

**DRAFT**

## **COMMUNITY IMPACT ASSESSMENT CHECKLIST**

**STATE ROUTE 99/120 INTERCHANGE CONNECTOR PROJECT**

**MANTECA, CALIFORNIA**

**10-SJ-99/120-(PM 3.1/6.2 PM R5.1/T7.2)**

**EA 10-1E740**



February 2019

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**MANTECA, CALIFORNIA**

**10-SJ-99/120-(PM 4.6-6.3)**

**EA 10-1E740**

Submitted to:

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Project No. MKT1507



February 2019

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## EXECUTIVE SUMMARY

This Community Impact Assessment Checklist has been prepared for the California Department of Transportation and the San Joaquin Council of Governments in support of the State Route (SR) 99/120 Interchange Connector Project on SR-99 at SR-120 in San Joaquin County project (EA# 10-1E740). The California Department of Transportation is the lead agency for National Environmental Policy Act and California Environmental Quality Act compliance. Compliance with federal environmental regulations is necessitated by the use of federal funds for project development. The Community Impact Assessment considers how the proposed reconstruction of the SR-99/120 Interchange would affect the people, institutions, neighborhoods, communities, organizations, and larger social and economic systems.

The SR-99/120 Interchange Connector Project on SR-99 at SR-120 in San Joaquin County project (proposed project), was evaluated for its potential community impacts. Community impacts were analyzed under the broad categories of social, economic, and planning and growth impacts. Planning, census, economic, tax, parcel, and project design information were used to develop the conclusions in this report.

Social impacts from the proposed project are minimal. The project would relocate two units of housing, and remove three further units of housing but would not greatly alter the existing condition of the surrounding community. Displaced households would receive relocation advisory assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Aesthetics, public services, and quality of life would remain similar to the existing. The project vicinity is not likely to have a disproportionate minority or low-income population when compared to the City and County as a whole. No significant adverse impacts on the social setting are expected.

Economic effects include full and partial acquisitions (see Table 1). The partial acquisitions would not cause displacements. No major changes in employment, income gains or loss, or tax base would occur in the area. Displaced businesses would receive relocation advisory assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. No significant adverse impacts on the economy are expected from the proposed project.

The proposed project is consistent with land use and growth plans for the area. The proposed project is highlighted in the 2016 San Joaquin Council of Governments (SJCOG) Regional Transportation Plan (RTP) and is anticipated to be part of an overall development strategy necessary to capture anticipated growth. Development opportunities and patronage for existing businesses may be enhanced because the project would better facilitate the movement of traffic. The proposed project would be compliant with the City of Manteca General Plan and would not conflict with state, regional, or local plans. The proposed project would result in the conversion of Important Farmland, but the conversion areas would be a small proportion of total farmland within the region, the conversion areas are not designated for future agriculture use, and the project would not be required to consider further protection under the Farmland Protection Policy Act. The project would also result in acquisition of lands under Williamson Act contract. However, implementation of avoidance and minimization measures would reduce any effects to less than adverse.

The proposed project would alleviate congestion and improve the safety and operations of SR-99/120. The proposed project would comply with Federal (23 USC 109(h), National Environmental Policy Act, American Disability Act of 1990, Council on Environmental Quality Regulations Section 1508.14, Title VI of the Civil Rights Act of 1964, and Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970) and State (California Environmental Quality Act) Laws, Regulations, and Guidance.

Based on the information contained within this checklist, it is concluded that reconstruction of the existing SR-99/120 Interchange Connector would not result in the creation of adverse community impacts.

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## 1.0 INTRODUCTION AND PROJECT DESCRIPTION

### 1.1 INTRODUCTION

The California Department of Transportation (Caltrans) District 10 with the cooperation of the City of Manteca and the San Joaquin Council of Governments (SJCOG) proposes to reconstruct the existing State Route (SR) 99/120 interchange (project).

SR-99 is a principal south/north highway and serves a combination of local commute traffic and interregional traffic. SR-99 is designated as a six-lane divided freeway. SR-120 starts at Interstate 5 and runs east/west, providing access from the Central Valley communities to Interstate 5, Interstate 205, and Interstate 580 enroute to the San Francisco Bay Area.

Through the Manteca area, State Route 120 is a four lane freeway with 12-foot-wide lanes, 10-foot-wide outside shoulders, 5-foot-wide inside shoulders, and a median 70 feet wide, while east of the SR-99/120 East interchange it continues as a four lane arterial road with a center turn lane, bicycle lanes, and sidewalks.

The interchange where SR-120 meets SR-99 includes a route break as SR-120 joins SR-99 as it jogs north approximately 1 mile and continues along to the east of Manteca on East Yosemite Ave. Therefore, the SR-99/120 West interchange is separated from the SR-99/120 East interchange by about a mile. The existing SR-99/120 West interchange facility also includes the SR-99/Austin Road interchange. Austin Road runs north/south to the east of Manteca. The SR-99/120 interchange is a trumpet interchange, while the SR-99/Austin Ave interchange is a partial/modified diamond interchange. These two interchanges are separated by approximately 1,000 feet. Current land uses surrounding the existing interchange include commercial, industrial, residential, and agricultural activity.

The project is included in the 2017 Federal Statewide Transportation Improvement Program for the San Joaquin Council of Governments and is also included the financially-constrained adopted Stanislaus Council of Governments 2017 Regional Transportation Impact Fee Report. The total estimated cost<sup>1</sup> to implement the Build Alternative is \$95,400,000, which includes \$83,925,530 estimated for construction and \$11,397,225 for right-of-way and utility relocation.

### 1.2 PROJECT DESCRIPTION

The project is located in the City of Manteca as well as unincorporated parts of San Joaquin County at the edge of the City (see Figure 1). The project area includes the existing SR-99/120 Connector Interchange, south along SR-99 to the SR-99/Austin Road interchange, west along SR-120 to the SR-120/S Main Street interchange, and north along SR-99 to the SR-99/East Yosemite Ave/SR-120 interchange (see Figure 2)

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<sup>1</sup> Estimated costs are calculated assuming a construction start date of September 2021 and construction completion date of June 2023. Costs are escalated according to estimated project activity over that period.

A Build Alternative and a No Build Alternative are currently being evaluated. The project would correct operational deficiencies and provide congestion relief, and involves expanding the existing trumpet ramps of the SR-99/120 interchange and replacing and expanding the ramps of the SR-99/Austin Road interchange. The Build Alternative would add an additional lane to increase capacity on two connector ramps (eastbound SR-120 to southbound SR-99 and from northbound SR-99 to westbound SR-120), add auxiliary lanes on SR-99 and 120 to improve merging traffic movements, upgrade the existing interchange ramps at Austin Road, replace the Austin Road structure over SR-99 with a structure over both SR-99 and Union Pacific Railroad (UPRR), remove the existing at-grade crossing of the UPRR tracks at Austin Road and construct a new connector road from Austin Road to Woodward to Moffat Boulevard and widen the existing Woodward Avenue gated railroad crossing, relocate the SR-99 Frontage Road along the east side of SR-99 from Austin Road for approximately 0.8 miles and install new signing/signals/lighting improvements.

### 1.2.1 Common Design Features of the Build Alternatives

Though many alternatives were considered during design, due to various constraints there were no viable or feasible alternatives, which were significantly different enough from the Build Alternative to provide a discrete alternative to the Build Alternative. Therefore, there are two alternatives for the proposed project: the Build Alternative, and the No Build Alternative. Features of the Build Alternative are summarized in the section “Specific Design Features”.

### 1.2.2 Specific Design Features

The proposed project includes the following elements (see Figure 3):

Due to funding limitations, the project may be constructed in phases.

For Phase 1A, the eastbound SR 120 to southbound SR 99 traffic movement will be improved. This work, at a minimum, includes:

- Widen the eastbound SR 120 to southbound SR 99 connector ramp from one-lane to two-lanes;
- Remove the Austin Road overcrossing and replace with a longer structure spanning SR 99 and UPRR;
- Add a new connecting road from Austin Road to East Woodward Avenue and Moffat Boulevard and modify the existing UPRR gated crossing at East Woodward Avenue to conform to the new connector road;
- Modify the existing northbound Austin Road exit ramp to conform to the higher overcrossing profile grade; and
- Temporarily close the Austin Road northbound entrance and southbound exit ramps on SR 99.

The Phase 1B project would be constructed concurrently or subsequent to the Phase 1A project:

- Widen the northbound SR 99 to westbound SR 120 connector ramp from one-lane to two-lanes;

- Convert the existing 99/120 separation structure to two lanes and construct a new separation structure to serve the eastbound 120 to northbound 99 connector ramp; and
- Add an auxiliary lane in the existing median of eastbound SR 120 from Main Street to SR 99.

Phase 1C would complete the project as planned by:

- Restore the southbound exit ramp from SR 99 to Austin Road by constructing a grade separated braided ramp to eliminate the weaving with SR 120 merging traffic;
- Construct the entrance ramp from Austin Road to northbound SR 99 and to westbound SR 120 as a loop ramp that will provide separate traffic movements to SR 99 and SR 120;
- Relocate the northbound SR 99 exit ramp to Austin Road to accommodate the loop on-ramp
- Relocate the SR 99 frontage road for approximately 0.8 miles.
- Add an auxiliary lane in each direction on SR 99 from SR 120 to approximately 1.7 mile south of the Austin Road overhead by shifting the median away from the UPRR ROW and relocating the frontage road; and
- Add an auxiliary lane in the existing median of eastbound SR 120 from Main Street to SR 99 to provide a dedicated lane to connect to the new 99/120 separation structure.

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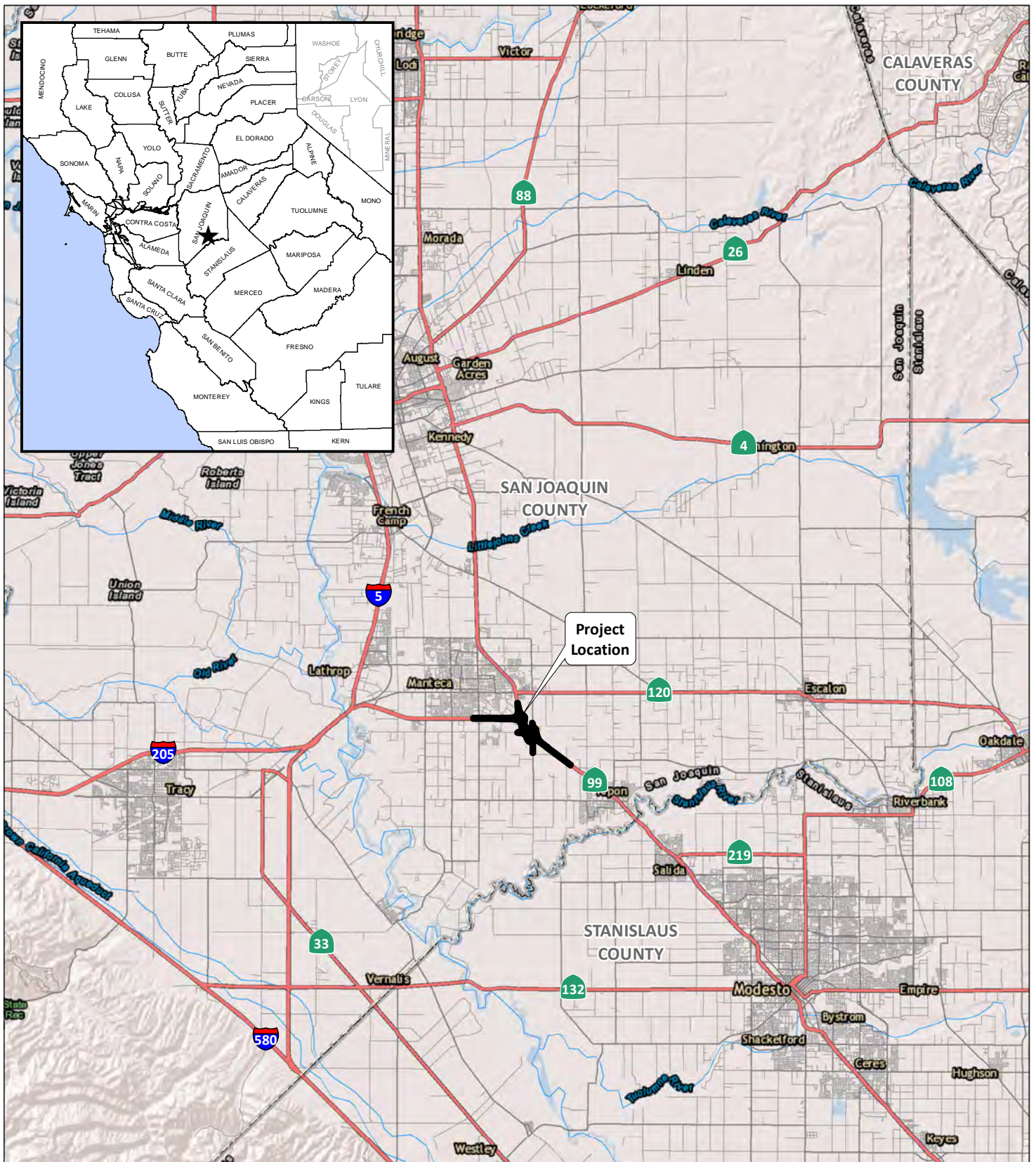
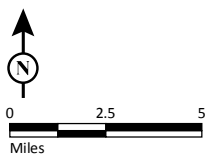


FIGURE 1



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 Project Location

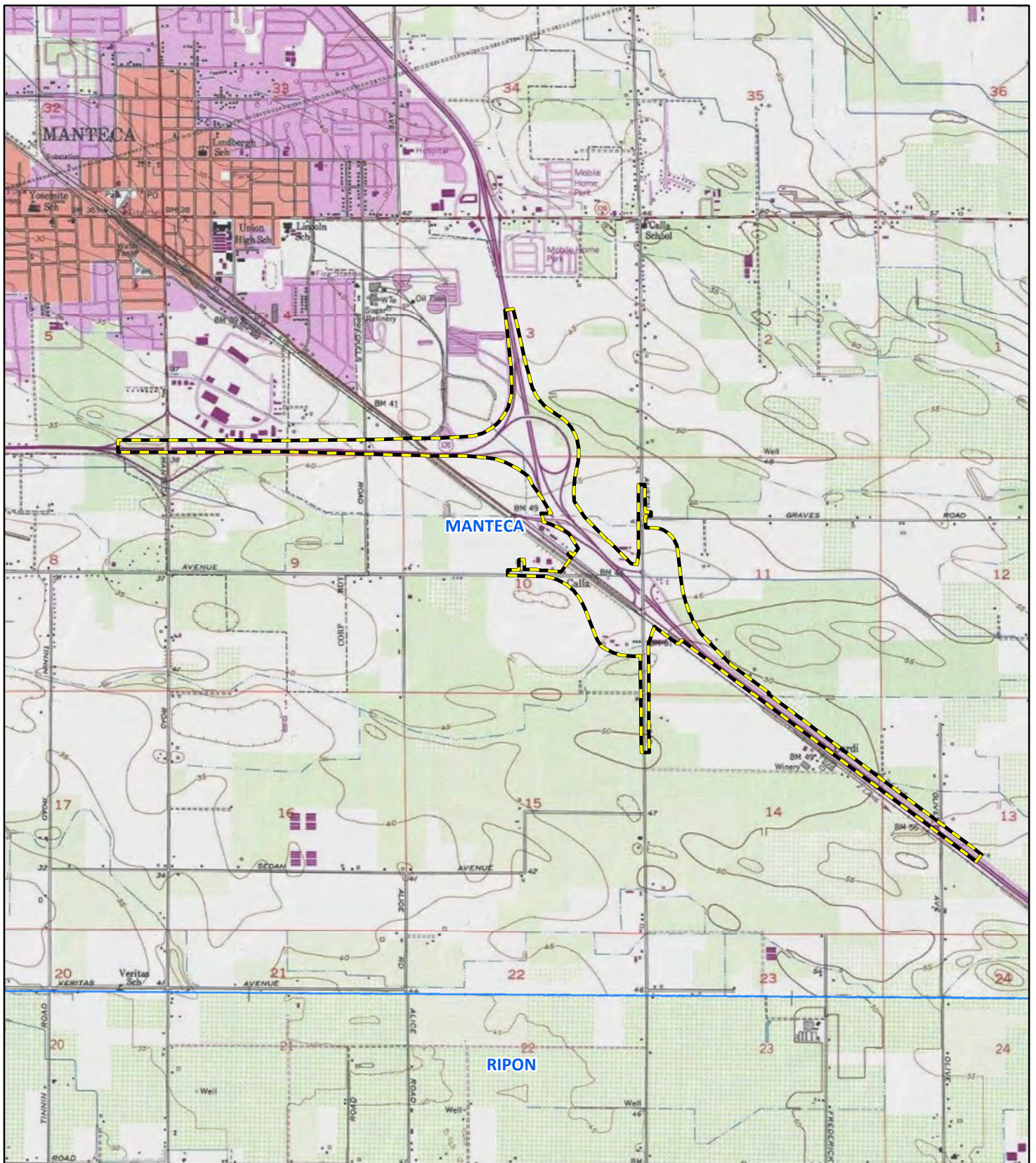


SOURCE: ESRI Imagery (2017)

