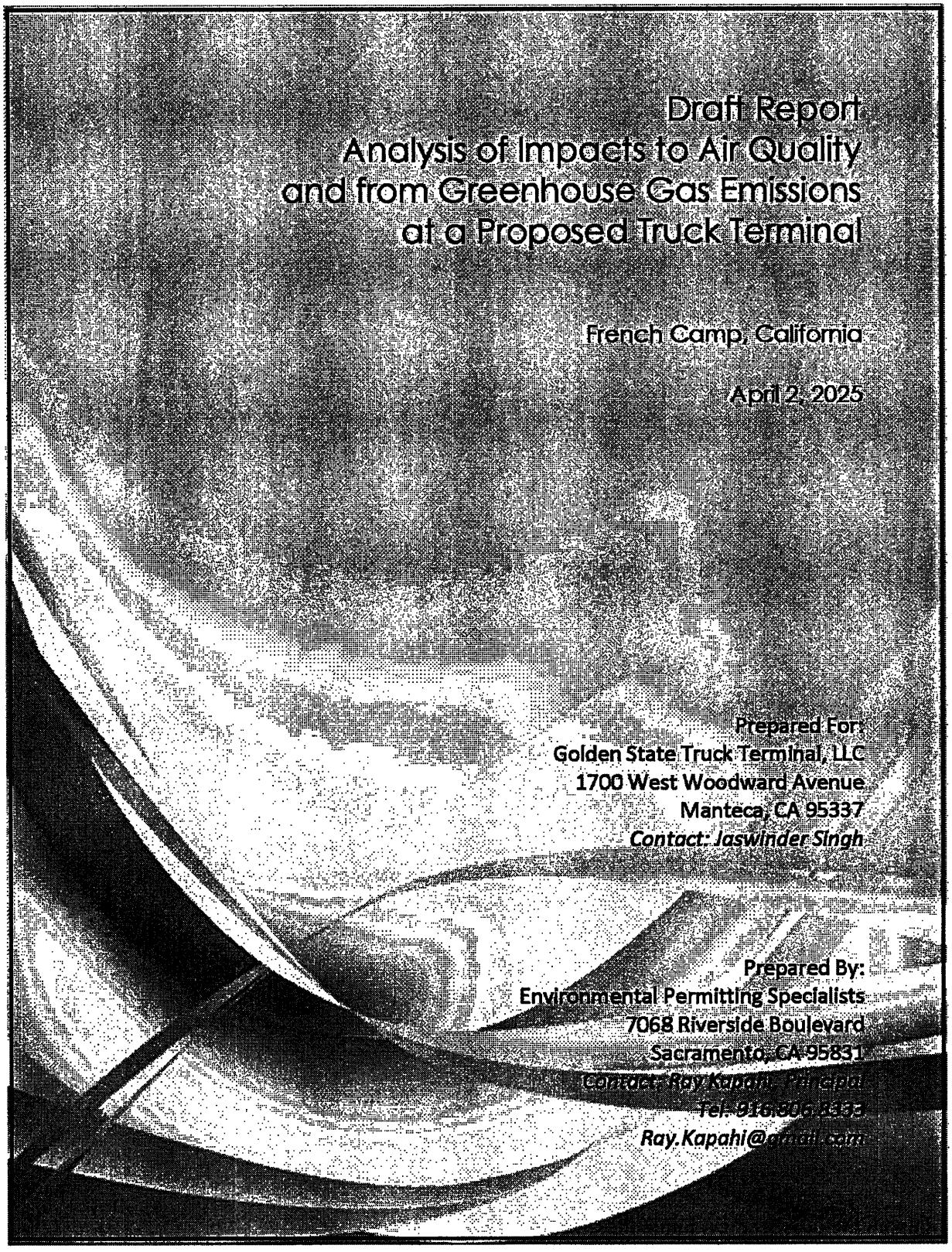
Intersection	
Intersection Delay, s/veh	136.6
Intersection LOS	F

Movement	SE	SEL	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	5	490	25	101	599	6	96	8	224	15	7	5
Future Vol, veh/h	5	490	25	101	599	6	96	8	224	15	7	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	15	29	7	12	20	12	0	4	7	17	0
Mvmt Flow	6	544	28	112	666	7	107	9	249	17	8	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	75.8	236.6	27.9	14.1
HCM LOS	F	F	D	B

Lane	NEBLn1	NWBLn1	SEBLn1	SWBLn1
Vol Left, %	29%	14%	1%	56%
Vol Thru, %	2%	85%	94%	26%
Vol Right, %	68%	1%	5%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	328	706	520	27
LT Vol	96	101	5	15
Through Vol	8	599	490	7
RT Vol	224	6	25	5
Lane Flow Rate	364	784	578	30
Geometry Grp	1	1	1	1
Degree of Util (X)	0.711	1.46	1.033	0.074
Departure Headway (Hd)	7.841	6.815	7.165	10.261
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	463	541	508	351
Service Time	5.841	4.815	5.165	8.261
HCM Lane V/C Ratio	0.786	1.449	1.138	0.085
HCM Control Delay, s/veh	27.9	236.6	75.8	14.1
HCM Lane LOS	D	F	F	B
HCM 95th-tile Q	5.5	38	15	0.2

ATTACHMENT C: ANALYSIS OF IMPACTS TO AIR QUALITY



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SECTION 1: INTRODUCTION

Environmental Permitting Specialists (EPS) has been retained by Golden State Truck Terminal, LLC to evaluate impacts to air quality and from greenhouse gas emissions from a proposed truck parking facility. This analysis has been prepared in support of an environmental review being conducted by the Community Development Department (CDD) at San Joaquin County, California.

