

## APPENDIX A: CEQA CHECKLIST

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
<b>I. AESTHETICS – ( Please refer to Section 2.5)</b>				
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>II. AGRICULTURE RESOURCES-</b>				
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. 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) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY – (Please refer to Section 2.6)</b>				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IV. BIOLOGICAL RESOURCES – (Please refer to Chapter 3)</b>				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>V. CULTURAL RESOURCES</b> –(Please refer to Section 2.7)				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>VI. GEOLOGY AND SOILS</b> – ( Please refer to Section 2.8)				
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**VII. HAZARDS AND HAZARDOUS MATERIALS** –(Please refer to Section 2.9)

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Less Than Significant		
Potentially Significant Impact	With Mitigation Incorporation	Less Than Significant Impact	No Impact	

**VIII. HYDROLOGY AND WATER QUALITY** – (Please refer to Sections 2.10 and 2.12)

Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Less Than Significant		
	Potentially Significant Impact	With Mitigation Incorporation	Less Than Significant Impact	No Impact

**IX. LAND USE AND PLANNING – ( Please refer to Section 2.1)**

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"/> |

**X. MINERAL RESOURCES**

Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**XI. NOISE –( Please refer to Section 2.11)**

Would the project result in:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XII. POPULATION AND HOUSING** –(Please refer to Section 2.2)

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"/>
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"/>

**XIII. PUBLIC SERVICES**

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

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XIV. RECREATION</b>				
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"/>
<b>XV. TRANSPORTATION/TRAFFIC – (Please refer to Section 2.4)</b>				
Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Less Than Significant			
Potentially Significant Impact	With Mitigation Incorporation	Less Than Significant Impact	No Impact	

**XVI. UTILITIES AND SERVICE SYSTEMS –**

Would the project:

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				
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"/>
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"/>

		Less Than Significant		
Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact	

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE**

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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## **Appendix B. Cumulative Effects Assessment**

Cumulative effects are impacts that result from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time. Table B-1 comprises the list of projects that were evaluated in the study area. For this analysis, Caltrans has included projects in the area from Old Redwood Highway in Petaluma to Steel Lane in Santa Rosa that have resource impact areas in common with the Wilfred Interchange Project. Many of these projects were described conceptually in CEQA documents, and lend themselves to a conceptual qualitative analysis for this reason. Reasonably foreseeable future projects include those with recorded notices of intent (NEPA) or notices of preparation (CEQA). Discussion in the cumulative impact analysis will be limited to resources that would be impacted as a result of the Wilfred Avenue Interchange Project, which are California Tiger Salamander and its habitat and water quality.

### **CALIFORNIA TIGER SALAMANDER (CTS)**

Caltrans has identified an area that encompasses the immediate range of CTS in relation to the proposed project and the pattern of documented occurrences in the area (Figure B-1). This area is bounded in the north by Route 12 in Santa Rosa, to the south by Pepper Road in Petaluma, and to the east by Route 101. This area also includes the proposed HOV widening project south of the Wilfred Avenue Interchange Project.

CTS is a water-dependent species that requires both breeding and estivation habitat. The closest breeding habitat to the proposed project is an area known as the Haroutunian Reserve, which is north of the Wilfred-Bellevue Channel and on the opposite side of the railroad tracks (Figure B-2). Estivation habitat in the project vicinity includes the Haroutunian Reserve and surrounding undeveloped lands. Although Route 101 and the concrete-lined portion of the Wilfred-Bellevue and Wilfred-Todd Channels could pose physical barriers (Figure B-3) to CTS, the species is capable of crossing unlined channels and even railroad tracks under wet conditions. It is the ability of CTS to cross these manmade features that may explain Caltrans' sighting of one specimen in the project vicinity outside of its prime breeding and estivation habitat.

Table B-1. Projects Evaluated in the Cumulative Impacts Assessment

<i>Project &amp; Development Type</i>	<i>Location</i>	<i>Shared Resource Impact Areas</i>
Santero Way Specific Plan EIR, general commercial, Dated October 1999.	Industrial Avenue, South of East Cotati Avenue, City of Cotati	Water quality
South Sonoma Business Park, general commercial and highway commercial. Draft EIR dated January 2001.	North of Highway 116, west of Redwood Drive, south of Helman Lane and east of Alder Avenue, City of Cotati	Water quality, CTS – mitigation incorporated
Sonoma State University Master Plan. Approved 2000.	Rohnert Park Expressway, north of Copeland Creek, west of Petaluma Hill Rd	Water quality, CTS habitat.
Wilfred/Dowdall Village Specific Plan, general commercial. Draft EIR dated June 1, 1999.	Dowdall Avenue, north of Business Park Drive, intersected by Wilfred Avenue	Water quality
City of Rohnert Park General Plan, municipal, dated May 5, 2000	City of Rohnert Park	Water quality
City of Cotati General Plan, municipal, dated June 1998	City of Cotati	Water quality
Costco, general commercial, Initial Study dated June 11, 2001.	Redwood Drive, north of Rohnert Park Expressway and Hinebaugh Creek, South of Business Park Drive.	Water quality
Caltrans Route 101 HOV Widening Project, KP 12.1-22.4 (PM 5.7 to 13.9)	From Old Redwood Highway to Rohnert Park Expressway, City of Petaluma and City of Rohnert Park	CTS, environmental studies underway.
Caltrans Route 101 HOV Widening Project, KP 23.7-31.7 (PM14.7–19.7)	From Santa Rosa Avenue Overcrossing to Highway 12, City of Santa Rosa	Water quality
Caltrans Route 101HOV Widening Project KP 31.4-35.7 (PM 19.5 to 22.2)	From Highway 12 to Steele Lane, City of Santa Rosa	Water quality
Northwest Area Specific Plan, residential, commercial, industrial, and office uses	Bounded by Millbrae Avenue, Dowdell Avenue, Business Park Drive, and Langer Avenue.	Environmental studies underway
Northeast Area Specific Plan, residential development	Bounded by Keiser Avenue, Snyder Lane, Moura Lane and Petaluma Hill Road, city of Rohnert Park	Environmental studies underway.
Sonoma-Marin Area Rail Transit Station, transportation	Wilfred Avenue & Roberts Lake Boulevard, city of Rohnert Park	Environmental studies underway.
Graton Racheria Casino, general commercial	Major streets bordering the project are: Wilfred Avenue, Stony Point Road and Rohnert Park Expressway	Environmental studies underway.
Wilfred/Dowdell Specific Plan General commercial	Major streets bordering the project are: Wilfred Avenue, Dowdell and Redwood Drive	Environmental studies currently underway, no construction.
University District Specific Plan Pedestrian-oriented with residential, commercial, office, open space and parkland.	Bordering this complex would be Petaluma Hill Road, Keiser Road, Snyder Lane	Environmental stuides underway

