

2.1.3 COMMUNITY IMPACTS (SOCIAL, ECONOMIC) AND ENVIRONMENTAL JUSTICE

This section discusses the population and housing impacts of the project. Impacts on the current conditions, as well as the projected conditions, are examined. This section also contains information regarding the project's relationship to adopted programs and plans.

COMMUNITY CHARACTER AND COHESION

REGULATORY SETTING

Federal

The Federal Highway Administration (FHWA) in its implementation of NEPA {23 U.S.C. 109(h)} directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as, the destruction or disruption of human made resources, community cohesion, and the availability of public facility and services.

State

Under CEQA, an economic or social change, by itself, is not considered to be a significant effect on the environment. However, if a social or economic change is related to a physical change, then a social or economic change may be considered in determining whether the physical change is significant. Since this project would result in a physical change to the environment, it is appropriate to consider changes to community character and cohesion in assessing the significance of the project's effects.

According to the Caltrans Environmental Handbook, Volume 4, Community Impact Assessment, Community Cohesion is:

“the degree to which residents have a ‘sense of belonging’ to their neighborhood, a level of commitment of the residents to the community, or a strong attachment to neighbors, groups, and institutions, usually as a result of continued association over time. Cohesion refers to the degree of interaction among the individuals, groups, and institution that make up a community.”

AFFECTED ENVIRONMENT

Northwest Quadrant: Laguna Village RV Park Community

The Laguna Ridge RV Park Community is located in the northwest quadrant of the Sheldon Road/SR 99 Interchange. It is surrounded by local businesses, including a Honda motorcycle business and a single-family residence, a storage facility, and a local mini-market, A&J Market. Residences are located in the northwest quadrant east of the Sheldon Golf Center. Some of these residences appear vacant. One resident owns a home and works at the A&J Market located within this quadrant. The San Joaquin Cemetery is also located in this quadrant. About 77% of

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the residents reside in the park year round, while the other 23% are transient and reside in the park for a few weeks to a few months out of the year.

On-site interviews were conducted at the Laguna Village RV Park. Residents of the park do not appear to depend on one another for services. People in the park generally have their own vehicles and drive to a local supermarket for groceries. Next door, within walking distance to the park, is a U-Haul and a Quick Stop market where local residents can purchase smaller items. The neighborhood consists of mixed residential and business uses. Many RV residents work locally or are retired. The working population in the community has local employment in construction, painting, retail, etc.

Of the year round residents, one teenager resides in the park and the rest of the community consists of adults. Tourist visitors fill the remaining lots periodically throughout the year. Many of these visitors have family locally and remain in the park anywhere from a few days to a few months.

Northeast Quadrant

The northeast quadrant mainly consists of older homes and a community church. Additionally, six (6) poultry sheds are located on a property in this quadrant.

Southwest Quadrant

The Southwest Quadrant consists of newly developed homes and a strip mall.

Southeast Quadrant

The southeast quadrant consists two local churches, older homes, and several businesses, including S&S Fence Company, Sensation Spas, and Stockmen Supply Company. Two dog grooming businesses are also located in the southeast quadrant on Sheldon Road and are associated with residences. These dog grooming businesses would not be affected by the project. A small amount of right-of-way may be taken from the front of the parcels, but would not affect the homes or businesses located on the parcels. The two local churches support a community that relies on access to the churches, visibility, and the space to conduct activities on the church grounds. A Caltrans Park and Ride facility is also located in this quadrant.

Local Opinions

A February 16, 2004 article in the Sacramento Bee, "Back-Seat Driver: Most Folks Fret Over Traffic Woes, County Poll Finds," described regional and local attitudes about driving conditions in the Elk Grove-Laguna area. The article pointed out that 83% of residents are agitated about traffic in the Elk Grove-Laguna area. A main complaint is that subdivisions typically are built prior to connector and commuter road improvements to accommodate added traffic. Additionally, the Sacramento Transportation Authority (STA) found that 72% of County residents are dissatisfied with how traffic congestion is being handled in the County. The STA also conducted a poll as a prelude to a potential ballot measure in November to ask residents to continue an existing half-cent County transportation tax. Elk Grove area residents said they

would be interested in extending the tax if it meant money for more improvements to Sheldon Road at Highway 99 and between Bruceville and Bradshaw Roads.

During on-site interviews with residents of the Laguna Village RV Park, residents expressed their desire to have the transportation congestion they are experiencing eased. It is difficult for residents to enter and exit the property because large amounts of traffic funnel onto West Stockton Boulevard, which runs adjacent to their property. Most residents agree that local traffic is heavy, which makes it difficult for them to get around.