The project would develop a 50 truck and trailer parking facility on a 26.1 acre property. The parking terminal would occupy 3.82 acres near the Southern portion of this property located near the intersection of French Camp Road and South McKinley Avenue in French Camp (Figure 1-1). The proposed project would include a guard shack and two additional automobile parking spaces (Figure 1-2).

The objective of the proposed analysis is to evaluate three categories of impacts associated with the construction and operation of this project:

1. Air Quality Impacts
2. Impacts to Public Health
3. Impacts from Greenhouse Gas (GHG) Emissions

The overall approach used in this analysis is to quantify the emission rates of regulated air pollutants for the construction and operational phases and then compare the emission rates with thresholds of significance established by the San Joaquin Valley Air Pollution Control District (SJVAPCD). The project is considered to have potentially significant air quality impact if any of the emission rates exceed the thresholds of significance established by SJVAPCD.

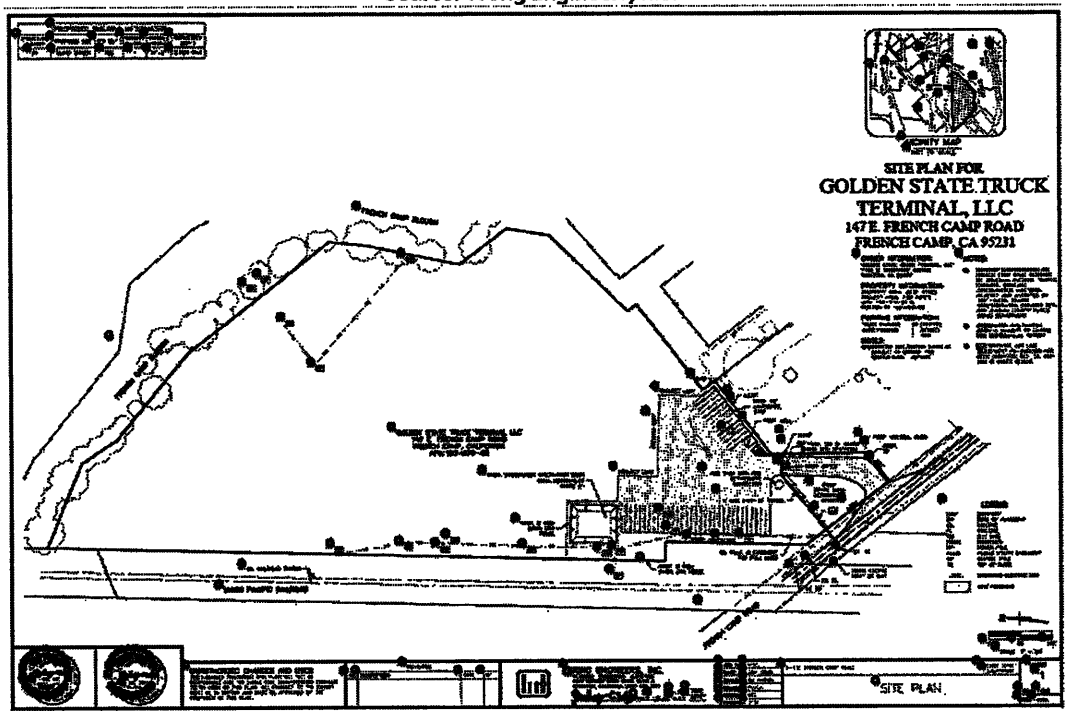
SJVAPCD serves as the commenting agency, while the San Joaquin County will be the lead agency for this project. SJVAPCD sets the air quality and GHG standards for the eight-county region, including San Joaquin County, within the Central Valley. CDD follows the air quality significance thresholds established by SJVAPCD.

This report is divided into 6 sections. Immediately following this Introduction, the project is described in Section 2. Next, the methodology for calculating air pollutant and GHG emissions is discussed in Section 3. The project's impacts are discussed in Section 4. The report concludes with a discussion of the significance of the project's impacts on air quality, public health and GHG in (Section 5). References and calculations are provided in Section 6 and in the Appendices respectively.

Figure 1-1
Vicinity Map

Figure 1-2
Site Map

Source: Wong Engineers, Inc.



SECTION 2: PROJECT DETAILS

As noted in the Introduction, the proposed project would construct a 50-space truck parking area with a guard shack to be located adjacent to the Union Pacific Railway tracks approximately 0.4 miles East of Interstate 5 (Figures 1-1 and 1-2). The site is already level and therefore minimal grading would be required. There are no existing structures or trees at the site, therefore, no demolition or extensive site work will be required. Minimal amount of soil would be imported or exported. As a result, no heavy construction equipment will be required. The main construction activity will be paving of the parking area.

Other project details are summarized in Table 2-1.

Table 2-1
Project Details

Parking Spaces	50 Truck/Trailer 1 Auto 1 ADA
Paved Area	128,971 sq ft
Landscape Area	12,970 sq ft
Building area	120 sq ft

The site has access to local utilities (electricity and water); therefore, the only site work required involves minimal trenching to connect to the utilities. No foundations will be required for installing the pre-fabricated 120 square foot guard shack. Since the site has access to electrical power, there would be minimal use of portable electric generators during the construction phase.

A traffic study has been completed for this project that determined a total of 137 trips would be generated daily. These would consist of 57 truck and 80 automobile trips per day . Excerpts of the Traffic Study are provided in Appendix A.

