# 6.0. ENVIRONMENTAL JUSTICE

This section addresses, provides an overview of existing environmental conditions for disadvantaged communities in Manteca and describes components of the built environment that may impact human health disproportionately. Environmental justice is related to a number of environmental categories and topics. Therefore, this section of the Manteca General Plan Existing Conditions Report contains numerous references to other sections in this report. For example, conditions regarding transit options, bicycle facilities, and pedestrian facilities are addressed in greater detail in Section 2.0 (Circulation). Parks and recreational facilities are discussed in Section 3.0 (Utilities and Community Services). Hazards and hazardous materials and applicable regulations are addressed in Section 4.0 (Hazards, Safety, and Noise). Air quality and air quality regulations as well as water quality and water quality regulations, are addressed in Section 5.0 (Conservation).

## 6.1 ENVIRONMENTAL JUSTICE- BACKGROUND AND OVERVIEW

### BACKGROUND

The negative effects of environmental degradation and pollution are well-documented and include severe impacts to human health and longevity, depending on the level of exposure. Within the United States, certain communities have historically been disproportionately disadvantaged by environmental threats and the negative health impacts of environmental degradation. These disproportionately disadvantaged communities include, but are not limited to: communities of color, low-income communities, members of tribal nations, and immigrant communities. Increased exposure to environmental pollutants, unsafe drinking water, and contaminated facilities/structures have contributed to poorer health outcomes for these communities. Local and regional policies, intersectional structural inequalities, land-use planning, enforcement deficiencies, and lack of community engagement and advocacy are all critical facets of the disproportionate layout of negative environmental externalities. The field of environmental justice is focused on addressing these disproportionate impacts and improving the wellness of all communities by bolstering community planning efforts and promoting the fair treatment of all people regardless of their race, ethnicity, national origin, or income.

Environmental justice practices across the United States have worked to improve the status of disadvantaged communities, through effective planning and policy decisions. Effective planning and policy decisions at the federal, state, and local levels can help ensure that equal protection from environmental hazards is prioritized for all people.

### DEFINING DISADVANTAGED COMMUNITIES

The term 'Disadvantaged Community' is a broad designation that may include any community that lacks appropriate resources, or is confronted with any exceptional economic, health, or environmental burden. In relation to environmental justice, disadvantaged communities are typically those communities that disproportionately face the burdens of environmental hazards. The *Planning for Healthy Communities Act of 2016 (Senate Bill 1000),* establishes a set criterion for identifying a Disadvantaged Community (DAC). The definition of a DAC for the purposes of the bill is as follows:

> *"An area identified by the California Environmental Protection Agency (CalEPA) pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation."*

California cities that are updating two or more elements of their General Plans concurrently must include environmental justice if one or more DAC is identified within their Planning Area. Using the CalEPA definition of a DAC, Senate Bill 1000 provides stakeholders with the CalEnviroScreen (CES) 3.0 map to identify communities that are disproportionately disadvantaged by environmental hazards. The CES 3.0 map is a science-based tool developed by the Office of Environmental Health Hazards Assessment on behalf of CalEPA that uses existing environmental, health, and socioeconomic data to rank all census tracts in California with a CES score designating DACs as the highest 25% scoring census tracts. CES scores for the Manteca Planning Area are shown on Figure 6.1-1. As shown on this figure, the majority of lands surrounding the central portions of Manteca are designated DACs.

## REGULATORY SETTING

### Senate Bill 1000

Senate Bill 1000 (SB 1000), also known as The Planning for Healthy Communities Act, is a comprehensive state legislation that requires California cities to include an Environmental Justice element or a set of environmental justice policies into their General Plans when updating two or more elements concurrently on or after January 1, 2018.

The Bill was established as a state regulation on September 24, 2016, with the goal of improving the health of California cities and addressing pertinent issues of environmental justice related to community wellness. SB 1000 outlines strategies to promote the protection of sensitive land uses within the state, and simultaneously mandates that cities address the needs of disadvantaged communities. Through this bill, environmental justice is a mandated consideration in all city's local land-use planning. SB 1000 was authored by Senator Connie Leyva, and co-sponsored by the California Environmental Justice Alliance (CEJA), and the Center for Community Action and Environmental Justice (CCAEJ).

To aid city governments in meeting the requirements of SB 1000, the California Environmental Justice Alliance (CEJA) has created a strategic toolkit. The SB 1000 Implementation Toolkit serves as a guide for key stakeholders by clarifying legislation requirements and providing tools, best practices, and resources to support these stakeholders as they begin to incorporate the law into local practice. To effectively meet the mandates of the bill, cities must formally identify DACs and work to reduce health risks specific to these communities by outlining methods and programs within their plan that address the needs of DACs. Each General Plan must address the following topics in order to meet the requirements of SB 1000:

- Pollution Exposure and Air Quality
- Public Facilities
- Food Access
- Safe and Sanitary Homes
- Physical Activity
- "Civil" or Community Engagement
- Improvements and Programs (that address the needs of DACs)

### Senate Bill 535

In 2012, the Legislature passed SB 535, directing that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund (GGRF), established by the California Global Warming Solutions Act of 2006 AB 52's cap and trade program, go to projects that provide a benefit to DACs.

### Assembly Bill 1550

In 2016, the Legislature passed AB 1550, which amended SB 535 to require all GGRF investments that benefit DACs to also be located within those communities. The law also requires that an additional 10% of the fund be dedicated to low-income households and communities, of which 5% is reserved for low-income households and communities living within a half-mile of a designated DAC.

### Senate Bill 673

In 2015, the Legislature passed SB 673 directing the Department of Toxic Substances Control (DTSC) to include criteria such as cumulative impact and neighborhood vulnerability when issuing or renewing facility permits. The law provides the DTSC with an opportunity to use tools such as CES when making decisions on hazardous waste permitting.

### Assembly Bill 523

Approved in 2017, AB 523, allocates at least 25% of the Electric Program Investment Charge (EPIC) funds administered by the California Energy Commission (CEC) to support technology demonstration and deployment projects located in and benefiting "disadvantaged communities," and dedicates at least 10% of the fund to activities located in and benefiting "low-income" communities as defined by AB 1550.

### Senate Bill 43

Approved in 2013, SB 43, establishes the Green Tariff Shared Renewables program, administered by the California Public Utilities Commission (CPUC), which enables utility customers to meet their energy generation needs through offsite generation of renewable energy projects. The program requires 100 MW of renewable energy projects to be sited in the top 20% of CES scores based on each investor-owned utility (IOU) service territory.

### Assembly Bill 693

Approved in 2015, AB 693 allocates $100 million per year for 10 years to fund solar installations on multifamily affordable housing. To qualify, a multifamily affordable housing property must be: (1) located in a DAC as defined by SB 535 using the most recent version of CES; or (2) have at least 80% of tenants with incomes at or below 60% of area median income (AMI).

### Assembly Bill 2722

Approved in 2016, AB 2722 requires the California Strategic Growth Council to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to DACs, as defined. AB 2722 created the Transformative Climate Communities (TCC) program administered through the California Strategic Growth Council (SGC). The TCC is a GGRF-funded program that supports innovative, comprehensive, and community-led plans that reduce pollution and achieve multiple co-benefits at the neighborhood level.

