

State of California

Department of Transportation

Sac 50 Bus Phase 2 HOV Lane Project

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Chapter 1 Introduction

Need and Purpose

This project is needed because the US 50 corridor is experiencing recurring congestion during peak commute periods. The amount and duration of congestion is expected to increase in the future as suburban development continues in the eastern portions of Sacramento County and in El Dorado County. The Traffic and Transportation section details the current traffic volumes and operations.

The purpose of the project is to reduce congestion by extending the existing HOV lanes west from Sacramento County at the Watt Avenue interchange to the I-5 interchange in downtown Sacramento, conforming to the master HOV network plan. The results will:

- allow connectivity and consistency with the planned HOV system in the Sacramento Region
- improve US 50 to meet the growing travel demand in the Sacramento Region
- enhance mobility and provide incentives for ridesharing during peak period travel
- achieve the goals of the current SACOG MTP by promoting ridesharing
- provide an option for reliable peak period travel time
- use the highway facilities as efficiently as possible
- improve general traffic operations by reducing congestion and travel time

Project Description

The proposed project involves extending the existing HOV lanes on US 50 at the Watt Avenue interchange (IC) approximately 7.3 miles west to just east of the Sacramento River in downtown Sacramento.

There are four alternatives (three build alternatives and the no-build alternative) proposed for this project:

- **Alternative 1, Contiguous HOV Lanes:** Add onto the existing structural section and re-stripe the facility to accommodate the additional HOV lanes, including inside widening of the elevated W-X freeway in downtown Sacramento.
- **Alternative 2, Mixed flow Lanes:** Same design features as Alternative 1 except the additional lanes are utilized as mixed flow vehicle lanes, rather than HOV lanes, to add vehicle capacity.
- **Alternative 3, Take-a-Lane:** Convert an existing mixed flow lane in each direction to an HOV lane.
- **Alternative 4, No Build:** No improvements to the freeway.

Alternatives 1 and 2 would widen four structures between Watt Ave. and the Oak Park Interchange on the inside (Elmhurst Viaduct, Brighton OH, State College UC, and Folsom Blvd. UC) and place a 0.15 ft. rubberized hot mix asphalt overlain onto the freeway. These alternatives would also involve inside widening of the W-X Freeway from 5th Street to 26th Street, including the elevated viaduct sections (5th

Street, 6th – 8th Streets, 9th Street, 10th Street, Riverside Blvd, 15th – 16th Streets, 18th – 24th Streets, and 26th Street).

Alternatives 3 and 4 would not require structure widening. The Brighton OH and the viaduct at 20th Street will require railroad involvement with Union Pacific Railroad (UPRR) and the Sacramento Regional Transit Authority (SRTA).

All build alternatives may include new sound walls. An auxiliary lane is proposed along westbound US 50 from the Stockton Blvd. off-ramp to the Elmhurst Viaduct (just east of the Oak Park Interchange). There is no permanent right of way acquisition required.

An agreement made between the City of Sacramento and Caltrans in 2012 involved including the scope of the City of Sacramento's 65th Street Bicycle/Pedestrian Improvement Project with this project. This partnership is intended for Caltrans to meet its commitment to American Disabilities Act (ADA) and Complete Streets design since this project could not be included with the HOV project due to schedule and funding. There is no construction funding available for the HOV lanes project and the Sacramento Regional Transportation Agency will not fund any work not directly related to the HOV lanes construction. Even though the City's project is included in the HOV project, Caltrans will not construct these elements as part of the HOV Project; the City will be responsible for the construction of the 65th Street improvements. Alternatives 1, 2, and 3 include the 65th Street improvement.

The City's project, which extends from Folsom Boulevard on the north to Broadway on the south, includes:

- Overlaying 65th Street and re-striping the pavement with narrower traveled lanes and new bike lanes.
- Constructing new pedestrian “pork chop” islands at the WB US 50 off-ramp terminus, including signal modifications.
- Interconnecting the WB off-ramp, EB off-ramp, 4th Avenue, and Broadway traffic signals.
- Reconstructing the curb and gutter to provide bifurcated sidewalks with landscaped planters.
- Constructing a concrete barrier with hand railing and raising the sidewalk above the roadway level underneath the US 50 undercrossing structure.
- Replacing the existing 5-foot wide sidewalks with 8-foot wide sidewalks where existing right of way permits. These sidewalks will be Americans with Disabilities Act (ADA) compliant.
- Reconfiguring the ramp connections to 65th Street to encourage slower speeds.
- Providing landscaping and irrigation in the medians and sidewalk planters along 65th Street.
- Widening the US 50 EB off-ramp (1-right, 2-left turns) to improve ramp queuing.

Delineation of the Community Impact Assessment Study Area

The area considered for potential effects (“Study Area”) covers a one-half-mile area around the Project Area, where direct project impacts are likely to occur (Figure 1). The Study Area is located within the City of Sacramento.

Although not part of the Study Area, the cities of Rancho Cordova and West Sacramento were included in the population, employment, and commuting.

The demographic and economic data analyzed for the Study Area are at the census tract (CT) level based on U.S. Census Bureau classifications. As the CT boundaries vary, in some cases they extend beyond the one-half mile Study Area limits. Nevertheless, the CT level data provide the most current information with which to evaluate impacts to the Study Area (Figure 2).

The Study Area analysis compares data from 2010 and 2013 (zip codes within the Study Area were used for projections through 2035 since projection data is not available for census tracts). Table 1 includes population data, Table 2 housing data, Table 3 income data, Table 4 occupation data Table 5 commute data, and Table 6 projection data. These table are found at the end of this report.

Data from the tables comes from various data sources, including the US Census Bureau (2010 Census and American Community Survey 5-Year Estimates), the Sacramento Area Council of Governments (SACOG) (SACOG's modeling projections for 2008, 2020 and 2035), Sacramento County (Office of the Assessor, 2014 Annual Report), and the California Department of Finance.

Methodology

This community impact assessment study was prepared according to the guidance presented in Caltrans' *Community Impact Assessment* (October 2011). See Chapter 7 for a list of references used to prepare this report.

Chapter 2 Land Use

Affected Environment

The project area is located within a highly urbanized section of Sacramento. Land use patterns in the project area are shaped by the locations of the major roads that cross the corridor. There are a total of six interchanges within the project limits: Stockton Blvd, 59th Street, 65th Street, Hornet Drive, Howe Ave., and Watt Ave. Several other streets cross US 50, including 6th to 8th Streets, 9th Street, 10th Street, Riverside Blvd., 15th to 16th Streets, 18th to 26th Streets, 34th Street, 39th Street, 48th Street, 51st Street, Folsom Blvd., and Occidental Drive. Land uses along the US 50 corridor are primarily residential, with commercial and industrial near the major intersections.

Land use designations in the Study Area include residential, commercial, office, retail, industrial, private, public, institutional, recreational, parks/open space, transportation/utility, and urban vacant. Land uses from I-5 to SR-99 is a mix of developed residential, commercial, office, and industrial/manufacturing. From SR-99 to Watt Avenue land use is primarily residential. Other major land uses near US 50 include the California State University at Sacramento and U.C. Davis Medical Center, which are located adjacent to the US 50/Howe Avenue interchange.

Zoning from I-5 to the Oak Park IC consists of R-1 (Standard Single Family Residential), R-3A (Multi-Family), and C-2 (Standard Commercial). Zoning from the Oak Park IC to 59th Street is mainly R-1. From 59th Street to Howe Ave, zoning is mixed, including R-1, C-2, EC (Employment Center), and OB (Office Building). From Howe Ave to Watt Ave., zoning consists mainly of R-1, with R-2B (Multi-Family) just east of the Howe Ave. interchange.

Five City of Sacramento parks are located adjacent to the project (please see Chapter 6). The City also manages the Coloma Community Center located south of US 50 at 48th Street. The Coloma Center includes Coloma Park.

No build alternative would require full or partial acquisition of private or publicly owned right of way. Temporary construction easements may be required for storage and movement of equipment and materials through and around the construction zone and for the construction of sound walls.

The area underneath the elevated portion of the freeway in downtown Sacramento (viaducts) is owned by Caltrans and is currently leased, under airspace agreements with the State, to the City of Sacramento, various State agencies, and a local business. The current lease uses include parking, a monthly antiques fair, a weekly farmer’s market, and a self-storage facility (see table below).

Street Address	Tenant	Comments
Between 6 th and 8 th Street	City of Sacramento	The City of Sacramento is now responsible for this lease until 2025. Use activities include parking, weekly Farmers Market and the SactoMoFo (mobile food trucks) twice per year.
Between 14 th & 15 th Street	Mini Storage	Lease expires in July 2019.
Between 18 th & 19 th Street	City of Sacramento	Lease with City of Sacramento, just extended 10 years to 2025. Used for parking.

Between 19 th & light rail	City of Sacramento	Lease with the City of Sacramento until 2062. Possible location of the Sacramento Streetcar Maintenance yard.
Between Light rail & 20 th Street	Vacant	Vacant dirt lot.
Between 20 th & 22 nd Street	City of Sacramento	Lease with City of Sacramento until 2025. Activities include parking and the Sacramento Antiques Faire.
Between 22 & 23 rd Street	City of Sacramento	Lease with the City of Sacramento until 2026. Activities include parking.
Between 23 rd & 24 th Street	DMV	Lease with DMV until 12/31/16 with 2 five year options to extend. Activities include parking.

Study Area Plans and Policies

SACOG

Regional Blueprint

Typical of areas undergoing increasing development and growth, Sacramento County is faced with a lack of affordable housing close to urban job centers and increasingly distant residential housing developments from such centers, increasing traffic congestion, environmental pollution, and encroachment on open space and agricultural lands. In 2002, the SACOG began its Sacramento Regional Blueprint planning effort (Blueprint). SACOG consists of El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba Counties, along with their constituent municipal governments. The Blueprint's purpose is to establish a long-term plan for growth within the region.