California Tiger Salamanders recorded in CNDDDB as of April 4, 2004.  
Occurrences from the following Quads: Santa Rosa, Cotati, Sebastopol, Mark West  
Springs, and Healdsburg

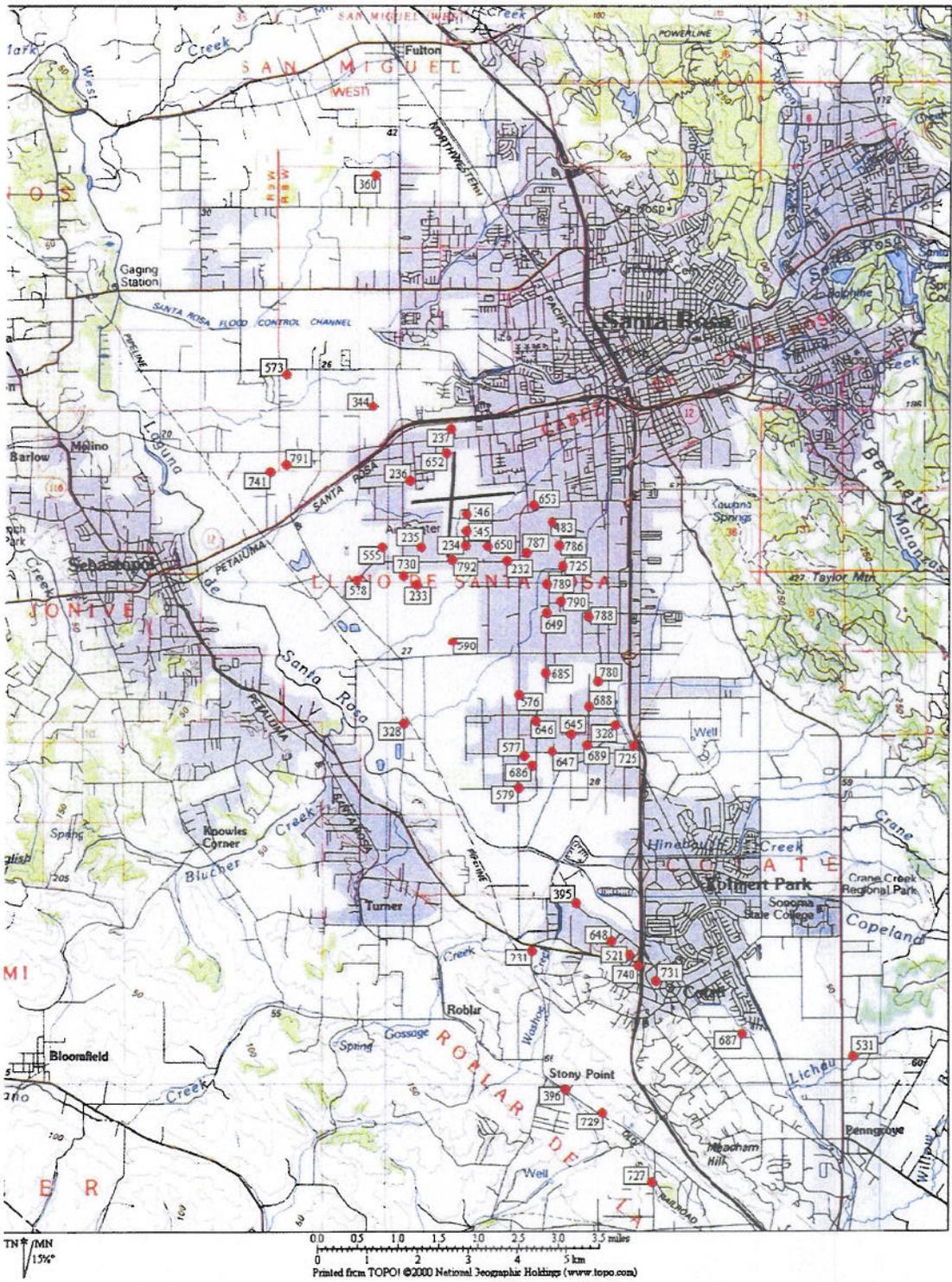


Figure B-1



Figure B-2. Haroutunian Reserve Boundary proximity to the project limits, Bellevue-Wilfred, Wilfred/Todd Channels, and the property adjacent to proposed project.