### Senate Bill 244

Approved in 2011, SB 244 requires cities and counties to address the infrastructure needs of unincorporated DACs in city and county general plans and LAFCo Municipal Service Reviews (MSRs) and annexation decisions. SB 244 defines an unincorporated DAC as a place that: contains 10 or more dwelling units in close proximity to one another; is either within a city SOI, is an island within a city boundary, or is geographically isolated and has existed for more than 50 years; and has a median household income that is 80 percent or less than the statewide median household income. For cities and counties, SB 244 requires

that before the due date for adoption of the next housing element after January 1, 2012, the general plan land use element must be updated to: identify unincorporated DACs; analyze for each identified community the water, wastewater, stormwater drainage, and structural fire protection needs; and identify financial funding alternatives for the extension of services to identified communities. For LAFCos, SB 244 generally prohibits approval of city annexations greater than 10 acres that are contiguous to a disadvantaged unincorporated community unless the city applies to annex the DAC as well.

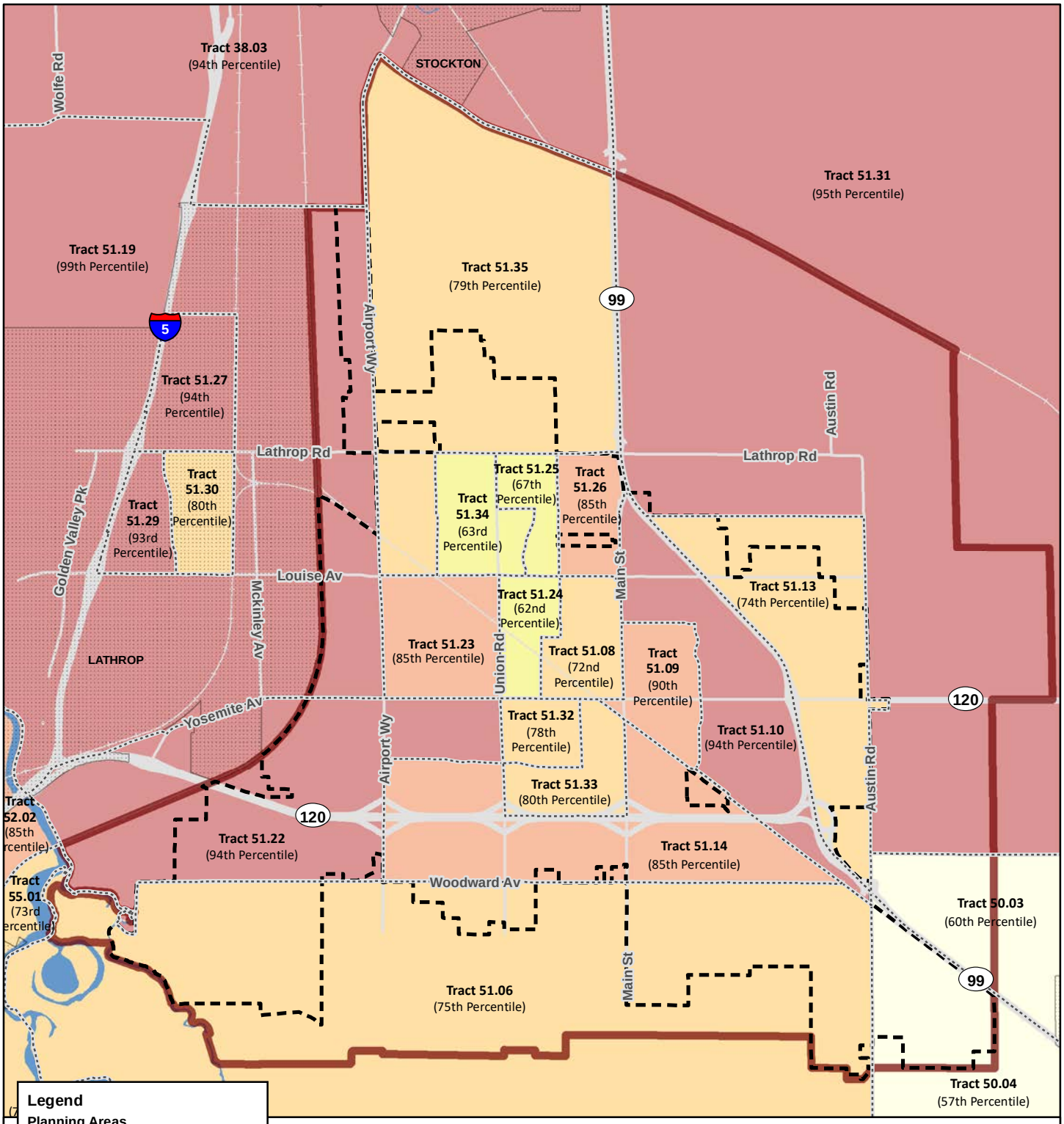
## California Department of Transportation's Active Transportation Program (ATP)

California Department of Transportation (CalTrans) the Active Transportation Program (ATP) aims to enhance public health and advance California's climate goals by increasing safety and mobility for non-motorized active transportation such as biking and walking. Twenty-five percent of program funds are set aside for ATP projects in "disadvantaged communities" (defined as census tracts within the top 25% of CES scores along with several other options), while an additional 2% is set aside to fund active transportation planning in DACs.

## City of Manteca

A variety of goals and policies contained in the existing Manteca General Plan support disadvantaged communities and enviornmental justice issues through city-wide improvements that provide equitable access to facilities and services, transportation network improvements, parks and recreation opportunities, and promoting air and water quality throughout the Planning Area.

Specifically, the Circulation Element addresses bikeway and pedestrian systems and public transit opportunities, the Economic Development Element addresses quality of life infrastructure goals, the Public Facilities and Services Element addresses the provision of public services and issues related to recreation and parks that are provided by the City, the Safety Element addresses hazardous materials and pollution exposure, the Resource Conservation Element includes the topics of air and water quality, and open space, the Housing Element addresses housing conditions and needs, and the Air Quality Element addresses the primary air quality concerns in the region including: ozone precursors from internal combustion engines (smog), dust and other man-made airborne particles, objectionable odors and hazardous or toxic fumes.


Tract 38.03
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Austin Rd
Lathrop Rd
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(67th Percentile)
Tract 51.26
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Tract 51.29
(93rd Percentile)
Tract 51.34
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Golden Valley Pk
Louise Av
Main St
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(74th Percentile)
Tract 51.24
(62nd Percentile)
Mckinley Av
LATHROP
Tract 51.23
(85th Percentile)
Union Rd
Tract 51.08
(72nd Percentile)
Tract 51.09
(90th Percentile)
120
Yosemite Av
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(78th Percentile)
Tract 51.10
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Austin Rd
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120
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99
Main St
Tract 51.06
(75th Percentile)
Tract 50.04
(57th Percentile)
Legend
Planning Areas
Manteca City Limits
Manteca Sphere of Influence
Neighboring City
Census Tract
CalEnviroScreen 3.0 Percentile*
51 - 60%
61 - 70%
71 - 80%
81 - 90%
91 - 100%
* The percentile represents an area's relative score, with 0% being best and 100% being worst. The score is based on:
1) an area's pollution burden (the average of exposure to air pollution, drinking water pollution, certain pesticide use, toxic releases, and traffic density factors and exposure to environmental effects caused by pollutants)
2) the average of sensitive populations, in terms of health status and age, and socioeconomic factors related to a heightened vulnerability to environmental
CITY OF MANTECA GENERAL PLAN
Figure 6.1-1. CalEnivroScreen 3.0 Percentile
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0
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1
Miles
De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm
Sources: CalEPA OEHHA CalEnviroScreen 3.0, June, 2018; San Joaquin County; City of Manteca. Map date: January 19, 2018.