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State Route 99/120 Interchange Connector  
in Manteca, San Joaquin County, California  
Caltrans District 10, P.M. 3.1/6.2  
EA 10-1E740  
Regional Location

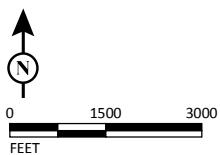
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#### LEGEND



Preliminary Study Area



SOURCE: USGS 7.5-minute topographic quadrangle Manteca, Calif (1952, ed. 1994)

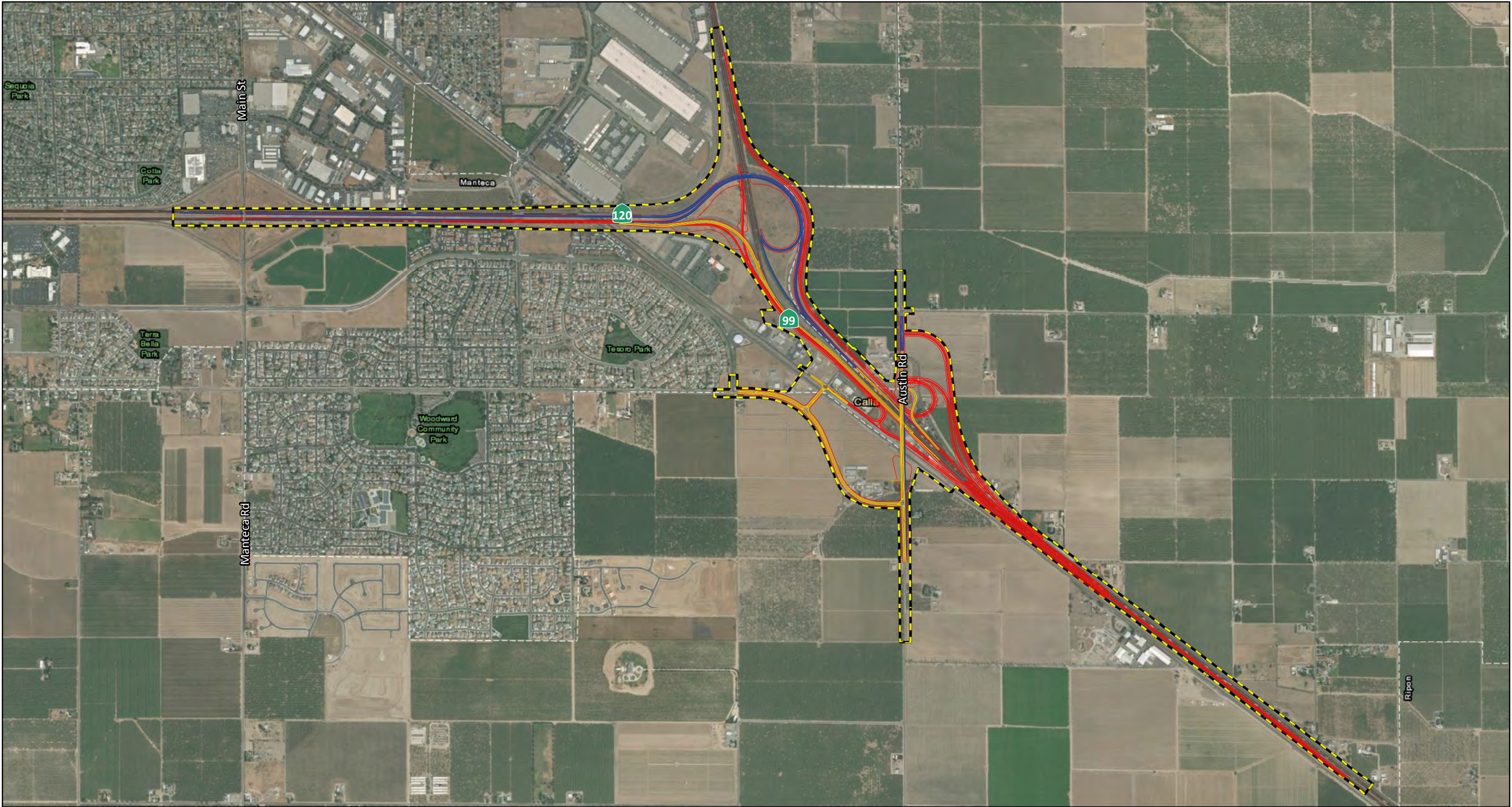
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FIGURE 2

State Route 99/120 Interchange Connector  
in Manteca, San Joaquin County, California  
Caltrans District 10, P.M. 3.1/6.2  
EA 10-1E740

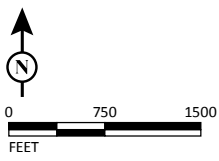
Project Vicinity on Topographic Base

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- Preliminary Study Area
- Phase 1b
- Phase 1a
- Phase 1c

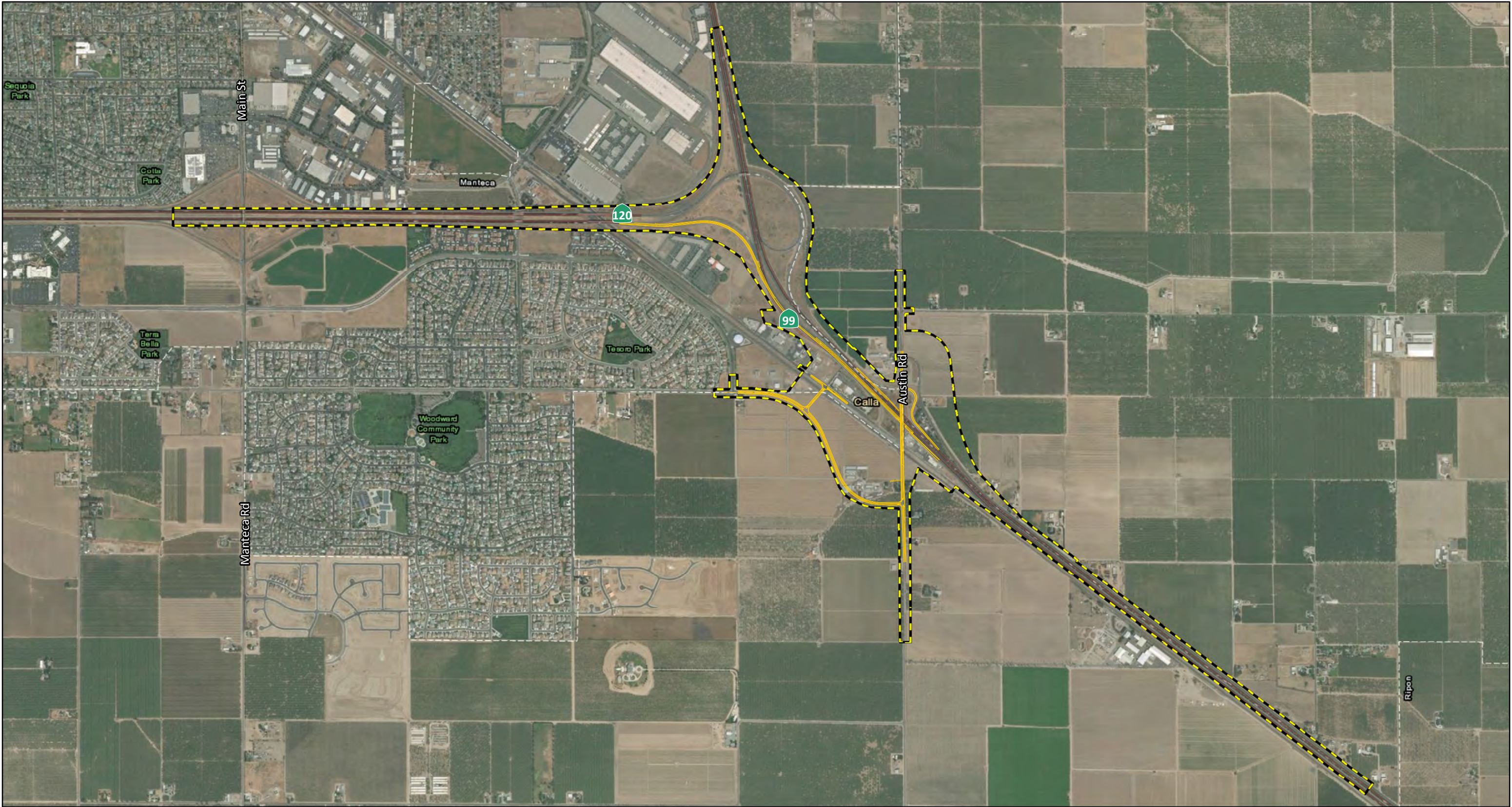


SOURCE: NAIP Aerial Imagery (6/2016), Project Design- Mark Thomas (2/2018)  
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FIGURE 3

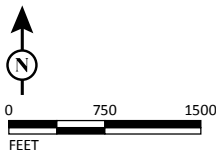
*State Route 99/120 Interchange Connector  
 in Manteca, San Joaquin County, California  
 Caltrans District 10, P.M. 3.1/6.2  
 EA 10-1E740  
 Project Design*

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LEGEND

-  Preliminary Study Area
-  Phase 1a

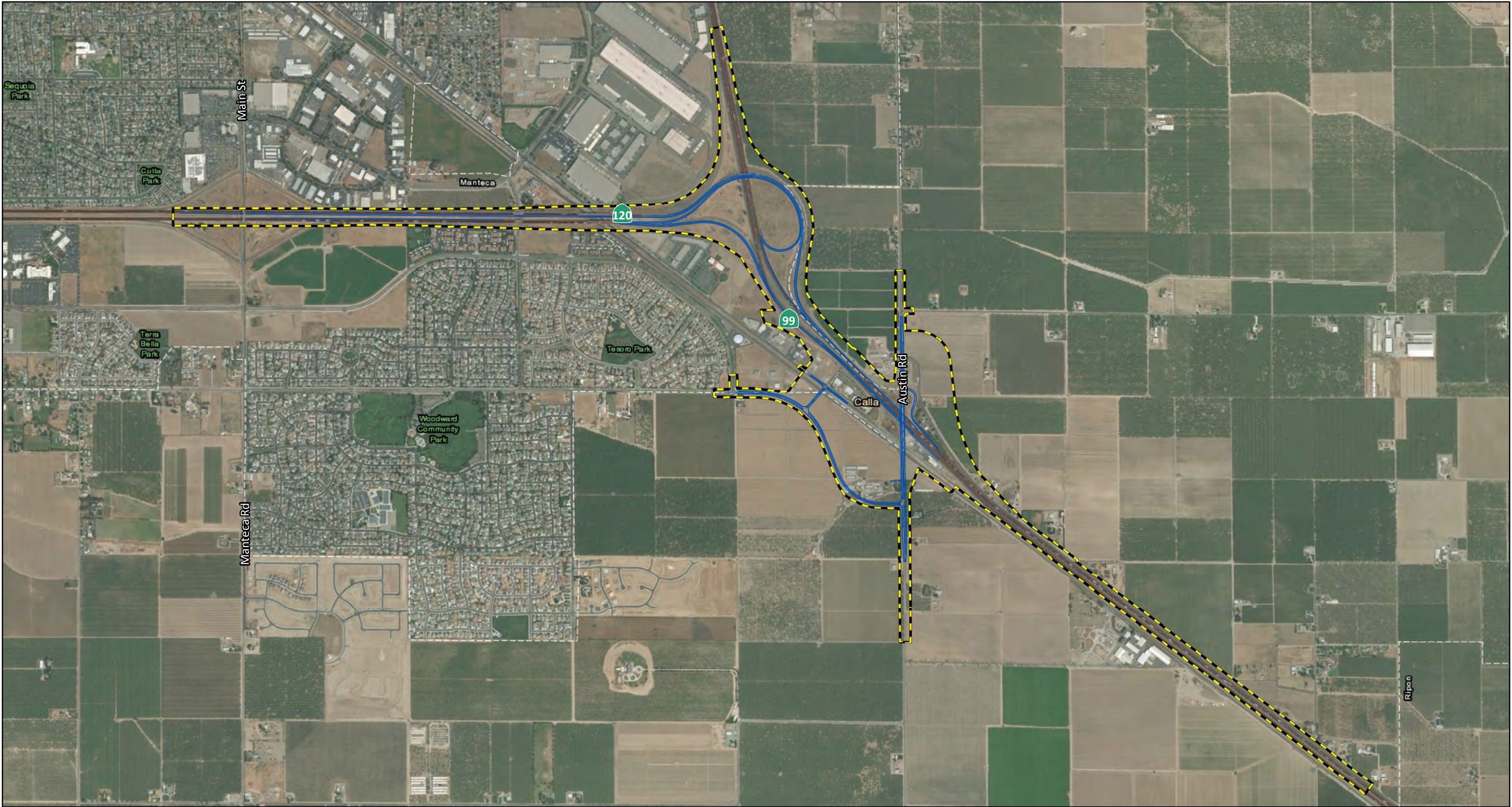


SOURCE: NAIP Aerial Imagery (6/2016), Project Design- Mark Thomas (2/2018)  
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FIGURE 3

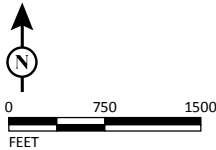
*State Route 99/120 Interchange Connector  
 in Manteca, San Joaquin County, California  
 Caltrans District 10, P.M. 3.1/6.2  
 EA 10-1E740  
 Project Design*

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LEGEND

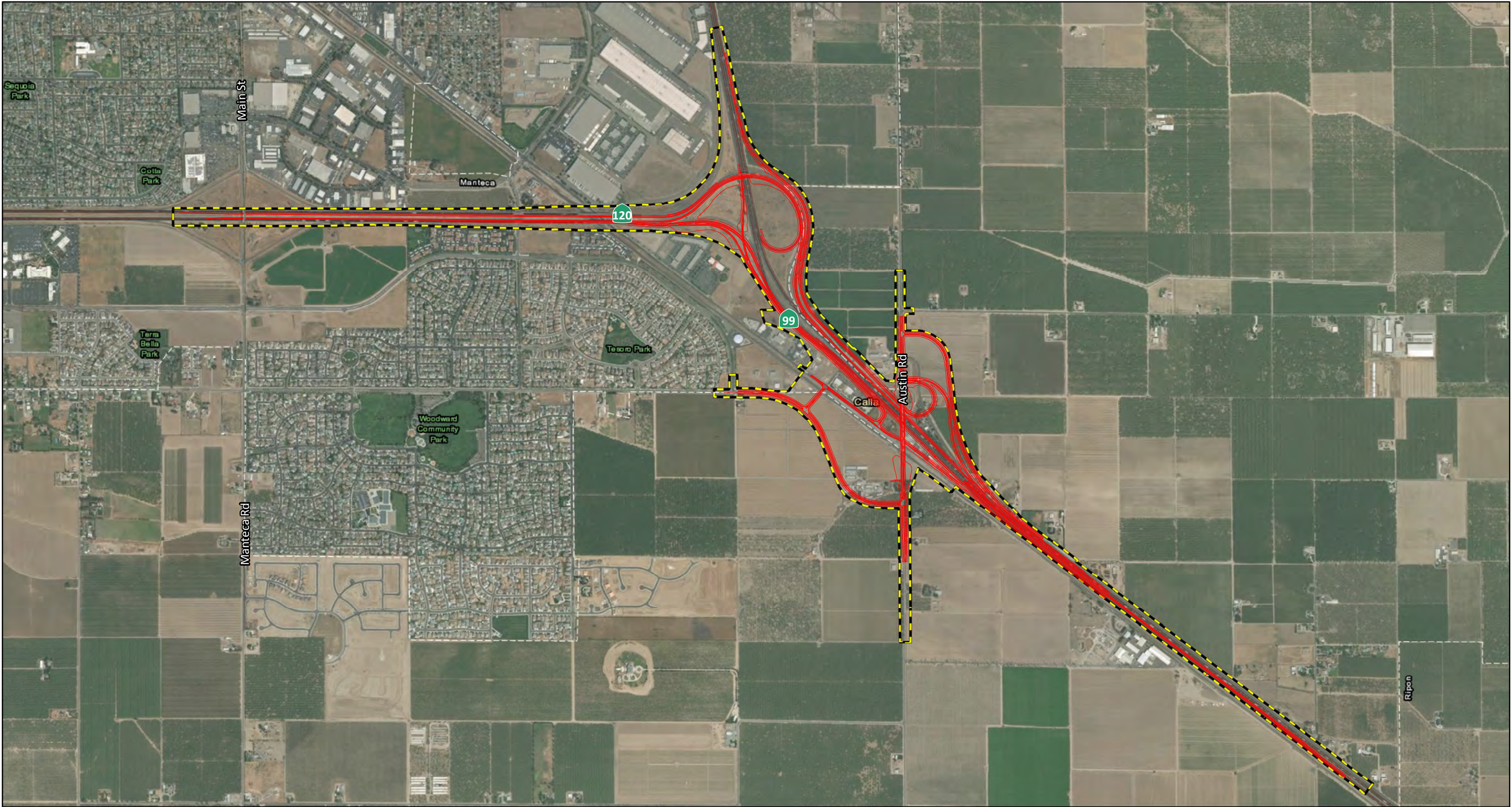
- Preliminary Study Area
- Phase 1b





SOURCE: NAIP Aerial Imagery (6/2016), Project Design- Mark Thomas (2/2018)  
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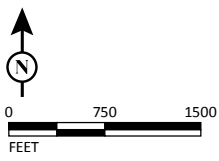
FIGURE 3