Figure B-3. Bellevue-Wilfred and Wilfred/Todd Channel convergence. Concrete lined channels can be a migration barrier to California tiger salamander.

The primary cause of decline in CTS populations is believed to be the loss of vernal pools and other ephemeral water bodies due to urban development and agricultural land conversions. In the City of Rohnert Park, this more closely describes the western side of Route 101 that is currently more open, less developed than the eastern side of the highway. The General Plan shows that the western side of Route 101 has been designated for regional commercial land uses in the project vicinity and various mixes of residential uses further south. The City of Cotati has also designated commercial industrial, general commercial and highway commercial land uses on the western side of Route 101. Among the list of projects in Table 4-1, few recognized the potential for CTS and its range or the potential for contributing to cumulative impacts on CTS. Albeit, the environmental documents for most of the projects included in this cumulative impact analysis predate the federal CTS listing, and it is unknown how the listing and proposed reclassification will affect the projects evaluated within the study area.

range of CTS, which could result in a significant impact to CTS unless proactive steps are taken to reserve breeding and estivation habitat.

Ponds or similar water bodies that CTS require for breeding are also resources that are regulated under Section 404 of the Clean Water Act (see Wetlands and Other Waters of the U.S. in Section 3.1). Project proposals subject to federal review under the 404 program would also be subject to avoidance, minimization, and compensatory measures that may offset impacts to CTS. Likewise, cumulative impacts on CTS may depend upon habitat replacement or similar measures that may be required of applicants subject to federal review under the 404 program.

### **Water Quality**

The Water Quality section of this document contains a discussion of project-related impacts from the Wilfred Avenue Interchange Project and a determination that the project would not have a significant impact on water quality. In addition to NPDES requirements pertaining to the design and construction of transportation projects, Caltrans has a statewide NPDES Permit Order No. 99-06-DWQ, which governs the facility after construction. This permit requires Caltrans to implement BMPs if necessary to meet water quality standards. Monitoring results of receiving waters is posted online to provide a planning tool for Caltrans to assess water quality impacts from its facilities. The Water Quality Planning Tool is an enhanced online version of the "Load Assessment Report", submitted as part of the annual update of Caltrans' Storm Water Management Plan (SWMP), and can be found at: <http://stormwater.water-programs.com/Webctswpfinal/Indexfinal.htm>. If water quality degrades, Caltrans would implement additional BMPs to achieve water quality standards. So, this program requires that Caltrans manage the facility with a cumulative perspective.

For this reason Caltrans has determined that compliance with the RWQCB-approved statewide NPDES program would address and mitigate storm water quality, pollutant loading, and drainage impacts resulting in no significant cumulative impacts to water quality. Table B-1 shows several projects in which water quality was identified as a potential impact during early scoping and conceptual planning but have not yet been studied. In these cases, project planning would likewise entail meeting NPDES Program requirements under the RWQCB's authority.

Among the projects listed, several are on the western side of Route 101 or where known occurrences are documented. Development in this area will continue to fragment and limit the range of CTS, which could result in a significant impact to CTS unless proactive steps are taken to reserve breeding and estivation habitat.

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## Appendix C. Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GEAY DAVIS, County

**DEPARTMENT OF TRANSPORTATION**  
OFFICE OF THE DIRECTOR  
1120 N STREET  
P. O. BOX 942873  
SACRAMENTO, CA 94273-0001  
PHONE (916) 654-5267  
FAX (916) 654-6608



July 26, 2000

### TITLE VI POLICY STATEMENT

The California State 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, sex and national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

A handwritten signature in cursive script that reads "Jeff Morales".

JEFF MORALES  
Director

## Appendix D. Local Road and Intersection Improvements

- 1) **Wilfred Avenue/Golf Course Drive Punch Through and Closure of Commerce Boulevard between Golf Course Drive and Redwood Drive.** A punch through would directly connect Wilfred Avenue and Golf Course Drive under Route 101. This direct connection would substitute for Commerce Boulevard undercrossing. This substitution would eliminate the Commerce Boulevard/Redwood Drive intersection. Commerce Boulevard would be widened from the northbound hook ramps. The punch through will also enable Commerce Boulevard/ Wilfred Avenue/Golf Course Drive to become a 4-leg intersection. The northbound crossing would maintain access to the gas station. The punch through would include sidewalks and a bicycle lane.
- 2) **Golf Course Drive/Roberts Lake Road.** This intersection would be widened to include two mandatory left-turn lanes and two mandatory through lanes to continue eastbound on Golf Course Drive. Roberts Lake Road and Golf Course Drive would taper back to local road configurations after this intersection.
- 3) **Commerce Boulevard/Wilfred Avenue/Golf Course Drive Intersection.** From the northbound hook ramps, this intersection would be widened to include two mandatory left-turn lanes to go westbound, one optional through/right turn lane into the cul-de-sac (adjacent to the existing gas station), and one mandatory right-turn lane to go east on Golf Course Drive.
- 4) **Addition of Collector-Distributor road connecting Southbound Route 101 with local streets.** In the southbound direction, a new road would be added connecting southbound Route 101, and the Santa Rosa Avenue overcrossing directly with the intersection between the southbound Route 101 off-ramp and Wilfred Avenue.
- 5) **Adjustment of Southbound Route 101 Off-ramp to Intersect Wilfred Avenue.** The intersection where the southbound Route 101 off-ramp currently meets Redwood Drive would be reconfigured to connect the end of the southbound Route 101 off-ramp to intersect perpendicularly with Wilfred Avenue, instead of the current off-ramp configuration, which merges with Wilfred Avenue and intersects with Redwood Drive.