The vehicle trips are divided into "Short Haul" and "Long-haul" trips. Short haul trips would be local, within the Sacramento and Northern Central Valley. Long haul trips would take 5 to 10 days per round trip and would typically visit other states in the West, Mid-West and the East Coast.

A breakdown of trips and an estimate of vehicle miles travelled (VMT) is summarized in Table 2-2. We note that for the purposes of determining project impacts, only vehicle trips and vehicle emissions within the San Joaquin County and the Central Valley need to be evaluated. The authority of CDD and SJVAPCD is limited to activities within the San Joaquin County and the Central Valley.

Table 2-2
Breakdown of Vehicle Trips and Estimate of Vehicle Miles Traveled (VMT)

Vehicle		Trips per Day	Trips per Week	Trip Length (miles)		VMT (daily)	VMT (weekly)	VMT (monthly)	VMT (annual)
Autos		80	560	25		2,000	14,000	60,667	728,000
Trucks									
Short-Haul		17	119	25		425	2,975	12,892	154,700
Long-Haul		40	40	125		5,000	5,000	21,667	260,000
				Subtotal Trucks		5,425	7,975	34,558	414,700
		137	719		TOTAL	7,425	21,975	95,225	1,142,700

For the purposes of this analysis, EPS has assumed construction would begin January 1, 2026 and be completed by March 31, 2026 and begin operating by April 1, 2026. The impacts and conclusions presented in this report would not be affected if this schedule is modified.

SECTION 3: CALCULATION METHODOLOGY

The construction and operations at the proposed truck terminal/parking area would release a variety of air pollutants, including GHG emissions. Project impacts are directly related to short-term and long-term emissions of these pollutants. This section identifies these pollutants and describes how they will be quantified. The significance of these emissions is discussed later in this report in Section 5.

3.1 Emissions of Criteria Air Pollutants

Criteria air pollutants refers to those pollutants for which the state and/or the federal government has established ambient (outside) air quality standards. Impacts are considered significant if project emissions violate any ambient air quality standards or exceed daily and/or annual thresholds set by the lead and other agencies.

The following criteria air pollutants were quantified for both the construction and operational phases:

- Oxides of Nitrogen (NOx)
- Reactive Organic Compounds (ROG)
- Particulate Matter (PM10)
- Fine Particulate Matter (PM2.5)
- Carbon Monoxide (CO)
- Sulfur Dioxide (SO_2)

The maximum daily and annual emission rates of each of these air pollutants were quantified using Version 2022.1.1.29 of the CalEEMod emissions model. This model is recommended by the CDD and the SJVAPCD for calculating emissions associated with the construction and operational phases.

For the construction phase, emissions from grading, site preparation, building construction, paving etc. are included. For the operational phase, emissions associated with traffic and landscaping/maintenance were calculated. In addition, indirect emissions associated with electricity and any water consumption are included in the analysis. This calculation methodology is based on default emission factors for various sources and activities which have been incorporated in the CalEEMod model. This includes default values for electricity consumption at a parking lot.

3.2 Emissions of Toxic Air Contaminants

Toxic air contaminants (TACs) refer to air pollutants known to be harmful to humans but for which there are no ambient air quality standards. Examples include benzene, nickel, formaldehyde, etc.

These elements and compounds are released from combustion of fuels such as gasoline and diesel.

Impacts from TACs are evaluated in terms of public health risks from exposure to these compounds. "Health Risks" refers to cancer and non-cancer risks and are reported in terms of a probability or a risk score.

The current project is not considered a significanr source of toxic air contaminants. There would be trace amounts of diesel particulate matter (DPM) released during the construction phase and from truck travel. DPM is a complex mixture of various organics and trace metals.

For diesel particulate, CalEEMod provides exhaust emissions data reported as PM10e or PM2.5e. For other TACS, emission factors recommended by the Environmental Protection Agency (EPA) are typically used.

Impacts from TAC emissions are considered significant if public health risks exceed thresholds established by SJVAPCD and adopted by San Joaquin County.

3.3 Emissions of GHG Emissions

Greenhouse gases refer to a variety of gases such as carbon dioxide (CO_2), nitrous oxide (N_2O_2), methane (CH_4), hyrofluorocarbons, and others. GHG emissions are to be reported in terms of annual metric tons of carbon dioxide equivalents [MT CO_2 (e)].

The main source of GHG emissions for this project are mobile sources (trucks, cars). These emissions are regulated by the State of California and not by San Joaquin County or the SJVAPCD. Therefore, the County relies, in part, on the California Air Resources Board for future reductions in GHG emissions from mobile sources to achieve its climate goals. Neither the County nor the SJVAPCD has set thresholds of significance for GHG emissions for mobile sources. Therefore, the significance of GHG impacts is evaluated in terms of consistency with various plans.

SECTION 4: PROJECT IMPACTS

This section discusses the air quality, GHG and public health impacts associated with the Project. Electronic copies of the modeling files are listed in Appendix E and provided as a separate attachment. The significance of the impacts is discussed in Section 5.

4.1 Impacts to Air Quality

Construction Phase

Impacts to air quality were determined by calculating the maximum daily and annual emission rate of each of the criteria air pollutants. Emissions associated with various construction phases (grading, site work, etc.) were quantified. These emission rates are summarized in Table 4-1. Detailed emission calculations are provided in Appendix B. The list of construction equipment and hours of usage appears on page 27 of the emissions report in Appendix B. The emissions report provides a breakdown of emissions by phase and activity.