As part of this effort, SACOG studied current land use patterns and their potential effects on the region's transportation system, air quality, housing, open space and other resources. The preferred Blueprint scenario integrates smart growth concepts, such as high-density, medium-density, and mixed-use development; reinvestment in existing developed areas; and the expansion of transportation alternatives. In December 2004, a preferred Blueprint scenario was defined that focuses on compact, mixed-use development and a greater variety of transit choices. This Blueprint is intended to guide regional development through 2050 (SACOG 2004).

MTP/SCS 2035

The proposed regional network of high occupancy vehicles is included in Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) 2035, which is based upon the principles of the Blueprint Preferred Scenario. The proposed project is included in SACOG's MTP/SCS 2035. The MTP/SCS states:

The ongoing development of the high-occupancy vehicle (HOV) lane network on area freeways is an enhancement for not only carpools, but also vanpools and express buses.

City of Sacramento General Plan, 2030

The current City of Sacramento General Plan was adopted on March 3, 2009. As part of the General Plan update process, the City adopted its "Vision and Guiding Principles" document (Vision) in November 2005. The City's Vision document emphasizes alternatives to the automobile, such as transit, biking, and walking. The proposed project provides an incentive to use bus transit, since buses would be able to use the bus/carpool lane. As background to the Visions document, the City also adopted (in November 2005) a "Planning Issues Report" that identifies key planning issues. The first of these issues mentioned is "Smart Growth," typified by compact development, higher residential densities, mixed-

uses, a range of transportation choices, walkable neighborhoods, and open space protection. The "Planning Issues Report" notes that SACOG's Regional Blueprint advocates this type of growth (City of Sacramento 2005 and 2009).

The City of Sacramento's 2030 General Plan supports the development of programs that increase vehicle occupancy:

Goal M 1.4

Transportation Demand Management. Decrease the dependence on single-occupant use of motor vehicles through Transportation Demand Management.

Policies

M 1.4.1 Increase Vehicle Occupancy. The City shall work with a broad range of agencies (e.g., SACOG, SMAQMD, Sacramento RT, Caltrans) to encourage and support programs that increase vehicle occupancy including the provision of traveler information, shuttles, preferential parking for carpools/vanpools, transit pass subsidies, and other methods.

M 1.4.2 Automobile Commute Trip Reduction. The City shall encourage employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking for carpools/vanpools.

Sacramento County General Plan

Sacramento County adopted its General Plan in December 1993 and amended in November 9, 2011 and in May 28, 2014. The Circulation Element of the 1993 General Plan supported the construction of a regional network of bus/carpool lanes (County of Sacramento 2014a):

Bus/Carpool lanes, also known as High Occupancy Vehicle (HOV) lanes, is a system of exclusive lanes signed and striped for use by vehicles, buses, motorcycles, and vanpools with multiple occupants (two or more or three or more persons). Bus/Carpool lanes are designed to reduce traffic congestion, improve safety, reduce fuel consumption, and improve air quality. Sacramento County supports the development of a regional network of Bus/Carpool lanes.

Sacramento Regional Transit District's Strategic Plan, 2004 - 2009

The Sacramento Regional Transit District produced its current Strategic Plan in 2004. The plan is a region-wide perspective and consensus recognizing the need to address the growing and varied travel needs within the Sacramento region. The purpose of the Sacramento Regional Transit District is to promote and enhance regional mobility and serve the public by providing quality transit services and solutions that improve the overall quality of life in the Sacramento region (Sacramento Regional Transit 2004). Regional Transit is currently updating the strategic plan. An update is anticipated in the summer of 2015.

The vision of the 2004 – 2009 plan is to provide "a coordinated regional public transportation system that delivers quality and environmentally sensitive transit services that are an indispensable part of the fabric of communities throughout the Sacramento region." In order to achieve this vision, RT promises to work with "regional transportation partners, communities and other key regional stakeholders to provide coordinated, seamless, safe and convenient transit services across the region; and encourage investment choices and policy decisions which support smart growth and increased use of transit."

Project Impacts

Land Use

No permanent direct or indirect effects to land use are anticipated.

A small section of new ROW would be required for soundwall SW4, located along the westbound SR 99/SR 50 connector. The area involves existing roadway; no buildings or land would be involved. Temporary construction easements may be required for storage and movement of equipment and materials through and around the construction zone and for the construction of sound walls.

Under Alternatives 1 and 2, the airspace leases for the uses under the W-X freeway will be relieved during the time of construction. The tenants will vacate the space during the duration of construction for safety reasons. After construction has ended, most tenants will be invited back after construction. The tenants would be responsible for finding an alternate location to conduct business until these sites are made available again. The airspace leases stipulate that in the event of work on all or a part of the freeway structures which are situated on, above or adjacent to the leased area or be required to use all or a portion of the leased area in connection with the protection, maintenance, reconstruction, and operation of the state highway system, Caltrans has the right to impose restrictions on the leasee's right to enter, occupy, and use the leased area.

The lease for the mini-storage business expires in 2019, prior to project construction. Caltrans may either not renew the lease, terminate the lease, or rebuild access.

Alternatives 3 and 4 do not require any tenants under the W-X freeway to relocate.

Jobs/Housing Balance and Commuting Patterns

SACOG estimates that between 2008 and 2035, Sacramento County's population will grow by 27% and employment by 25%. In the city of Sacramento, population is projected to increase by 29%, while employment opportunities will increase by 21%. It is interesting to note that SACOG projects that within the study area, the population would increase by 39% and employment by 23% in 2035, indicating the increased desirability of living closer to the urban core (Table 6).

Transportation alternatives of all kinds will become more important, as workers come from outlying areas to travel to employment centers along the US 50 corridor.

Consistency with Local Plans and Policies

The proposed project is consistent with local plans and policies.

Construction Impacts

Temporary construction impacts would not affect local or regional land use or development plans.

For Alternatives 1 and 2, the airspace leases under the viaducts of the W-X freeway will be affected by project construction. Caltrans will terminate the tenancy and require these uses to vacate during the duration of construction for safety reasons. After construction has ended, tenants will be invited back.

The tenants would be responsible for finding an alternate location to conduct business until these sites were made available again.

Avoidance and Minimization Measures

Caltrans will consider phased construction in the W-X freeway section as a possible strategy to reduce impacts to the airspace lease tenants beneath US 50. Phased construction would involve constructing one viaduct segment at a time, so that not all the tenants would be affected concurrently. This would reduce potentially parking issues for events at the new downtown arena.

Chapter 3 Residents

Affected Environment

Regional Overview

Sacramento County encompasses approximately 994 square miles. The City of Sacramento is approximately 98 square miles. The Study Area is made up of the Census Tracts within a half-mile of US 50 between I-5 in downtown Sacramento and Watt Avenue. US 50 in this area is relatively flat and straight; the American River lies to the north and the Sacramento River to the west. The Study Area is located entirely within an urban and built environment.

US 50 is one of the most important regional routes serving the Sacramento Metropolitan Statistical Area (MSA), which is made up of Sacramento, El Dorado, Yolo, and Placer counties. In 2014, Sacramento County was the 8th fastest growing County in the State, according to the California Department of Finance (Finance 2014), and the City of Sacramento is its largest city and the seat of the State government. As commercial growth in Sacramento and surrounding cities continues, workers are commuting from farther and farther away, straining US 50 and the existing transportation network's capacity.

US 50 accommodates intercity traffic and provides local access to a variety of large and small businesses located adjacent to the US 50 corridor, as well as recreational opportunities in the region. The highway is part of a transportation hub of interstate and U.S. highways that converge in West Sacramento. The transportation network provides direct access to the San Francisco Bay Area, and other northern California markets and key ports.

Population

In 2000, the population for Sacramento County was about 1.2 million, 407,000 for the City of Sacramento, and 59,800 for the Study Area. By 2013, the population for the county increased to approximately 1.4 million and 471,500 for the city, but decreased to 54,000 for the Study Area (see Tables 1 and 2). Based on 2000 and 2013 Census data, the population grew 16% in Sacramento County, 16% in the City of Sacramento, 20% in the City of Rancho Cordova, and 55% in the City of West Sacramento. The population decreased in the Study Area census tracts by nearly 10%.

SACOG projects that the County's population will increase 27% by 2035, from 1.4 million to 1.9 million. The City of Sacramento is expected to continue to be the region's largest city. Sacramento is expected to grow by nearly 181,400 residents (29% growth) to a 2035 population of 629,000. SACOG projects that Rancho Cordova will grow 52% by 2035, from a 2008 population of 60,000 to a 2035 population of 126,100. For West Sacramento, the population is projected to increase 49% (45,000 in 2008 to 88,700 in 2035).

Population projection data is not available for census tract. For the study area, projection data was obtained from zip codes (SACOG-08-20-35_forecast%20-%20ZCTA.xlsx). As such, SACOG estimates that the population for the zip codes in the study area in 2035 will increase 39% and employment by 23% (Table 6).

Ethnicity

2013 U.S. Census data indicates that percentages of minorities located in the study area varied than for the City of Sacramento as a whole. The ethnic composition in the Study Area was different than for both the county and city of Sacramento, especially the white population (Table 1):

	White	Black	Hispanic	Other
Sacramento County:	49%	10%	21%	20%
City of Sacramento:	35%	13%	27%	25%
Study Area	62%	9%	21%	8%

As seen from the table, the Study Area had a higher percentage of whites than either the city or county.

Income

The neighborhoods within the project area range from low-income to high-income; the median income levels within the Study Area varied greatly, from \$18,413 to \$79,706. In 2013, median household income in the county was \$55,064, \$49,753 in the City of Sacramento, and \$48,248 in the Study Area overall (Table 3). Low income is defined based on the Department of Health and Human Services poverty guidelines. In 2014, this was \$23,850 for a family of four. Two of the 16 census tracts within the Study Area were at or below this level: Tracts 27 (\$22,895), and 52.01 (\$18,413).