For visual representations and locations of each of these four improvements, please refer to Figure 2-1, titled "Local Traffic and Parking Improvements."

## Appendix E. Growth Inducement Study<sup>1</sup>

A traditional shorthand way of looking at growth inducement is the removal of obstacles to growth, and is specified as such in the CEQA Guidelines. According to Caltrans Environmental Handbook, Volume Four:

“Capacity improvements should be considered removal of transportation related obstacles to growth. By this given definition, a project to increase capacity on a highway can be understood as growth inducing... The conclusion sought from the analysis is whether or not the future project capacity will exceed the predicted traffic capacity as needed by the planned population of the area. The identified excess capacity is an indicator of the likely significance of the growth induced or facilitated by the project.”<sup>2</sup>

Because the proposed project would not include excess capacity, it should not be considered growth inducing. Current and projected development patterns are organized around the supply of jobs in San Francisco, Marin, and Sonoma Counties, and the abundance of affordable housing in outlying counties. This pattern of development is likely to continue with or without the proposed project. The project would not include sufficient capacity to significantly improve commuting times through the project area. Examples of projects likely to have excess capacity include extensions or expansions of public infrastructure systems beyond what is needed to serve project specific demand.

The Build Alternative is unlikely to attract additional residential development or new population into the Rohnert Park planning area beyond what is projected. Both the City of Rohnert Park has several goals and policies that manage growth. Rohnert Park has adopted an Urban Growth Boundary, which is viewed as a long-term strategy to manage growth and development patterns.<sup>3</sup> Also, the city of Rohnert Park has several growth management tools outlined in its 2000 general plan, including zoning and subdivision regulations and development impact fees. The city’s growth management policies aim to pace growth over a 20 year hour at a 1% annual population rate.<sup>4</sup>

The project is unlikely to encourage the development of more acreage of employment generating land uses in the area. The local and regional growth patterns and projections shown below would presumably be realized with or without the Build Alternative, in recognition of broad, social/economic policies and trends that are anticipated to occur throughout this part of the Bay Area.

Between 1980 and 2000, Rohnert Park’s population grew from 24,541 to 42,236, an increase of over 72 percent. By 2025, Rohnert Park anticipates having a total of 48,600 residents. The number of households within the city is also anticipated to increase at a similar rate. Between 1980 and 2000, the number of households grew from 8,813 to

<sup>1</sup> This study is written to answer a checklist of questions specifically geared to address growth inducement.

<sup>2</sup> Caltrans Environmental Handbook Manual Volume 4”, Caltrans Community Impact Assessment, 1997.

<sup>3</sup> Caltrans. *Environmental Handbook*, Volume 4: Community Impact Assessment. Page 39. June 1997.

<sup>4</sup> Rohnert Park General Plan, Dyett and Bahtia, P. 2-43, Adopted 2000.

<sup>4</sup> Ibid.

15,503, or almost 76 percent. By 2025, the city is projected to have 17,860 total households. Jobs within Rohnert Park have grown at a much faster rate than population or households. Between 1980 and 2000, the number of jobs within Rohnert Park grew from 5,280 to 20,680, an increase of over 291 percent. By 2025, another 12,620 jobs are anticipated to be added within Rohnert Park.<sup>5</sup>

Between 1980 and 2000, population within Sonoma County grew from 299,684 to 458,614, which is an increase of over 53 percent. In 2025, the total population in Sonoma County is projected to be 589,800. Household numbers also increased significantly between 1980 and 2000 within Sonoma County from 114,475 to 172,403, an increase of over 50 percent. By 2025, Sonoma County is anticipated to contain 222,410 households, an increase of 29 percent over the number observed in the year 2000. Similar to Rohnert Park, Sonoma County jobs have grown at a much faster rate than population or households. Between 1980 and 2000, jobs grew from 103,356 to 205,220, an increase of over 98 percent. By 2025, total jobs within Sonoma County are anticipated to total 311,000.<sup>6</sup>

Though the project increases capacity in Highway 101 and improves the local streets around the Wilfred Avenue interchange, the Build Alternative is specifically called for in the Rohnert Park General Plan guidelines.<sup>7</sup> Therefore, such roadway capacity increases and intersection reconfigurations are consistent with the Rohnert Park General Plan.