Table 4-1
Summary of Maximum Annual Emissions
Construction Phase
(in tons/day)

ROG	NOx	CO	SO_2	PM10	PM2.5
0.01	0.07	0.10	<0.005	0.04	0.02

Operational Phase

As with the construction phase, impacts to air quality for the operational phase were determined by calculating the maximum daily and annual emission rate of each the criteria air pollutant identified earlier in Section 3.1.

Based on the use of the CalEEMod emissions model, the daily and annual emission rates are summarized in Table 4-2. The detailed emissions report is provided in Appendix B.

Table 4-2
Summary of Maximum Annual Emissions
Operational Phase
(in tons/day)

ROG	NOx	CO	SO_2	PM10	PM2.5
0.04	0.99	0.76	<0.001	0.46	0.13

4.2 Impacts from Toxic Air Pollutants

Toxic air pollutants refer to those air pollutants for which ambient air quality standards have not been established. The proposed project is not considered a significant source of toxic air contaminants. The main toxic air pollutant that would be released in DPM during the construction and operational phases. These are discussed in this section.

Construction Phase

There would be trace amounts of diesel exhaust particulate matter released during the construction phase from various equipment used in site preparation, grading, paving, etc. For the construction phase, the CalEEMod emissions model provides the daily and annual emission rate of diesel particulate matter (represented by exhaust PM10e). This annual emission rate of DPM was used to calculate a screening level cancer risk score.

"Screening Level" refers to a rough estimate of potential risk based on the annual emissions of a TAC and the distance to nearest home. Unlike a detailed health risk assessment that provides a numerical probability of cancer risk, a screening level risk analysis yields a "Risk Score". The objective in preparing a screening level risk analysis is to avoid preparing a detailed health risk assessment if the screening level risk scores are below the thresholds of significance. For this project, the screening level risk calculation is summarized in Table 4-3. Detailed calculations are provided in Appendix c.

Table 4-3
Screening Level Cancer Risk Evaluation
(See Appendix B for details)

PM10e Emissions (tons/year)	PM10e Emissions (pounds/year)	Distance to Nearest Residence (meters)	Cancer Risk Score
0.00347	6.94	231	4.01

Operational Phase

There are no stationary sources, such as diesel fueled emergency generators, that would release toxic air contaminants at the project site. The relatively small amount of DPM released from truck travel would be released over a wide (off-site) area and therefore would not contribute to health impacts near the project site. As a result, a screening level risk analysis would be negligible (cancer risk score less than 0.01).

4.3 Impacts from Greenhouse Gas Emissions

Impacts from greenhouse gas emissions are reported in terms of metric tons of carbon dioxide equivalents or [MT CO_2 (e)]. Impacts from GHG emissions occur over the long term (years and decades not months). Therefore, this analysis focuses on the GHG emissions associated with the occupancy phase.

Consistent with SJVAPCD CEQA Guidance, project level GHG emissions have been quantified. A summary of these emissions appears in Table 4-4.

Table 4-4
Summary of Annual GHG Emissions
Operational
(in metric tons per year)

CO_2	CH_4	N_2O_2	CO_2 (e)
917	0.02	0.12	954

SECTION 5: SIGNIFICANCE OF PROJECT IMPACTS

5.1 Impacts to Air Quality

The results of the current analysis for criteria air pollutants are compared with annual emission thresholds established by SJVAPCD. The thresholds are summarized in Table 5-1.

Table 5-1
(Source: SJVAPCD GAMAQ Guidelines)

Air Quality Thresholds of Significance-Criteria Pollutants

The San Joaquin Valley Air Pollution Control District's current adopted thresholds of significance for criteria pollutant emissions and their application is presented in the following table.

Pollutant/Precursor	Construction Emissions	Operational Emissions	
		Permitted Equipment and Activities	Non-Permitted Equipment and Activities
	Emissions (tpy)	Emissions (tpy)	Emissions (tpy)
CO	100	100	100
NOx	10	10	10
ROG	10	10	10
SOx	27	27	27
PM_{10}	15	15	15
PM2.5	15	15	15

Air Quality Thresholds of Significance-Toxic Air Contaminants

The San Joaquin Valley Air Pollution Control District's current thresholds of significance for toxic air contaminant (TAC) emissions from the operations of both permitted and non-permitted sources are combined and presented in the following table.

Carcinogens	Maximally Exposed Individual risk equals or exceeds 20 in one million
Non-Carcinogens	Acute: Hazard Index equals or exceeds 1 for the Maximally Exposed Individual
	Chronic: Hazard Index equals or exceeds 1 for the Maximally Exposed Individual

A comparison of project emissions for the construction and operational phases is summarized in Tables 5-2 and 5-3. Detailed calculations are provided in Appendix B.

Table 5-2
Summary of Project Level Impacts Construction Phase

	Annual (tons/year)		
Pollutant	Project Emissions	Threshold	Significant Impact?
NOx	0.070	10	No
ROG	0.0082	10	No
PM10	0.039	15	No
PM2.5	0.020	15	No

Table 5-3
Summary of Project Level Impacts Operational Phase

	Annual (tons/year)		
Pollutant	Project Emissions	Threshold	Significant Impact?
NOx	0.98	10	No
ROG	0.038	10	No
PM10	0.45	15	No
PM2.5	0.13	15	No

These results demonstrate that impacts to air quality are much less than significant for criteria air pollutants. For example, NOx emissions are less than one-tenth of the significance threshold.