In 2010, the percentage of families with incomes below poverty level for the population ages 18 to 64 was approximately 21.8% in Sacramento County and 18.4% in the City of Sacramento, both slightly higher than the national average of 14.8%. The poverty level within the Study Area varied from 1.7% to 34.8%, with an overall rate of 16.8%, lower than the City and County of Sacramento, but higher than the national average. Eight Census Tracts within the study area—19, 20, 21, 22, 26, 27, 52.01, and 52.04—had poverty levels higher than the City of Sacramento. (Table 3).

SACOG projects that by 2035 the number of jobs in the County will increase 25% to 854,000. The City of Sacramento is expected to continue to be the region’s largest employment center, although within the US 50 corridor, Rancho Cordova is also projected to add large numbers of jobs by 2035. Sacramento is expected to add 77,100 jobs during this period, a 21% increase. SACOG projects that the number of jobs in Rancho Cordova will increase 35%, from 47,400 to 72,900. For West Sacramento, the employment is projected to increase 39% (32,700 to 53,600) (Table 6).

Housing

The project is located in an urban area of the City of Sacramento that is built-out, with little opportunity for new development. Most of the housing is located within older residential areas, including homes constructed prior to World War II.

Established neighborhoods surround the project. Neighborhood areas along the Study Area includes: Southside Park, Upper Land Park, Land Park, Richmond Grove, Newton Booth, Curtis Park, Alhambra Triangle, North Oak Park, Med Center, Elmhurst, East Sacramento, Tahoe Park, Tahoe Park East, CSUS, College Town, Ramona Village, and College/Glen.

No right of way acquisition will be required for the project and no residential relocations will occur. Property values for residences in the vicinity of any major freeway are generally negatively affected by roadway traffic noise but positively affected by their proximity to freeway access. Because no substantial increase is anticipated in traffic noise, property value changes are not likely to occur. However, the addition of sound walls may improve property values for some homes.

The Study Area's housing stock includes a combination of multi-story apartment buildings and single-family homes. Neighborhoods in downtown Sacramento include single-family homes, multi-family dwellings, and local businesses.

Table 2 provides data on the housing stock in the Study Area, the County, and the City of Sacramento based on the 2010 and 2013 Census data. In 2010, the County's housing supply was about 556,000 dwelling units. The vacancy rate in 2010 was 7.6%. The median home value in the County was \$234,200 in 2010. The median household income was \$55,000. According to the National Association of Realtors, the median value of homes in the Sacramento metropolitan area was \$268,700 as of the fourth quarter 2014. In 2006, prior to the recession, the median home value in the Sacramento area was \$383,000. By 2012, the value dropped to \$201,000 (www.jparsons.net/housingbubble/sacramento.html).

In 2010, there were about 190,900 housing units in the City of Sacramento. At that time, the vacancy rate was 8.5%. The median home value in 2010 was \$225,900 and the median household income was about \$49,700.

The Study Area had approximately 29,000 housing units in 2010 with a vacancy rate of 8.7%. The median home value was about \$305,200, and median household income was \$48,200.

According to SACOG, housing units in Sacramento County are projected to increase by 24.5% from 554,400 in 2008 to 734,200 in 2035. For the City of Sacramento, housing units are projected to increase 26.5%. For the zip codes within the Study Area, it's a 37% increase (Table 6).

Community Cohesion

"Community cohesion" is the degree to which residents have a sense of belonging to their neighborhood or a strong attachment to neighbors, local groups or institutions, usually as a result of continued association over time. Cohesion refers to the degree of interaction among the individuals, groups, and institutions that make up a community. This interaction can be affected by the location of physical and psychological barriers, such as water bodies, transportation routes, political boundaries, or informally established neighborhood lines. High levels of cohesiveness are often associated with areas that have low turnover rates and residents who have lived in a neighborhood for many years.

Barriers to Interaction

Within the project's limits, US 50 serves as a dividing line between north and south. The freeway is elevated through much of downtown Sacramento, and many north-south streets pass under it. Farther east, the freeway is a more substantial barrier: major surface streets (such as Howe and Watt Avenues) cross it at interchanges, and some smaller streets have over-crossings or under-crossings. Otherwise, the freeway is a barrier to north-south movement.

Indicators of Neighborhood Stability

All of the neighborhoods in the Study Area have at least one neighborhood association that is actively engaged with the City in solving community problems. Neighborhood associations within or adjacent to the Study Area include Southside Park Neighborhood Association, East Sacramento Improvement Association, McKinley east Sacramento Neighborhood Association, Sierra Curtis Neighborhood Association, Land Park Community Association, Boulevard Park Neighborhood Association, Capitol Area Development Association, Capitol Area R Street Association, Greater Broadway Partnership Business Improvement District, Newton Booth Neighborhood Association, Beverly Way Neighborhood Association, R Street Sacramento Partnership, Friends of Grant Park, Richmond Grove Neighborhood

Association, Upper Land Park Neighbors, Oak Park Neighborhood Association, Oak Park Business Association, Elmhurst Neighborhood Association, Folsom Blvd. Alliance, and Campus Commons Homeowners Association.

Another indicator of neighborhood stability is the ratio of owner-occupant to renter. In 2013, the percentage of owner occupied vs renter occupied in Sacramento County was 54.2% to 45.8%. It was flipped in the city of Sacramento: 48.4% owner occupied and 51.6% renter occupied. The disparity in the Study Area was wider: 40.3% owner occupied and 56.2% renter occupied (Table 2).

Length of residency is another indication of neighborhood stability. The percentage of residences that moved into their homes prior to 2000 were as follows: Sacramento County 21.6%, City of Sacramento 27.2%, and Study Area 28.1%. Four of the 15 census tracts within the Study Area had over 40% of their residents moving into their homes before 2000 (Table 2), indicating residential stability.

Impacts

Neighborhood Impacts

Community Cohesion

Generally speaking, the effects of transportation projects on community cohesion may be beneficial or adverse, and may include splitting neighborhoods, isolating a portion of a neighborhood or an ethnic group, generating new development, changing property values, or separating residents from community facilities. Noise reduction, pedestrian safety, changes in property value, and changes in visual quality are all inexorably linked to the opportunities for – and perhaps more importantly the quality of – social life within a neighborhood.

Noise

The proposed project would not be likely perceptibly change noise levels in the Study Area. The Noise Impact Study Report states that “noise level increases would not be considered substantial” within the Study Area. Additionally, because traffic noise levels along US 50 are already over acceptable limits, the Noise Impact Study Report evaluated the effects of seven potential noise barriers. If constructed, noise barriers would have positive effects on the adjacent neighborhoods.

An overlay including a wearing course thickness of 0.10 ft open graded rubberized hot mix asphalt (RHMA) is proposed. This type of pavement provides some noise reduction as well.

Pedestrian Safety

See the discussion regarding pedestrian safety in Chapter 6.

Property Values

See the discussion on property values in Chapter 4.

Visual Quality

The Visual Impact Assessment concluded that the visual quality of the area will not be substantially degraded by the proposed project.

Title VI and Environmental Justice

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 William J. Clinton on February 11, 1994. This EO 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 California Department of Health and Human Services poverty guidelines. For 2014, this was \$24,850 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. Caltrans' commitment to upholding the mandates of Title VI is demonstrated by its Title VI Policy Statement, signed by the Director.

Affected Environment

Data from the US Census, including income, housing and ethnicity, was used to help determine whether minority or low income populations resided within the project study areas. This data is presented in Tables 1, 2, and 3. As these tables show, within the study area the minority populations were lower, the median housing value was higher, the per capita income higher, and the poverty rate lower than within the City of Sacramento.

However, two individual census tracts had income levels below the 2014 level of \$23,850: Tracts 27 (\$22,895), and 52.01 (\$18,413).

2013 U.S. Census data indicates that percentages of minorities located in the study area was less than for the City of Sacramento as a whole. The ethnic composition in the Study Area was different than for both the county and city of Sacramento, especially the white population:

	White	Black	Hispanic	Other
Sacramento County:	49%	10%	21%	20%
City of Sacramento:	35%	13%	27%	25%
Study Area	62%	9%	21%	8%

As seen above, the Study Area had a higher percentage of whites than either the city or county. Several tracts had a non-white population higher than 50%: Tracts 20, 21, 22, 27, and 52.01.

Increased noise levels resulting from the construction of proposed project may affect residents adjacent to the proposed project. However, this noise is temporary. Proposed measures to reduce construction noise will be part of the project.

Substantial noise increases as a result of the project are not anticipated; any increases in noise would generally affect all residents along the project corridor similarly. There are also sound walls, existing and proposed, throughout the project limits that will continue reducing freeway noise to nearby residents. The use of RHMA pavement, proposed for the entire length of the project, also provides some noise reduction.

No permanent substantial socioeconomic impacts are expected to affect any population within the study area due to implementation of the proposed project. Temporary construction related impacts are expected due to noise, air, dust and debris. Disruption to the traveling public is expected to be kept to a minimum as travel lanes and ramps are expected to remain open during peak and daylight hours.

Portions of the project, such as widening the viaducts, may be phased so as to affect a limited area at a time.

Any cumulative socioeconomic impacts from related projects to residents and their neighborhoods would be minimized by implementation of a Transportation Management Plan (TMP).

Because the socioeconomic impacts due to implementation of the proposed project are generally spread evenly throughout the project area and because any temporary impacts during construction are not expected to reach a “high and adverse” level of concern; the project will not cause disproportionately high and adverse effects on any minority or low-income populations as per E.O. 12898 regarding environmental justice.

The proposed project would not impact community character or cohesion. Neighborhoods within the project corridor currently have well-defined boundaries based upon the artificial division provided by the existing freeway. The addition of bus/carpool lanes within the median would not be expected to affect the character or cohesion of these neighborhoods.