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LEGEND

-  Preliminary Study Area
-  Phase 1c



SOURCE: NAIP Aerial Imagery (6/2016), Project Design- Mark Thomas (2/2018)  
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FIGURE 3

State Route 99/120 Interchange Connector  
in Manteca, San Joaquin County, California  
Caltrans District 10, P.M. 3.1/6.2  
EA 10-1E740  
Project Design

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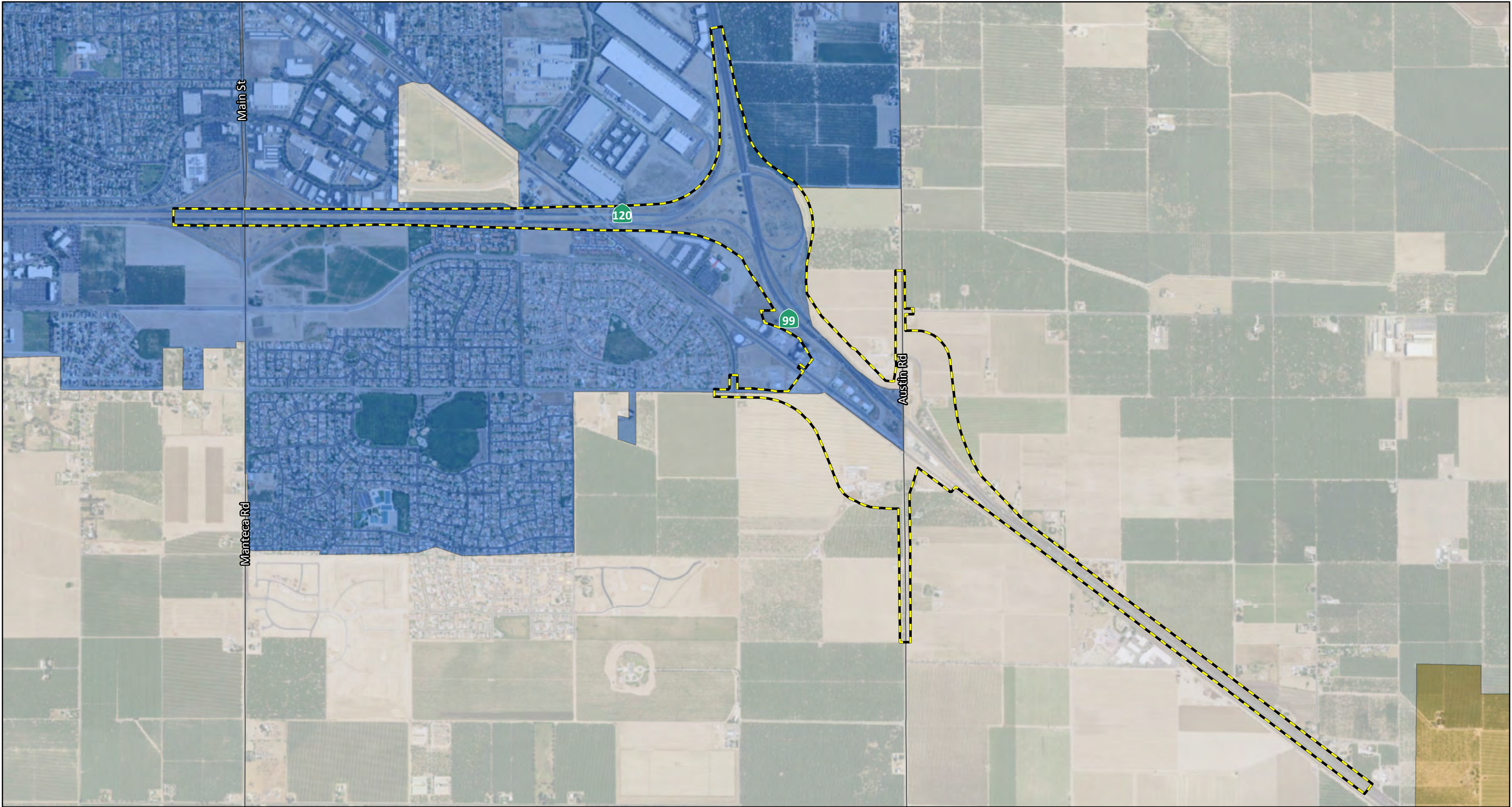


FIGURE 4



LEGEND

Preliminary Study Area

Census County Divisions

- San Joaquin County CCD
- Manteca CCD
- Ripon CCD

State Route 99/120 Interchange Connector  
in Manteca, San Joaquin County, California  
Caltrans District 10, P.M. 3.1/6.2  
EA 10-1E740

Census County Divisions in the Project Area

SOURCE: NAIP Aerial Imagery (6/2016), U.S. Census Data- San Joaquin County (2010)  
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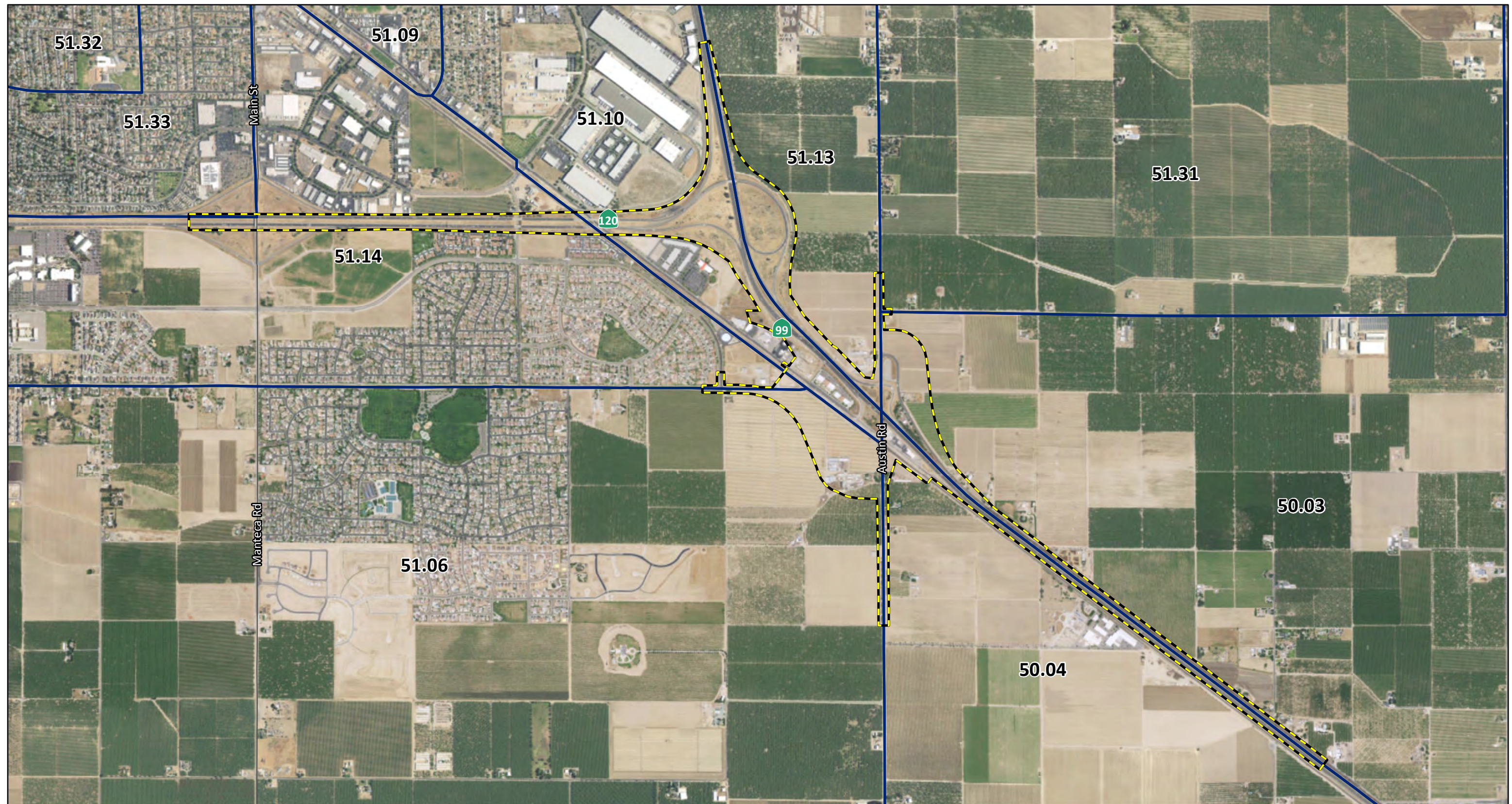


FIGURE 5



0 750 1500  
FEET

LEGEND

- Preliminary Study Area
- 2010 Census Tract Boundaries

SOURCE: NAIP Aerial Imagery (6/2016), U.S. Census Data- San Joaquin County (2010)

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*State Route 99/120 Interchange Connector  
in Manteca, San Joaquin County, California  
Caltrans District 10, P.M. 3.1/6.2  
EA 10-1E740*

Census Tracts in the Project Area

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## 2.0 SOCIAL IMPACTS

### 2.1 WOULD PEOPLE BE DISPLACED FROM THEIR HOMES?

Displacement information was gathered from right-of-way acquisition data provided by the project engineer, including a map of parcels and a table of acreages and ownership information. The project is in early design and more detailed information was not available about the exact number of businesses and households in each parcel. For the purposes of this checklist, the right-of-way acquisition map (see Appendix A) was compared with a recent (October 2017) aerial map provided by Google, along with a visual survey conducted via Google Maps (March 2017) and Google Earth, to determine the number of businesses and households on each parcel.

Implementation of the proposed project to reconstruction State Route (SR) 99/120 interchange with the Build Alternative would result in 2 full acquisitions of business properties directly in the project area (one containing a residential structure), 1 other full acquisition of a residential property, and 2 full acquisitions of government and agency owned property. In addition to these five full acquisitions, the Build Alternative would additionally result in 27 partial acquisitions of residential, agricultural, industrial, and commercial properties adjacent to the project area (see Table 1). Most partial acquisitions would require less than 10 percent of the property, with one exception. Just over 50 percent of one agricultural property would be required by the Build Alternative, but the acquisition would include and demolish all buildings on the property, including a residence. If the No-Build alternative is chosen, no business or household will be relocated or affected.

The partial residential acquisitions would result in acquisition of less than 10 percent of each of the residential properties. Property owners would each be paid the value of the property and improvements in full in addition to relocation assistance per the Uniform Relocation Act in the case of any residential acquisitions. The proposed project would not prevent the construction of any future residences. Therefore, though implementation of the proposed project would result in the displacement of 5 residential units due to parcel acquisition, it would not result in any further population displacement.

**Table 1: Parcels Acquired by Proposed Project**

APN	Acquisition		Businesses on Parcel	Residence on Parcel	Agriculture on Parcel	Notes
	Full	Partial				
228-020-40		X			X	
228-020-32		X			X	
228-020-37		X			X	
228-020-36	X				X	Agency Owned
228-020-39		X			X	
228-050-02		X			X	
228-050-18		X			X	
228-050-19	X					Agency Owned
228-060-08		X			X	
228-050-17		X				Church
228-050-15		X	X			

APN	Acquisition		Businesses on Parcel	Residence on Parcel	Agriculture on Parcel	Notes
	Full	Partial				
228-050-08		X	X			
224-050-35		X				
228-060-17	X		X – Full Take of Business			Industrial
228-060-16	X		X – Full Take of Business	X – Full Take of Residence		Industrial
228-060-15	X			X – Full Take of Residence		
228-060-18		X			X	
228-060-19		X		X – Full Take of Residence		
228-060-20		X		X		
228-060-21		X				
228-060-27		X			X	
228-060-28		X			X	
228-060-29		X			X	
226-140-06		X			X	
228-060-24		X		X – Full Take of Residence		
224-050-16		X		X – Full Take of Residence		Probable Full Take
228-060-26		X			X	
224-050-15		X			X	
228-060-25		X			X	
224-050-17		X			X	
224-050-19		X			X	

Source: Mark Thomas 2017

## 2.2 WOULD THE AVAILABILITY OF AFFORDABLE HOUSING BE REDUCED?

As described in the response to question 2.1, acquisitions associated with the proposed project would necessitate the acquisition of two businesses. Additionally, implementation of the proposed project would result in the acquisition of five existing homes; however, three of these could be reconstructed on the remaining parcel. However, the proposed project would not prevent the construction of any future affordable housing. Therefore, implementation of the proposed project would not reduce the amount of affordable housing units available.

## 2.3 WOULD THE COMMUNITY OR NEIGHBORHOOD BE SUBSTANTIALLY ALTERED?

Though a small number of residences are within the project area, the area is not primarily residential. There are residential developments in the southwest quadrant of the project area, but as seen in Figures 2 and 3, these are outside the project footprint. As shown in Table 1, the proposed project would necessitate the full acquisitions of five parcels including two that contain existing businesses. Though two additional existing businesses would also have partial acquisition within their parcels, these acquisitions would not result in acquisition or displacement of the businesses. The proposed project is consistent with the San Joaquin Regional Transportation

Plan/Sustainable Communities Strategy, City of Manteca General Plan, and the San Joaquin County General Plan.

Land uses in the project area, as designated in the 2016 Manteca General Plan Land Use Map, are shown in Table 2.

**Table 2: Land Use in the Project Area**

APN	Jurisdiction	Land Use Designation	Acreage
228-020-40	City of Manteca	High Density Residential, Medium Density Residential, Park	32.37
228-020-32	City of Manteca	Business Industrial Park, Low Density Residential	36.52
228-020-36	City of Manteca	Business Industrial Park	0.46
228-020-37	City of Manteca	Business Industrial Park	66.42
228-020-39	County of San Joaquin	Commercial/General	23.15
228-050-02	County of San Joaquin	Residential/Low Density	23.13
228-050-18	County of San Joaquin	Residential/Low Density	47.86
228-050-17	City of Manteca	General Commercial	19.61
228-050-07	City of Manteca	Heavy Industrial	2.91
228-050-08	City of Manteca	Heavy Industrial	4.19
228-050-19	County of San Joaquin	Residential/Low Density	0.459
228-050-15	City of Manteca	General Commercial	6.23
228-060-08	County of San Joaquin	Agriculture/Urban Reserve	35.64
228-060-15	City of Manteca	Agriculture/Urban Reserve	1.26
228-060-16	County of San Joaquin	Industrial/General	2.47
228-060-17	County of San Joaquin	Commercial/General	2.4
228-060-18	County of San Joaquin	Agriculture/Urban Reserve	33.85
228-060-19	County of San Joaquin	Agriculture/Urban Reserve	8.28
228-060-20	County of San Joaquin	Agriculture/Urban Reserve	8.68
228-060-21	County of San Joaquin	Agricultural/General	73.41
228-060-24	City of Manteca	Commercial Mixed Use	4.69
228-060-25	City of Manteca	Commercial Mixed Use	1.89
228-060-26	City of Manteca	Commercial Mixed Use	13.43
228-060-27	City of Manteca	Commercial Mixed Use	11.38
228-060-28	City of Manteca	Commercial Mixed Use	12.06
228-060-29	City of Manteca	Commercial Mixed Use	7.61
224-050-35	City of Manteca	Medium Density Residential	13.63
225-050-15	City of Manteca	Medium Density Residential	65.44
224-050-16	City of Manteca	Low Density Residential	0.45
224-050-17	City of Manteca	Low Density Residential	30.23
224-050-19	City of Manteca	Low Density Residential	25.96
226-140-06	City of Manteca	Low Density Residential	39.36

Source: San Joaquin County G.I.S. 2017, City of Manteca 2017

The proposed project would fully and partially acquire parcels that are in lands designated as “Business Industrial Park”, “Urban Reserve”, or “Heavy Industrial”. Due to the fact that 1) “Urban

Reserve”, “Business Industrial Park”, and “General Commercial” land uses would still be the dominant land uses adjacent to the State Route 99/120 Connector after implementation of the proposed project; and 2) the project would not substantially alter the location of the existing interchange; implementation of the proposed project would not substantially alter the community or neighborhood.

## **2.4 WOULD MINORITY<sup>2</sup> OR LOW-INCOME<sup>3</sup> POPULATIONS BE DISPROPORTIONALLY AFFECTED?**

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by President Clinton on February 11, 1994. This Executive Order directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 2000, this was \$17,050 for a family of four. In the year 2000, this was \$8,350 for an individual; \$11,250 for a family of two; \$14,150 for a family of three; and \$17,050 for a family of four.

The proposed project is located within the boundaries of Census Tracts 50.03, 50.04, 51.06, 51.10, 51.13, 51.14, 51.31, and 51.33 (see Figures 4 and 5). As of 2015, all the above Census Tracts had a minority population that constituted a lower proportion of the total population of San Joaquin County, and all but one (51.14) had a minority population that constituted a lower proportion of the total population of the State of California. When combined, the Census Tracts had a minority population that constituted a lower proportion of the total population of both San Joaquin County and the State of California. The total minority percentage for the Census Tracts above is 34.9 percent, and total minority percentage for the State of California is 42.4 percent. Based on the Interagency Federal Working Group on Environmental Justice guidelines on characterization of minority populations there are minority populations within Census Tract 51.14 since the total minority percentage within this census block group is higher than the proportion within the State of California (see Table 3).