5.2 Impacts from TAC Emissions

The project is not a significant source of toxic air emissions. For the operational phase, there are no significant sources of TACs. For the construction phase, the main TAC that would be temporarily released is DPM. EPS estimates the annual amount to be 6.94 pounds/yr or 0.0034 tons/yr. This amount is too small to pose a health risk to nearby homes. EPS estimate the cancer risk score to equal 4.01 which is below the threshold of a risk score of 10. The risk score calculation is provided in Appendix C. Given the small quantity and brief duration of TAC emissions and negligible health impacts, a detailed health risk assessment is not warranted.

5.3 Impacts from GHG Emissions

Neither San Joaquin County nor SJVAPCD have established any thresholds of significance for GHG emissions from mobile sources. As noted previously, GHG emissions from cars and trucks are regulated by the California Air Resources Board. SJVAPCD and the County have set some performance standards and best management practices for stationary sources. The standards, however, do not apply to mobile sources. The Applicant relies on compliance with increasingly stringent state standards to conform with the California's climate goals.

5.4 Evaluation of Impacts (CEQA Check List)

In addition to the significance criteria established by SJVAPCD, Appendix G of the CEQA Guidelines require specific determination of impacts to air quality, public health and odors. These are provided in Appendix D.

SECTION 6: REFERENCES

CalEEMod (2022): California Emissions Estimator Model. Information available at: http://www.caleemod.com/

CAPCOA (2008): CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to CEQA. January 2008.

CEQA (2024): California Environmental Quality Act. Available at: https://oag.ca.gov/environment/ceqa

SJVAPCD (2024) CEQA Guidelines Available at https://ww2.valleyair.org/permitting/ceqa/

APPENDIX B

CalEEMoD Emissions Reports

Detailed Report (PDF)

Summary Report (Excel)

Golden Gate Truck Terminal Detailed Report

Table of Contents

Dust From Material Movement	—	—	—	—	—	—	0.19	0.19	—	0.09	0.09	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.69	4.69	< 0.005	< 0.005	—	4.71
Dust From Material Movement	—	—	—	—	—	—	0.04	0.04	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	40.9	40.9	< 0.005	< 0.005	< 0.005	41.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.15	1.15	< 0.005	< 0.005	< 0.005	1.17
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.19	0.19	< 0.005	< 0.005	< 0.005	0.19

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.10	0.10	< 0.005	< 0.005	< 0.005	0.10
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.85	0.72	5.97	6.79	0.01	0.34	—	0.34	0.32	—	0.32	—	1,034	1,034	0.04	0.01	—	1,037
Dust From Material Movement	—	—	—	—	—	—	7.08	7.08	—	3.42	3.42	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.16	0.19	< 0.005	0.01	—	0.01	0.01	—	0.01	—	28.3	28.3	< 0.005	< 0.005	—	28.4

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.98	7.98	< 0.005	< 0.005	—	7.98
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.32	1.32	< 0.005	< 0.005	—	1.32
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.10	0.00	0.00	0.02	0.02	0.00	< 0.005	< 0.005	—	20.5	20.5	< 0.005	< 0.005	< 0.005	20.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.57	0.57	< 0.005	< 0.005	< 0.005	0.58

Total	0.31	0.21	5.40	4.14	0.05	0.09	2.42	2.51	0.08	0.63	0.71	0.00	5,539	5,539	0.10	0.73	6.46	5,765
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.06	0.04	0.99	0.75	0.01	0.02	0.44	0.46	0.01	0.12	0.13	—	913	913	0.02	0.12	1.07	950
Area	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	4.21	4.21	< 0.005	< 0.005	—	4.26
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.03	0.03	< 0.005	< 0.005	—	0.03
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.06	0.04	0.99	0.76	0.01	0.02	0.44	0.46	0.01	0.12	0.13	0.00	917	917	0.02	0.12	1.07	954

3. Construction Emissions Details

3.1. Site Preparation (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.10	1.03	1.91	< 0.005	0.03	—	0.03	0.03	—	0.03	—	290	290	0.01	< 0.005	—	291
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Unmit.	—	No	No	No	—	No	—	—	—	No	—	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.60	0.37	11.5	11.3	0.13	0.20	5.85	6.05	0.19	1.52	1.72	—	13,211	13,211	0.21	1.70	35.5	13,760
Area	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.02	0.02	< 0.005	< 0.005	—	0.02
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	25.5	25.5	< 0.005	< 0.005	—	25.7
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.18	0.18	< 0.005	< 0.005	—	0.18
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.60	0.37	11.5	11.3	0.13	0.20	5.85	6.05	0.19	1.52	1.72	0.00	13,237	13,237	0.21	1.70	35.5	13,786
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.57	0.35	12.4	8.41	0.12	0.20	5.85	6.05	0.19	1.52	1.72	—	12,924	12,924	0.21	1.71	0.92	13,440
Area	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	25.5	25.5	< 0.005	< 0.005	—	25.7
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.18	0.18	< 0.005	< 0.005	—	0.18
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.58	0.35	12.4	8.41	0.12	0.20	5.85	6.05	0.19	1.52	1.72	0.00	12,949	12,949	0.21	1.71	0.92	13,466
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.31	0.21	5.40	4.13	0.05	0.09	2.42	2.51	0.08	0.63	0.71	—	5,513	5,513	0.09	0.73	6.46	5,739
Area	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.01	0.01	< 0.005	< 0.005	—	0.01
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	25.5	25.5	< 0.005	< 0.005	—	25.7
Water	—	—	—	—	—	—	—	—	—	—	—	0.00	0.18	0.18	< 0.005	< 0.005	—	0.18
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.87	0.74	5.99	7.85	0.01	0.34	7.12	7.47	0.32	3.43	3.75	—	1,200	1,200	0.05	0.01	0.01	1,205
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.05	0.05	0.39	0.54	< 0.005	0.02	0.20	0.22	0.02	0.09	0.11	—	82.7	82.7	< 0.005	< 0.005	0.01	83.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.01	0.01	0.07	0.10	< 0.005	< 0.005	0.04	0.04	< 0.005	0.02	0.02	—	13.7	13.7	< 0.005	< 0.005	< 0.005	13.7