Construction Impacts

Detours and Delays

Caltrans staff has and is continuing to coordinate with the City of Sacramento to plan for detours and potential delays that affect traffic and adjacent neighborhoods as little as possible.

Noise and Dust

Because construction would be largely within the limits of the existing freeway, construction noise and dust is not likely to affect adjacent residents, businesses, or community facilities. Measures to reduce noise and dust will be included as part of the project.

Avoidance and Minimization Measures

No impacts to residents are anticipated. No avoidance and/or minimization measures are required.

Chapter 4 Local and Regional Economy

Affected Environment

Workers based in the Study Area are employed in a range of industries. The US 50 corridor is a major destination for commuters, with some of Sacramento County's largest employers located near the freeway.

Employment

According to the Census Bureau, the top industry categories in terms of employment of residents living in the Study Area include: Management, Business, Science, and Arts (14,371 workers), Sales and Office (7,420), and Service (5,286). There were about 29,600 residents over the age of 16 employed within the Study Area (Table 4)

The employment profile in the Study Area closely mirrors the types of businesses that are located in the region. Of Sacramento County's total employed civilian population of 610,662 (those over 16 years of age), 228,965 were employed in the Management, Business, Science, and Arts occupations, 163,511 in the Sales and Office occupations, and 118,000 in the Service occupations.

In 2013, approximately 55% of Sacramento County's 1,115,500 residents over 16 years of age were employed. In the City of Sacramento, this number was also 55%. In the Study Area, approximately 60% were employed. Labor force characteristics are presented in Table 4.

2013 Census data for civilian unemployment rates in the County, Study Area, and City of Sacramento were 8.7%, 8.2%, and 9.3%, respectively (Table 4). Current data also shows that the Sacramento region continues to recover from the recent recession. In 2010, the unemployment rate was about 12.5% in the City of Sacramento; in December 2014 it had decreased to 6.7%. Also, according to SACOG projections up to 2035, job growth is expected to outpace population growth (Table 6).

Project Area Businesses

The proposed project runs through downtown Sacramento and along a heavily developed commercial corridor in the City of Sacramento. Several large employers are situated within a half-mile of the freeway in the Study Area. Major employers located near US 50 include:

- UC Davis Medical Center and Children's Hospital
- Sutter Health
- Sacramento Municipal Utility District
- California State University, Sacramento
- State of California, various agencies

Tax Revenue

In the Study Area, tax revenue is generated through a combination of property taxes, business taxes, and sales tax. According to the County of Sacramento's Assessors Office 2014 Annual Report, the total assessed value of all property and property assets was estimated at \$126.4 billion. This is the primary tax base in the Study Area (Sacramento County 2014).

Impacts

Business Displacement

The airspace leases for the uses under the W-X freeway will be terminated. The uses will vacate the space during the duration of construction for safety reasons. After construction has ended, the tenants will be invited back after construction. The tenants would be responsible for finding an alternate location to conduct business until these sites are made available again.

Regional Economy

Regional Access

Generally speaking, the project would be expected to have a positive impact on the regional economy. The project would improve travel times through the Study Area for vehicles in the bus/carpool lanes and vehicles in the mixed-flow lanes, including inter-regional freight carriers. Data is not available specific to the number of inter-regional freight vehicles using the corridor during peak hours.

Fiscal Impacts

Property Tax

The proposed project does not require the acquisition of private property. No impacts to property tax revenue is anticipated.

Sales Tax

The proposed project will not permanently impact any business operations in the Study Area. All the affected businesses under the W – X freeway will temporarily relocate to another area which will allow them to continue operations.

Sales tax revenues from businesses in the Study Area would remain unchanged.

Property Values

The proposed project is not likely to have a substantial impact on any of the factors that currently influence property values in the Study Area.

Property values are based on a complicated interaction of factors, including statewide and national economic conditions, consumer tastes and trends, and the desirability of individual locations. Transportation facilities can, generally speaking, improve property values by improving access, business productivity, or travelers' safety, or reduce them by substantially increasing noise levels, affecting community cohesion, or reducing an area's visual quality. See the section on community cohesion for a discussion of the project's anticipated effects on noise levels, visual quality, and community cohesion.

Construction Impacts

Project construction would not be likely to have a substantial effect on the local or regional economy. Construction delays may have a minor effect on travel times.

Avoidance and Minimization Measures

No economic impacts are anticipated. No avoidance and/or minimization measures are required.

Chapter 5 Commuting

Affected Environment

Circulation and Access

A network of interstate and state freeways, thoroughfares, arterials, collectors, and local streets provides motorway circulation and access in the Greater Sacramento Area. The major freeways in the County are Interstate 5 (I-5), Interstate 80 (I-80), US 50, and State Routes 99 (SR 99) and 16 (SR 16), which form an integral part of the County's transportation system. The project would only affect US 50, which is a major eight-lane, east-west route in the City of Sacramento that extends from West Sacramento to the Tahoe Basin and across the country to Maryland.

Bicycling and Pedestrian Facilities

The City of Sacramento has designated many streets in the Study Area as Class II and III Bicycle Lanes, meaning that the roadway has a designated bicycle lane, including Riverside Blvd., 18th Street, 19th Street, 21st Street, 24th Street, W Street, T Street, U Street, 2nd Avenue, Alhambra Blvd, 34th Street, 39th Street, 48th Street, Folsom Blvd., Howe Avenue, and Watt Avenue.

There are also planned on-street and off-street bicycle lanes proposed by the City of Sacramento, including Stockton Blvd., 65th Street (south), and 8th Avenue. The 65th street improvements proposed by the City of Sacramento includes new bicycle lanes in each direction.

Riverside Blvd., 18th Street, 19th Street, 21st Street, 24th Street provide the only Class II/III Bike Lane crossings of US 50 in downtown Sacramento.

The 2010 Sacramento City/County Bikeway Master Plan (BMP) was last updated in March 2011. This document's objective is to create and maintain a safe, comprehensive, and integrated bicycle system and support facilities throughout the City that encourage accessible bicycling for all. The plan supports bicycling as a sustainable, equitable, healthy, and non-polluting form of transportation which promotes the development of vibrant urban streets and public places.

The BMP specifies three classifications of bikeways:

- Bike trails or bike paths are separated from vehicular traffic and are for the exclusive use of bicyclists and pedestrians. Cross traffic by motorists is minimized.
- Bike lanes are designated lanes within the street for use by bicycles. Bicyclists are required to travel in the same direction as the automobile traffic.
- Bike routes are designated streets that are shared with other road users which serve to designate preferred routes and to provide continuity to other bikeways.

Existing bike routes with the project area include Folsom Blvd., T Street, 34th Street, 39th Street, 48th Street, 51st Street, 65th Street, Occidental Drive, and Watt Avenue.

The City of Sacramento's 65th Street improvements, which is incorporated into this project, includes several bicycle and pedestrian features, including

- Constructing new pedestrian “pork chop” islands at the WB Route 50 off-ramp terminus, including signal modifications.
- Reconstructing the curb and gutter to provide bifurcated sidewalks with landscaped planters.
- Constructing a concrete barrier with hand railing and raising the sidewalk above the roadway level underneath the Route 50 undercrossing structure.
- Replacing the existing 5-foot wide sidewalks with 8-foot wide sidewalks where existing right of way permits.

The Study Area includes numerous neighborhood streets that cross under or over US 50. The sidewalks on these streets provide access and pathways for pedestrians throughout the Study Area.

Transit

Local public transit is provided by Sacramento Regional Transit (RT) and Paratransit. El Dorado Transit provides commuter buses into and out of Sacramento daily.

RT operates various bus routes within the project area, including 26, 38, 61, 68, 81, and 87. RT also operates the gold line light rail from downtown Sacramento to the City of Folsom and the blue line to Elk Grove.

El Dorado Transit operates 11 buses into Sacramento in the AM and PM peak commute times Monday through Friday. There are also 2 "reverse commute" buses every morning and evening.

Paratransit is a private nonprofit corporation that provides on-demand transportation services to individuals with disabilities, the elderly, and related agencies throughout the Sacramento County area.

Parking

Street parking is available on most of the neighborhood streets in downtown Sacramento. The space under the elevated portions of the W-X freeway downtown is owned and operated by Caltrans. Parking is, and has been, allowed, through airspace agreements, under various sections of the W-X freeway, including between 18th and 26th Streets.

Commuting Patterns

At the time of the 2010 Census, 76% of workers living in the County commuted to work in single occupant vehicles, while 12% were in carpools. Three percent of workers used public transit, 2% walked to work, and 5% worked at home.

In the City of Sacramento, 72% of workers commuted to work in single occupant vehicles, while 13% were in carpools. Four percent used public transit, 3% walked to work, and 5% worked at home. Also, 59,200 (30%) worked outside the City of Sacramento.

In the Study Area, 67% of workers commuted to work in single occupant vehicles, 9% were in carpools, 6% used public transit, 6% walked to work, and 6% worked at home. Also, about 21% worked outside the City of Sacramento.

Seventy-five percent of Rancho Cordova’s workers drove to work alone in the year 2013. Thirteen percent were in carpools, 4% used public transit, 2% walked, and 4% worked at home. About 28% worked outside Rancho Cordova.

In West Sacramento, 75% drove to work alone, 15% took carpools, 2% transit, 2% walked, and 5% worked at home. Fifty-five percent worked outside the limits of West Sacramento (presumably, most within the City of Sacramento).

Table 5 details commuting.