The U.S. Census Bureau uses the “poverty thresholds” method to measure the number of people in poverty. As shown in Table 3, Census Tract 51.31 has 21.6 percent of residents with incomes below

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<sup>2</sup> The Council of Environmental Quality defines the term “minority” as persons from any of the following groups: Black/African American; Hispanic, regardless of race; Asian; Native Hawaiian or Other Pacific Islander; and American Indian or Alaska Native. Additionally, for the purposes of this analysis, “minority” also includes all other nonwhite racial categories such as “some other race” and “two or more races.” The Interagency Federal Working Group on Environmental Justice guidance states that a “minority population” may be present in an area if the minority population percentage in the area of interest is “meaningfully greater” than the minority population in the general population/populace.

<sup>3</sup> In accordance with the U.S. Department of Transportation and Federal Highway Administration Western Resource Center Guidance, a low-income population is defined as one whose median household income is at or below the Department of Health and Human Services poverty guidelines. In 2000, the poverty threshold for a family was calculated to range from \$8,860 for a one-person family to \$30,420 for a family of eight.

poverty level. This is higher than those of San Joaquin County (18.6 percent), and the State of California (16.3 percent).

Three of the eight Census Tracts in the project area have average household sizes, which are slightly higher than the average household size of San Joaquin County (3.12), and seven of the eight are higher than the State of California (2.9). All eight Census Tracts in the project area had median household incomes that were higher than the median household income in San Joaquin County (\$53,274), and five of the eight Census Tracts had median household incomes that were higher than the median household income in the State of California (\$61,818). Based on this data, most Census Tracts in the project area do not contain a disproportionately larger low-income population than those of the San Joaquin County and State of California as a whole.

Six of the eight Census Tracts in the project area have a higher per capita income than the per capita income of San Joaquin County (\$22,645), and two of the eight have a higher per capita income than the per capita income of the State of California (\$30,318).

Based on the available 2010 Census Data and 2015 American Community Survey Data (2015a, 2015b), it is not likely that the residential areas surrounding the proposed project would include areas with disproportionately larger low-income population than those of San Joaquin County and particularly larger than those of the State of California as a whole, with the exception of Census Tract 51.31. The project would only impact one parcel within this Census Tract, and would be unlikely to disproportionately impact the population. While the local project area has a lower percentage of minorities than the county and state, Census Tract 51.14 has higher percentages of minorities than the state, and this Census Tract contains the most residential development and the highest population of all Census Tracts in the project area.

As previously stated in Section 2.3, the residential development in this Census Tract is outside the project footprint, and this population would experience primarily indirect effects during project phases 1A and 1B, such as traffic detours, which would impact all residents in the area, thus the effects would not be disproportional. However, noise and air quality effects as a result of construction could potentially disproportionately impact this population during project phases 1A and 1B. It is unlikely that this population would be subject to similar effects during Phase 1C, as this phase would take place primarily on the southbound SR 99 off-ramp and the northbound on-ramp at Austin Road, away from the population in question. Noise and air quality effects would be temporary, would not occur during Phase 1C and would not be considered adverse effects under National Environmental Policy Act. Minimization and avoidance measures developed for noise and air quality effects during phases 1A and 1B would further reduce the impacts to this population.

**Avoidance and Minimization Measure I:** The following measures shall be implemented by the Project during construction activities:

- The construction contractor must comply with the Caltrans's Standard Specifications in Section 14-9 (2018).
  - Section 14-9-02 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air

pollution control district and air quality management district regulations and local ordinances.

- Water or a dust palliative will be applied to the site and equipment as often as necessary to control fugitive dust emissions.
- Soil binder will be spread on any unpaved roads used for construction purposes, and on all project construction parking areas.
- Trucks will be washed as they leave the right-of-way as necessary to control fugitive dust emissions.
- Construction equipment and vehicles will be properly tuned and maintained. All construction equipment will use low sulfur fuel as required by Code of Regulations Title 17, Section 93114.
- A dust control plan will be developed documenting sprinkling, temporary paving, speed limits, and timely re-vegetation of disturbed slopes as needed to minimize construction impacts to existing communities.
- Equipment and materials storage sites will be located as far away from residential and park uses as practicable. Construction areas will be kept clean and orderly.
- Environmentally sensitive areas will be established near sensitive air receptors. Within these areas, construction activities involving the extended idling of diesel equipment or vehicles will be prohibited, to the extent feasible.
- Track-out reduction measures, such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic, will be used.
- All transported loads of soils and wet materials will be covered before transport, or adequate freeboard (space from the top of the material to the top of the truck) will be provided to minimize emission of dust during transportation.
- Dust and mud that are deposited on paved, public roads due to construction activity and traffic will be promptly and regularly removed to reduce PM emissions.
- To the extent feasible, construction traffic will be scheduled and routed to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Mulch will be installed or vegetation planted as soon as practical after grading to reduce windblown PM in the area.

**Avoidance and Minimization Measure II:** To control the generation of construction-related PM<sub>10</sub> emissions, the Project construction contractors will prepare and submit for approval a dust control plan to the SJVAPCD at least 30 days prior to any earthmoving or construction activities. Potential measures that might be included in the dust control plan could include, but are not limited to:

- Pre-activity.
  - Pre-water the work site and phase work to reduce the amount of disturbed surface area at any one time.
- Active operations.
  - Apply water to dry areas during leveling, grading, trenching, and earthmoving activities.
  - Construct and maintain wind barriers and apply water or dust suppressants to the disturbed surface areas.
- Inactive operations, including after work hours, weekends, and holidays.
  - Apply water or dust suppressants on disturbed surface areas to form a visible crust, and vehicle access will be restricted to maintain the visible crust.
- Temporary stabilization of areas that remain unused for seven or more days.
  - Restrict vehicular access and apply and maintain water or dust suppressants on all unvegetated areas.
  - Establish vegetation on all previously disturbed areas.
  - Apply and maintain gravel at all previously disturbed areas.
  - Pave previously disturbed areas.
- Soil binder will be spread on any unpaved roads used for construction purposes, and on all project construction parking areas.
- Unpaved access and haul roads, traffic and equipment storage areas.
  - Apply water or dust suppressants to unpaved haul and access roads.
  - Post a speed limit of not more than 15 miles per hour, using signs at each entrance and again every 500 feet.

- Water or dust suppressants will be applied to vehicle traffic and equipment storage areas.
- Wind events.
  - Water application equipment will be used to apply water to control fugitive dust during wind events, unless unsafe to do so.
  - Outdoor construction activities that disturb the soil will cease whenever visible dust emissions cannot be effectively controlled.
- Outdoor handling of bulk materials.
  - Water or dust suppressants will be applied when handling bulk materials.
  - Wind barriers with less than 50 percent porosity will be installed and maintained, and water or dust suppressants will be applied.
- Outdoor storage of bulk materials.
  - Water or dust suppressants will be applied to storage piles.
  - Storage piles will be covered with tarps, plastic, or other suitable material and anchored in a manner that prevents the cover from being removed by wind action.
  - Wind barriers, with less than 50 percent porosity will be installed and maintained around the storage piles, and water or dust suppressants will be applied.
  - A three-sided structure with less than 50 percent porosity that is at least as high as the storage piles will be used.
- On-site transporting of bulk materials.
  - Vehicle speed will be limited on the work site.
  - All haul trucks will be loaded such that the freeboard is not less than 6 inches when transported across any paved public access road.
  - A sufficient amount of water will be applied to the top of the load to limit visible dust emissions.
  - Haul trucks will be covered with a tarp or other suitable cover.
- Off-site transporting of bulk materials.

- The following practices will be followed:
  - The interior of emptied truck cargo compartments will be cleaned or covered before leaving the site.
  - Spillage or loss of bulk materials from holes or other openings in the cargo compartment's floor, sides, and tailgates will be prevented.
- Outdoor transport using a chute or conveyor.
  - No open chutes or conveyors will be used.
  - Chutes or conveyors will be fully enclosed
  - Water spray equipment will be used to sufficiently wet the materials.
  - Transported materials will be washed or screened to remove fines (PM<sub>10</sub> or smaller).

**Avoidance and Minimization Measure III:** The Project shall enter into a developer agreement with the SJVAPCD and conduct an air impact assessment as required by SJVAPCD Rule 9510. Off-site emission reduction fees will be calculated, as dictated by Rule 9510, to reduce construction-related NO<sub>x</sub> emissions by 20 percent and PM<sub>10</sub> exhaust emissions by 45 percent to the statewide fleet average.

**Avoidance and Minimization Measure IV:** The Project shall implement appropriate additional noise mitigation measures, including changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around station construction noise sources.

**Avoidance and Minimization Measure V:** Prior to completion of final design, development of Noise Barrier NB-2 by the Project shall be coordinated with the affected property owners.

The proposed project is an improvement of an existing interchange, and alternatives designed to avoid the potential adverse impacts to minority or low-income populations are likely to have similar or greater effects in any other location, in addition to increased impacts to traffic, air quality, noise, biological resources, water quality, and cultural resources.

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**Table 3: Population Data in Project Area**

	<b>Manteca CCD</b>	<b>Ripon CCD</b>	<b>San Joaquin County</b>	<b>State of California</b>	<b>Census Tract 50.03</b>	<b>Census Tract 50.04</b>	<b>Census Tract 51.06</b>	<b>Census Tract 51.10</b>	<b>Census Tract 51.13</b>	<b>Census Tract 51.14</b>	<b>Census Tract 51.31</b>	<b>Census Tract 51.33</b>
Total Population Size	93,456	16,688	685,306	37,253,956	5,417	5,702	6,017	6,488	6,156	7,721	4,173	4,249
Minority Population (non-white) (percent)	41.1	20.1	49	42.4	20.3	20.5	38.9	30.6	38.5	44.3	31.7	34.8
Residents with Incomes Below Poverty Level (percent)	13	9.6	18.6	16.3	6.6	10.3	9.2	14.1	9.7	7.7	21.6	6.5
Median Household Income (2015)	61,921	79,632	53,274	61,818	96,833	78,816	73,125	57,297	58,229	83,571	55,417	66,328
Average Household Size	3.19	2.91	3.12	2.9	3.05	3	3.45	3.07	2.77	3.47	3.06	3.18
Per Capita Income (2015)	22,853	34,848	22,645	30,318	39,303	31,497	26,594	21,041	29,855	29,848	21,285	24,568
Median Age (including both sexes)	34.3	38.6	33.5	35.8	38.5	36.4	37.6	36.1	43.4	32.7	31.1	40
Residents 65 years and older (percent)	10.6	14	11.4	12.5	13.8	9.5	11.7	11.2	18.8	6.4	11.8	11.6

Source: U.S. Census 2010, American Community Survey 5-Year Estimates 2015a, American Community Survey 5-Year Estimates 2015b, American Community Survey 5-Year Estimates 2015c

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## **2.5 WOULD THOSE WHO GAIN FROM THE PROJECT BE DIFFERENT FROM THOSE WHO PAY THE COSTS AND/OR BEAR THE EFFECTS?**

The proposed project is located at a frequently utilized intersection used both by residents of communities adjacent to the proposed project and commuters traveling on SR-99 and SR-120. Both SR-99 and SR-120 serve a combination of local commute traffic and interregional traffic. Residents in the vicinity of the proposed project and commuters on SR-99 and SR-120 contribute taxes of which a portion is applied specifically to transportation projects. Implementation of the proposed project would improve the operational efficiency at several intersections, remove an at-grade rail crossing, improve carrying capacity of the on/off-ramps and of SR-99 and SR-120 through the project area, and would overall improve traffic safety in the SR-99/120 connector area. Implementation of the proposed project would benefit local commute traffic, residents of communities adjacent to the proposed project, and interregional traffic traveling on SR-99 and SR-120.

## **2.6 WOULD HEALTH, SAFETY, OR CRIME BECOME WORSE?**

Under existing conditions, during the morning and evening commutes, the northbound SR-99 to westbound SR-120 single lane off-ramp operates at LOS F conditions. During the evening commute, the eastbound SR-120 off-ramp onto southbound SR-99 operates at LOS F conditions. In fact, vehicle queues on eastbound SR-120 begin as early as two o'clock in the afternoon and extend back beyond the Main Street interchange on a regular basis. On some days, vehicle queues extend beyond the Union Road interchange. This has resulted in a higher than statewide average for collisions involving injuries, and at least one fatality between September 2016 and September 2017 on eastbound SR-120. Additionally, passenger cars cutting off tractor trailers as vehicles approach the single lane off-ramp onto southbound SR-99 are a major cause of rear-end and side swipe accidents on eastbound SR-120.

Under Design Year 2040 No Project conditions, six of the nine studied northbound SR-99 segments in the project area would operate at LOS F or worse during the morning commute, and five of the nine studied segments would operate at LOS F or worse during the evening commute. Four of the nine studied southbound SR-99 segments would operate at LOS F or worse during the morning commute, while six of the nine southbound segments would operate at LOS F or worse during the evening commute.

Under Design Year 2040 With Project conditions, one of the nine studied northbound SR-99 segments would operate at LOS F during the morning commute, and four of the nine studied southbound SR-99 segments would operate at LOS F or worse during the evening commute.

Implementation of the proposed project would increase the operational efficiency of five of the northbound segments and four of the southbound segments of SR-99 during morning commute times, and five of the northbound segments and two of the southbound segments during evening commute times. The proposed project would improve the carrying capacity of the various on/off-ramps between the SR-99/Austin Road Interchange and the SR-99/120 Connector Interchange, and would widen SR-99 to four lanes to help facilitate interchange efficiency.

These improvements would reduce vehicular emissions, improve air quality, and improve traffic safety at the SR-99/120 Connector. It is difficult to predict how the proposed project would affect existing crime, though it could prevent speeding and enforcement issues, which have arisen under existing conditions due to vehicles attempting to avoid traffic queues by exiting from eastbound SR-120 onto City of Manteca, City of Ripon and San Joaquin County roadways. The improved operating conditions of the SR-99/120 Connector would improve response times for local law enforcement. Therefore, implementation of the proposed project would not make health, safety, or crime worse.

## **2.7 WOULD PUBLIC SERVICE DELIVERY, SUCH AS FIRE, MEDICAL, POLICE, OR EDUCATION, BE DISRUPTED?**

Implementation of the proposed project would improve the ability of medical and police services to serve the community. Implementation of the proposed project would reduce congestion in the Connector area, which could reduce response times for fire, medical, and police services. There are no schools located adjacent to the proposed project. Public service delivery, such as fire, medical, police or education will not be disrupted.

## **2.8 WOULD AESTHETICS (INCLUDING LANDSCAPING, LIGHTING, NOISE, AND ODOR) BE NOTICEABLY ALTERED?**

A Visual Impact Analysis (VIA) has been prepared for the proposed project. Implementation of the proposed project would alter the properties that would be taken or partially taken and would alter the view from motorists and pedestrians. The City of Manteca and San Joaquin County have policies regarding visual impacts relevant to the project's vicinity. The 2003 City of Manteca General Plan sets policy with the following aims:

- Establish City gateway features at intersections where gateway features can be established, such as Lathrop Road/SR-99, Austin Road/SR-99, Main Street/SR-120, Union Road/SR-120, McKinley Road/SR-120, Airport Way/SR-120, and Yosemite Avenue/SR-99.
- Establish a landscape program and design standards that will provide an attractive view of Manteca along SR-99 and SR-120. This would include trees, shrubs, wildflowers, and other landscape appropriate to the Manteca climate along the highway right-of-way and within the interchanges.
- The landscape along SR-120 and SR-99 will reflect the natural character of the region in the selection of trees and groundcover. (City of Manteca 2016)

As such, the City has committed to “work with Caltrans to include gateway features in the future design of the designated arterial street and highway interchanges” and to “work with Caltrans to include landscape improvements and maintenance utilizing recycled wastewater within the highway right-of-way and highway interchanges”.

Based on analyses in the VIA, the proposed project would not substantially alter the aesthetics or character of the surrounding community. SR-99 is not a State Scenic Highway and no designated scenic vistas are in the project vicinity. Austin Road is a County designated Scenic Route south of the

project area; however, the proposed interchange would not appear out of place since it is a modification of an existing interchange. The proposed project would be compatible with existing and planned land uses and would be similar in line, color, and texture as the existing structure.

City and county participation in the interchange project would ensure that acceptable architectural features and landscape design are incorporated into the interchange design, consistent with related portions of the 2003 City of Manteca General Plan.

## **2.9 WOULD PROPERTY VALUES AND/OR THE QUALITY OF LIFE DETERIORATE?**

It is difficult to assess what effect the proposed project would have on local property values at this time. Lands adjacent to the project site within the City of Manteca are zoned for Commercial Mixed Use, General Commercial, Low Density Residential (2.1 to 8 dwelling units per acre), Medium Density Residential (8.1 dwelling units per acre), High Density Residential (15.1 to 25 dwelling units per acre), Business Industrial Park, Light Industrial, Heavy Industrial, Park, Urban Reserve-Agriculture, and Urban Reserve – Business Industrial Park (City of Manteca 2016). Unincorporated lands adjacent to the project site are in the San Joaquin County General Plan, zoned as Urban Reserve-Agricultural and Agricultural. The proposed project is not expected to change the land uses of the area. Since an interchange already exists in the general project area, there would be little change in the overall character of the adjacent lands.