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## 6.2 ENVIRONMENTAL JUSTICE DETERMINANTS IN MANTECA

The CES 3.0 tool is the standard metric for determining the location and presence of designated DACs within an area. As shown on Figure 6.1-1, based on a screening of existing census tracts within the Manteca, many census tracts are considered CES-designated DACs. As described previously, there are seven primary environmental justice focus areas defined within *The Planning for Healthy Communities Act* that must be used in addressing the unique or compounded health risks in disadvantaged communities (Pollution Exposure and Air Quality, Public Facilities, Food Access, Safe and Sanitary Homes, Physical Activity, Community Engagement, and Improvements and Programs). The existing conditions for these focus areas within the Manteca are assessed below.

### POLLUTION EXPOSURE AND AIR QUALITY

Air quality and pollution exposure is an aspect of environmental quality that may disproportionately impact DACs. This is often due to the existence and maintenance of pollution-emitting sources within close proximity to DACs. If disadvantaged communities have unequal or excessive exposure to sources of pollution including; air pollution, water contamination, and hazardous waste exposure, this exposure must be addressed using appropriate planning measures. Disproportionate exposure to pollutants is linked to negative health impacts including asthma, cardiovascular illness, and other fatal conditions.

Air quality is a mandated environmental justice focus area under SB 1000. This section serves to assess pollution exposure and air quality in Manteca as a response to the presence of DACs. A detailed assessment of relevant existing air quality and air quality regulations as well as water quality and water quality regulations, are addressed in Section 5.0 (Conservation) and Section 3.0 (Utilities and Community Services).

#### Air Quality

As described in Section 5.0 of this document, pollution potential in the San Joaquin County area is relatively high due to the combination of air pollutant emissions sources, transport of pollutants into the area and meteorological conditions that are conducive to high levels of air pollution. Elevated levels of particulate matter (primarily very small particulates or $PM_{10}$) and ground-level ozone are of most concern to regional air quality officials.

Table 6.2-1 depicts the State and national attainment status for San Joaquin County. As evident in the table, San Joaquin County has a State designation of Nonattainment for $O_3$, $PM_{10}$, and $PM_{2.5}$ and is either Unclassified or Attainment for all other criteria pollutants. In accordance with the California Clean Air Act (CCAA), areas of the state are designated as attainment, nonattainment, or unclassified with respect to applicable standards dependent upon the status of pollutant concentrations. “Attainment” refers to instances where pollutant concentrations did not violate the applicable standard in that area. A “nonattainment” designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. A detailed analysis of criteria pollutants within San Joaquin County is available in Section 5.0 (Conservation).

***TABLE 6.2-1: STATE AND NATIONAL ATTAINMENT STATUS***

| CRITERIA POLLUTANTS | STATE DESIGNATIONS | NATIONAL DESIGNATIONS |
|---|---|---|
| Ozone | Nonattainment | Nonattainment |
| $PM_{10}$ | Nonattainment | Attainment |
| $PM_{2.5}$ | Nonattainment | Nonattainment |
| Carbon Monoxide | Attainment | Unclassified/Attainment |
| Nitrogen Dioxide | Attainment | Unclassified/Attainment |
| Sulfur Dioxide | Attainment | Unclassified |
| Sulfates | Attainment | |
| Lead | Attainment | |
| Hydrogen Sulfide | Unclassified | |
| Visibility Reducing Particles | Unclassified | |

*SOURCE: CALIFORNIA AIR RESOURCES BOARD (AREA DESIGNATIONS MAPS / STATE AND NATIONAL), 2017B.*

## Asthma Rates

Table 6.2-2 includes data from California Health Interview Survey (CHIS) administered by the UCLA Center for Health Policy Research for asthma rates, symptoms and hospitalizations for San Joaquin County, and the State.

***TABLE 6.2-2: ASTHMA RATES AND HOSPITALIZATIONS (2017)***

| REGION | EVER DIAGNOSED WITH ASTHMA | EMERGENCY OR URGENT CARE IN PAST 12 MONTHS FOR ASTHMA (CURRENT ASTHMATICS) | HAD ASTHMA EPISODE / ATTACK IN PAST 12 MONTHS (CURRENT ASTHMATICS) | HAD ASTHMA SYMPTOMS WITHIN PAST 12 MONTHS (CURRENT ASTHMATICS) |
|---|---|---|---|---|
| San Joaquin County | 20.3% | 9.1%* | 36.8%* | 99.5%* |
| California | 15.4% | 13.1% | 28.3% | 90.3% |

*SOURCE: CALIFORNIA HEALTH INTERVIEW SURVEY. CHIS 2016 AND 2017 ASTHMA SOURCE FILES. LOS ANGELES, CA: UCLA CENTER FOR HEALTH POLICY RESEARCH. * INDICATES POSSIBLE STATISTICALLY UNSTABLE VALUES DUE TO SAMPLE SIZE.*

As shown in Table 6.2-2 above, 20.3 percent of San Joaquin County residents have been diagnosed with asthma at some point in their lives, and of those who have been diagnosed, nearly all have had asthma symptoms in the past 12 months (from the time the CHIS survey was conducted), however County Hospitalizations due to asthma are slightly lower than statewide averages at 9.1 percent and 13.1 percent respectively.[1] The percentage of people diagnosed with asthma in San Joaquin County is roughly equal the statewide average.

## Water Quality

According to the California Water Quality Control Monitoring Council, there are areas designated as Section 303(d) impaired waterbodies within San Joaquin County and the Planning Area. Areas in the city and in the regional vicinity of the Planning Area that are impaired are referred as Delta Waterways (Southern Portion) by the Water Quality Control Monitoring Council. This includes 3,125 acres listed as early as 1996 for Chlorpyrifos (Agriculture, Urban Runoff/Storm Sewers), DDT (Agriculture), Diazinon (Agriculture, Urban Runoff/Storm Sewers), Electrical Conductivity (Agriculture), Group A Pesticides (Agriculture), Invasive Species (Source Unknown), Mercury (Resource Extraction), and Unknown Toxicity

[1] Possible statistically unstable values due to sample size.

(Source Unknown). To maintain water quality, the City of Manteca provides a system of storm drains, detention basins, and pumping facilities and provides monitoring for this storm drain system. The City enforces all storm drain regulations established by the US EPA and the State of California. To further address storm water quality- the City of Manteca, in collaboration with the rest of San Joaquin County, prepared a Multi-Agency Post-construction Stormwater Standards Manual to provide consistent guidance for municipal workers, developers and builders in implementing the requirements under the Statewide Small MS4 NPDES permit (2013-0001-DWQ). In regard to water treatment and wastewater; the City of Manteca maintains a variety of Master Plan documents that guide the design, development, and maintenance of the utilities within the city limits. Section 5.0, (Conservation), and Section 3.0 (Utilities and Community Services) includes additional information related to water quality, and water quality facilities.

## Drinking Water Quality Reporting

California Code of Regulations (CCR) Title 22, Chapter 15, Article 20 requires all public water systems to prepare a Consumer Confidence Report for distribution to its customers and to the Department of Health Services. The Consumer Confidence Report provides information regarding the quality of potable water provided by the water system. It includes information on the sources of the water, any detected contaminants in the water, the maximum contaminant levels set by regulation, violations and actions taken to correct them, and opportunities for public participation in decisions that may affect the quality of the water provided.