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.60	0.37	11.5	11.3	0.13	0.20	5.85	6.05	0.19	1.52	1.72	0.00	13,237	13,237	0.21	1.70	35.5	13,786
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.58	0.35	12.4	8.41	0.12	0.20	5.85	6.05	0.19	1.52	1.72	0.00	12,949	12,949	0.21	1.71	0.92	13,466
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.31	0.21	5.40	4.14	0.05	0.09	2.42	2.51	0.08	0.63	0.71	0.00	5,539	5,539	0.10	0.73	6.46	5,765
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.06	0.04	0.99	0.76	0.01	0.02	0.44	0.46	0.01	0.12	0.13	0.00	917	917	0.02	0.12	1.07	954
Exceeds (Annual)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	10.0	10.0	99.0	—	15.0	—	—	—	15.0	—	—	—	—	—	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

UnMit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.87	0.74	5.99	7.85	0.01	0.34	7.12	7.47	0.32	3.43	3.75	—	1,200	1,200	0.05	0.01	0.01	1,205
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.05	0.05	0.39	0.54	< 0.005	0.02	0.20	0.22	0.02	0.09	0.11	—	82.7	82.7	< 0.005	< 0.005	0.01	83.0
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.01	0.01	0.07	0.10	< 0.005	< 0.005	0.04	0.04	< 0.005	0.02	0.02	—	13.7	13.7	< 0.005	< 0.005	< 0.005	13.7
Exceeds (Annual)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Threshold	—	10.0	10.0	100	—	15.0	—	—	—	15.0	—	—	—	—	—	—	—	—
Unmit.	—	No	No	No	—	No	—	—	—	No	—	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

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

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

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Golden Gate Truck Terminal
Construction Start Date	1/1/2026
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.40
Precipitation (days)	31.2
Location	37.89047284841392, -121.27328473588366
County	San Joaquin
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2005
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.29

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
User Defined Commercial	142,091	User Defined Unit	3.62	120	12,970	—	—	Truck Terminal

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Building Construction (2026) - Unmitigated

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

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.21	2.03	3.11	< 0.005	0.10	—	0.10	0.09	—	0.09	—	457	457	0.02	< 0.005	—	459
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.12	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	26.3	26.3	< 0.005	< 0.005	—	26.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.36	4.36	< 0.005	< 0.005	—	4.37
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	2.50	11.9	LDA,LDT1,LDT2
Site Preparation	Vendor	—	9.10	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	5.00	11.9	LDA,LDT1,LDT2
Grading	Vendor	—	9.10	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	0.04	11.9	LDA,LDT1,LDT2
Building Construction	Vendor	0.02	9.10	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	10.0	11.9	LDA,LDT1,LDT2
Paving	Vendor	—	9.10	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT

5.4. Vehicles

Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	1/01/2026	1/14/2026	5.00	10.0	—
Grading	Grading	2/1/2026	2/15/2026	5.00	10.0	—
Building Construction	Building Construction	3/1/2026	3/30/2026	5.00	21.0	—
Paving	Paving	3/1/2026	3/12/2026	5.00	9.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	125	0.40
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Paving	Paving Equipment	Diesel	Average	2.00	6.00	89.0	0.36

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

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

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

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

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

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

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

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

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

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

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

4.6.1. Unmitigated

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

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

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

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

User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.03	0.03	< 0.005	< 0.005	—	0.03
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.03	0.03	< 0.005	< 0.005	—	0.03

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	COST	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

4.6. Refrigerant Emissions by Land Use

Consumer Product	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.18	0.18	< 0.005	< 0.005	—	0.18
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.18	0.18	< 0.005	< 0.005	—	0.18
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	0.00	0.18	0.18	< 0.005	< 0.005	—	0.18
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.18	0.18	< 0.005	< 0.005	—	0.18
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.02	0.02	< 0.005	< 0.005	—	0.02
Total	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.02	0.02	< 0.005	< 0.005	—	0.02
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	< 0.005	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	—	25.5	25.5	< 0.005	< 0.005	—	25.7
Total	—	—	—	—	—	—	—	—	—	—	—	—	25.5	25.5	< 0.005	< 0.005	—	25.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	—	4.21	4.21	< 0.005	< 0.005	—	4.26
Total	—	—	—	—	—	—	—	—	—	—	—	—	4.21	4.21	< 0.005	< 0.005	—	4.26

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

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

Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.07	2.07	< 0.005	< 0.005	< 0.005	2.10
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.34	0.34	< 0.005	< 0.005	< 0.005	0.35
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
User Defined Commercial	—	—	—	—	—	—	—	—	—	—	—	—	25.5	25.5	< 0.005	< 0.005	—	25.7
Total	—	—	—	—	—	—	—	—	—	—	—	—	25.5	25.5	< 0.005	< 0.005	—	25.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipm	0.43	0.36	3.06	4.37	0.01	0.12	—	0.12	0.11	—	0.11	—	660	660	0.03	0.01	—	662
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	16.3	16.3	< 0.005	< 0.005	—	16.3
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.69	2.69	< 0.005	< 0.005	—	2.70
Paving	0.00	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.03	0.68	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	81.9	81.9	< 0.005	< 0.005	0.01	83.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.31	0.31	< 0.005	< 0.005	< 0.005	0.32
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.55	0.55	< 0.005	< 0.005	< 0.005	0.57
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	< 0.005	0.02
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.03	0.03	< 0.005	< 0.005	< 0.005	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.01	0.01	< 0.005	< 0.005	< 0.005	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Paving (2026) - Unmitigated