Because improvement of the interchange would reduce congestion and improve access in the area, it is not likely to adversely affect property values. Additionally, future noise levels at sensitive receptors are projected to be lower with implementation of the proposed project due to the addition of sound walls. In contrast, the no-build alternative is projected to result in adverse noise impacts in the future.

Quality of life may include, but is not limited to, physical and mental health and the well-being of local residents. Since the proposed project would improve traffic flow, improve air quality, and enhance motorist safety, it is unlikely that the proposed project would result in deterioration in the quality of life.

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## 3.0 ECONOMIC IMPACTS

### 3.1 WOULD BUSINESSES BE REMOVED?

Displacement information, including acquisition data, a map of parcels, a table of acreages and ownership information, and the number of businesses and households on each parcel, was provided by the project engineer and BRI, the project's right-of-way consultant.

See Table 1 for details on parcel acquisition. The fully acquired parcels would be: Assessor's Parcel Number (APN) 228-060-17, 228-060-16, 228-060-15, 228-050-19 and 228-020-36.

There would be 27 partial parcel acquisitions. As shown in Appendix A: Right-of-Way Acquisition Map, and Table 1, the partial acquisitions would be from APNs 228-020-40, 228-020-32, 228-020-37, 228-020-39, 228-050-02, 228-050-18, 228-060-08, 228-050-17, 228-050-07, 228-050-15, 228-050-08, 228-050-35, 228-060-18, 228-060-19, 228-060-20, 228-060-21, 228-060-27, 228-060-28, 228-060-29, 226-140-06, 228-050-16, 228-060-24, 228-060-26, 224-050-15, 228-060-25, 224-050-17, and 224-050-19. The partial acquisitions would not acquire the businesses on them. Parcel 228-050-16 may become a full acquisition if the remainder of the parcel is determined to be an uneconomic remainder.

Although the project would fully and partially acquire some properties, the project is consistent with planned development in the City of Manteca General Plan and San Joaquin County General Plan. Additionally, the displaced businesses may be able to relocate in the same area, since other industrial and agricultural land uses exist near the project area. Based on an online search for commercial realty in the area, there are currently a variety of properties for sale near the project area in Manteca and in unincorporated San Joaquin County, including: undeveloped land, warehouses, and other buildings. There are additionally 38 listings of agricultural land in San Joaquin County. Therefore, implementation of the proposed project would displace two businesses; however, displacement of the businesses would not have a substantial effect on the local economy.

Table 4 summarizes the relocation resources available (also see Appendix B for Relocation Impact Statement).

**Table 4: Relocation Resources Available**

Relocation Resource	For Rent	For Sale	Total Units
Agricultural/Farms	-	38	38
Commercial/Retail	8	28	36

Sources: Loopnet.com, LandandFarm.com

The Department's Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will

not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 U.S.C. 2000d, et seq.). Please see Appendix C for a copy of the Department's Title VI Policy Statement.

### **3.2 WOULD PARKING BE SUBSTANTIALLY REDUCED?**

Implementation of the proposed project would not result in the acquisition of any existing outdoor paved parking. Therefore, implementation of the proposed project would not substantially reduce the amount of existing parking.

### **3.3 WOULD BUSINESSES GAIN OR LOSE OPPORTUNITIES BECAUSE OF CHANGES IN TRAFFIC PATTERNS OR VISIBILITY?**

Implementation of the proposed project would displace two businesses. Implementation of the proposed project would improve the carrying capacity of the on/off-ramps and roadway segments and allow for more traffic to access businesses adjacent to the proposed project. Businesses in the project vicinity overall would likely gain opportunities as a result of the proposed project.

### **3.4 WOULD JOBS OR OPPORTUNITIES BE CHANGED?**

Implementation of the proposed project would support the planned commercial development of the community. Although jobs could be lost at the two fully acquired businesses indicated in section 3.1, the businesses that would be acquired may be able to relocate within in the same general area. Other retail and commercial land uses exist along SR-99, SR-120, Austin Road, and Moffat Boulevard near the project area and moving nearby may be a viable option for the taken businesses. There will be short-term impacts to businesses and employees during relocation. The overall economic impact on the community would be positive with the improved traffic circulation.

### **3.5 WOULD THE TAX BASE BE ALTERED (WITH SECONDARY EFFECTS ON PUBLIC SERVICES)?**

As described in the responses to questions 2.1 and 3.1 above, implementation of the proposed project would fully acquire five parcels, including two existing businesses and two residences. In total, five residences would be displaced, however two of the residential displacements would not be full parcel acquisitions and one (APN 224-050-16) could potentially result in a full parcel acquisition. In order to account for the possibility that this last residential take will result in a full parcel acquisition, it is being considered as such for the analysis here. Therefore, the analysis includes three residential parcel acquisitions. Conversion of private property to public right-of-way in the case of partial acquisitions may result in a minor reduction in property taxes for local jurisdictions. Based on tax information acquired from the City of Manteca Comprehensive Annual Financial Report in 2016\*, and individual property tax information\*\* for the aforementioned businesses, an exact percentage of tax revenue loss from the City of Manteca has been calculated if removal of all businesses takes place (see Table 5).

**Table 5: City of Manteca 2016 Tax Collection Information**

City of Manteca 2016 Tax Collection Information		
	Total Tax Collection (dollars)	Percentage (%) of City Revenue
Total, City of Manteca*	12,633,502.00	14.05%
228-060-17**	37,902.62	0.300%
228-060-16**	1,505.64	0.001%
228-060-15**	2,437.56	0.019%
228-050-19**	22.88	0.000%
228-020-36**	N/A	N/A
224-050-16**	1,449.68	0.011%
<b>Total Tax Collected from Project Area Parcels**</b>	<b>43,318.38</b>	<b>0.343%</b>

If the proposed project is implemented, a total of \$43,318.38 will be lost in taxable property value. This equates to 0.343 percent of the total tax revenue collected by the City of Manteca in 2016. Since the total of all acquisitions equal less than half of a percent of the total tax revenue, it is unlikely that the tax base would be altered substantially. Secondary effects on public services would be minimal. If the displaced businesses continue to operate elsewhere, any effects would likely be temporary.

Additionally, the proposed project would not prevent the construction of any future residences or businesses and could result in an increase in property value due to greater suitability for planned development. On balance, implementation of the proposed project would not substantially impact the existing tax base.

### 3.6 WOULD CONSTRUCTION OF THE PROJECT AFFECT THE LOCAL ECONOMY?

Implementation of the proposed project would improve the carrying capacity of the on/off-ramps and roadway segments and allow for more efficient traffic flow to access businesses in Manteca. Loss of the acquired businesses will minimally affect the local economy because relatively few jobs would be lost and because the loss in tax revenue from them would be minor. The proposed project would likely improve the local economy because more improved traffic conditions may increase patronage for existing businesses in the area.

Construction activities may result in temporary delays and obstacles because traffic may need to be slowed, stopped, or detoured. Although a negative impact, the impact would not be substantial due to its temporary nature. Planned lane closures, an emergency detour plan, and an emergency notification plan would be used to manage transportation movements at the construction area. No ramp closures during peak traffic times are anticipated. Along State Route 99, at least one through traffic lane in each direction would be open at all times. Ramp closures may occur at night; however, no two consecutive or opposing ramps would be closed at the same time.

Impacts to traffic flow as a result of construction activities would be reduced by implementing the Traffic Management Plan for the proposed project and a construction phasing plan. The traffic management plan includes requirements to provide the public with information through brochures and mailers, media releases, public meetings, and notification to impacted groups. Under the Traffic

Management Plan, travelers would be informed with changeable message signs, traveler information systems (internet), and bicycle community information, if necessary.

The proposed project would not have a substantial adverse impact on the local economy since 1) the proposed project would improve the carrying capacity of the on/off-ramps and roadway segments and allow for more efficient traffic flow to access businesses in Manteca in the long-term, and 2) temporary construction delays would be minimized through implementation of the Traffic Management Plan.

## **4.0 PLANNING AND GROWTH IMPACTS**

### **4.1 WOULD THE PROJECT AFFECT (OR BE INCONSISTENT WITH) ANY RELEVANT STATE, REGIONAL, OR LOCAL PLANS?**

The proposed project is consistent with the relevant transportation planning documents with jurisdiction over the plan area. The improvement of the SR-99/120 Connector is a highlighted project in the 2014 San Joaquin Council of Governments (SJCOG) Regional Transportation Plan (RTP). The reconstruction of the interchange has also been identified in the 2017 Federal Transportation Improvement Program (FTIP).

Both the City of Manteca General Plan and the San Joaquin County General Plan have included the proposed project in their growth plans and land use designations. Lands adjacent to the project site within the City of Manteca are zoned for Commercial Mixed Use, General Commercial, Low Density Residential (2.1 to 8 dwelling units per acre), Medium Density Residential (8.1 dwelling units per acre), High Density Residential (15.1 to 25 dwelling units per acre), Business Industrial Park, Light Industrial, Heavy Industrial, Park, Urban Reserve-Agriculture, and Urban Reserve – Business Industrial Park. The proposed project would improve access for industrial and commercial purposes. Though project implementation would result in the full acquisition of five parcels, the land use and zoning of the remainder of the parcels in the project area would not change.

The proposed project would be consistent with the existing land use designations surrounding the proposed project. Therefore, implementation of the proposed project would not conflict with any applicable state, regional, or local plans.

### **4.2 WOULD THE POPULATION INCREASE SUBSTANTIALLY AS A RESULT OF THE PROJECT?**

The proposed project would be consistent with planned growth discussed in the City of Manteca General Plan and the San Joaquin County General Plan. Because it would alleviate congestion, implementation of the proposed project may allow for the development of additional housing, which in turn would increase the population surrounding the proposed project.

However, this increase in population has been planned previously and therefore would not represent the inducement of unplanned population growth.

### **4.3 WOULD THE HOUSING SUPPLY INCREASE AS A RESULT OF THE PROJECT?**

Implementation of the proposed project may allow for the development of additional housing because it would alleviate congestion and improve traffic safety along SR-99 and SR-120. However, the proposed project would be consistent with the City of Manteca General Plan and the San Joaquin County General Plan. An increase in housing supply would be consistent with the growth plans for the City and County and would not represent inducement of unplanned housing growth.

#### 4.4 WOULD EMPLOYMENT OR BUSINESS ACTIVITY INCREASE?

As described in the response to question 3.6 above, implementation of the proposed project may increase patronage for existing businesses by better facilitating the movement of traffic through the SR-99/120 Interchange. The project site's vicinity, which includes Commercial Mixed Use and Business Industrial Park land uses, is an area designated for additional commercial and industrial economic development. The San Joaquin County General Plan states:

The General Plan also provides two new land use categories not previously used in the General Plan. The newly established Commercial Mixed Use (CMU) and Business Industrial Park (BIP) categories are intended to expand the opportunities for economic development by providing opportunities to integrate high density residential, office and retail/service uses on a single site. (City of Manteca 2003)

Therefore, an increase in employment or business activity in the project vicinity would be consistent with the City and County's planned growth and would not represent inducement of unplanned employment or business growth.

#### 4.5 WOULD DEVELOPMENT OPPORTUNITIES BE ENHANCED?

Implementation of the proposed project may enhance development opportunities as a result of alleviating congestion and improving traffic safety along SR-99 and SR-120. An increase in development; however, would be consistent with the growth plans for the City and County and would not represent inducement of unplanned housing growth.

#### 4.6 WOULD THE LOCATION OF WHERE GROWTH OCCURS SHIFT?

Implementation of the proposed project would not likely shift the location of future growth in the surrounding area. The project is an improvement of an existing highway facility. As described in the responses to questions 4.1 and 4.4 above, the proposed project is consistent with applicable planning documents and is anticipated to be developed as a part of an overall development strategy necessary to capture anticipated growth projected by SJCOG. Therefore, implementation of the proposed project would not shift the locations of planned growth in the surrounding area.

#### 4.7 WOULD THROUGH-TRAFFIC IN A RESIDENTIAL NEIGHBORHOOD INCREASE?

Implementation of the proposed project would improve the carrying capacity of the on/off-ramps and roadway segments of the SR-99/120 Interchange. This would improve the existing traffic flow at the interchange and allow for increased vehicular access to the surrounding region. Although residential neighborhoods are in the vicinity of the proposed project, the residential neighborhoods and streets are located so that there is separation from major thoroughfares. The project would not construct or improve direct access to any residential neighborhoods and would not increase capacity on streets in any residential neighborhoods. The project would reduce traffic that is using existing streets to bypass the currently congested freeway connector ramps. Therefore, the proposed project would not increase traffic through nearby residential neighborhoods.

#### 4.8 WOULD THE PROJECT RESULT IN A LOSS OF PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATE OR LOCAL IMPORTANCE, OR LANDS COVERED BY THE WILLIAMSON ACT?

The Farmland Protection Policy Act (FPPA) sets criteria to identify and minimize impacts of the conversion of farmland to nonagricultural uses. Important Farmland is subject to the provisions of the FPPA, which defines Important Farmland as lands identified with soils that are Prime Farmland, Unique Farmland, Farmland of Statewide Importance or Farmland of Local Importance. The National Environmental Policy Act (NEPA) has adopted the FPPA definition of Important Farmland and requires evaluation of project impacts related to Important Farmland.

The California Environmental Quality Act (CEQA) also requires evaluation of project impacts related to Important Farmland. However, Appendix G of the CEQA Guidelines defines Important Farmland as Prime Farmland, Unique Farmland, Farmland of Statewide Importance. Under CEQA, Farmland of Local Importance is not considered Important Farmland.

Implementation of the proposed Project would result in approximately 49.01 acres of right-of-way conversions, including both agriculture and urban lands. The proposed right-of-way conversions would result in the loss of 0.93 acres of Prime Farmland, 35.97 acres of Farmland of Statewide Importance, 0.46 acres of Farmland of Local Importance, and 3.37 acres of confined animal agriculture. Under NEPA review, the proposed Project would result in a total loss of 40.73 acres of Important Farmland. Under CEQA review, the proposed Project would result in a total loss of 36.9 acres of Important Farmland. Table 6 and Table 7 show farmland conversion under NEPA and CEQA, respectively.

**Table 6: Important Farmland Conversions, as defined by NEPA**

Farmland Status	Acres
Prime	0.93
Farmland of Statewide Importance	35.97
Farmland of Local Importance	0.46
Confined Animal Ag (Considered Farmland of Local Importance in San Joaquin County)	3.37
<b>Total Acres Important Farmland Converted</b>	<b>40.73</b>

Source: California Department of Conservation (DOC), 2016.

**Table 7: Important Farmland Conversions, as defined by CEQA**

Farmland Status	Acres
Prime	0.93
Farmland of Statewide Importance	35.97
<b>Total Acres Important Farmland Converted</b>	<b>36.90</b>

Source: California Department of Conservation (DOC), 2016.

To further evaluate agriculture resources at the Project site, a Farmland Conversion Impact Rating (Form NRCS-CPA-106) was prepared and evaluated by the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS). Based on the Land Evaluation and Site Assessment (LESA) criteria, the Project site was given an impact rating of 136 out of 260 (see Appendix D). The FPPA states that the combined score should be used to identify the effect on farmland and make a determination as to the suitability of the site for protection as farmland. USDA recommends sites with the highest combined scores should be regarded as most suitable for protection under these criteria and sites with the lowest scores, as least suitable. The FPPA states that lands that receive a combined score of less than 160 points from the LESA criteria are not subject to provisions of the FPPA. USDA recommends that sites receiving a total score of less than 160 need not be given further consideration for protection and no additional sites need to be evaluated. Therefore, as the Project received a rating of 136, no further consideration for protection or alternative sites is required.

The proposed right-of-way conversions for the project would be consistent with local planning policies. The conversion areas are located within the City of Manteca and in portions of unincorporated San Joaquin County. However, the portions of unincorporated San Joaquin County are included within the Manteca Sphere of Influence; and therefore, are included within the City's General Plan. The City of Manteca's current General Plan 2023 Policy Document does not identify any agriculture land use designations located within the conversion areas. Land use designations of the conversion area include commercial, residential, business industrial, and urban reserve-business industrial park. Since the General Plan has identified the conversion areas as part of the City's Sphere of Influence and has proposed that the area be used for urban uses rather than agricultural uses, the Project would be consistent with the current General Plan.

In addition, the proposed Project would result in a low proportion of farmland conversion in comparison to the City's Important Farmland resources. Table 8 shows the approximate acreage of Important Farmland within the City limits and the City's Sphere of Influence combined inventoried by the California Department of Conservation Farmland Mapping and Monitoring Program in 2016.

**Table 8: 2016 Important Farmland in Manteca City Limits and Sphere of Influence**

Farmland Status	Important Farmland under NEPA	Important Farmland under CEQA	Acres
Prime	Yes	Yes	4,829.7
Farmland of Statewide Importance	Yes	Yes	10,669.0
Farmland of Local Importance	Yes	No	899.6
Confined Animal Ag (Considered Farmland of Local Importance in San Joaquin County)	Yes	No	94.2
Total Acres Important Farmland, per NEPA			16,492.5
Total Acres Important Farmland, per CEQA			15,498.7

Source: City of Manteca, 2017.

According to NEPA, implementation of the proposed Project would result in a loss of 40.73 acres of Important Farmland, which is equivalent to a 0.002 percent loss of Important Farmlands inventoried in the City's Limits and Sphere of Influence in 2016.