Impacts

According to the 2015 Traffic Study:

- Alternative 1 (Add HOV Lane) is generally projected to serve the most persons and the second most vehicles of the four alternatives. Alternative 1 also is projected to have similar, sometimes better, speeds and densities through the project corridor to the other alternatives and to provide some decreased travel times over Alternative 4.
- Alternative 2 (Add Mixed Flow Lane) is generally projected to serve the most vehicles and the second most persons of the four alternatives. Alternative 2 also is projected to have similar, sometimes better, speeds and densities through the project corridor to the other alternatives and to provide some decreased travel times over Alternative 4.
- Alternative 3 (Take-a-Lane) would encourage more people to utilize high occupancy vehicles but would slightly decrease capacity of the US 50 project corridor from No Build conditions. Alternative 3 is generally projected to serve the least vehicles and persons of the four alternatives. Alternative 3 is also projected to have the lowest speeds and highest densities, except on westbound US 50 under PM peak hour conditions, and the longest eastbound travel times. Alternative 3 is also projected to create the worst bottleneck for traffic entering the project corridor.
- Alternative 4 (No Build) would not reduce peak period congestion as it would not change capacity of the US 50 project corridor. Alternative 4 is projected to have generally low speeds and high delays and travel times throughout the US 50 project corridor. Bottlenecks are projected to form throughout the project corridor, adding to delays.

Bicycle Facilities and Pedestrians

All proposed project alternatives are not projected to have any effects on other study area bicycle routes.

Widening the freeway structures that cross over surface streets will require traffic control. Constructing false work may involve one or more of the following:

- Close surface streets at night.
- Close one side of the street during daytime construction
- Completely close the street for a few days until the false work is constructed.

During partial closures, an accessible bicycle/pedestrian route on at least one side of the local street would be maintained. Bicycles and pedestrians will be diverted to the nearest crossing, if the street is fully closed.

Sidewalk width and parking may be temporarily restricted.

The City of Sacramento's 65th Street improvements includes several bicycle and pedestrian features. These features improve safety for pedestrians and bicyclists using 65th Street from the 65th Street Light Rail Station in the north to 4th Avenue in the south. These features will be constructed by the City of Sacramento regardless with alternative is selected as the project preferred alternative.

Parking

The parking spaces under the viaducts of the W – X freeway would be used for storing construction equipment and as a staging area for construction crews during project construction. The leases of these lots will be informed well in advance of loss of parking. Given the supply of surface parking under other the freeways in this area (I-5 and US 80/99) and on-street parking, suitable replacement parking would likely be available during construction activities. Impacts to parking are temporary. No other impacts to parking are expected.

Transit

Project construction may require temporary relocation of some of the Regional Transit bus stops in the Study Area. Relocated bus stops would be within 200 feet of existing stops. Caltrans would coordinate the details of relocated bus stops with Regional Transit. Bus stop relocation would be temporary; in most cases, relocation would last six months or less.

Light rail may be temporarily suspended during construction where the line cross the US 50: at 19th Street and the Brighton Overhead. The line would need to be de-energized during false work construction. The suspended service would be temporary and would occur at night to minimize disruption of light rail operations.

Construction Impacts

Construction delays may have a minor effect on travel times.

Avoidance and Minimization Measures

Caltrans will prepare a Transportation Management Plan (TMP) in order to minimize disruptions to traffic and to emergency services during construction. A TMP is a program of activities for alleviating or minimizing work-related traffic delays by applying traditional traffic handling practices and innovative strategies including public awareness campaigns, motorist information, demand management, incident management, system management, construction methods and staging, and alternate route planning. TMP strategies also strive to reduce overall duration of work activities where appropriate. Typical components of a TMP can include measures such as the implementation of staging, traffic handling, and detour plans; restricting construction work to certain days and/or hours to minimize impacts to traffic and pedestrians; coordination with other construction projects to avoid conflicts; and the use of portable changeable message signs to inform the public and emergency vehicles of construction activities.

Caltrans will continue coordination with Regional Transit regarding the temporary relocation of bus stops within the project area. Bus stop relocation would be temporary; in most cases, relocation would last six months or less. Caltrans will also continue coordinating with Regional Transit regarding the temporary suspension of light rail service during construction at US 50 at 19th Street and the Brighton Overhead. The suspended service would be temporary and would occur at night to minimize disruption of light rail operations.

Chapter 6 Community Facilities

Affected Environment

Schools

The Sacramento City Unified School District serve residents within the Study Area and its immediate vicinity, and is the primary provider of school services within the Study Area. Eleven schools have been identified within the Study Area. Eight are elementary schools (Hubert H. Bancroft, William Land, Phoebe A. Hearst, Thomas Jefferson, Tahoe, Aspire Capital Heights Academy, California Montessori Project, and Saint Mary's Elementary Schools), one is a middle school (Kit Carson Middle School), and two are high schools (The Met and Sacramento Charter High School).

Five schools are within approximately 1,000 feet of US 50: William Land and Thomas Jefferson Elementary Schools, California Montessori Project, and the Met and Sacramento Charter High Schools.

One university, California State University, Sacramento, is also located within the Study Area.

Parks and Recreation

The Study Area has a total of 15 parks within the City of Sacramento and overseen by the City of Sacramento's Parks and Recreation Department. The parks that fall within the Study Area include:

- East Lawn Children's Park, 1510 42nd Street, Sacramento
- Fremont Park, 1515 Q Street, Sacramento
- Glenbrook Park, 8500 La Riviera Drive, Sacramento
- Oki Park (Magoichi), 2715 Wissemann Drive, Sacramento
- Coloma Park, 4623 T Street, Sacramento
- Granite Regional Park, Ramona Avenue, Sacramento
- Little League Park, Redding Avenue and San Joaquin Street, Sacramento
- Greenfair Park, 2950 57th Street, Sacramento
- Sierra Vista Park, 5104 T Street, Sacramento
- Sunset Park, 4208 T Street, Sacramento
- Tahoe Park, 3501 59th Avenue, Sacramento
- Tahoe Tallac Park; 7400 San Joaquin Street, Sacramento
- Sierra 2 Park, 2795 24th Street, Sacramento
- Southside Park, 2115 6th Street
- O'Neil Field, 715 Broadway

There are five publicly owned parks adjacent to the proposed project; O'Neil Field, Southside Park, Coloma Park, Oki Park, and Glenbrook Park). O'Neil Field, at 715 Broadway, includes a full-sized soccer field and two softball fields. Southside Park, a 19 acre park at 6th and W street, includes a swimming pool, wading pool, three-quarter mile jogging trail, Southside Clubhouse, lake with fishing piers, accessible playground, par course with four fitness stations, amphitheater, and picnic areas. Coloma Park, located on T Street south of US 50, is a three-acre park that includes a community center, basketball courts, and a play area. Oki Park is located south of US 50 on Wissemann Drive, is 14 acres, and includes a swimming pool, picnic areas, basketball courts, and soccer fields. Glenbrook Park is located on La Riviera Drive north of US 50, is approximately 19 acres, and includes picnic areas, a ball field, soccer fields, tennis courts, and play areas.

Libraries

The Sacramento Public Library provides library services in Sacramento County through 27 libraries located in various parts of the County. The E.K. McClatchy Neighborhood Library, 2112 - 22nd Street, is the only library located within the Study Area.

Public Health and Safety

Police

Primary public safety services are provided by the Sacramento Police Department (SPD) within the City of Sacramento jurisdictions of the Study Area. The California Highway Patrol provides public safety services along US 50 but does not have facilities within the Study Area.

Fire Stations/Emergency Services

The Sacramento Fire Department (SFD) provides emergency first responder services (fire and ambulance). No SFD stations are located within the Study Area, but SFD Battalion 1 Stations 1, 2, 4, 5, 6, 8, and 60 service the City of Sacramento jurisdictions of the Study Area.

Hospitals

Medical facilities located within the Study Area include the University of California Davis Medical Center, Shriners Hospital for Crippled Children, Sutter Health, and Mercy Medical Group. Additionally, various medical clinics are located within the Study Area.

Utilities

Designated utility corridors and easements are located in the Study Area. Utilities such as water, storm drains, sanitary sewer systems, gas, and electrical lines traverse the Study Area.

Water Supply and Distribution

Drinking water within the Study Area is supplied by the City of Sacramento's Department of Utilities (85 % from the American River and 15 % from groundwater).

Flood Control

The Sacramento Area Flood Control Agency (SAFCA) has been charged with the responsibility of providing the Sacramento area with flood protection from the American and Sacramento rivers. Stormwater drainage and flood control services in the Study Area are provided by the Sacramento County Stormwater Utility of the County's Water Resources Department.

Wastewater Collection and Treatment

Sewer and wastewater collection, conveyance and treatment services in the Study Area is provided by the City of Sacramento's Department of Utilities (routed to the Sacramento Regional County Treatment Plant where it receives primary and secondary treatment).

Solid Waste Disposal

Solid waste disposal and recycling services in the Study Area are provided by the City of Sacramento. The City of Sacramento services all residential and a third of the commercial customers within the city, and transports the waste initially to a transfer station and then to the Lockwood Landfill in Sparks, Nevada. Private franchised haulers service the remaining commercial customers in the City of Sacramento and dispose of the waste at various facilities including the Sacramento County Keifer Landfill, the Yolo County Landfill, L and D Landfill, Florin Perkins Landfill and private transfer stations.

Natural Gas and Electricity

The Sacramento Municipal Utility District (SMUD) provides electricity in the County and Study Area, while Pacific Gas and Electric Company (PG&E) provides gas.

Telecommunications

Multiple companies provide telecommunications services in the Sacramento area, with a variety of services providing land line and cellular service, cable television, and internet connectivity. The primary telecommunications service providers in the Sacramento area are AT&T, Sprint, Verizon, T-Mobile, Comcast, and Direct TV.

Impacts

Schools

Impacts to schools are not anticipated.