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

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

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	0.00	0.00	—
Grading	—	—	10.0	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
User Defined Commercial	0.00	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

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

5.9. Operational Mobile Sources

Cognitively Disabled	9.0
Physically Disabled	10.4
Heart Attack ER Admissions	84.8
Mental Health Not Good	19.1
Chronic Kidney Disease	55.3
Obesity	31.1
Pedestrian Injuries	71.2
Physical Health Not Good	25.9
Stroke	26.0
Health Risk Behaviors	—
Binge Drinking	93.5
Current Smoker	9.6
No Leisure Time for Physical Activity	6.3
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	78.7
Elderly	78.6
English Speaking	44.0
Foreign-born	52.8
Outdoor Workers	3.6
Climate Change Adaptive Capacity	—
Impervious Surface Cover	85.9
Traffic Density	60.2
Traffic Access	0.0
Other Indices	—
Hardship	76.7
Other Decision Support	—

Auto Access	34.2871608
Active commuting	37.14872321
Social	—
2-parent households	49.06967792
Voting	30.7583729
Neighborhood	—
Alcohol availability	75.08020018
Park access	6.775911177
Retail density	21.82198843
Supermarket access	24.75298345
Tree canopy	18.72192894
Housing	—
Homeownership	40.16141784
Housing habitability	27.66585397
Low-inc homeowner severe housing cost burden	11.76997036
Low-inc renter severe housing cost burden	45.54067001
Uncrowded housing	47.8121391
Health Outcomes	—
Insured adults	19.74849224
Arthritis	47.0
Asthma ER Admissions	67.9
High Blood Pressure	14.3
Cancer (excluding skin)	85.3
Asthma	13.4
Coronary Heart Disease	63.8
Chronic Obstructive Pulmonary Disease	23.6
Diagnosed Diabetes	26.4
Life Expectancy at Birth	64.0

CleanUp Sites	84.0
Groundwater	97.7
Haz Waste Facilities/Generators	85.5
Impaired Water Bodies	93.4
Solid Waste	68.1
Sensitive Population	—
Asthma	83.5
Cardio-vascular	89.5
Low Birth Weights	77.8
Socioeconomic Factor Indicators	—
Education	89.2
Housing	47.6
Linguistic	49.1
Poverty	78.6
Unemployment	91.6

7.2. Healthy Places Index Scores

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

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	14.78249711
Employed	0.561777236
Median HI	18.3498011
Education	—
Bachelor's or higher	12.08210702
High school enrollment	13.01167715
Preschool enrollment	25.72821763
Transportation	—

Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	51.0
AQ-PM	53.7
AQ-DPM	57.5
Drinking Water	94.7
Lead Risk Housing	55.2
Pesticides	89.4
Toxic Releases	49.0
Traffic	52.8
Effect Indicators	—

Sea Level Rise	—	meters of inundation depth
Wildfire	2.94	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	20.0	annual days of extreme heat
Extreme Precipitation	2.50	annual days with precipitation above 20 mm

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
User Defined Commercial	0.00	182,048

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
User Defined Commercial	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

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

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	137	137	137	37,385	7,425	7,425	7,425	1,142,700

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	180	60.0	—

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
User Defined Commercial	45,552	204	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

2016 Voting	20.2

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	99.0
Healthy Places Index Score for Project Location (b)	4.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

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

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Per project site plan
Construction: Construction Phases	Per project scope.
Construction: Off-Road Equipment	Per project scope and design
Operations: Fleet Mix	Per Project Specifications
Operations: Energy Use	Based on CalEEMod Default value for parking lots. Available at Appendix G, Table G-28

Name **Prioritization Calculatc**

Applicability	Use to provide a Prioritization score based on the emission pot in yellow areas, output in gray are
Author or updater	*Last Update*
Facility: **ID#:** **Project #:** **Unit and Process#**	Construction Parise Risk Score Calculation Golden State Truck Terminal French Camp, CA Annual DPM Emissions = 6.94 lbs/yr (0.00347 tons/yr)

Operating Hours hr/yr	8,760.00			
Receptor Proximity and Proximity Factors	**Cancer Score**	**Chronic Score**	**Acute Score**	**Max Score**
0< R<100 1.000	1.60E+01	2.38E-02	0.00E+00	1.60E+01
100≤R<250 0.250	4.01E+00	5.94E-03	0.00E+00	4.01E+00
250≤R<500 0.040	6.41E-01	9.51E-04	0.00E+00	6.41E-01
500≤R<1000 0.011	1.76E-01	2.61E-04	0.00E+00	1.76E-01
1000≤R<1500 0.003	4.81E-02	7.13E-05	0.00E+00	4.81E-02
1500≤R<2000 0.002	3.21E-02	4.75E-05	0.00E+00	3.21E-02
2000<R 0.001	1.60E-02	2.38E-05	0.00E+00	1.60E-02

Annual DPM Emissions = 6.94 lbs/yr (0.00347 tons/yr)

Enter the unit's CAS# of the substances emitted and their amounts.