IMPACTS

No Build Alternative

The No Build alternative would not remove any residences, RV homes, or businesses.

Build Alternatives (2A and 3A) Impacts

Alternative 2A and 3A may remove two RVs within the Laguna Village RV Park. However, Alternative 2A may also affect RVs that may be outside of the RV park's property line and within the City of Sacramento's right of way. Alternative 3A has the possibility of removing two RVs that are located within the Laguna Village property boundary.

One resident depends on her property for her livelihood. As this is a public document, the location of this property is not discussed in this EIR. From public participation materials and feedback from local residences, community cohesiveness is an issue that has not been raised.

The local churches in the southeast quadrant rely on visibility and access so that churchgoers are able to easily view the church and get in and out of church for worship and other activities. Church attendees are dependent on being able to drive to the church and access the church from the main road, which is another indicator that local residences are not intertwined with the church and the local community. Additionally, the churches have requested that any right of way that is taken be kept to a minimum, as many activities occur on church grounds and space is needed for the churches to be able to continue their activities.

CEQA FINDING

Any relocation within or outside of the park would not compromise the neighborhood or cohesiveness of the community and would therefore have a **less than significant impact**.

RELOCATIONS

REGULATORY SETTING

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

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

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 U.S.C. 2000d, et seq.).

AFFECTED ENVIRONMENT

Population Increase

Implementation of the proposed project would not directly result in a population increase or an increase in the number of housing units in the project area. The project is needed to meet the demands of current traffic increases and demands. Like much of the region, the City of Elk Grove has also shown substantial population increases since 1990 and is expected to continue to increase through 2015. This area began to rapidly develop as a result of an increase in jobs to the Sacramento County region and the availability of land outside the downtown Sacramento area. Projections from SACOG provide population estimates to 2015 and show gradual increases of four (4) to six (6) percent per year. Between 1990 and 2000, the City of Elk Grove experienced a 70.5% change in the population, adding nearly 30,000 new residents. By the year 2015, the City is projected to double its current population to approximately 149,430 residents. **Table 2.1.3-1** shows the population, additional number of residents, percent of change and the annual percentage of change for the City of Elk Grove.

TABLE 2.1.3-1
POPULATION PROJECTIONS FOR THE CITY OF ELK GROVE

Year	Population	Change	% Change	Annual % Change
1990	42,626	N/A	N/A	N/A
2000	72,665	30,039	70.5	7.0
2005	98,110	25,445	35.0	6.7
2010	122,600	24,490	25.0	5.0
2015	149,430	26,830	21.9	4.4

Source: 1990 Census, 2000 Census, and SACOG Projections

Regional Population Growth Trends

Sacramento County has experienced substantial growth since the 1970's and is expected to undergo continued growth through the year 2020. Between 1970 and 1990, Sacramento County's population increased by 407,029, an increase of 64 percent. The County's estimated population is expected to increase to 1,651,765 by the year 2020, from its current population of approximately 1,212,527 (see **Table 2.1.3-2**).

TABLE 2.1.3-2
POPULATION PROJECTIONS FOR SACRAMENTO COUNTY

Area	1990	2000	2010	2020
Sacramento County (County-wide)	1,041,219	1,212,527	1,436,286	1,651,765

Source: State of California, Department of Finance, 1998. County Population Characteristics, Persons Per Dwelling Unit

Housing in the City of Elk Grove

According to Census 2000, the City of Elk Grove had 23,766 households in 2000. As the City's population continues to rise, the need for additional housing also increases. Based on SACOG's projections, the City will have approximately 51,633 households by 2015. **Table 2.1.3-3** shows the household projections for the City, the number of households, amount of increase, percent, and annual percent of change.

TABLE 2.1.3-3
HOUSEHOLD PROJECTIONS FOR THE CITY OF ELK GROVE

Year	Population	Change	% Change	Annual % Change
2000	23,766	N/A	N/A	N/A
2005	33,050	9,284	28.0	5.6
2010	41,916	8,866	21.2	4.2
2015	51,633	9,717	18.8	3.8
2020	57,955	6,322	10.9	2.2
2022	59,214	1,259	2.1	1.0

Source: SACOG, 2001

Housing in Sacramento County

Between 1970 and 1990, the number of dwelling units in the County increased from 212,079 to 417,574, an increase of 97 percent. The County's housing stock has continued to grow in number, with an estimated 472,322 units in 2000. **Table 2.1.3-4** summarizes the estimated 2000 housing stock by type in Sacramento County as a whole. The number of housing units in the County is expected to rise to 643,942 units by 2020, according to Sacramento Area Council of Governments SACOG projections.