The City routinely monitor for the presence of drinking water contaminants and provides an annual report to consumers. In 2018 the City's water quality failed a State drinking water standard. On July 18, 2017, the State adopted a MCL for 1,2,3-TCP. The City tested the water supply for this newly adopted MCL and to date we have two wells with average concentrations over the MCL. The City is focusing water production from sources that meet all drinking water standards. However, there are times of high water demand, like summer, when wells with a detection of 1,2,3-TCP will be used. The City has completed a feasibility study of TCP treatment alternatives and is working on adding treatment systems to the wells with detections to reduce the levels of 1,2,3-TCP. The City has also initiated legal action against the parties responsible for the TCP contamination in order to minimize the cost impacts of treatment on the City's water customers, and anticipates resolving the problem within approximately 3 years.

## Water Supply

Within the San Joaquin River Hydrological Region, the Planning Area is located in the Lower Lone Tree Creek, Middle Lone Tree Creek, Oakwood Lake-San Joaquin River, Town of French Camp-San Joaquin River, Walker Slough-French Camp Slough, and Walthall Slough-San Joaquin River watersheds.

In regard to groundwater, Manteca is located in the Eastern San Joaquin River Groundwater Basin. The Eastern San Joaquin Groundwater Basin Groundwater Management Plan (ESJGB-GMP) (NSJCGB, 2004) was prepared in September 2004 "to review, enhance, assess, and coordinate existing groundwater management policies and programs…and to develop new policies and programs to ensure the long-term sustainability of groundwater resources in Eastern San Joaquin County." A detailed discussion of the Eastern San Joaquin River Groundwater Basin is available in Section 5.0 (Conservation).

The City's two primary supply sources are surface water, purchased from the SSSJID's SCWSP, and local groundwater. The City also uses recycled water for irrigation, and dust control. On an annual basis, the City's goal is to provide 53 percent of the City potable water supply from surface water and 47 percent from groundwater.

The City has an adopted Urban Water Management Plan to ensure water supply capacity and infrastructure is adequate for existing and projected needs. Considering existing water supply sources, all planned system improvements, planned construction, future unaccounted-for conservation measures, and other projected availability considerations, the City is expected to have adequate supplies through 2040 (2015 Urban Water Management Plan). For detailed information on the City's surface water supply, groundwater supply, and distribution system please see Section 5.0 (Conservation) and Section 3.0 (Utilities and Community Services).

## PUBLIC FACILITIES

Access and availability of public facilities is an aspect of the built-environment that may disproportionately limit the opportunities of DACs. If disadvantaged communities have unequal access to public facilities, or if a City does not provide adequate facilities for public use, DACs may be limited in their ability to access necessary key resources. Adequate planning of parks, and transportation infrastructure can ensure that all communities within a City have equal access to resources. Limited access to resources as a result of inadequate public facilities can lead to reduced lifespan, poorer health outcomes, and diminished mental well-being.

Public Facilities is a mandated environmental justice focus area under SB 1000. This section serves to assess the adequacy of public facilities in the City given the presence of DACs throughout the Planning Area.

### Parks and Cultural Centers

Equitable access to public parks, schools and cultural centers within a community is critical to the promotion of public health and well-being. Lack of recreational and open spaces is a significant driver of poor physical and mental health. Parks and public facilities provide opportunities for exercise, recreation, and community engagement that is necessary to bolster resident health. Parkland within the city is detailed and displayed in Section 3.0 Utilities and Community Services (Table 3.3-1 and Figure 3.3-1).

Because the majority of the City surrounding the city center is designated as a Disadvantaged Community under the SB 1000 guidelines, park acreage per 1,000 residents for the entire City is an appropriate indicator of adequate park space, while access would be further identified through park distances from population areas within the city which is related to the current distribution of parks and park access. The California Statewide Park Program (Public Resources Code §5642) defines underserved communities as having a ratio of less than three acres of parkland per 1,000 residents. [2] This measure identifies areas where surrounding population density may overwhelm limited park space. The city through General Plan Policy PF-P-49 requires city park acquisition and development efforts to be based on a goal of 5 acres of developed neighborhood and community parkland per 1,000 residents within the city limits. Additionally, Policy PF-P-50 requires that Neighborhood parks conform to the following general guidelines (specific details and standards ARE determined within the Parks and Recreation Master Plan):

- The typical minimum size shall be set to support active and passive recreation activities.
- The typical service area for a neighborhood park is approximately ¼ mile walking distance.
- Neighborhood parks shall include a turf area above the basin flood line of sufficient area to be used for playgrounds, sports, picnic areas, and other recreational facilities.

[2] California Department of Parks and Recreation. SCORP 2015. Available at: http://www.parksforcalifornia.org/data/Calif_SCORP2015_ScreenRes.pdf

As described in Section 3.0 (Utilities and Community Services) The City currently manages more than 483 acres of parks, facilities, trails and recreation lands, including 382 acres of community, neighborhood, and special use parks and the 101-acre Manteca Park Golf Course. The location of parks within the City is shown in Section 3.0 on Figure 3.3-1 and park acreages and details are summarized in Table 3.3-1. When the acreage is broken down into functional categories, the City currently has 212.73 acres of Neighborhood Park land. The Parks and Recreation Master Plan identified a small current deficit of 5.67 acres in the Neighborhood Parks category. This is approximately the equivalent of one Neighborhood Park. In the category of Community Park acreage, the current quantity of 78.46 acres exceeds the city's goal of one acre per 1,000 population. In the category of Special Use Facility/Parks, the City's 90.94 acres of park lands for special uses exceeds the City's goal of one acre per 1,000 population

An additional factor that determines the equitability and accessibility of parks and public facilities within an area is the distance between these public facilities and the home. If this distance to public facilities is perceived as "walkable", residents may be more likely and willing to walk to those amenities. A distance of 1/4 mile is a commonly cited threshold for how far most people are willing to walk for neighborhood services. Conversely, a national survey of bicyclist and pedestrian attitudes and behavior, by the National Highway Traffic and Safety Administration and the Bureau of Transportation Statistics, surveyed almost 10,000 people over the age of 16 and found that only 5 percent of walking trips were for getting to work. Of the other trips, 38 percent were for personal errands, 28 percent were for exercise, and 21 percent were for recreation or leisure and the average trip length was 1.3 miles. The validity of both the quarter-mile, and or longer distances, may be dependent on perceptions of the built environment, safety, and time constraints, distance, as well as connectivity. As shown of Figure 6.2-1, the majority of developed residential areas fall within the half-mile radius, and most are also within a quarter-mile of public parks.

## Public Transit

Public transit within a city increases accessibility to resources for disadvantaged communities and ensures that those without automobile access or without the ability to operate an automobile can maintain mobility. In this way, public transit provides a way of promoting equity within the built-environment.

Within the City, the San Joaquin Regional Transit District is the primary provider of bus transit. The San Joaquin Regional Transit District provides connections from Manteca to Stockton, Tracy, and Livermore. Manteca Transit provides regularly-scheduled fixed-route service to major activity centers and transit hubs within the City limits. Three routes provide hourly service weekdays from 6 AM to 7 PM. An exhibit showing bus routes is provided in Section 2.0 (Circulation) Figure 2.0-3.

The San Joaquin Regional Transit provides paratransit, also known as dial-a-ride or door-to-door service, for people who are unable to independently use the transit system due to a physical or mental disability. Individuals must be registered and certified as ADA eligible before using the service. Paratransit operators are required by the ADA to service areas within three-quarters of a mile of their respective, public fixed-route service. Service hours are Monday through Friday from 6 AM to 7 PM and Saturday from 9 AM to 4 PM. Ride reservations can be scheduled daily.

Discounted bus fare for the San Joaquin Regional Transit District are available for Manteca residents including: seniors (age 65 & over), Medicare card holders, Veterans, and Discount Fare Card holders and students.[3] Standard priced bus fare within the City of Manteca is shown in Table 6.2-3 below.