Substance	**CAS#**	**MW Correction**	**Annual Emissions (lbs/yr)**	**Maximum Hourly (lbs/hr)**
Diesel engine exhaust, particulate matter (Diesel PM)	9901	1.0000	6.94E+00	1.00E-02
		0.0000		
		0.0000		
		0.0000		
		0.0000		
		0.0000		
		0.0000		
		0.0000		
		0.0000		
		0.0000		
		0.0000		
		0.0000		
		0.0000		
		0.0000		
		0.0000		
		0.0000		
		0.0000		
		0.0000		
		0.0000		
		0.0000		

APPENDIX C

Screening Level Risk Evaluation

$NBCO_2$	CO_2T	CH_4	N_2O	R	CO_2e
13237.134	13237.134	0.2103158	1.7041529	35.504981	13785.734680423871
12949.275	12949.275	0.2110270	1.7124903	0.9209622	13465.79429992604
5538.9714	5538.9714	0.0986691	0.7276152	6.4641797	5764.731685944206
917.03993	917.03993	0.0163358	0.1204650	1.0702187	954.41711740328 73

File: Apr 4 Golden Gate Truck Terminal
Sheet: 7.4

2. Emissions Summary

2.4 Operations Emissions Compared Against Thresholds

Un/Mit.	TOG	ROG	NOx	CO	SO_2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO_2
Daily, Summer (Max)												
Unmit.	0.6019162	0.3741417	11.530885	11.295173	0.1250840	0.2012466	5.8489528	6.0501995	0.1920739	1.5233198	1.7159380	0
Daily, Winter (Max)												
Unmit.	0.5752720	0.3495349	12.362634	8.4050662	0.1222371	0.2013259	5.8489528	6.0502787	0.1921516	1.5233198	1.7154715	0
Average Daily (Max)												
Unmit.	0.3138379	0.2115952	5.4017938	4.1372410	0.0521493	0.0850758	2.4218396	2.5069155	0.0811943	0.6312144	0.7124088	0
Annual (Max)												
Unmit.	0.0572754	0.0386161	0.9858273	0.7550464	0.0095172	0.0155263	0.4419857	0.4575120	0.0148179	0.1151966	0.1300146	0
Exceeds (Annual)												
Threshold		10	10	99		15				15		
Unmit.		No	No	No		No				No		

File: Apr 4 Golden Gate Truck Terminal
Sheet: 2.4

$NBCO_2$	CO_2T	CH_4	N_2O	R	CO_2e
1199.8165	1199.8165	0.0475378	0.0126618	0.0081250	1204.78634835026
82.701634	82.701634	0.0032895	0.0008036	0.0061294	83.02948932300608
13.692199	13.692199	0.0005446	0.0001330	0.0010147	13.746479485306864

File: Apr 4 Golden Gate Truck Terminal
Sheet: 2.1

2. Emissions Summary

2.1 Construction Emissions Compared Against Thresholds

Un/Mit.	TOG	ROG	NOx	CO	SO_2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO_2
Daily, Winter (Max)												
Unmit.	0.8737237	0.7355074	5.9892207	7.8541971	0.0103178	0.3442766	7.1245900	7.4688667	0.3167345	3.4345821	3.7513167	
Average Daily (Max)												
Unmit.	0.0535829	0.0451540	0.3856226	0.5423246	0.0007282	0.0190198	0.1977916	0.2168115	0.0174983	0.0947061	0.1122044	
Annual (Max)												
Unmit.	0.0097788	0.0082406	0.0703761	0.0989742	0.0001329	0.0034711	0.0360969	0.0395681	0.0031934	0.0172838	0.0204773	
Exceeds (Annual)												
Threshold		10	10	100		15				15		
Unmit.		No	No	No		No				No		

File: Apr 4 Golden Gate Truck Terminal
Sheet: 2.1

Population Description
Truck Terminal

File: Apr 4 Golden Gate Truck Terminal
Sheet: 1.2

1. Basic Project Information

1.2 Land Use Types

Land Use Subtype	Size	Unit	Lot Acreag	Building Ar	Landscape	Special Lan
User Defined Commercial	142091	User Defin	3.82	120	12970	

File: Apr 4 Golden Gate Truck Terminal
Sheet: 1.2

CalEEMoD Summary Report Excel Version

1. Basic Project Information

1.1 Basic Project Information

Data Field	Value
Project Name	Golden Gate Truck Terminal
Construction Start Date	1/1/2026
Operational Year	2026
Lead Agency	
Land Use Scale	Project/site
Analysis Level for Defau	County
Windspeed (m/s)	3.4
Precipitation (days)	31.2
Location	37.89047284841392, -121.27328473588366
County	San Joaquin
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2005
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.29

File: Apr 4 Golden Gate Truck Terminal
Sheet: 1.1

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:ency method. Entries required

ɪs.

[redacted]

Receptor proximity is in meters. Priortization scores are calculated by multiplying the total scores summed below by the proximity factors. Record the Max score for your receptor distance. If the substance list for the unit is longer than the number of rows here or if there are multiple processes use additional worksheets and sum the totals of the Max Scores.

Use the substance dropdown list ir Finder to locate CAS# of subst

Substance
Diesel engine exhaust, particulate matter (Diesel PM)

Prioritization score for each substance generated below. Totals on last row.

Corrected Annual Emissions (lbs/yr)	Corrected Maximum Hourly (lbs/hr)	Average Hourly (lbs/hr)			
6.94E+00	1.00E-02	7.92E-04	1.60E+01	2.38E-02	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
		Totals	1.60E+01	2.38E-02	0.00E+00