The Build Alternative would not encourage the rezoning or reclassification of lands in the community general plan from agriculture, open space, or low density residential to a more intensive land use. None of these three land uses would be acquired due to construction of the Build Alternative.<sup>8</sup> According to the Rohnert Park General Plan, no land within the Rohnert Park Urban Growth Boundary is currently zoned for agriculture.<sup>9</sup> Also, the city of Rohnert Park and Sonoma County have formally agreed to keep land outside of the city's urban growth boundary as open space until at least the year 2020, while the city's general plan has a compliment of policies for preserving open space within the city.<sup>10</sup> Finally, because the general plan specifically calls out for this project, it is unlikely to affect its zoning or land use policies.

The project is not out of conformance with the growth related policies of the Rohnert Park General Plan. The general plan outlines several policies, including establishment of a 20-year urban growth boundary (UGB) around much of the city, and managing growth within the UGB. Part of growth management is identified as limiting annual population growth to 1%. This Build Alternative does not propose land use that is inconsistent with these policies. Moreover, the fact that the project is called for in the general plan

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<sup>5</sup> "Projections 1990-Forecasts for the San Francisco Bay Area to the Year 2005", Association of Bay Area Governments, December 1989, Pp. 267 and 278-83.

<sup>6</sup> "Projections 2002-Forecasts for the San Francisco Bay Area to the Year 2025", Association of Bay Area Governments, December 2001, Pp. 257 and 266-71.

<sup>7</sup> "City of Rohnert Park General Plan", Dyett and Bhatia, July 2000, Page 4-21.

<sup>8</sup> For further discussion about the land uses of the parcels acquired, please refer to Table 2 in the Relocations section of this document.

<sup>9</sup> "City of Rohnert Park General Plan", Dyett and Bhatia, July 2000, Figure 2.2-1.

<sup>10</sup> "City of Rohnert Park General Plan", Dyett and Bhatia, July 2000, Page 5-6.

suggests that growth policies will effectively manage any growth created by the Build Alternative. The project is unlikely to lead to the intensification of development densities or schedules for development. Below is a status of developments within the proximity of the project. These developments would presumably exist under their current schedules with or without the proposed project

**Table E-1. Development Projects within the Vicinity of the Build Alternative**

Name	Proposed Uses	Status
Federated Indians of Graton Rancheria	Casino and Hotel	Environmental Doc. being written. No construction.
Sonoma State University	University plan for a mixed-use pedestrian oriented community, residential development, commercial, and concert center.	Environmental Document being written. No construction.
Northeast Area Specific Plan	Approximately 1,060 dwelling units, 18 acres of parks and bikeways, and nearly 57 acres of other open space on a 272-acre site adjacent to the northeastern edge of the city.	Environmental Document being written. No construction.
Northwest Area Specific Plan	170 acres proposing high-density residential, 800-900 units, 2-4 acres of parkland. Also Mixed-use area for commercial, office and industrial uses.	Environmental document being written. No construction
University District Specific Plan	297 Acres of approximately 499 units of low, medium, high density residential, and 20,000 square feet commercial space.	Environmental document being written. No construction.
Penngrove Water Company/ Park-Cannon Manner Assessment District	Extention of public water and sewer trunk lines to Canon Manor West.	Environmental Document being written. No construction.
Southeast Specific Plan	Up to 499 residential units over a site of approximately 80 acres.	Environmental Document being written. No construction.
Caltrans	Widening Route 101 between Old Redwood Highway and Rohnert Park Expressway to provide HOV lanes in the median and auxiliary lanes at certain locations along the outside of the existing highway.	Environmental Document being written. No construction
Caltrans	Add two carpool lanes and construct soundwalls on the section of Route 101 in Sonoma County from the Wilfred Avenue Interchange in Rohnert Park to the Route 12 Interchange in Santa Rosa.	Construction is complete for carpool lanes. Soundwalls under construction.
Costco	Approximately 148,654 square foot warehouse facility with tire center and refueling station on a 14.45 acre site.	
Wilfred/Dowdell Village	North of Wilfred Avenue and West of Highway 101, approximately 300,000 square foot commercial center on approximately 25 acre site.	

Commuter travel times have been measured between the study limits of River Road and State Route 116, which cover a distance of 25.69 miles (41.34 km). However, the project limits span only from Rohnert Park Expressway interchange to Santa Rosa Avenue overcrossing, a distance of approximately 1.65 miles (2.65 km). Though travel time-savings throughout the study limits are above five minutes in several cases (see tables 5 and 6 below), the project limits cover just over 6% of the total length of the study limits. Therefore, when travel time savings are considered distributed along only the project limits, they are likely to be less than a 5 minute savings in each direction and peak hour. The following data from Caltrans Traffic Operations Analysis Report is shown in Table E-2.<sup>11</sup> HOV travel time delay is compared between the No-Build and Build Alternatives.

**Table E-2. Comparison of Estimated Maximum Vehicle Delays of HOV (carpool) lanes in 2010 and 2030 (in minutes).**

Comparison of Estimated Maximum Vehicle Delays for HOV (carpool) lanes in 2010 and 2030 (in minutes)					
Direction	Alternative	AM 2010	AM 2030	PM 2010	PM 2030
Southbound	No-Build	6.5	0.1	1.6	0.5
	Proposed Project	8.6	0	0.9	0
	Travel Time Savings	-2.1	0.1	0.7	0.5
Northbound	No-Build	0.5	0	11.3	0
	Proposed Project	0.3	0	5	0
	Travel Time Savings	0.2	0	6.3	0

The most substantial time savings for HOV traffic would be for 2010 northbound traffic in the PM peak hour. The following data from Caltrans Traffic Operations Analysis Report is shown in Table E-3.<sup>12</sup> Single Occupancy Vehicle (SOV) travel time delay is compared between the No-Build and Build Alternatives.