Parks

Coloma Park is part of the Coloma Community Center located at 4623 T Street in Sacramento. A sound wall may be constructed along the northern boundary of the Coloma Community Center in the existing US 50 right-of-way. Temporary construction easements in the parking lot may be required for the construction of a sound wall. The TCE will involve using several parking spaces during sound wall construction. According to 23 CFR 774, a Section 4(f) evaluation must be prepared when a project will require the use of land from a publicly owned recreational facility (among other categories of land). This use may include temporary occupancy. However, Section 4(f) does not apply to temporary occupancy when the following five conditions are met:

1. Duration (of the occupancy) must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land;
2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the 4(f) resource are minimal;
3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purpose of the resource, on either a temporary or permanent basis;
4. The land being used must be fully restored, i.e., the resource must be returned to a condition which is at least as good as that which existed prior to the project; and
5. There must be documented agreement of the appropriate Federal, State, or local officials having jurisdiction over the resource regarding the above conditions.

No park facilities will be affected. No other parks or recreational facilities will be affected by any project alternatives. Temporary occupancy has been met. The construction of the sound wall will take less time than the project as a whole and there will be no change in ownership; the scope of the work will be minor; there are no permanent adverse impacts or interference with Coloma Park; any damage to the parking lot will be repaired to a condition as good or better than before the project; and the City of Sacramento has concurred that the project would not have an adverse effect on this property (Caltrans received this concurrence on June 2, 2016). As a result, 4(f) doesn't apply to Coloma Park.

Libraries

Impacts to libraries are not anticipated.

Public Health and Services

Under Alternatives 1 and 2, the added capacity of the HOV/mixed flow lane would not negatively affect emergency vehicles.

Under Alternatives 3 and 4, congestion is anticipated to worsen, affecting access to public facilities. Please refer to the Traffic and Transportation section for more information.

During roadway construction under Alternatives 1, 2, and 3, emergency vehicles may need to stop temporarily or slowdown in order to ensure that they can safely pass through the project area.

Construction staging under Alternatives 1 and 2 would likely slightly disrupt activities at the interchanges within the project area. On-ramps and off-ramps may see temporary disruptions. However, most of the construction at critical junctions along the impacted route is expected to occur at night and not during peak hour commute times. No disruptions are anticipated for Alternatives 3 and 4.

Utilities

There are existing utilities within the project limits, including several high risk electric lines. Positive location (potholing) work for the high risk facilities and other facilities where there are potential conflicts will be done early in the PS&E phase once an alternative is selected. These utilities will either be avoided or relocated. It is anticipated that any required relocations can be accommodated within the limits of environmental clearance. The final "Determination of Liability" will occur on a case by case basis as the relocation plans are finalized. Preliminary indications show that cost sharing should be on a 50%-50% split with most of the major utility companies.

The overhead power line for the light rail east of 65th Street is attached to the soffit of the overhead structure and will be affected by the proposed structure widening. The system of overhead wires that supply electricity to light rail is referred to as a messenger wire and is attached directly to the soffit of this structure. The messenger wire requires relocation since the new structure depth will be greater than the existing depth and conflicts with messenger line. Cal OSHA clearance requirements also restrict workers in the vicinity of the active messenger line's existing alignment during construction.

Avoidance and Minimization Measures

All emergency public services, such as medical services, law enforcement agencies, fire departments, and local ambulance services will be notified prior to construction. A Transportation Management Plan (TMP) will be implemented for this project.

A public participation plan will be formulated, involving public workshops, press releases, project website, construction updates, etc.

Chapter 7 Growth

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with the National Environmental Policy Act (NEPA) of 1969, require evaluation of the potential environmental effects of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations (40 Code of Federal Regulations [CFR] 1508.8) refer to these consequences as indirect impacts. Indirect impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act (CEQA) also requires the analysis of a project's potential to induce growth. The CEQA guidelines (Section 15126.2[d]) require that environmental documents "...discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

This analysis was prepared using Caltrans' *Guidance for Preparers of Growth-Related, Indirect Impact Analysis (Growth-Related Guidance)*. This guidance specifically addresses the subset of indirect effects associated with highway projects that encourage or facilitate land use or development that changes the location, rate, type or amount of growth—and are referred to in the *Growth-Related Guidance* as "growth-related impact."

The study area selected for growth-related impacts consisted primarily of the project limits and the cities of Rancho Cordova and West Sacramento, which house the expected trip origins and destinations most likely to be affected by the proposed project.

Previous project information reviewed for this analysis included the relevant planning documents outlined earlier in this document, as well as the Preliminary Environmental Assessment Report (PEAR) and the Supplemental Project Study Report (PSR) prepared by Caltrans for the original Sac 50 HOV project in August 2001. The project limits in the PEAR and Supplemental PSR were Sunrise Boulevard to 9th Street in downtown Sacramento; however, the limits were changed to Watt Avenue and Sunrise Boulevard.

Assessing the Need for a Growth-Related Impact Analysis

Accessibility is the most direct link between transportation and land use and refers to the project's potential to reduce time-of-cost travel, either in terms of money or time, potentially enhancing the attractiveness of surrounding land to developers and consumers. When changes in accessibility provided by a transportation project facilitate land use change, one outcome can be growth-related impacts to environmental resources.

Project type is another important factor to consider when evaluating the need for a growth-related analysis. According to the *Growth-Related Guidance*:

Adding high occupancy vehicle (HOV) lanes or mixed flow lanes are examples of projects that could cause growth-related impacts because they add capacity to an existing facility. These projects warrant closer consideration to determine whether an analysis of growth-related impacts will be necessary.

Project location is another element of growth-related impacts. The proposed project is located within the city of Sacramento. The entire project is located within a highly urbanized and developed area of Sacramento. Areas of new development would be limited to reclaimed land or small in-fill.

Finally, growth pressure must be considered when evaluating the potential for growth-related impacts. Growth pressure is influenced by circumstances such as land availability and price, existing infrastructure, the regional economy, vacancy rates, and land use controls, although the degree to which growth is influenced by these circumstances will vary from project to project.

Based on the project's potential to reduce time-of-cost travel for users of the bus/carpool lanes, it was determined that an analysis of the project's potential for growth-related impacts was warranted. The growth-analysis is included in the Community Impacts Assessment (CIA) that was prepared for the proposed project.

The study area selected for growth-related impacts consists primarily of the project limits and to a lesser extent the cities of Sacramento and Elk Grove—which house the expected trip origins and destinations most likely to be affected by the proposed project.

Affected Environment

The proposed project is located within the city of Sacramento. The entire project is located within a highly urbanized and developed area of Sacramento. Areas of new development would be limited to reclaimed land or small in-fill.

In 2013, Sacramento County had a population of just over 1.4 million, the City of Sacramento had a population of about 471,500, the City of Rancho Cordova had a population of 66,000, and the City of West Sacramento 49,000. By 2035, SACOG projects that Sacramento County's population will increase by 511,400 (27% increase), City of Sacramento by 181,400 (29% increase), City of Rancho Cordova by 66,100 (52% increase), and the City of West Sacramento by 43,500 (49%) (SACOG 2012). SACOG also projects that by 2035, employment will increase by 211,500 (25%) in Sacramento County, 77,100 (21%) in the City of Sacramento, 25,500 (35%) in the City of Rancho Cordova, and 20,800 (39%) in West Sacramento (SACOG 2012). Although construction of new homes slowed in the region due to a weak housing market starting 2008, this market has picked up in the last several years and over the long run, new housing construction is expected to continue in the area.

Potential for Growth and Local Plans

Community comprehensive plans and planning laws, such as land use and zoning regulations, are most often the primary means of controlling growth and development. County and local governments use these plans and regulations to encourage or discourage growth in their communities as they see appropriate. Any changes to these plans or regulations involve significant public review and input. Other constraints to growth can include a lack of public utility infrastructure and services such as water, gas and electric, and sewage.

As stated above, the proposed project is consistent with regional planning efforts, including SACOG's Regional Blueprint Preferred Scenario and the MTP/SCS 2035. The population distribution anticipated in SACOG's planning is based on a future transportation network that includes the proposed project. Within the project limits, there is very little area for new development. The area is highly urbanized, with new development limited to reclaimed land or small in-fill.

Potential for Growth and Accessibility Improvements

The proposed project would improve traffic flow on US 50 and improve travel times for vehicles in the bus/carpool lanes, especially when compared to Alternatives 2, 3, and 4.

The existing development in Sacramento along the US 50 corridor has resulted in congestion and travel delays during peak hours. According to the Traffic Report prepared for the proposed project, the current Level of Service (LOS) at key portions of US 50 within the study area during peak hours is “ F,” meaning traffic experiences forced or breakdown flow and more vehicles are arriving than are leaving. This congestion will only worsen with development anticipated in Sacramento County, City of Sacramento, Rancho Cordova, and West Sacramento for the years ahead, as noted in the SACOG Blueprint.

Like any project that improves travel times to work, including public transit projects, the proposed project would provide a benefit to intercity commuters. The proposed project, and a regional network of high occupancy vehicle lanes, is included in both the Blueprint and the MTP/SCS 2035. The MTP/SCS 2035 is based upon the SACOG Blueprint Preferred Scenario—a planning framework that is expected to improve jobs/housing balance in the communities in the region, when compared to future conditions without the Blueprint.

Environmental Consequences

Alternative 1

The proposed project seeks to reduce congestion and encourage alternative means of commuting by extending existing HOV lanes on US 50 between downtown Sacramento and Watt Avenue. The project would provide greater connectivity within the HOV lane system in the Sacramento region, which consists of existing and planned bus/carpool lanes on I-80, I-5, US 50, and SR 99. These improvements are being proposed because of demands put on the region’s transportation system due to the existing rapid rates of growth in the area. The projects are also part of a long-term Caltrans effort to encourage the use of transit and multi-passenger occupied vehicles.