[3] The San Joaquin Regional Transit District (2018).Transit Fares. Available at: http://sanjoaquinrtd.com/fares/

***TABLE 6.2-3: SAN JOAQUIN REGIONAL TRANSIT DISTRICT BUS FARE***

| *FARE* | *FULL COST* | *DISCOUNT* |
|---|---|---|
| 1 Ride Cash at Farebox | $1.50 | $0.75 |
| 1 Ride Pass | $1.50 | $0.75 |
| 1 Day Pass | $4.00 | $2.00 |
| 31 Day Pass | $65.00 | $30.00 |

*SOURCE SAN JOAQUIN REGIONAL TRANSIT DISTRICT (2019)*

Additionally, the Altamont Corridor Express (ACE) rail service connects Manteca to San Jose and the Bay Area and also connects Stockton to Manteca. During weekdays, four westbound trains serve Manteca between 4:39 AM and 7:24 AM and four eastbound trains serve Manteca between 5:23 PM and 8:26 PM. The Lathrop/Manteca station is located just off Yosemite Avenue, west of the city limit. ACE trains allow bicycles on designated passenger train cars.

The affordability and competency of the public transit network within a city is critical for ensuring equitable resource access. Expanding the network of bus routes and maintaining discounted fare rates for disadvantaged communities will promote equitable mobility within the City of Manteca. Additional information on public transportation and circulation within the City of Manteca is available in Section 2.0 (Circulation).

## Bike Lanes

Bike access is a facet of transportation that offers a mobility option for those residents who do not have access to a car and/or those who prefer active transportation. Increased accessibility of bike lanes may help reduce congestion, contribute to community physical health, and improve air quality. Communities that do not have available bike lanes may be disadvantaged by limited resource access and diminished opportunity for physical exercise. Maintaining facilities that allow for bicycle mobility is important for community vitality. This is especially true in disadvantaged communities where transportation via car may be less accessible.

Bicycle circulation in Manteca is supported by an existing network of multi-use off-street (Class I) paths, on-street (Class II) bike lanes, and bicycle routes (Class III). The most notable City bicycle facility is the Tidewater Bike Path, which serves as the backbone of Manteca's bicycle network. The Tidewater Bike Path (Class I) begins north of Lathrop Road and continues south to the Union Pacific Railroad corridor, where it turns southeast and continues to Spreckels Avenue where it meets the Spreckels Bike Path (Class I). The Spreckels Bike Path connects from Yosemite Avenue south to Atherton Drive where it ends at the Atherton Bike Path. Additional multi-use paths, bike lanes, and bike routes connect to destinations around the City.

The City's Bicycle Master Plan, shown in in Section 2.0 (Circulation) Figure 2.0-4, expands upon the existing bicycle network to create a robust bicycle circulation system. The Plan includes important bicycle facility improvements such as extension of the Atherton Bike Path from the west city limit to the east city limit, connections across SR 99 and SR 120, and Class II bike lanes and Class III bike routes on other major connector roads in the City.

In general, most Manteca schools, parks, and public buildings are equipped with bike racks for shortterm bicycle parking. Section 17.15.110 of the Manteca Municipal Code specifies bicycle parking requirements, including number of spaces and locations.

## FOOD ACCESS

Ensuring adequate food access is challenging in many communities in California. Some communities within California cities have limited access to adequate and/or healthy food. Often, low-income areas may lack healthy food options or adequate supermarkets. An inability to access nutritious foods can lead to poor health outcomes in disadvantaged communities. Food-insecurity, or the uncertainty of having adequate food, is especially harmful for children and pregnant women who are most in need of nutrient-rich foods. Communities that are most often impacted by food insecurity include low income communities and communities of color.[4]

Food Access is a mandated environmental justice focus area under SB 1000. This section serves to assess the existing conditions of food accessibility given the presence of DACs across the City.

### Food Insecurity

Food insecurity is the uncertainty about the availability or adequacy of nutritional and safe foods. Based on the USDA available food security data and data from the 2016 American Community Survey, Feeding America estimates the number of food insecure people within a given county. These estimates are located in the Feed America Map the Meal Gap Report. Feeding America estimated that the number of food insecure individuals in San Joaquin County was 95,290, with a food insecurity rate of 13.3% for the year 2016. The state estimate for these same measures was 11.7%. Therefore, the rate of food insecurity within San Joaquin County is higher than the rate of food insecurity within California as a whole.

Of the food insecure population within San Joaquin County, 91% were from households which were below the Federal poverty threshold used for nutrition assistance programs and are therefore eligible for food assistance from the federal government. [5] These residents who qualify for federal nutrition assistance programs can utilize assistance at any store that accepts WIC and SNAP purchases.

### Food Access

The Healthy Food Financing Initiative (HFFI) Working Group considers a food desert as a low-income census tract where a substantial number or share of residents has low access to a supermarket or large grocery store. Additionally, the USDA developed a Food Access Research Atlas that identifies "Food deserts" in the United States at the census tract level. The 2008 U.S. Department of Agriculture (USDA) Farm Bill defined a food desert as an "area in the United States with limited access to affordable and nutritious food, particularly such an area composed of predominantly lower income neighborhoods and communities."

The California Department of Public Health Nutrition Network GIS Map Viewer, and the USDA Food Access Research Atlas both indicate that no portions of Planning Area are delineated as Food Deserts. However areas just north of the planning area in the city of Stockton, unincorporated portions of the county, as well as in the neighboring City of Lathrop (within U.S. Census Tract 38.03) do include delineated food deserts.

In addition to the proximity of grocery and food sources within an area, the types of food sources available are important for determining adequacy of food access. The USDA Food Research Atlas data shows that

[4] Elsheikh, E.; Barhoum,N. (2013). Structural Racialization and Food Insecurity in the United States. Prepared for the U.N. Human Rights Committee on the International Covenant on Civil and Political Rights.

[5] Gundersen, C., et al. (2017). Map the Meal Gap 2018: Food insecurity and child food insecurity estimates at the county level. Feeding America. Accessible at: http://www.feedingamerica.org/research/map-the-meal-gap/2016/overall/CA_AllCounties_CDs_MMG_2016.pdf

there were approximately 158 grocery stores in San Joaquin County, and approximately 529 of these stores were SNAP authorized. In addition, the same data set shows that the County had approximately 442 fast food restaurants as of.[6]

## SAFE AND SANITARY HOMES

The condition of the housing stock in a disadvantaged community may have negative impacts on the well-being of community residents. These health impacts stem from issues such as poor indoor air quality, toxic building materials, exposure to climate variation such as excess heat or cold, improper ventilation, and structural insecurity. Unsafe housing conditions can be a result of the age of the dwelling structure, which increases the likelihood of incorporation of dangerous materials like lead and asbestos, that have significant negative health impacts.[7] Disadvantaged communities often have a larger amount of older units within their housing stock and therefore, residents of these communities are more likely to be exposed to the harmful health impacts that are associated with older housing. Other factors that can contribute to unsafe housing conditions include; improper regulation and overcrowding. Ensuring the safety and sanitation of housing stock within a community ensures that there are proper living conditions for all residents, including DACs.

Safe and Sanitary Homes is a mandated environmental justice focus area under SB 1000. This section serves to assess the existing conditions of home safety and home sanitation in Manteca given the presence of DACs across the City.