**Table E-3. Comparison of Estimated Maximum Vehicle Delays for SOV (mixed flow) lanes in 2010 and 2030 (in minutes).**

Comparison of Estimated Maximum Vehicle Delays for SOV (mixed flow) lanes in 2010 and 2030 (in minutes)					
Direction	Alternative	AM 2010	AM 2030	PM 2010	PM 2030
Southbound	No-Build	20.5	36.1	10.7	25.9
	Proposed Project	16.8	24.2	5.2	24.5
	Travel Time Savings	3.7	11.9	5.5	1.4
Northbound	No-Build	0.8	13.8	11.3	36.3
	Proposed Project	0.6	3.8	5.3	20.1
	Travel Time Savings	0.2	10	6	16.2

<sup>11</sup> "Traffic Operations Analysis Report", California Department of Transportation, June, 2003.

<sup>12</sup> Ibid.

In this case, the most substantial time savings for SOV lane users would be for 2030 in the PM peak hour. When considering the time savings along the entire study limits (25.69 miles), the project limits of the Build Alternative can be seen in conjunction with other projects that are also assumed to be constructed. In this context, seeing the time savings distributed across the entire length of the study limits suggests the project is not directly related to the generation of cumulative effects. In conclusion, this study has defined growth inducement in a way consistent with CEQA and Caltrans policies. It has examined the traffic analysis of the project, referred to study of the growth impacts related to other projects within the project vicinity, and referred to the constraints established by local and county growth policies. Analysis of each of these factors supports the conclusion that the Build Alternative **would support planned growth in the area, but would not substantially change existing growth patterns.**

## Appendix F. Environmental Justice Study

### Regulatory Setting

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations*, signed by President Clinton on February 11, 1994. This Executive Order directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 1999, this was \$16,700 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. The Department's commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Caltrans Director.

A general screening to identify potential areas having disproportionate minority and low-income population characteristics was conducted for this IS/EA. For this report, U.S. Census data for Year 2000 was used to identify minority populations (see Table G-1, entitled Population and Ethnic Characteristics), and data for Year 2000 was used to identify low-income populations (see Tables G-2, entitled Household Poverty and Income Characteristics, and G-3, entitled Family Poverty and Income Characteristics). The Census block group level data, instead of the census tract or block level, was used because it provides the best combination of demographic accuracy and data accessibility for the project site and study area associated with this Build Alternative.

### Affected Environment

#### Population and Ethnicity

Data on population and ethnicity are based on the Year 2000 U.S. Census. There are seven block groups (a standard geographical unit of measurement defined by the U.S. Census Bureau) adjacent to the Build Alternative, which are depicted on Figure G-1. These block groups make up the study area for the environmental justice analysis. Data for Sonoma County and the City of Rohnert Park are listed on the table for analysis and comparative purposes. The study area is urbanized and entirely within the City, with land uses consisting of office, commercial, light industrial, and residential related uses surrounding the project site.

As shown in Table G-1 on page 86, the predominant racial group within the immediate study area is White at 67.8% in Year 2000. Tract 1512.01 BG1 had the lowest percentage of White population, at 58.2%, while Tract 1513.08 BG5 had the highest percentage of White persons at 86.9%. For the Census block groups within the study area, the percentages of African American populations ranged from 0% (Tracts 1512.01

BG 1 and 1513.08 BG5) to a high of nearly 5.1% (Tract 1532 BG 2). All other block groups ranged between 1% and 3% African American. The Hispanic/Latino population ranged from a low of 7% (Tract 1513.08 BG 5) to a high of 27.6% (Tract 1514.02 BG4). Hispanic/Latino population in all other block groups spanned between 19.8% and 25.8%. The largest concentration of Asian/Pacific Islander persons was 7.7% (Tract 1512 BG 1). The highest proportion of American Indian and Alaska persons was 1.8% (Tract 1532 BG2). Other races made up as much as 4.5% of the population in Tract 1514.02 BG 4. Finally, those of two or more races made up 7.6% of the population in Tract 1512.01 BG 1, but only 0.9% of the population in Tract 1532 BG 2.