The proposed project would increase the capacity of an existing freeway that is currently heavily congested. The project would improve travel times, especially for bus and carpool users, particularly when compared to the No Build Alternative. The capacity increasing potential of the proposed project would be insufficient to ensure a freeway with no delays given the level of residential and non-residential development that has already occurred and is planned for eastern Sacramento County. The areas surrounding the project are already built-out, with little opportunity for new development. Thus, the proposed project is not expected to have a growth-inducing impact on the study area or its surrounding communities. City and regional plans indicate that Sacramento County as well as the City of Sacramento are preparing for relatively rapid growth in the near future, and the most current data indicate that this growth is occurring and is likely to continue to occur according to planned build-out with or without the proposed project.

The HOV lane is designed to provide an alternative to single-occupancy vehicle travel and encourage drivers to combine vehicle trips, thus removing some cars from the freeway. Although new capacity would be added under Alternative 1, it is not expected to result in new, unplanned growth. The design of Alternative 1 does not create any new access points or alter current ramp locations nor would Alternative 1 remove any key restraints to growth—it would not change any land use designations or open any new areas to development.

Alternative 2

Impacts to growth from Alternative 2 are similar to Alternative 1. Alternative 2 would also add vehicle capacity, but this increase in capacity is not expected to result in new, unplanned growth. The areas surrounding the project are already built-out, with little opportunity for new development. Thus, the proposed build alternatives, including Alternative 2, are not expected to have a growth-inducing impact on the study area or its surrounding communities. City and regional plans indicate that Sacramento County as well as the City of Sacramento are preparing for relatively rapid growth in the near future, and the most current data indicate that this growth is occurring and is likely to continue to occur according to planned build-out with or without the proposed project

Alternative 3

With development already planned and in progress, Alternative 3 (Mixed Flow to Bus/Carpool Lane Conversion) is equally unlikely to result in growth-related indirect impacts to resources. Development would be expected to continue as planned and congestion would worsen. Alternative 3 would not be expected to constrain growth, as no data was found that would suggest that this alternative would prevent or reduce the amount or type of development outlined in local planning documents because this alternative does not add capacity to the US 50.

Alternative 4

With development already planned and in progress, Alternative 4 (No-Build) is equally unlikely to result in growth-related indirect impacts to resources. Without the proposed project, development would be expected to continue as planned and congestion would worsen. Alternative 4 would not be expected to constrain growth, as no data was found that would suggest that this alternative would prevent or reduce the amount or type of development outlined in local planning documents.

Avoidance and Minimization Measures

As discussed above, growth impacts are not anticipated. No avoidance, minimization, and/or mitigation measures are required on the part of Caltrans.

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Figures and Tables

The following figures and tables referenced in the document can be found in this section.

Figures

Figure 1 Project Location Map

Figure 2 Census Tracts within the Study Area

Tables

Table 1 Population

Table 2 Housing

Table 3 Income

Table 4 Occupations

Table 5 Commuting

Table 6 Projections

Figure 1. Project Location Map and Study Area

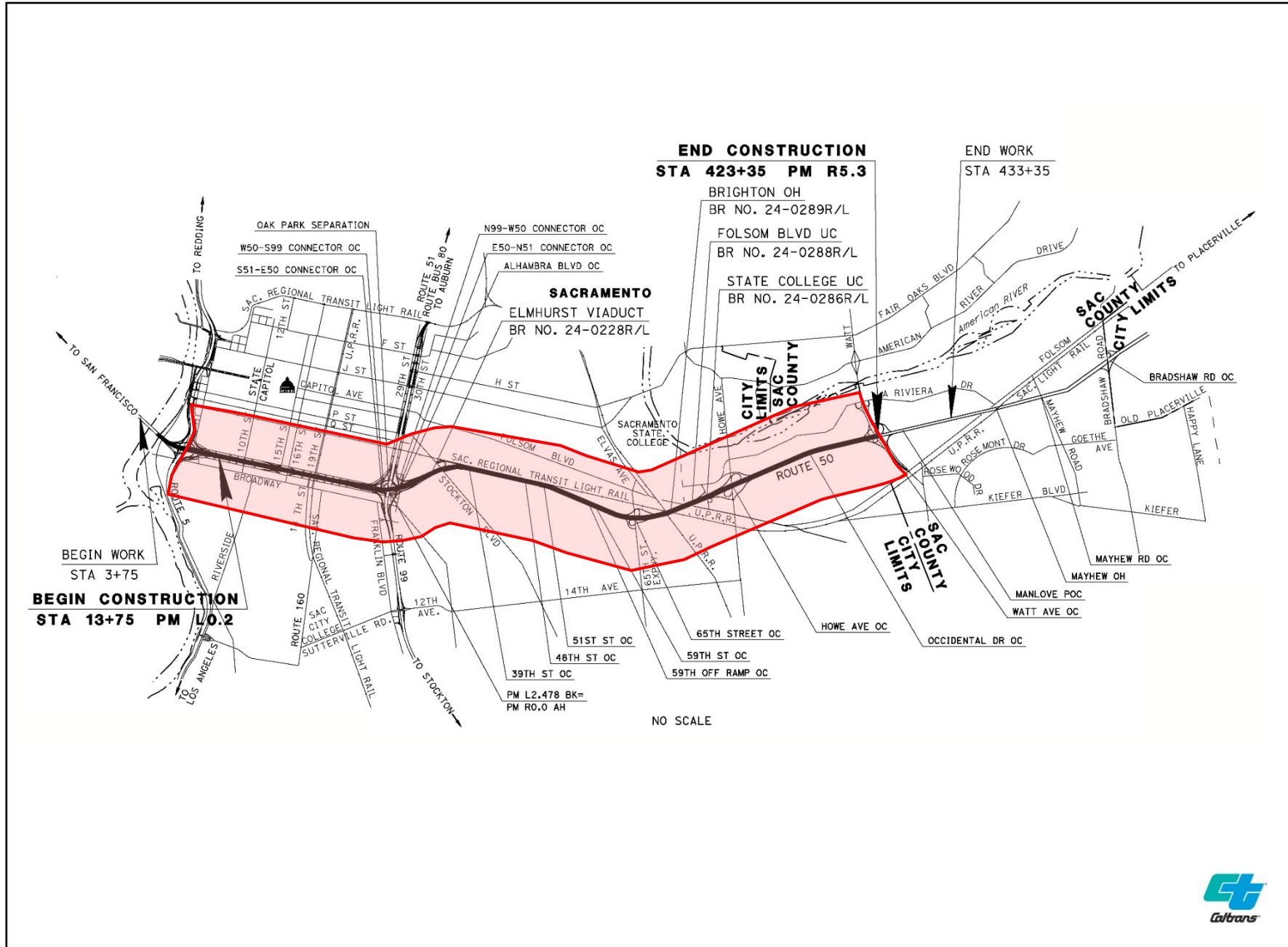


Figure 2. Census Tracts Within Study Area

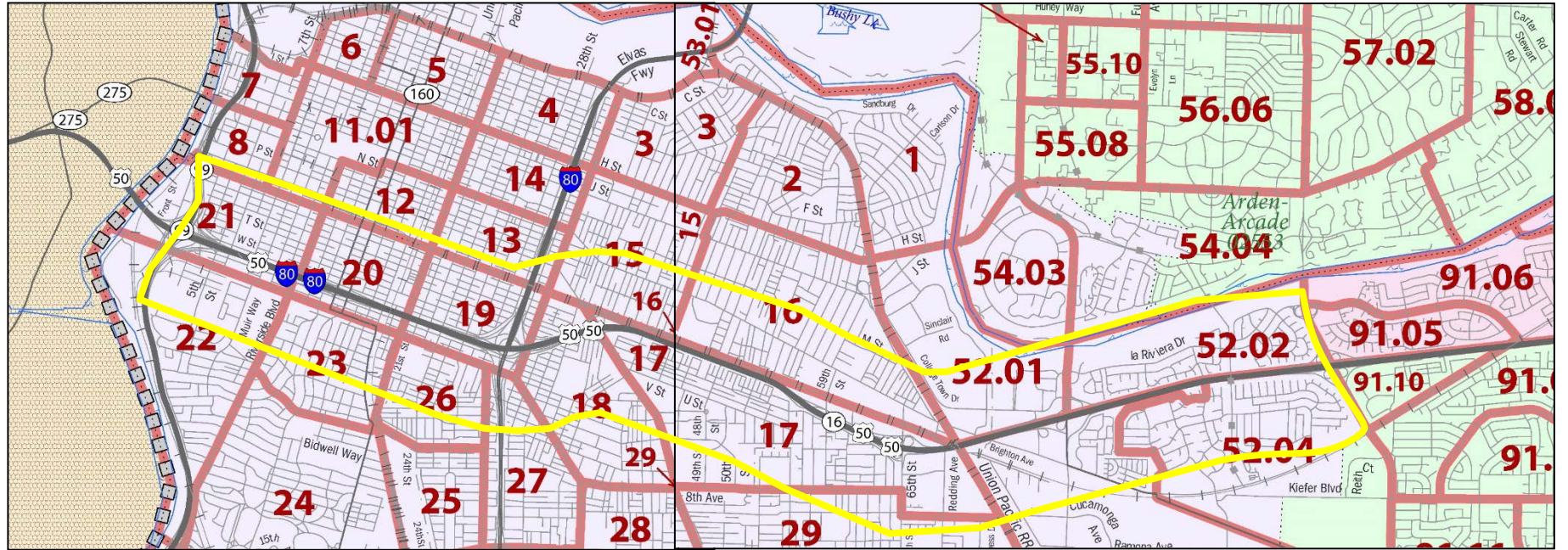


Table 1. Population

POPULATION (2013, unless otherwise noted)													
Area	Population	Population, 2000	% change, 2000 to 2013	Age, under 18	Age, 18 and 64	Age, over 65	Ethnicity, white (alone)	%	Ethnicity, black (alone)	%	Ethnicity, not hispanic	Ethnicity, hispanic	%
State of California	37,659,181	33,871,648	11.2%	9,295,040	23,712,402	4,246,514	14,937,880	39.7%	2,153,341	5.7%	23,388,836	14,270,345	37.9%
Sacramento County	1,418,788	1,223,499	16.0%	363,053	897,184	158,551	688,052	48.5%	139,014	9.8%	1,122,410	296,378	20.9%
City of Sacramento	471,477	407,051	15.8%	116,121	300,947	49,420	163,722	34.7%	62,692	13.3%	343,325	128,152	27.2%
City of Rancho Cordova	66,027	55,060	19.9%										
City of West Sacramento	49,061	31,615	55.2%										
TOTAL, Census Tracts	54,024	59,836	-9.7%	9,670	39,994	7,160	33,648	62.3%	5,095	9.4%	47,484	11,131	20.6%