### Age of Housing Stock and Housing Conditions

Generally the age of a housing unit can be a primary factor in the building conditions of the dwelling unit, therefore the age of a community's housing stock is a good indicator of the condition of the housing stock. Figure 1.1-4. Located in Section 1.0 (Land Use and Socioeconomics) shows Development Trends by year built based on County Assessor data. As shown in the figure, residential development constructed before 1940 until 1959 is generally located near Downtown Manteca. Scattered rural residences constructed in the same time period are also located in the periphery of the City. From 1960 to 1999, residential development was generally constructed south of Lathrop Road, west of Austin Road, north of SR 120, and east of Airport Way. Residential construction south of SR 120 and north of Lathrop Road generally occurred between 2000 to 2016.

According to the CDC, a substantial amount of existing United States housing regulation and bans related to the use of toxic materials were developed in the 1970s; including regulations on the use of lead paint and asbestos.[8] Additionally, older housing units may be more likely to have structural and material damage. Data from the 2017 ACS data indicates that 62 percent of units within the City of Manteca have been built in 1980 or later.**Error! Bookmark not defined.** as described in the City's Housing Element, the median year built for all housing units in Manteca as of 2013 was 1987, compared to 1981 for San Joaquin County and 1974 for California. Nearly 31 percent of Manteca's housing stock was fifteen or less years old in 2013. Another 33.6 percent of the housing stock was between 15 and 35 years old. These statistics reflect the tremendous growth in the area during the 1980s and 1990s and the growth that continues today. Because over 44 percent of the housing units in Manteca were 25 years old or less in 2013 (compared to 35 percent in the county and 23 percent in the State), Manteca's housing stock should still be in relatively good condition compared to communities with larger shares of older homes. Since 2010, there has been

[6] https://www.ers. usda.gov/data
[7] SB 1000 Toolkit
[8] Centers for Disease Control and Prevention, National Center for Environmental Health, 2018. Retrieved from: https://www.cdc.gov/nceh

a net increase of about 2,402 housing units in Manteca, almost all of which should still be in sound condition.

## Overcrowding

U.S. Census Bureau standards define a housing unit as overcrowded when the total number of occupants is greater than one person per room, excluding kitchens and bathrooms. A typical home might have a total of five rooms (three bedrooms, living room, and dining room). If more than five people were living in the home, it would be considered overcrowded. There is some debate about whether units with larger households where seven people might occupy a home with six rooms should really be considered overcrowded. Nonetheless, units with more than 1.5 persons per room are considered severely overcrowded, and should be recognized as a significant housing problem. Table 6.2-4 below depicts overcrowding data for Manteca.

***TABLE 6.2-4: OVERCROWDING BY TENURE FOR TOTAL OCCUPIED HOUSING UNITS***

| *PERSONS PER ROOM* | *OWNER* | | *RENTER* | | *TOTAL* | |
|---|---|---|---|---|---|---|
| | *Number* | *Percent* | *Number* | *Percent* | *Number* | *Percent* |
| 0.50 or less | 8,747 | 67.1% | 4,528 | 48.8% | 13,275 | 59.5% |
| 0.51 to 1.00 | 3,955 | 30.3% | 3,681 | 39.6% | 7,636 | 34.2% |
| 1.01 to 1.50 | 253 | 1.9% | 810 | 8.7% | 1,063 | 4.8% |
| 1.51 to 2.00 | 73 | 0.6% | 217 | 2.3% | 290 | 1.3% |
| 2.01 or more | 13 | 0.1% | 49 | 0.5% | 62 | 0.3% |
| TOTAL | 13,041 | 100.0% | 9,285 | 100.0% | 22,326 | 100.0% |
| **Overcrowded** | | | | | | |

*SOURCE: CITY OF MANTECA HOUSING ELEMENT 2015-2023*

As shown in Table 6.2-4, in 2013, 93.7 percent of Manteca's housing units had 1.0 or fewer persons per room, meaning 6.3 percent would be considered overcrowded. Of all units in Manteca, 4.8 percent had between 1.01 and 1.50 persons per room; 1.3 percent had between 1.51 and 2.0 persons per room; and 0.3 percent had more than 2.0 persons per room. These statistics show that overcrowding was less of a problem in 2013 in Manteca than in San Joaquin County where 7.3 percent of all households had more than 1.0 persons per room, and in California where 8.2 percent of households were considered overcrowded. Overcrowding is typically more of a problem in rental units than owner-occupied units. When broken out by tenure, 76.0 percent of the overcrowded households in Manteca were renter households.

## Policies

The existing City of Manteca's Housing Element was adopted in 2016 and contains policies that are focused on supporting the efforts of the San Joaquin Housing Authority in its administration of Section 8/Housing Choice vouchers, public housing, and farmworker housing. The Housing Element also includes policies to promote the construction of housing that is affordable to all income levels and policies to promote equal opportunity to secure safe, sanitary, and affordable housing for everyone in the community.

# PHYSICAL ACTIVITY

Residents of Disadvantaged Communities (DACs) are often more likely to have negative health outcomes. Increased physical activity levels are associated with a decreased risk for numerous health conditions and chronic illnesses. The built environment in DACs can often be limited by land use planning and lack of

investment, leaving less opportunities for formal and informal physical activity. Increasing the opportunity for physical activity within a community can work to positively impact the health of DACs.

Physical activity a mandated environmental justice focus area under SB 1000. This section serves to assess the existing conditions related to physical activity given the presence of DACs across the City.

## Physical Fitness and Health Demographics

Lack of physical activity is a major risk factor for many diseases and causes of death, including heart disease, obesity, mental-health conditions, diabetes, stroke, and Alzheimer's. The San Joaquin County 2016 Community Health Needs Assessment includes data regarding health measures for children and adults in San Joaquin County. As shown in Table 6.2-5 below, for almost all listed indicators (Diabetes prevalence, poor mental health, self-reported health quality, and obesity rates), the County of San Joaquin had higher percentages of residents with physical activity-related health problems than those same measures for the State of California.

***TABLE 6.2-5: HEALTH INDICATORS (SAN JOAQUIN COUNTY AND STATEWIDE)***

| *INDICATOR* | *SAN JOAQUIN COUNTY* | *CALIFORNIA* |
|---|---|---|
| Diabetes Prevalence (Age-adjusted)[9] | 10.40% | 8.10% |
| Adult Heart Disease Prevalence[10] | 6.20% | 6.30% |
| Poor Mental Health[11] | 18.20% | 15.90% |
| Adults with Self-Reported Poor or Fair Health (Age-adj)[12] | 22.00% | 18.40% |
| Adult Obesity Prevalence (BMI > 30)[13] | 29.10% | 22.30% |
| Child Obesity Prevalence (Grades 5, 7, 9) (BMI>30)[14] | 21.00% | 19.00% |

*SOURCE: ADAPTED FROM THE SAN JOAQUIN COUNTY 2016 COMMUNITY HEALTH NEEDS ASSESSMENT*[15]

In addition, the California Health Interview Survey includes data regarding activity levels for children and teens in San Joaquin County. As shown in Table 6.2-6 below, approximately 44 percent of San Joaquin County children ages 5-11 identified being physically active every day of the week for at least one hour, which is roughly 18 percentage points higher than the Statewide average for children. However, 12 percent of children in the County reported zero days per week of more than one hour of physical activity, compared to a Statewide average of 6.2 percent.

This data also indicates that exercise and activity levels may decrease from childhood ages to teen ages. 27.2 percent of teens in the county reported being active for at least one hour, seven days a week, compared to 44 percent of children, however it should be noted that these values may be statistically unstable due to limited sample sized in several topic areas.