**Table F-1. Population and Ethnic Characteristics**

Census Tract and Block Group	Total	%	White	%	Af Am	%	Hisp or Latino	%	Amer Ind and Alaska Native	%	Asian/Pacific Island	%	other	%	Two or More Races	%
CT 1512.01 BG 1	1,061	100	618	58.2	0	0	271	25.5	9	0.8	82	7.7	0	0	81	7.6
CT 1512.01 BG 5	1,699	100	1,178	69.3	21	1.2	407	24	0	0	9	0.5	0	0	84	4.9
CT 1513.05 BG 1	1,588	100	970	61.1	44	2.8	393	24.7	12	0.8	79	5	0	0	90	5.7
CT 1513.07 BG 2	895	100	612	68.4	25	2.8	231	25.8	0	0	14	1.6	0	0	13	1.5
CT 1513.08 BG 5	1,159	100	1,007	86.9	0	0	81	7	0	0	0	0	52	4.5	19	1.6
CT 1514.02 BG 4	715	100	422	59	7	1	197	27.6	8	0.1	46	6.4	0	0	35	4.9
CT 1532 BG2	902	100	629	69.7	46	5.1	179	19.8	16	1.8	24	2.7	0	0	8	0.9
<b>Combined BG</b>	<b>8,019</b>	<b>100</b>	<b>5,436</b>	<b>67.8</b>	<b>143</b>	<b>1.8</b>	<b>1759</b>	<b>21.9</b>	<b>45</b>	<b>0.6</b>	<b>254</b>	<b>3.2</b>	<b>52</b>	<b>0.6</b>	<b>330</b>	<b>4.1</b>
<b>Rohnert Park</b>	<b>42,388</b>	<b>100</b>	<b>31,147</b>	<b>73.5</b>	<b>801</b>	<b>1.9</b>	<b>5,707</b>	<b>13.5</b>	<b>238</b>	<b>0.6</b>	<b>2,513</b>	<b>5.9</b>	<b>219</b>	<b>0.5</b>	<b>1,763</b>	<b>4.2</b>
<b>Sonoma County</b>	<b>458,614</b>	<b>100</b>	<b>340,842</b>	<b>74.3</b>	<b>6,140</b>	<b>1.3</b>	<b>79,624</b>	<b>17.4</b>	<b>3,536</b>	<b>0.8</b>	<b>14,514</b>	<b>3.2</b>	<b>1,194</b>	<b>0.3</b>	<b>12,764</b>	<b>2.8</b>

The “household poverty and income” and “family poverty and income” data presented in Tables F-2 and F-3 are based on the Year 2000 U.S. Census. Data for Sonoma County and the City of Rohnert Park are listed in these tables for analysis and comparative purposes.

In Year 2000, the study area contained 3,449 housing units out of a City total of 15,820. Also in Year 2000, the median household income levels for the seven study area block groups ranged from a low of \$25,827 (Tract 1513.05 BG 1) to a high of \$83,666 (Tract 1513.07 BG 2). Four out of the seven study area block groups were below both the City and County median household income figures for Year 2000.

Similarly, the Year 2000 study area of all seven block groups contained a total of 1,862 families out of a City total of 9,924. Year 2000 also contained a median family income of \$52,233 for all seven block groups combined, with the lowest median income being \$29,531 (Tract 1514.02 BG 4), and the highest median income being \$81,503 (Tract 1513.07 BG 2). Five of the seven study area block groups were below both the City and County median family income figures for Year 2000. The only two exceptions were Tract 1513.07 BG 2 (\$81,503) and Tract 1513.08 BG 5 (\$76,300).

**Table F-2. Household Poverty and Income Characteristics**

Census Tract and Block Group	Housing Units	1999 Median Household Income	Number of Households Below Poverty Level	Percentage of Households Below Poverty Level
Tract 1512.01 BG 1	390	\$37,448	51	13.1
Tract 1512.01 BG 5	642	\$36,386	91	14.2
Tract 1513.05 BG 1	1,003	\$25,827	297	29.6
Tract 1513.07 BG 2	377	\$83,666	15	4
Tract 1513.08 BG 5	395	\$79,857	11	2.8
Tract 1514.02 BG 4	297	\$28,452	96	32.3
Tract 1532 BG2	345	\$52,368	59	17.1
<b>Combined Block Groups</b>	<b>3,449</b>	<b>\$49,143</b>	<b>620</b>	<b>18</b>
<b>City of Rohnert Park</b>	<b>15,820</b>	<b>\$51,942</b>	<b>1956</b>	<b>12.4</b>
<b>Sonoma County</b>	<b>183,153</b>	<b>\$53,076</b>	<b>21571</b>	<b>11.8</b>

Note: Data Extrapolated from Census to Derive Number and Percentage of Households Below Poverty Level.<sup>1</sup>