According to CEQA, implementation of the proposed Project would result in a loss of 36.9 acres of Important Farmland, which is equivalent to a 0.002 percent loss of Important Farmland inventoried in the City's Limits and Sphere of Influence in 2016.

The Project would not be required to consider further protection under the FPPA, is consistent with the General Plan, and would result in a comparatively low proportion of Farmland conversion. Therefore, the Project would not result in any adverse effects related to the loss of Important Farmland. In addition, the following avoidance and minimization measures would further reduce the impacts of the partial and full acquisitions of land categorized as Important Farmland.

**Avoidance and Minimization Measure VI:** Final design for the Project shall be coordinated with neighboring property owners and agricultural operators to incorporate design features to maintain access and operation.

**Avoidance and Minimization Measure VII:** The Project contractor shall re-construct irrigation ditches and install irrigation pipelines on all agriculture parcels impacted during Project construction to ensure proper drainage and irrigation.

**Avoidance and Minimization Measure VIII:** The Project shall compensate neighboring property owners and agricultural operators for the loss or damage to crops resulting from construction activities.

Additionally, APNs 228-060-018 and 228-060-021 are both under Williamson Act contracts, though APN 228-060-021 is under nonrenewal (San Joaquin County 2016a, 2017). APN 228-060-018, which is under the jurisdiction of the County of San Joaquin, is in an area zoned as Urban Reserve, a category used to indicate "areas currently undeveloped or used for agricultural production that are in the logical path of development around an Urban Community or City Fringe Area" even if outside the projected plans of the current planning document, in this case the San Joaquin County 2035 General Plan (2017). While it remains under Williamson Act contract, this zoning indicates that land use is projected to change as the City of Manteca grows. Project implementation would require acquisition of 8.46 acres of APN 228-060-018, 24.99 percent of total acreage, and 0.37 acre of APN 228-060-021, 0.5 percent of total acreage.

Because the proposed project would provide congestion relief and operational improvements for local commuters and improved access for local businesses, the project can be considered a public improvement. As public entities, Caltrans and SJCOG would be able to acquire portions of the parcels under Williamson Act contract without cancelling the contracts. Instead, the contracts for the portions acquired would be nullified, while remaining land in the parcels would remain under Williamson Act contract.

In order to acquire the portions of the APNs under Williamson Act contract, SJCOG must follow the public acquisition notification procedures as outlined by the Department of Conservation, Division of Land Resource Protection. Compliance with such procedures would ensure that they are not adverse effects under National Environmental Policy Act. The following avoidance and minimization measure would ensure that public acquisition notification procedures are followed, thus further reducing the impacts of the partial parcel acquisitions of land under Williamson Act contract.

**Avoidance and Minimization Measure IX:** When a public entity acquires lands under Williamson Act contract for a public improvement, notice must be given to the Department of Conservation, Division of Land Resource Protection. The following are the four noticing requirements, which SJCOG shall follow as needed:

1. Notice is required before making a decision to acquire property located in an agricultural preserve (GC §51290(b));
2. Notice is required within 10 days of acquisition of the property (GC 51291(c));
3. Notice is required if the public entity proposes any significant changes to the acquisition, and
4. Notice is required after acquisition if the acquiring public agency decides not to acquire the property for the intended purpose (GC 51291(d)).

To comply with the first noticing requirement, SJCOG shall notify the Director of the Department of Conservation before SJCOG makes the decision to acquire the property under Williamson Act contract. This first notice shall be complete and accurate and shall include the following information:

1. An explanation of the preliminary considerations of the project, demonstrating that
  - a. “The location is not based primarily on a consideration of the lower cost of acquiring land in an agricultural preserve (§51292(a)).”
  - b. “There is no other land within or outside of the preserve on which it is reasonably feasible to locate the public improvement (§51292(b)).”
2. A description of the Williamson Act contract land to be acquired;
3. A copy of the Land Conservation Act contract of the effected parcels.

To comply with the second noticing requirement, SJCOG shall notify the Director of the Department of Conservation within 10 working days after acquisition (escrow has closed). The second notice shall include the following:

1. The notice shall include a general explanation of the decision and the findings made pursuant to Government Code §51292.
2. A general description, in text or by diagram, of the agricultural preserve land acquired (a vicinity map is good); and
3. A copy of the applicable Land Conservation Act contract(s).

A third notice shall be required if there is a significant change in the public improvement that the public agency intends to locate on land that is acquired in an agricultural preserve for such a purpose. A third/fourth notice shall be required if the public agency does not acquire the land it notified the Department it intended to acquire in the first notice and/or the public agency determines not to use the property it acquired for the purpose identified in the first notice.

All notices shall be sent to: David Bunn, Director, Department of Conservation, c/o Division of Land Resource Protection, 801 K Street, MS 14-15, Sacramento, CA 95814-3528.

#### **4.9 WOULD THE CAPACITY OF OTHER SERVICES SUCH AS UTILITIES OR SCHOOLS BE PRESSURED AS A RESULT OF GROWTH?**

As described in the responses to questions 4.2 through 4.5 above, implementation of the proposed project may allow for future development near the proposed project, therefore, affecting the capacities of existing utility service providers and schools. However, this growth has been planned for by local planning agencies. Therefore, existing utility service providers and school districts should be aware of the future growth and would make necessary improvements to accommodate this growth. Through the California Environmental Quality Act (CEQA) review process, it is the responsibility of local land use jurisdictions to ensure that existing utility service providers and school districts would not be overburdened or that appropriate measures are developed to mitigate impacts to existing utility service providers and school districts. Therefore, implementation of the proposed project would not overburden existing utility service providers and schools.

#### **4.10 WOULD THE PROJECT, IN CONJUNCTION WITH OTHER PROJECTS, RESULT IN CUMULATIVE GROWTH EFFECTS?**

As described in responses to questions 4.1, 4.2, and 4.5 above, the proposed project may allow for future development in the area surrounding the proposed project. However, the proposed project is consistent with applicable planning documents and is anticipated to be developed as a part of an overall development strategy necessary to capture anticipated growth projected by the City of Manteca and San Joaquin County. Reconstruction of the SR-99/120 Connector is a part of planning for growth that has already occurred or is scheduled or proposed to occur in this area. The project is designed and sized to meet existing and future demands of regional development for at least the next 30 years.

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## 5.0 RESULTS AND CONCLUSIONS

Reconstruction of the SR-99/120 Interchange Connector is consistent with applicable state, regional, and local planning documents and is anticipated as a part of an overall development strategy necessary to capture growth that has already occurred as well as anticipated growth projected by San Joaquin Council of Governments.

The associated improvements would benefit residents of the community, residents of communities adjacent to the project as well as commuters traveling on SR-99 and SR-120. Implementation of the proposed project would allow for improved movement of vehicular traffic, which includes better air quality and motorist safety. Additionally, the proposed project would allow for improved access to existing businesses in the community, which would expand the local economy and eventually increase local employment opportunities.

Five residences and two businesses would be acquired and relocated (See Relocation Impact Statement in Appendix B). There are no disproportionately affected minority populations within the project's study area. Conversion of Important Farmland would occur; however, the proposed conversions are consistent with local planning policies, are a small proportion of the region's total Important Farmland, and further protection or consideration of alternatives is not required by the Farmland Protection Policy Act. In addition, two parcels under Williamson Act contract would be partially acquired. The proposed SR-99/120 Interchange Connector Project would not adversely affect aesthetics, minority populations, affordable housing, existing or future parking, emergency service access, air quality, crime, or future development.

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## 6.0 LIST OF PREPARERS

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Kat Hughes, Environmental Planner. PhD Film and Television Studies from University of Glasgow, M.A., Cinema Studies from San Francisco State University, and B.A., Anthropology and Women's Studies from University of California, Santa Cruz; 2 years environmental planning experience. Contribution: Preparer of Community Impact Assessment Checklist.

Kimberley Untermoser, Assistant Environmental Planner, B.S., Environmental Studies from California State University, Sacramento. 1 year environmental planning experience. Contribution: Preparer of Community Impact Assessment Checklist.

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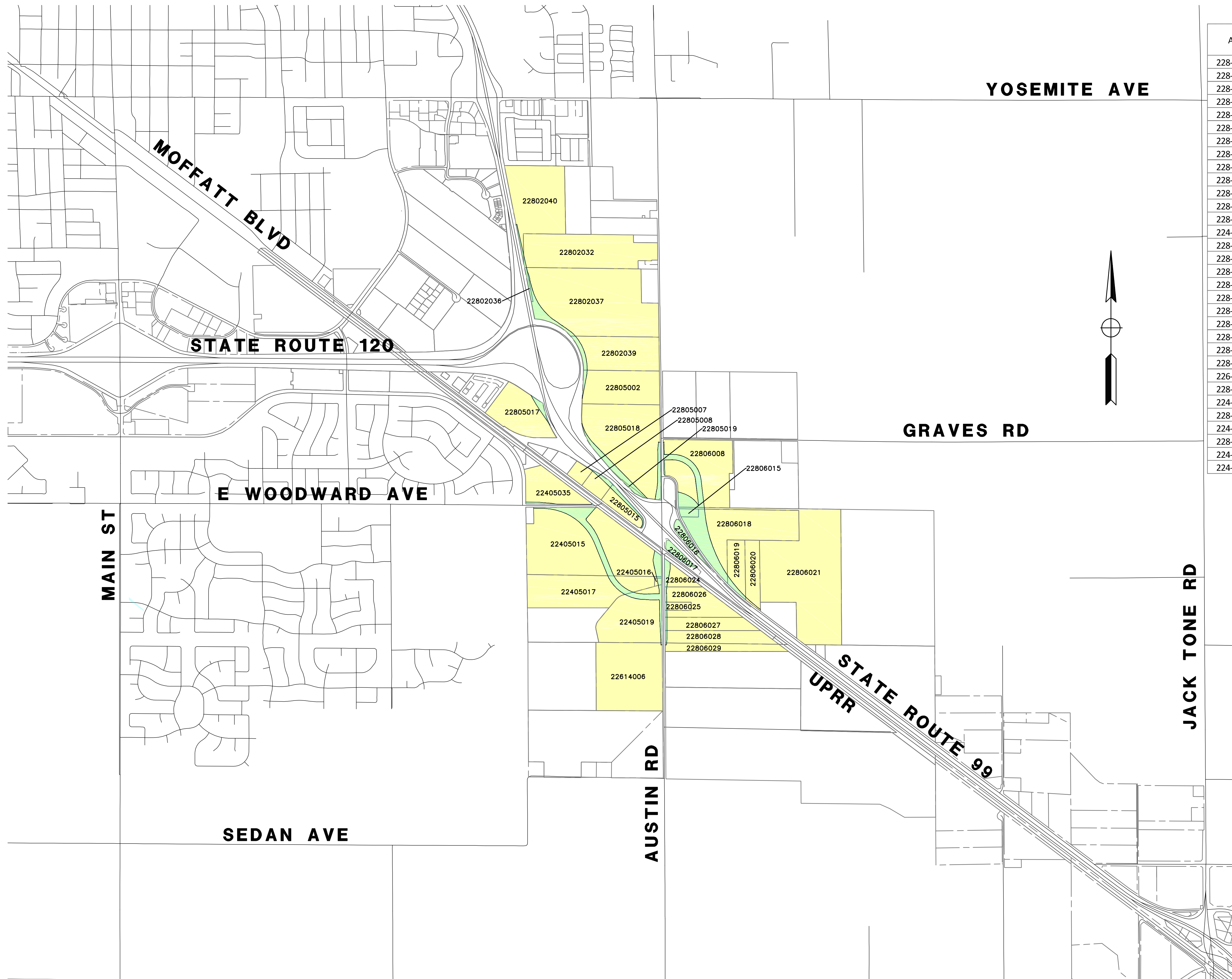
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## **APPENDIX A**

### **RIGHT OF WAY ACQUISITION MAP**

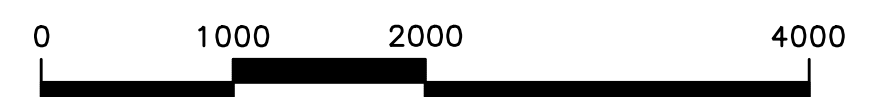


APN	Owner	Lot Acres	Acres to be Acquired	%
228-020-40	VAN TILL, JOHN M JR & DENISE A TR ETAL	32.37	0.35	1.1%
228-020-32	FREDRIKS, STEVEN G & J H	36.52	0.13	0.3%
228-020-37	BOERSMA PROPERTIES LP ETAL	66.42	2.94	4.4%
228-020-36	SO SAN JOAQUIN, IRRIGATION DIST	0.46	0.46	100%
228-020-39	PIZZI PARTNERSHIP	23.15	1.19	5.2%
228-050-02	PIZZI PARTNERSHIP	23.13	0.44	1.9%
228-050-18	VAN TILL, CHARLOTTE TR ETAL	47.86	4.65	10%
228-050-19	MANTECA CITY OF	0.459	0.46	100%
228-060-08	BERG, LISA J TR	35.64	5.66	16%
228-050-17	CROSSROADS GRACE COMM CH CORP	19.61	0.92	4.7%
228-050-07	JKC3H8 LP	2.91	0.02	0.8%
228-050-15	PHAN, CINDY	6.23	1.26	20%
228-050-08	JKC3H8 LP	4.19	0.64	15%
224-050-35	TESORO COMMONS LLC	13.63	0.40	3.0%
228-060-17	MIERSMA, MARION & J TRS	2.4	2.14	89%
228-060-16	NUNES, ROBERT W	2.47	2.47	100%
228-060-15	CORRALES, ADAR ABDIEL	1.26	1.26	100%
228-060-18	HAT, MICHAEL ETAL	33.85	8.46	25%
228-060-19	PEROS, PETE J & ESTHER A TR	8.28	0.80	10%
228-060-20	PEROS, PETE J & ESTHER A TR	8.68	0.26	3.0%
228-060-21	QUARESMA, DARYLL P & DIANE M TR ETAL	73.41	0.37	0.5%
228-060-27	MCCAW, PATRICIA	11.38	0.23	2.0%
228-060-28	BELLA NAPOLI PARTNERS LLC	12.06	0.19	1.6%
228-060-29	BELLA NAPOLI PARTNERS LLC	7.61	0.02	0.3%
226-140-06	WOODWARD AIRPORT JOINT VENT LLC	39.36	0.02	0.1%
228-060-24	FASSLER, JOSEPH W & LENA B TR	4.69	1.03	22%
224-050-16	FASSLER, JOSEPH W & LENA B TR	0.45	0.24	53%
228-060-26	KLUMP, BRADLEY S & KATHLEEN A TR	13.43	0.37	2.7%
224-050-15	BETSCHART, ANTOINETTE A TR ETAL	65.44	7.56	12%
228-060-25	INDELICATO, JASPER A & CITREA L	1.89	0.14	7.2%
224-050-17	BETSCHART, WILLIAM A & ANN B TR ETAL	30.23	1.28	4.2%
224-050-19	VELDSTRA, GEORGE HENRY TR	25.96	2.59	10%

## LEGEND

 PARCELS AFFECTED BY PROJECT  
 RIGHT OF WAY TO BE ACQUIRED

SCALE: 1" = 1000'



### Graphic Scale

**SR 99/120 INTERCHANGE CONNECTOR  
RIGHT OF WAY EXHIBIT F**



701 UNIVERSITY AVE  
SUITE 200  
SACRAMENTO, CA 95825

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## **APPENDIX B**

### **RELOCATION IMPACT STATEMENT**

**Relocation Impact Statement  
and Last Resort Housing Plan  
for the  
SR-99/120 Project**

*Prepared for*

**City of Manteca**

*Submitted by*

**Bender Rosenthal, Inc.**

**September 2018**

**To:** Mr. Garry Horton, P.E.  
Mark Thomas

**Date:** September 25, 2018

**Federal Aid No.:**

**From:** Brenda Schimpf  
Project Manager  
Bender Rosenthal Inc.

**Project:** SR-99/120Project

The purpose of this Relocation Impact Statement is to provide San Joaquin County, City of Manteca, Department of Transportation, local agencies and the public with information on the impact this project will have on residential and nonresidential occupants. Currently there are two alternatives being considered for the project, the No-Build Alternative and the Alternative 1 (Build Alternative) which will be the focus of this report. All displacees will be treated in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended, and Title 49 Code of Federal Regulations (CFR) Part 24.

Alternative 1 proposes to increase the single lane connectors from eastbound SR 120 to southbound SR 99 and from northbound SR 99 to westbound SR 120 to two lanes. Auxiliary lanes would be added to SR 120 from SR 99 to Main Street and along both directions of SR 99 from 0.3 miles north to 1.8 miles south of the Austin overcrossing. The existing Austin overcrossing would be removed and replaced with a structure that spans the added connector ramp lanes. The new structure would also span the UPRR tracks. A new connection from Austin Road to Moffat Boulevard would be constructed to reconnect Austin Road across the UPRR tracks using the existing at-grade crossing at East Woodward Avenue. The northbound entrance and the southbound exit ramps from SR 99 and Austin Road would be braided to eliminate the merge/ weave conflicts with the freeway connector traffic.