***TABLE 6.2-6: NUMBER OF DAYS PER WEEK PHYSICALLY ACTIVE AT LEAST ONE HOUR (2016)***

| *DAYS PER WEEK* | *SAN JOAQUIN COUNTY CHILDREN (5-11)* | *CALIFORNIA CHILDREN (5-11)* | *SAN JOAQUIN COUNTY TEENS* | *CALIFORNIA TEENS* |
|---|---|---|---|---|
| 0 | 12.0%* | 6.2% | -- | 9.2%* |

[9] Centers for Disease Control and Prevention, National Center for Chronic Disease Prevention and Health Promotion, 2012.
[10] California Health Interview Survey, 2011-12
[11] California Health Interview Survey, 2013-14.
[12] Centers for Disease Control and Prevention, Behavioral Risk Factor Surveillance System. Accessed via the Health Indicators Warehouse. US Department of Health & Human Services, Health Indicators Warehouse, 2006-12
[13] Centers for Disease Control and Prevention, National Center for Chronic Disease Prevention and Health Promotion, 2012.
[14] California Department of Education, FITNESSGRAM® Physical Fitness Testing, 2013-14.
[15] San Joaquin County Community Health Assessment Collaborative. 2016 Community Health Needs Assessment. Available At: www.healthiersanjoaquin.org/pdfs/2016/2016_CHNA_full_document-narrative_and_health_profiles.pdf

| | | | | |
|---|---|---|---|---|
| 1 | -- | 6.4% | 56.0%* | 8.8% |
| 2 | 8.6%* | 12.7 | -- | 9.7%* |
| 3 | 2.0%* | 17.7% | -- | 20.3% |
| 4 | 21.1%* | 11.2% | 13.8% | 11.6%* |
| 5 | 12.8%* | 13.6% | 1.9% * | 16.8% |
| 6 | -- | 6.5% | -- | 12.4%* |
| 7 | 43.6%* | 25.7% | 27.2% * | 11.1%* |

*SOURCE: CALIFORNIA HEALTH INTERVIEW SURVEY. CHIS 2016 CHILDREN AND TEEN SOURCE FILE. LOS ANGELES, CA: UCLA CENTER FOR HEALTH POLICY RESEARCH. * INDICATES POSSIBLE STATISTICALLY UNSTABLE VALUES DUE TO SAMPLE SIZE. -- =NONE REPORTING.*

### *PHYSICAL FITNESS TESTING*

Another indicator of physical activity and fitness for children and teens is the California Department of Education's Physical Fitness Testing (PFT) Program, which is administered by local school districts to all fifth, seventh, and ninth graders annually.[16] The test assesses six major fitness areas, including aerobic capacity (cardiovascular endurance), body composition (percentage of body fat), abdominal strength and endurance, trunk strength and flexibility, upper body strength and endurance, and overall flexibility. The PFT Program provides a statewide snapshot of physical fitness. However, its data is collected at the local school district level by people who may not be health professionals, and tests for each of the fitness areas are difficult to administer consistently. Consequently, its results are prone to some margin of error over time and from place to place. California Physical Fitness Test PFT Results for the Manteca Unified District, and statewide results for the 2017-18 academic year are shown in Table 6.2-7.

***TABLE 6.2-7: STUDENT PHYSICAL FITNESS TESTING (PFT) RESULTS (2017-2018)***

| *PHYSICAL AREAS* | *MANTECA UNIFIED DISTRICT % WITHIN HEALTHY FITNESS ZONE HFZ* | | | *STATEWIDE % WITHIN HEALTHY FITNESS ZONE HFZ* | | |
|---|---|---|---|---|---|---|
| | **Gr. 5** | **Gr. 7** | **Gr. 9** | **Gr. 5** | **Gr. 7** | **Gr. 9** |
| Aerobic Capacity | 49.8% | 58.3% | 54.7% | 61.9 | 63.6 | 61.7 |
| Body Composition | 55.9% | 58.8% | 60.7% | 59.5 | 61.0 | 62.7 |
| Abdominal Strength | 77.6% | 83.3% | 85.2% | 70.1 | 78.4 | 82.4 |
| Trunk Extension Strength | 87.7% | 92.2% | 96.7% | 83.9 | 86.6 | 89.6 |
| Upper Body Strength | 67.5% | 70.9% | 74.5% | 62.0 | 64.7 | 69.7 |
| Flexibility | 83.3% | 84.0% | 89.2% | 71.5 | 79.4 | 84.3 |

*SOURCE: CALIFORNIA DEPARTMENT OF EDUCATION, PHYSICAL FITNESS TESTING RESULTS (2017-2018).*

As shown in Table 6.2-7 above, the PFT results for 5$^{th}$ 7$^{th}$ and 9$^{th}$ graders in the Manteca Unified District, District between 2017-18 show that generally local children surpass the statewide averages in all testing areas with the exception of Aerobic Capacity and Body Composition.

## Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal infrastructure, curb ramps, and streetscape amenities. Most developed arterial streets in Manteca provide sidewalk coverage, accessible curb ramps, and marked crosswalks.

Sidewalks and a variety of pedestrian amenities are provided throughout the downtown including accessible pedestrian ramps, decorative paving and crosswalk treatments, curb extensions, benches, and

[16] California Department of Education. Physical Fitness Testing Results, Accessed on September 5, 2018. Accessible at: http://www.cde.ca.gov

street trees. Sidewalks are also provided in most of Manteca's single-family residential neighborhoods, in multi-family residential developments, and in commercial developments.

While the pedestrian network is generally well developed in Manteca, there are some locations where gaps in the sidewalk network can be found. In general, facilities along developing arterials vary depending on the level of development along the street. In some locations where adjacent parcels have not been developed, the street is not fully built-out and hence sidewalks have not been constructed.

### Active Transportation Use

Active transportation is any form of transportation that is non-motorized. The use of active transportation during a daily commute increases physical activity levels. Increased physical activity has positive health benefits; including mortality risk reduction, disease prevention, cardiorespiratory fitness, and metabolic health.[7] As Disadvantaged communities often have disproportionately poorer health outcomes, increasing opportunities for active transportation within a City can improve the overall health outcomes of DACs.

As described in Section 2.0 (Circulation) Table 2.0-1, the majority of workers living in Manteca, 78.5 percent, drove to work alone, whereas alternative modes of transportation accounted for approximately 18 percent of commute trips, with 13.2 percent of workers in carpools, 1.8 percent using public transit systems, 1.5 percent of commuters walking to work, 0.3 percent bicycling to work, and 3.5 percent of workers working at home.

## CIVIC AND COMMUNITY ENGAGEMENT

An important aspect of planning for environmental justice is the development of effective policies and programs that enable all residents to participate in local decision making. Disadvantaged communities can often be excluded from decision-making when officials and policies do not focus on involving these communities in a strategic manner. SB 1000 emphasizes that community engagement must be promoted in a local jurisdiction through the development of objectives and policies that seek to involve members of DACs specifically. By involving and engaging DACs in decision-making processes, policy-makers can effectively meet the needs of these community members. Disadvantaged communities often have culturally-specific needs that must be made a priority within local policy to ensure community success. These needs are often distinct from those of the general population. The US EPA Environmental Justice Policy requires the "… meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies." The establishment of appropriate opportunities for those who are low-income, minorities, and linguistically isolated to engage in local decision making will help ensure that enviornmental justice issues are identified and resolved. In addition, community programs that address the needs of disadvantaged communities are critical to ensuring environmental justice is achieved for these communities within a city.

Promoting civic engagement and programs for DACs is a mandated environmental justice focus area under SB 1000. This section serves to assess the levels of civic engagement and existing community programs in the City given the presence of DACs across the City.