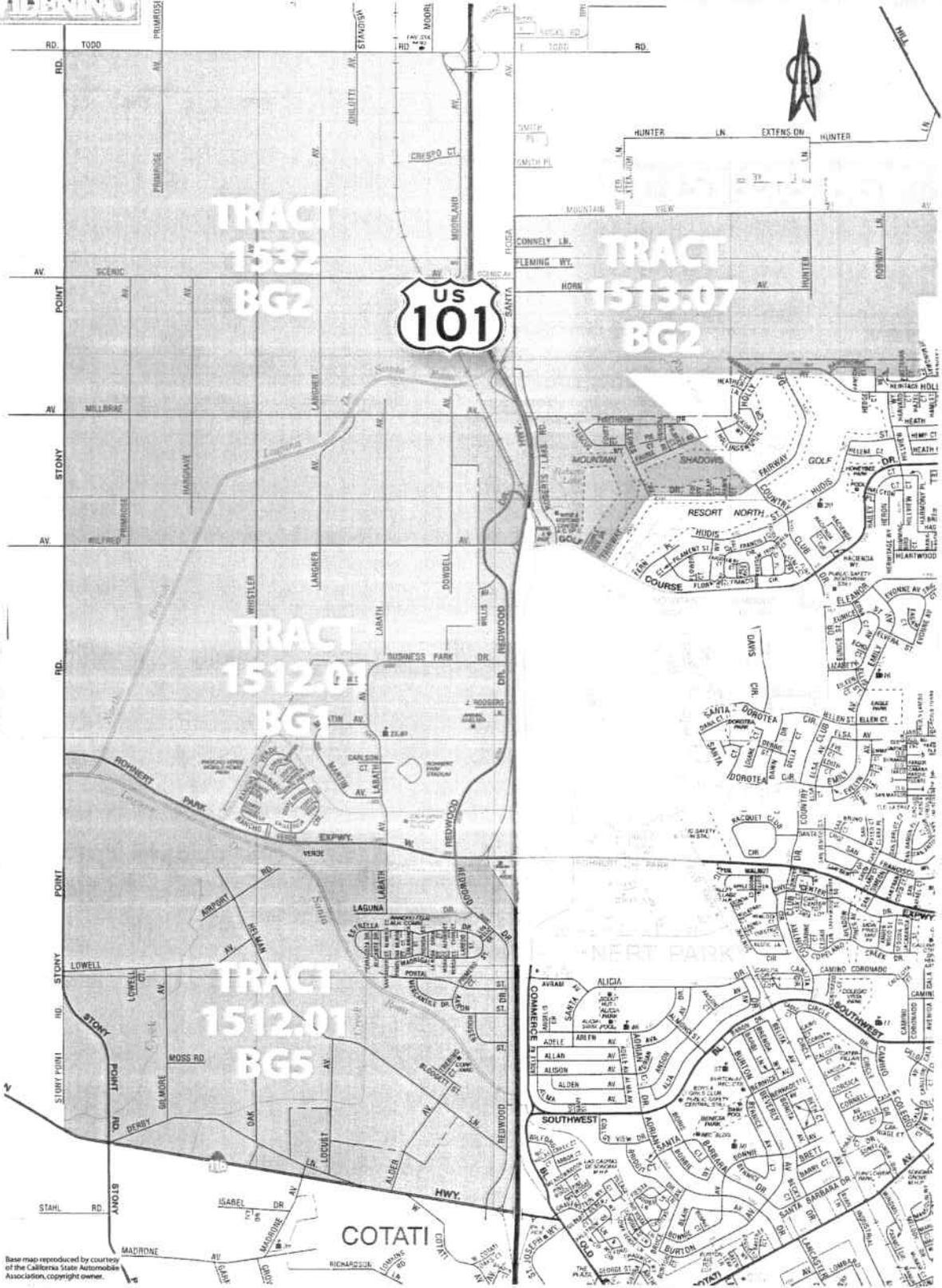
**Table F-3. Family Poverty and Income Characteristics**

Census Tract and Block Group	Total Number of Families	1999 Median Family Income	Number of Families Below Poverty Level	Percentage of Families Below Poverty Level
Tract 1512.01 BG 1	243	\$44,338	23	9.5
Tract 1512.01 BG 5	355	\$41,375	39	11
Tract 1513.05 BG 1	286	\$37,143	29	10.1
Tract 1513.07 BG 2	247	\$81,503	24	9.7
Tract 1513.08 BG 5	317	\$76,300	7	2.2
Tract 1514.02 BG 4	175	\$29,531	40	22.9
Tract 1532 BG2	239	\$55,438	23	9.6
<b>Combined Block Groups</b>	<b>1,862</b>	<b>\$52,233</b>	<b>185</b>	<b>9.9</b>
<b>City of Rohnert Park</b>	<b>9,924</b>	<b>\$61,420</b>	<b>528</b>	<b>5.3</b>
<b>Sonoma County</b>	<b>113,645</b>	<b>\$61,921</b>	<b>7715</b>	<b>6.8</b>

Note: Data Extrapolated from Census to Derive Number and Percentage of Families Below Poverty Level.<sup>2</sup>

<sup>1</sup> Poverty level was defined according to 1999 Department of Health and Human Services Guidelines, which is an income of \$16,700 for a family of four. This threshold serves as the definition of low income for purposes of this document.

<sup>2</sup> Poverty level was defined according to 1999 Department of Health and Human Services Guidelines, which is an income of \$16,700 for a family of four.



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## Impacts

As shown and discussed above, low-income and minority populations are found in the project area. For purposes of this document, low income is defined by the threshold for poverty set by the Department of Health and Human Services for a family of four in 1999, which was \$16,700. Minority populations are identified by the U.S. Census as either African American, Hispanic or Latino, American Indian or Alaska, Asian or Pacific Islander, other, and a combination of two or more races.

Because the Build Alternative would alter an existing freeway, it does not have the potential to cause many kinds of local impacts. For instance, it would not divide an established community. Potential impacts to neighboring populations include noise and air quality impacts.

Noise and air quality impacts are distributed evenly through the project area and are not concentrated in any area of minority or low-income residents. Noise abatement measures in particular are recommended and would be expected to prevent disproportionate impacts to any area. The projected level of service at several local intersections within the project proximity would be at or above the standards prescribed in the local general plan.<sup>3</sup> Also, several improvements to local intersections would be made to improve the local traffic and circulation for vehicles within the community.<sup>4</sup>

Since the release of the IS/EA, two previously proposed relocations have been eliminated from the project. These relocations did not change the results of the environmental justice analysis. Based on the above discussion and analysis, the Build Alternative would not cause disproportionately high and adverse effects on any minority or low-income populations as discussed in E.O. 12898 regarding environmental justice.

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<sup>4</sup> For further information on local street improvements with the project, please refer to the project description, and the section on "access and circulation".