The key design features are:

- Widen the eastbound SR 120 to southbound SR 99 connector ramp from one-lane to two-lanes;
- Widen the northbound SR 99 to westbound SR 120 connector ramp from one-lane to two-lanes;
- Add an auxiliary lane in the existing median in each direction of SR 120 from Main Street to SR 99;
- Add an auxiliary lane in each direction on SR 99 from SR 120 to approximately 1.7 miles south of the Austin Road overhead by shifting the median to the east and away from the UPRR right-of-way;
- Remove the Austin Road overcrossing and replace with a longer 4-lane structure spanning SR 99 and UPRR;
- Convert the entrance ramp from Austin Road to northbound SR 99 and to westbound SR 120 to a loop ramp that will provide separate traffic movements for SR 99 and SR 120;
- Replace the southbound exit ramp from SR 99 to Austin Road with a grade separated braided ramp to eliminate the weaving with SR 120 merging traffic;

- Add a new connecting road from Austin Road to East Woodward Avenue and Moffat Boulevard and modify the existing UPRR gated crossing at East Woodward Avenue to conform to the new connector road;
- Relocate the northbound SR 99 exit ramp to Austin Road to accommodate the loop on ramp;
- Relocate the SR 99 frontage road for approximately 0.8 miles.

**Impacted Parcels.** Six potential displacees (five residential and one commercial) would result from the construction of Alternative 1 (see attached map). Two parcels are full acquisitions and will require off-site relocation. Three partial acquisitions will impact the residences resulting in the possibility of relocating on the property remainder or to an off-site relocation. One commercial property operating as a propane dealer is impacted by the construction of the freeway on-ramp that will eliminate the access and result in a full acquisition. The residential parcels are currently occupied by the property owners and anticipated to be that way at the time of displacement.

Parcel APN	Acquisition Type
228-060-16	Potential Full Residential Acquisition
228-060-15	Potential Full Residential Acquisition
228-060-19	Potential Full Residential Acquisition
228-060-24	Potential Full Residential Acquisition
224-050-16	Potential Full Residential Acquisition
228-060-17	Potential Full Commercial Acquisition

**Demographics.** According to the Department of Finance census dated January 1, 2018, the City of Manteca has a population of 81,345 and San Joaquin County has a population of 758,744. Since 2010 the City of Manteca has experienced a population increase of 17.8%. Manteca's population and demographics consist of the following:

Population Estimates for Manteca and San Joaquin County					
COUNTY/CITY	1/1/2014	1/1/2015	1/1/2016	1/1/2017	1/2018
Manteca	73,266	75,211	77,360	79,349	81,345
San Joaquin County	712,134	723,856	735,319	747,263	758,744

Source: Department of Finance

	City of Manteca According to 2000	Affected Occupants of the Project Area
White Persons	43.5%	0%
Black or African American Persons	18.9%	42%
Persons of Hispanic or Latino Origin	32.2%	58%
Other	-	0%

This report acknowledges that Bender Rosenthal Inc. has sufficient resources in terms of experienced staff to complete the above described relocations in accordance with guiding policies and procedures as detailed above, and that qualified consultants, licensed under a broker are available to provide support with completing relocations.

**Current Market.** A summary of the available homes in surrounding area shows an ample supply of residential properties available for the displacees. Currently there are 72 active 3-5-bedroom homes available on the market to accommodate the five residential displacees. No determination has been made as to the direct comparability of these homes to the affected residences by the Project. That determination will be made based on a closer examination of both the affected property and the available replacement sites.

MLS Statistics - Single Family Residential Market-Manteca						
3 Beds						
	Bedrooms	Bathrooms	Square Feet	List Price	Selling Price	DOM/CDOM
Median	3	2	1,547.00	\$ 370,000	\$ 370,000	14/15
Maximum	3	3	3,431.00	\$ 3,500,000	\$ 715,000	1157/1157
Number of Active Listings:						66
Number Sold Since Jan-2018:						360
4 Beds						
	Bedrooms	Bathrooms	Square Feet	List Price	Selling Price	DOM/CDOM
Median	4	3	2,128.00	\$ 439,000	\$ 439,900	15/16
Maximum	4	5	4,535.00	\$ 2,400,000	\$ 849,900	363/364
Number of Active Listings:						48
Number Sold Since Jan-2018:						251
5 Beds						
	Bedrooms	Bathrooms	Square Feet	List Price	Selling Price	DOM/CDOM
Median	5	3	2,743.00	\$ 479,500	\$ 470,000	16/17
Maximum	5	5	4,045.00	\$ 2,488,900	\$ 650,000	221/333
Number of Active Listings:						22
Number Sold Since Jan-2018:						72

Source: Multiple Listing Service (MLS)

A search of the local commercial real estate market shows a moderate level of properties available to accommodate the propane business. Currently there are 44 active commercial properties for sale and 17 additional available for lease.

Source: LoopNet and CoStar

**Project Assurances.** The City and Agency are committed to providing relocation assistance to each residential tenant occupant who was in legal occupancy for 90 days prior to the City's first written offer to the property owner and to the residential owner occupant who has occupied the property as their primary residence for at least 180 days prior to the City's first written offer. In addition, it is the intent of the Agency that all activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended and detailed below:

- All persons displaced as a result of an acquisition by the City, with or without Agency funding, shall receive fair and equitable treatment.
- No project occupant will suffer disproportionate damages as a result of a project proposed for the public's benefit.
- No eligible residential occupant will be required to move unless adequate replacement housing is available to the displaced person, regardless of race, color, religion, sex, or national origin. No eligible occupant will be displaced without 90 days' notice and unless "comparable" replacement housing can be located and is available. "Comparable" housing includes standards such as: decent, safe, and sanitary (as defined in § 6008(d) of the Guidelines); comparable as to the number of bedrooms, living space, and type and quality of construction of the acquired unit but not lesser in rooms or living space than necessary to accommodate the displaced household; in an area that does not have unreasonable environmental conditions; not generally less desirable than the acquired unit with respect to location to schools, employment, health and medical facilities, and other public and commercial facilities and services; and within the financial means of the displaced household as defined in section 6008, subdivision (c)(5) of the Guidelines.
- No residential tenant occupant will be required to relocate unless comparable, affordable replacement housing is available within the greater search area. "Affordable" is defined as rent payments that are within the financial means of a displaced person or not more than 30% of the household's adjusted gross monthly income. [CCR, Title 25, Section 6008(c)(5)].
- A Relocation Advisor will work with each occupant throughout the relocation process.
- Within 60 days of the City's first written offer to purchase the property, the Relocation Advisor will provide each project occupant with (1) a Relocation Assistance Handbook which will explain all relocation assistance available to the occupant, and (2) a Letter of Entitlement which explains the specific assistance options available to the occupant. A calculation of any monetary assistance will be included in each Letter of Entitlement for residential occupants.
- No eligible occupant will receive a 90-Day Notice to Vacate or be required to relocate without first receiving a Letter of Entitlement for Relocation Assistance, a Relocation Assistance Handbook, and referrals to available replacement sites.
- Relocation assistance payments will be made in a timely manner. Payments for the households will be based on the Agency's Housing Valuation Survey and "spend to get" requirements.
- Benefits and payments as required by the California Relocation Assistance Act of 1970, as amended (California Government Code, Section 7260), and by the California Department of Housing and Community Development Guidelines promulgated thereto (California Code of Regulations, Title 25, Chapter 6) will be provided to all displaced occupants.
- The City or Agency's appraisal, acquisition, and relocation assistance programs are adequate to provide orderly and timely relocation of all persons to be displaced.
- The City or Agency will have the necessary funds to pay all required moving costs, replacement housing payments, and other relocation benefits, including Last Resort Housing payments. All relocation benefits will be offered and administered by the Agency.

RECOMMENDED FOR APPROVAL:

*Brenda Schimpf*

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BRENDA SCHIMPF, PMP, RE Broker  
Project Manager Bender Rosenthal Inc.

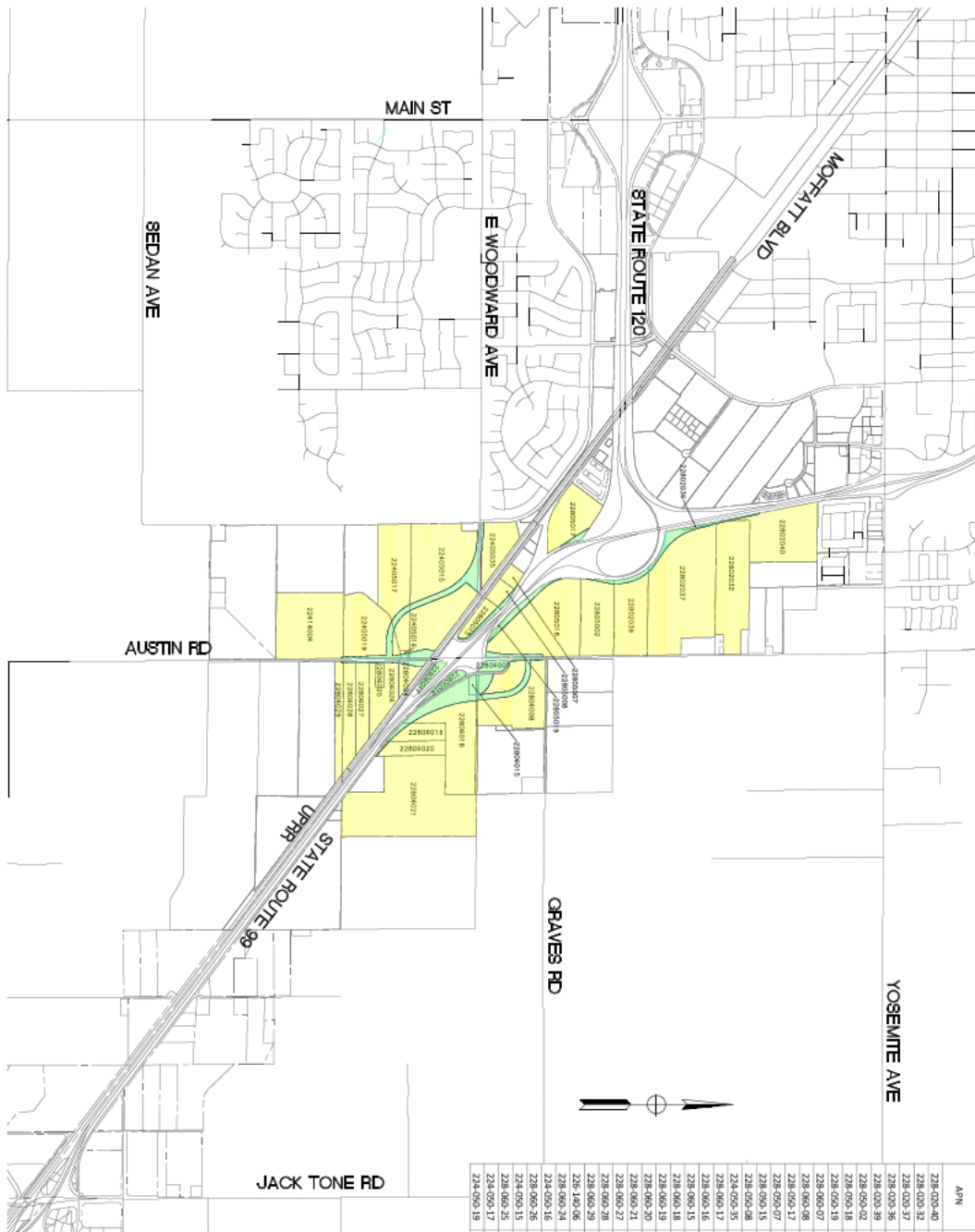
APPROVED:

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GARRY HORTON, P.E.  
Mark Thomas

---

Date



APN	Owner	Lot Acres	Acres to be Acquired	%
228-000-40	VAN TILL, JOHN M JR & DENISE A TR ETAL	32.37	0.35	1.1%
228-000-32	FREEMAN, STEVEN G & J H	36.52	0.13	0.3%
228-000-37	BOGGS, PHOEBUS P ETAL	66.42	2.34	4.4%
228-000-36	SO SAN JOAQUIN AGRICULTION DIST	23.15	1.46	6.3%
228-000-35	PIZZI PARTNERSHIP	23.15	1.46	6.3%
228-000-02	PIZZI PARTNERSHIP	23.13	0.44	1.9%
228-000-18	VAN TILL, CHARLOTTE TR ETAL	47.86	4.65	10%
228-000-19	MANATECA CITY OF	0.69	0.46	100%
228-000-07	CALIFORNIA STATE OF	2.44	2.44	100%
228-000-08	HRIG, LISA J TR	35.64	5.66	16%
228-000-17	CROSSROADS GARAGE COMM CH CORP	19.61	0.92	4.7%
228-000-12	JCCPH&P	2.91	0.02	0.8%
228-000-05	JCCPH&P	6.23	1.26	20%
228-000-08	PHAN, CINDY	4.19	0.64	15%
228-000-35	TESORO COMMONS LLC	13.63	0.40	3.0%
228-000-17	MERSMAN, MARION & J TRS	2.4	2.14	89%
228-000-16	NUNES, ROBERT W	2.47	2.47	100%
228-000-15	CORRALES, ADAR ABDEL	1.26	1.26	100%
228-000-18	HA, MICHAEL ETAL	33.85	8.46	25%
228-000-19	PERLOS, PETE J & ESTHER A TR	8.68	0.80	10%
228-000-20	PERLOS, PETE J & ESTHER A TR	8.68	0.26	3.0%
228-000-21	QUARESMIA, DANIEL P & DIANE M TR ETAL	79.41	0.37	0.5%
228-000-27	MCCOW, PATRICIA	11.38	0.23	2.0%
228-000-28	BELLA MAPOLI PARTNERS LLC	12.06	0.19	1.6%
228-000-29	WOODWARD AIRPORT JOINT VENT LLC	7.61	0.02	0.3%
228-000-24	FASSLER, JOSEPH W & LENA B TR	39.36	1.02	2.6%
228-000-16	FASSLER, JOSEPH W & LENA B TR	4.69	0.34	7.2%
228-000-26	KILMIP, BRADLEY S & KATHLEEN A TR	13.43	0.37	2.7%
228-000-15	BETSCHART, ANTOINETTE A TR ETAL	65.44	7.56	12%
228-000-25	INDELLICATO, JASPER A & CTRIAL	1.89	0.14	7.2%
228-000-17	BETSCHART, WILLIAM A & ANN B TR ETAL	30.23	1.28	4.2%
228-000-19	VELUSTRA, GEORGE HENRY TR	25.96	2.59	10%

# LEGEND

- PARCELS AFFECTED BY PROJECT
- RIGHT OF WAY TO BE ACQUIRED

SCALE: 1" = 1000'

0 1000 2000 4000

Graphic Scale

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## **APPENDIX C**

### **TITLE VI POLICY STATEMENT**

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR  
P.O. BOX 942873, MS-49  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-5266  
FAX (916) 654-6608  
TTY 711  
www.dot.ca.gov



*Flex your power!  
Be energy efficient!*

March 2013

**NON-DISCRIMINATION  
POLICY STATEMENT**

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, religion, sexual orientation, or age, please visit the following web page: [http://www.dot.ca.gov/hq/bep/title\\_vi/t6\\_violated.htm](http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm).

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact the California Department of Transportation, Office of Business and Economic Opportunity, 1823 14<sup>th</sup> Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

A handwritten signature in blue ink, appearing to read "Malcolm Dougherty".