### Levels of Civic Engagement

At the local level, there were 344,891 total registered voters in San Joaquin County 15 days before the general election in October of 2018; 39,099 of these registered voters were from the City of Manteca.[17]

[17] California Secretary of State (2018). Voter Registration Statistics: 15 Day Report of Registration. Available at: http://www.sos.ca.gov/elections/voter-registration/voter-registration-statistics/

At the same time there were approximately 59,381 people of voting age (over the age of 18) living within the City of Manteca according to U.S Census estimates.[18] This indicates that for one measure of voter participation, the participation rate for residents of voting age within the City was about 65%. It should be noted that not all residents of voting age are eligible to vote in the state of California.

## IMPROVEMENTS AND PROGRAMS

### DAC Programs

A critical aspect of planning to achieve environmental justice is prioritizing projects and policies that directly benefit disadvantaged communities. As stated previously, in Manteca, many areas within the General Plan Planning Area are designated as DACs, however, it is often the case that individual disadvantaged communities are not considered in regard to public investment decisions and new public programs. When disadvantaged communities are overlooked for public programs and investments, the specific needs of these communities are not met and the conditions in which they live often worsen. To promote environmentally just planning, cities should incorporate programs and policies that are specific to the needs of DACs.

As describe previously, the Manteca General Plan includes a variety of goals and policies to support disadvantaged communities and enviornmental justice issues through policies aimed at improving the transportation network to accommodate bicycle and pedestrian travel, supplying the city residents with high quality parks, recreation opportunities, community services and facilities, improving housing conditions and affordability, and promoting air and water quality throughout the planning area.

To promote housing maintenance and affordability for low income residents, The City established the GAP Loan Program Down payment Assistance Program that provides deferred downpayment assistance loans to low income, first time homebuyers, looking to purchase homes in the City. Additionally, San Joaquin County offers similar loan and housing cost assistance programs for low income residents.

Furthermore, the City of Manteca's 2015 Housing Element includes housing policies that are focused on supporting the efforts of the San Joaquin Housing Authority in its administration of Section 8/Housing Choice vouchers, public housing, and farmworker housing. The housing element also includes policies to promote the construction of housing that is affordable to all income levels and policies to ensure healthy and safe housing.

The Manteca Transit Short Range Transit Plan (2014) includes a Transit Needs Index, which identifies and provides a general idea of the geographic distribution of Manteca residents who are more likely to depend on public transit for basic mobility, and the identification of transit-disadvantaged groups throughout the community. The Plan includes the Evaluation of System Performance, Community Outreach, and Service Recommendations. As described in the Plan, the central and eastern portions of the city reflect the greatest need for public transit and are identified as having particularly high percentages of transit-disadvantaged residents. It should be noted that some census block groups with higher percentages of transportation-dependent populations are lightly populated and thus programs such as Dial-A-Ride may better serve these areas when compared to transit service extensions and new routes.

The Parks and Recreation Master Plan identifies areas that are not served by a park facility and includes policies and actions to encourage outreach and participation for underserved populations in planning efforts, provision of parks facilities for underserved areas, and increased connectivity to parks, natural

[18] U.S. Census Bureau: https://www.census.gov/quickfacts/mantecacitycalifornia

open space, schools, neighborhoods, and commercial areas to increase access to community facilities, including parks, and to ensure opportunities for recreation and physical activity.

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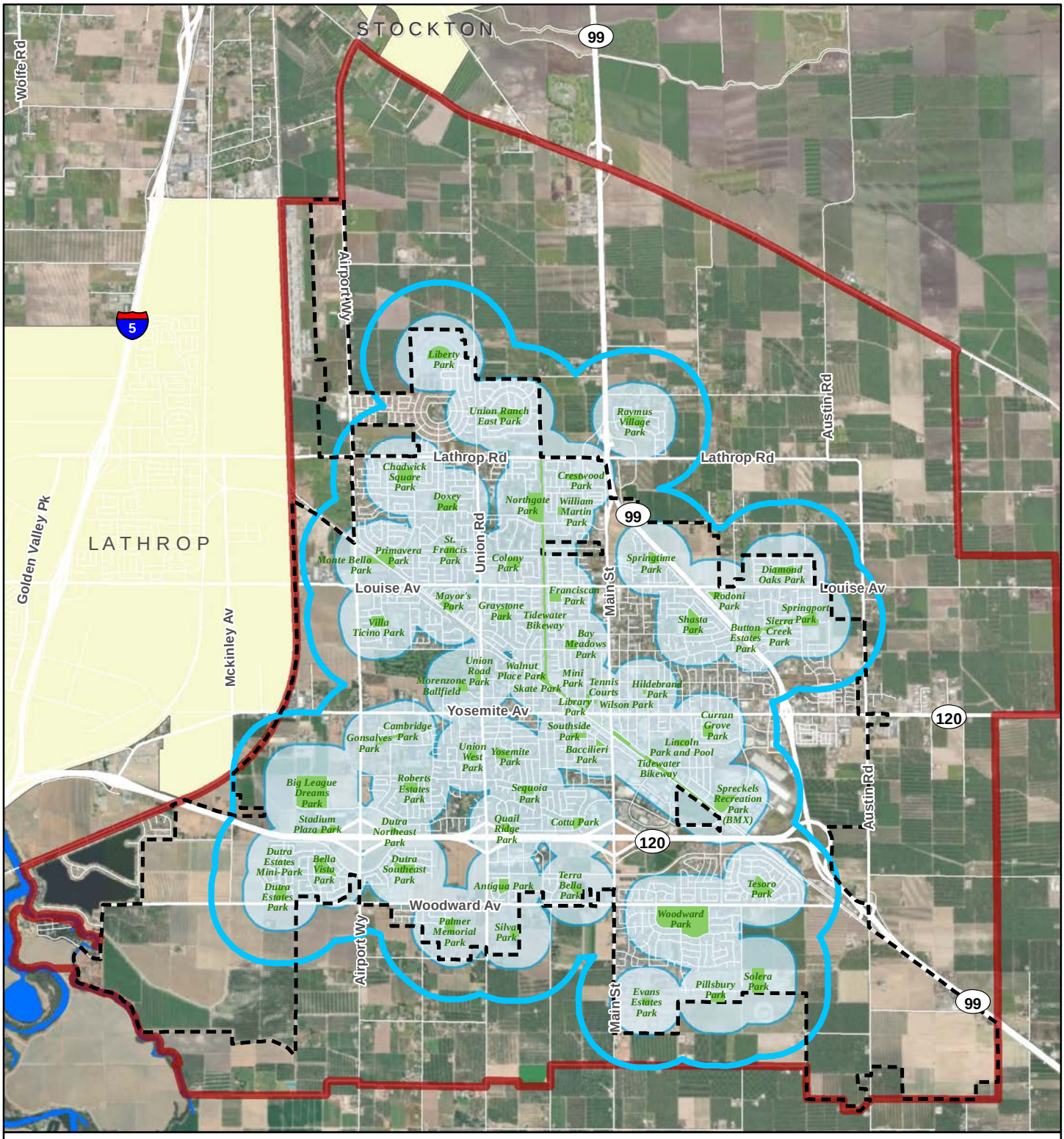


**CITY OF MANTECA GENERAL PLAN**

Figure 6.2-1. Park Buffer Zones

**Legend**

- Manteca Park
- Quarter-mile Park Buffer Zone
- Half-mile Park Buffer Zone
- Manteca City Limits
- Manteca Sphere of Influence

0 ½ 1 Miles

*Sources: City of Manteca; San Joaquin County. Map date: January 20, 2019.*

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