Table 2. Housing

HOUSING														
Area	Housing units, 2010	Housing units, 2000	Vacancy rate, 2010	Total Households, 2010	Total Households, 2000	Change, 2000 to 2010	Median home value, 2010	Median home value, 2000	Owner occupied	Owner occupied, percent	Renter occupied	Renter occupied, percent	Moved in prior to 2000	Percent
Sacramento County	555,932	474,814	7.6%	557,331	453,600	18.6%	\$234,200	\$144,200	282,206	54.2%	238,374	45.8%	136,128	26.1%
City of Sacramento	190,911	163,957	8.5%	174,624	154,581	11.5%	\$225,900	\$128,800	85,886	48.4%	91,442	51.6%	48,301	27.2%
TOTAL, Census Tracts*	28,896		8.7%	26,415	27,330	-3.5%	\$305,264		11,392	40.3%	14,824	56.2%	7,771	28.1%
* Census tract data is for 2013														
Sources: US Census, DP04, Selected Housing Characteristics														

Table 3. Income

INCOME (2013, unless otherwise stated))						
Area	Median Household Income	Per capita income	Poverty rate, 2010	Civilian labor force	Civilian, employed	Unemployment rate
State of California	\$56,533	\$27,733	11.9%	18,804,519	16,635,854	7.5%
Sacramento County	\$55,064	\$26,739	21.8%	707,855	610,662	8.7%
City of Sacramento	\$49,753	\$25,508	18.4%	236,390	202,226	9.3%
TOTAL, Census Tracts	\$48,248	\$31,493	16.8%	34,472	30,389	8.2%

Table 4. Occupations

OCCUPATION (2013)			
	Sacramento County	City of Sacramento	Total Census Tracts
Population 16 Years and Older	1,115,458	369,218	49,651
Civilian Employed over 16 Years Old	610,662	202,226	29,641
Percent Employed	54.7%	54.8%	60.1%
Percent Unemployed	8.7%	9.3%	8.2%
<i>Occupation</i>			
Management, Business, Science, and Arts	228,965	77,263	14,371
Service	118,000	40,720	5,286
Sales and Office	163,511	53,474	7,420
Natural Resources, Construction, and Maintenance	47,602	13,006	1,216
Production, Transportation, and Material Moving	52,584	17,763	1,348
<i>Class of Worker</i>			
Private Wage and Salary Workers	425,584	138,138	19,557
Government Workers	139,122	50,767	7,983
Self-Employed Workers	45,112	13,101	2,090
Unpaid Family Workers	844	220	11

Table 5. Commuting

COMMUTE										
Category	Sacramento County		City of Sacramento		Census Tracts		Rancho Cordova		West Sacramento	
Commute to/from work	593,695		196,280		28,725		28,151		20,678	
Single occupant vehicle	448,414	75.5%	141,621	72.2%	19,234	67.0%	21,223	75.4%	15,485	74.9%
High occupancy vehicle	71,990	12.1%	24,819	12.6%	2,537	8.8%	3,534	12.6%	3,071	14.9%
Transit	18,174	3.1%	7,873	4.0%	1,667	5.8%	1,188	4.2%	425	2.1%
Walk	12,135	2.0%	6,082	3.1%	1,728	6.0%	540	1.9%	329	1.6%
Other (taxi, motorcycle, bicycle, or other)	13,990	2.4%	6,999	3.6%	1,956	6.8%	539	1.9%	482	2.3%
Work at home	28,992	4.9%	8,886	4.5%	1,603	5.6%	1,127	4.0%	976	4.7%
City of Sacramento:										
Working in Sacramento	196,280									
Working outside Sacramento	59,203	30.2%								
Census Tracts:										
Working in Sacramento	28,725									
Working outside Sacramento	6,119	21.3%								
Rancho Cordova:										
Working in Rancho Cordova	20,226	71.8%								
Working outside Rancho Cordova	7,925	28.2%								
West Sacramento:										
Working in West Sacramento	9,166	44.3%								
Working outside West Sacramento	11,512	55.7%								

Table 6. Projections, 2008, 2020, 2035

PROJECTIONS																				
Area	2008				2020				2035				Change, 2008 to 2035				Housing Units, number	Housing Units, percentage	Employment, number	Employment, percentage
	Population	Households	Housing Units	Employment	Population	Households	Housing Units	Employment	Population	Households	Housing Units	Employment	Population, number	Population, percentage	Households, number	Households, percentage				
Sacramento County	1,376,868	511,515	554,360	622,579	1,547,978	596,707	621,084	679,874	1,888,307	685,500	734,169	834,066	511,439	27.1%	173,985	25.4%	179,809	24.5%	211,487	25.4%
City of Sacramento	447,571	175,220	191,499	285,977	516,720	209,712	219,114	309,623	629,006	242,195	260,704	363,097	181,435	28.8%	66,975	27.7%	69,205	26.5%	77,120	21.2%
City of Rancho Cordova	59,979	22,808	24,868	47,385	79,305	31,256	32,826	54,066	126,112	46,476	49,812	72,852	66,133	52.4%	23,668	50.9%	24,944	50.1%	25,467	35.0%
City of West Sacramento	45,098	16,529	17,825	32,759	62,346	24,055	24,672	38,075	88,659	32,803	35,615	53,599	43,561	49.1%	16,274	49.6%	17,790	50.0%	20,840	38.9%
Zip Codes*	133,865	61,681	67,152	114,351	159,414	76,582	78,893	125,113	219,804	100,147	106,554	148,973	85,939	39.1%	38,466	38.4%	39,402	37.0%	34,622	23.2%
SACOG region	2,215,044	819,434	885,082	966,285	2,519,947	966,886	1,004,151	1,068,839	3,086,213	1,114,451	1,188,210	1,327,423	871,169	28.2%	295,017	26.5%	303,128	25.5%	361,138	27.2%

* Zip codes crossed by US 50 were used because projection data for census tracts was not available.

Sources:
 SACOG Modeling Projections for 2008, 2020, and 2035; May 2012, Total Population, Total Households, Total Dwelling Units, and Total Employment
 SACOG-08-20-35_forecast%20-%20ZCTA.xlsx (for zip code data)

Environmental Checklist

The following checklist identifies social and economic factors that might be affected by the proposed project. The checklist is divided into CEQA and/or NEPA impacts. The CEQA impact levels include potentially significant impact, less than significant impact with mitigation, less than significant impact, and no impact. NEPA impact levels include impact and no impact. Each environmental factor can have CEQA-only impacts, CEQA and NEPA impacts, or NEPA-only impacts. Please refer to the following for detailed discussions regarding impacts:

CEQA:

Guidance: Title 14, Chapter 3, California Code of Regulations, Sections 15000 et seq.
(http://www.ceres.ca.gov/topic/env_law/ceqa/guidelines/)

Statutes: Division 13, California Public Resource Code, Sections 21000-21178.1
(http://www.ceres.ca.gov/topic/env_law/ceqa/stat/)

NEPA:

Guidance: Title 42, Chapter 55, United States Code, Sections 4321 et seq.
(<http://es.epa.gov/oeca/ofa/legis.html>)

Statutes: Title 40, Code of Federal Regulations, Parts 1500-1508
(<http://es.epa.gov/oeca/ofa/part6con.html>)

In many cases, background studies performed in connection with the project indicate no impacts. A “no impact” under either CEQA or NEPA reflects this determination. Any needed discussion is included in the section following the checklist.

The words "significant" and "significance" used throughout the checklist are related to CEQA, not NEPA, impacts (unless otherwise noted). CEQA requires that environmental documents determine significant or potentially significant impacts; NEPA does not. Addressing significant or potentially significant impacts in joint CEQA and NEPA environmental documents can be confusing, especially in those instances where the two laws and implementing regulations have different thresholds of significance. Under NEPA, the degree to which a resource is impacted is only used to determine which NEPA document is necessary. Once the federal agency has determined the magnitude of a project's impacts and the level of documentation required, it is the magnitude of the impact that is evaluated in the environmental document, not the degree of significance. For the purpose of the impact discussion in this document, determination of significant or potentially significant impacts is made only in the context of CEQA.

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

X. LAND USE AND PLANNING: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIII. POPULATION AND HOUSING: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

XIV. PUBLIC SERVICES:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Fire protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Police protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

Schools?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Parks?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Other public facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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XV. RECREATION:

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
--------------------------------	--	------------------------------	-----------

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- | | Yes | No |
|--|--------------------------|-------------------------------------|
| SECTION 4(F) RESOURCES – Does the project: | | |
| a) Result in the use of any publicly owned land from a park, recreation area, or wildlife and waterfowl refuge, as defined by section 4(f) (23 CFR 771.135)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Affect a significant archaeological or historic site, structure, object, or building, as defined by section 4(f) (23 CFR 771.135)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve "constructive use", as defined by section 4(f) (23 CFR 771.135)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

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*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.

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 14th Street, MS-79, Sacramento, CA 95811. Telephone: (916) 324-0449, TTY: 711, or via Fax: (916) 324-1949.

A blue ink signature of Malcolm Dougherty, written in a cursive style.

MALCOLM DOUGHERTY
Director

"Caltrans improves mobility across California"