MALCOLM DOUGHERTY  
Director

*"Caltrans improves mobility across California"*

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## **APPENDIX D**

### **FARMLAND CONVERSION IMPACT RATING**

**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>		3. Date of Land Evaluation Request <b>2/1/18</b>	4. Sheet 1 of <b>1</b>
1. Name of Project <b>SR 99/120 Interchange Connector Project</b>		5. Federal Agency Involved <b>Caltrans</b>	
2. Type of Project <b>Interchange Improvements</b>		6. County and State <b>City of Manteca, San Joaquin County, CA</b>	
<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS <b>2/1/18</b>	2. Person Completing Form <b>Toney Tillman</b>
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated <b>485,402</b>	Average Farm Size <b>220</b>
5. Major Crop(s) <b>Almonds</b>	6. Farmable Land in Government Jurisdiction Acres: <b>517,918</b> % <b>56.8</b>	7. Amount of Farmland As Defined in FPPA Acres: <b>614,129</b> % <b>67.3</b>	
8. Name Of Land Evaluation System Used <b>California - Storie Index</b>	9. Name of Local Site Assessment System <b>none</b>	10. Date Land Evaluation Returned by NRCS <b>2/9/18</b>	

<b>PART III (To be completed by Federal Agency)</b>	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	<b>40.72</b>			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	<b>0</b>			
C. Total Acres In Corridor	<b>40.72</b>			

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
A. Total Acres Prime And Unique Farmland	<b>0</b>			
B. Total Acres Statewide And Local Important Farmland	<b>34.3</b>			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<b>.006</b>			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	<b>30.4</b>			

<b>PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)</b>	<b>57</b>			
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<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points				
1. Area in Nonurban Use	15	<b>8</b>			
2. Perimeter in Nonurban Use	10	<b>4</b>			
3. Percent Of Corridor Being Farmed	20	<b>18</b>			
4. Protection Provided By State And Local Government	20	<b>20</b>			
5. Size of Present Farm Unit Compared To Average	10	<b>3</b>			
6. Creation Of Nonfarmable Farmland	25	<b>0</b>			
7. Availability Of Farm Support Services	5	<b>5</b>			
8. On-Farm Investments	20	<b>20</b>			
9. Effects Of Conversion On Farm Support Services	25	<b>0</b>			
10. Compatibility With Existing Agricultural Use	10	<b>1</b>			
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)	100	57	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	79	0	0	0
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>136</b>	<b>0</b>	<b>0</b>	<b>0</b>

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:

**\*NRCS Note-There is approximately 6.42 acres that are identified as "Urbanized Area" on the 2010 Census Bureau Map hence it does not fall within the provisions of the Farmland Protection Policy Act.**

Signature of Person Completing this Part:

DATE

**NOTE: Complete a form for each segment with more than one Alternate Corridor**

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## CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

- (1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points  
90 to 20 percent - 14 to 1 point(s)  
Less than 20 percent - 0 points

- (2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points  
90 to 20 percent - 9 to 1 point(s)  
Less than 20 percent - 0 points

- (3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points  
90 to 20 percent - 19 to 1 point(s)  
Less than 20 percent - 0 points

- (4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points  
Site is not protected - 0 points

- (5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)  
As large or larger - 10 points  
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

- (6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points  
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)  
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

- (7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points  
Some required services are available - 4 to 1 point(s)  
No required services are available - 0 points

- (8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points  
Moderate amount of on-farm investment - 19 to 1 point(s)  
No on-farm investment - 0 points

- (9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points  
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)  
No significant reduction in demand for support services if the site is converted - 0 points

- (10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points  
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)  
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

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BERKELEY  
CARLSBAD  
FRESNO  
IRVINE  
LOS ANGELES  
PALM SPRINGS  
POINT RICHMOND  
RIVERSIDE  
ROSEVILLE  
SAN LUIS OBISPO

February 1, 2018

USDA Natural Resources Conservation Service  
Stockton Service Center  
7585 S. Longe Street  
Stockton, CA 95206

Subject: SR 99/120 Interchange Connector Project, Manteca, San Joaquin County, California  
Farmland Conversion Impact Rating, Impact Evaluation Request

To Whom It May Concern:

Enclosed please find our submittal of the Farmland Conversion Impact Rating Form for Corridor Type Projects (NRCS-CPA-106) for the proposed State Route (SR) 99/120 Interchange Connector Project in Manteca, San Joaquin County, California (Figure 1). The California Department of Transportation (Caltrans), in cooperation with the City of Manteca and San Joaquin County Council of Governments (SJCOG), proposes to reconstruct the existing SR 99/120 Interchange located near the eastern-central border of the City of Manteca in San Joaquin County.

One build alternative is being considered. This project will add an additional lane to increase capacity on two connector ramps (eastbound SR 120 to southbound SR 99 and from northbound SR 99 to westbound SR 120), add auxiliary lanes on SR 99 and 120 to improve merging traffic movements, upgrade the existing interchange ramps at Austin Road, replace the Austin Road structure over SR 99 with a four-lane structure over both SR 99 and Union Pacific Railroad (UPRR), remove the existing at-grade crossing of the UPRR tracks at Austin Road and construct a new connector road from Austin Road to Woodward to Moffat Boulevard and widen the existing Woodward Avenue gated railroad crossing, relocate the SR 99 Frontage Road along the east side of SR 99 from Austin Road for approximately 0.8 miles and install new signing/signals/lighting improvements. The project will also include the relocation of some existing utility poles, sewer and water lines.

A Significant Farmlands map has been included for the alternative, identifying the proposed project area and illustrating the categories of farmland involved in the areas of right-of-way that would be acquired as part of the project.

The federal agencies involved are Caltrans acting for the Federal Highway Administration. SJCOG and the City of Manteca are the local agencies having land use jurisdiction over the lands adjacent to the project area.

Pursuant to the instructions for completing form NRCS-CPA-106, we have filled out Part I, Part III, and Part VI at this time. We understand that your office will complete Part II, IV, and V once you have completed the NRCS evaluation. As shown on the form, the total acreage affected includes the right-of-way that would be required for development of the Project. The total is estimated to be a

maximum of approximately 40.72 acres of farmland. Please note that only one alternative is being considered. As such, we have completed one column under Part III and Part VI. There are no alternative sites considered as part of this project.

If you have any questions, or require additional information, please call me at (916) 772-7450.

Sincerely,

**LSA Associates, Inc.**

A handwritten signature in blue ink, appearing to read 'Ali Boule', with a stylized flourish extending to the right.

Ali Boule  
Environmental Planner

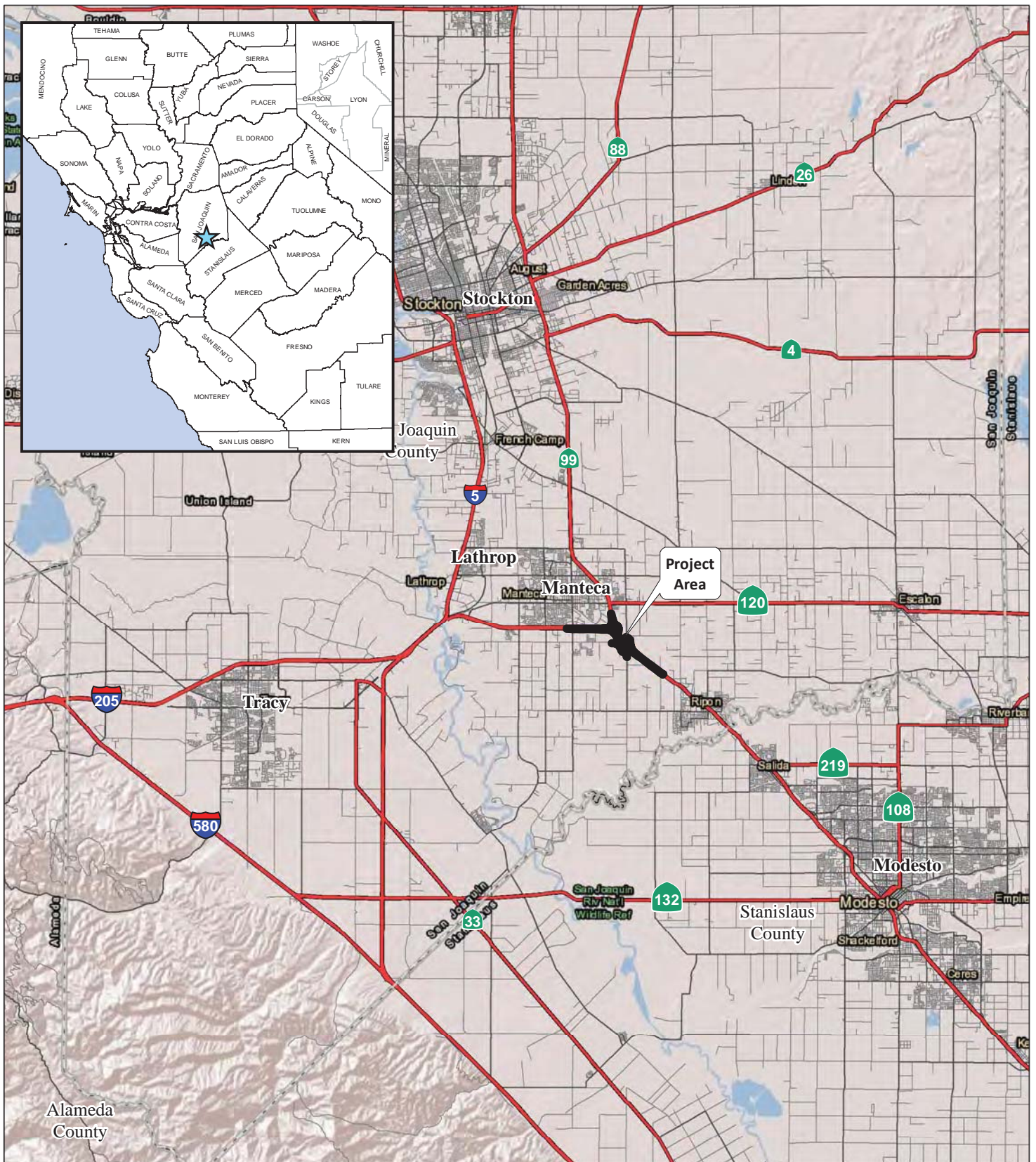
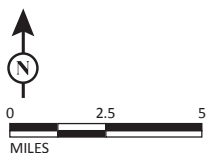


FIGURE 1



LEGEND

★ Project Location



SOURCE: ESRI Imagery (4/2008)

I:\MKT1507\GIS\Reports\Ag\Fig1\_Regional Location.mxd (1/9/2018)

State Route 99/120 Interchange Connector  
in Manteca, San Joaquin County, California  
Caltrans District 10, P.M. 3.1/6.2  
EA 10-1E740  
Regional Location

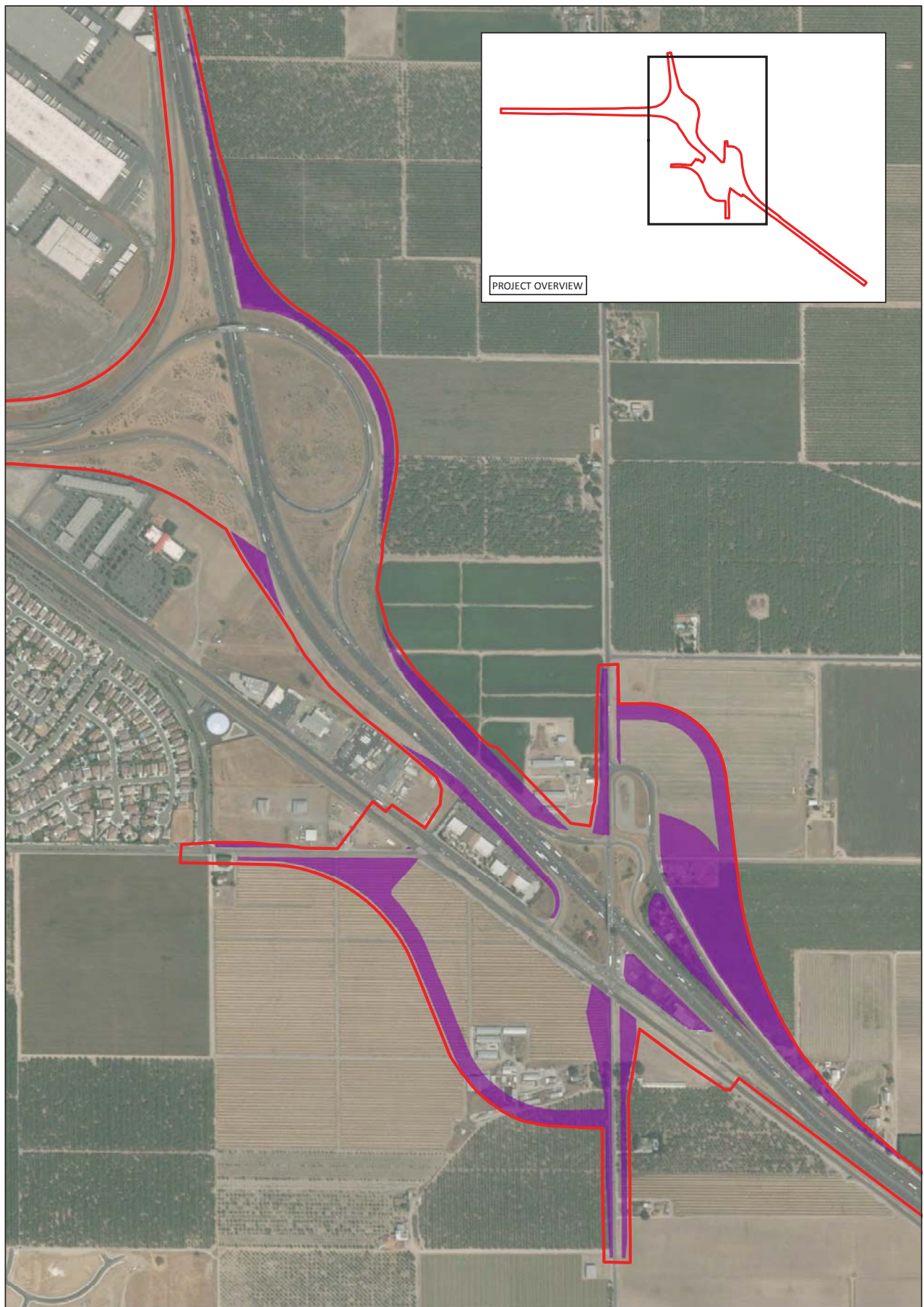
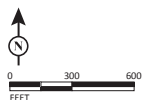


FIGURE 2



LEGEND

- Project Area
- Proposed ROW Conversions (49 ac)



SOURCE: Basemap- NAIP (06/2016); ROW Boundaries- Mark Thomas (01/2018)  
 I:\MKT1507\GIS\Reports\Ag\Fig2\_Proposed ROW Extension in the Proj Area.mxd (1/15/2018)

State Route 99/120 Interchange Connector  
 in Manteca, San Joaquin County, California  
 Caltrans District 10, P.M. 3.1/6.2  
 EA 10-1E740

Proposed Right-of-Way Conversions in the Project Area

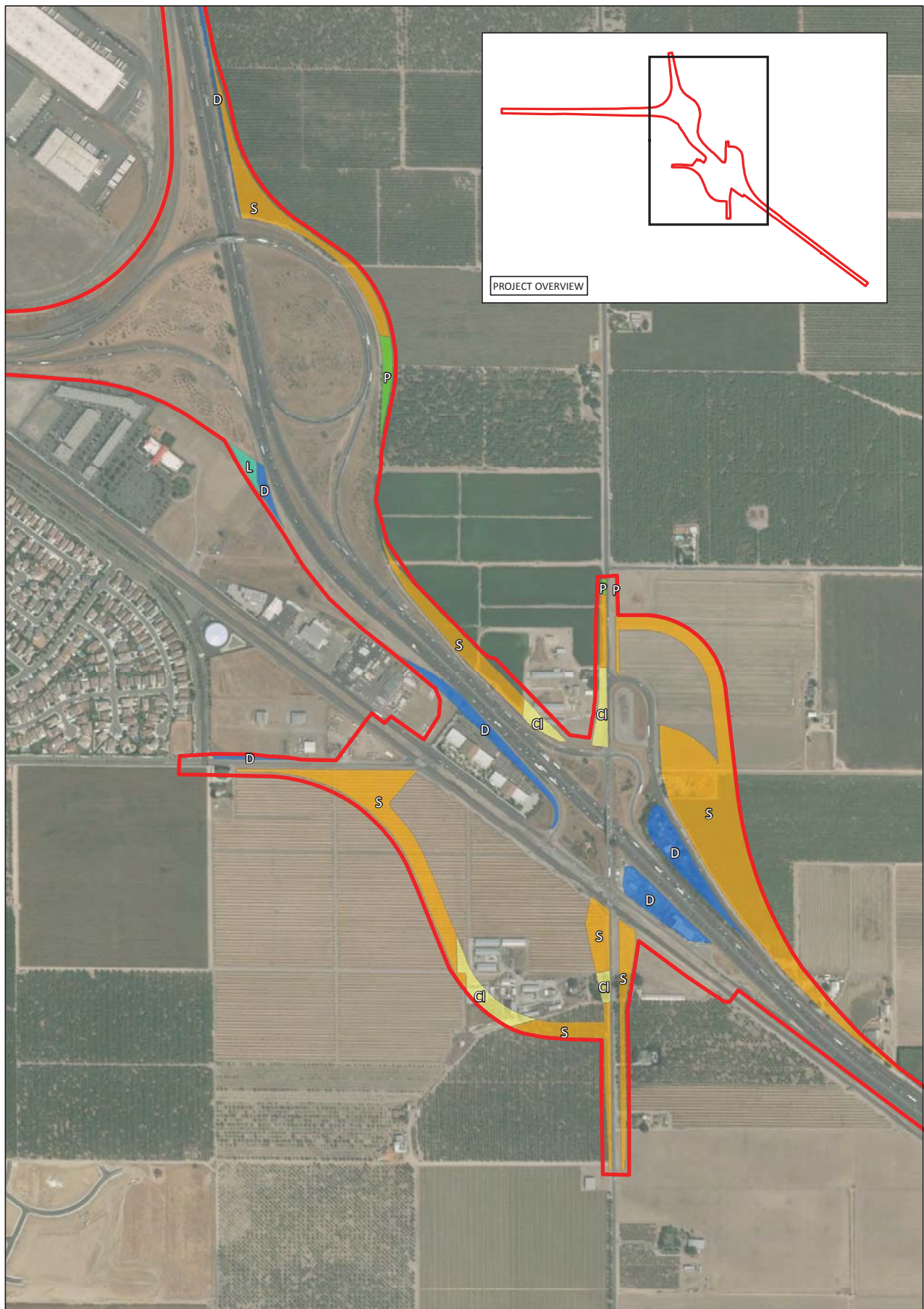
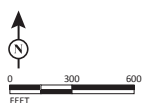


FIGURE 3



LEGEND

  Project Area

**Important Farmland Designations (2014)**

P - Prime Farmland (0.93 ac)

S - Farmland of Statewide Importance (35.97 ac)

L - Farmland of Local Importance (0.46 ac)

CI - Confined Animal Agriculture (3.37 ac)

D - Urban and Built-Up Land (8.28 ac)

*State Route 99/120 Interchange Connector  
in Manteca, San Joaquin County, California  
Caltrans District 10, P.M. 3.1/6.2  
EA 10-1E740*

**Important Farmland Designations in the Proposed Right-of-Way**

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