TABLE 2.1.3-4
ESTIMATED HOUSING STOCK PERCENTAGE FOR SACRAMENTO COUNTY (2000)

Jurisdiction	Single Family	2-4 Units	5+ Units	Mobile Homes	Vacancy Rate
Sacramento County (County-wide)	68.7%	7.1%	21.0%	3.2%	6.1%

Source: California Department of Finance, 2000

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Housing Price and Availability

The estimated median housing price for Sacramento County in 1990 was \$139,950. Sacramento County's median home sales price in November 2000 had risen to \$154,890. According to the Sacramento Bee, home sales prices in Sacramento County rose to a record \$250,000 in December 2003. Housing prices continue to increase within the City of Elk Grove and Sacramento County, a trend that is seen throughout the State of California.

Employment

According to SACOG, the City of Elk Grove had 11,147 jobs in 2000 and is projected to have approximately 34,460 additional jobs by 2015. The largest percentage of job increases is expected between 2000 and 2005, where the City would have an approximate 84.7 percent increase over the current number of jobs. **Table 2.1.3-5** shows the SACOG projections for jobs in the City.

TABLE 2.1.3-5
CITY OF ELK GROVE JOBS PROJECTIONS

Year	Jobs	% Change
2000	11,147	N/A
2005	20,585	84.7
2010	28,018	36.1
2015	34,460	23.0
2020	38,203	10.9
2025	40,400	5.8

Employment Growth

Currently, the largest employment sectors in the County consist of government, services, and retail trade, which comprise 28.2, 27.6, and 16.3 percent of total employment. The annual 1999 average labor force statistics for Sacramento County evidence a 3.8 percent increase in the civilian labor force from 568,700 in 1998 with an unemployment rate of 4.2 percent - significantly less than the state's rate of 5.2 percent and the County's 1998 rate of 5.0 percent. Sectors targeted for the highest growth rates during the 1995 to 2002 projection period include manufacturing with anticipated growth of 49.3 percent and services with a projected growth of 19.3 percent (California Employment Development Department, 1999).

Income

According to the 1990 census, the median household income in Sacramento County in 1990 was \$32,297. The U.S. Department of Housing and Urban Development has estimated that the 1999 median household income for the Sacramento Metropolitan Statistical Area (Sacramento, Placer, and El Dorado Counties) was \$52,900.

IMPACTS

A field review of the proposed project was conducted to determine the potential impact on the residential and non-residential units. Based on a 1.1% vacancy rate for homes and a 26% increase in owner occupied home units, there would be sufficient single family residences that are equal to or better than the displacement properties available for rent or purchase.

Relocation Figures

Approximately 10 residential and three (3) businesses displacements are expected to occur due to the proposed project regardless of the final chosen alternative. The estimated displacements and right-of-way acquisitions by alternative and property type are detailed in **Table 2.1.3-6**. “Full” refers to a full displacement. “Partial” means taking right-of-way on the property. A complete listing of parcels affected by the alternatives is kept with City records for confidentiality purposes.

**TABLE 2.1.3-6
ESTIMATED RIGHT-OF-WAY ACQUISITIONS**

		2A ESB** Option 1	2A ESB Option 2	3A NW*** Quad Option 1 ESB O1	3A NW Quad Option 1 ESB O2	3A NW Quad Option 2 ESB O1	3A NW Quad Option 2 ESB O2
Residential Owners	Full	9	9	9	9	10	9
	Partial	14	14	13	15	13	13
RV Park****	Full	0	0	0	0	0	0
	Partial	0	0	0	0	0	0
Commercial	Full	3	3	3	3	3	3
	Partial	5	5	4	4	5	4
Vacant Lot	Full	5	4	9	9	8	9
	Partial	20	20	18	16	16	17
Churches	Full	0	0	0	0	0	0
	Partial	2	2	2	2	2	2
Sheldon Golf Center	Full	0	0	0	0	0	0
	Partial	1	1	1	1	1	1
Public Utility	Full	0	0	0	0	0	0
	Partial	2	2	2	2	2	2
Cemetery	Partial	1	1	1	1	1	1
Total Parcels Affected	Full Take, Occupied Parcels	12	12	12	12	13	12
	Full Take, Vacant Parcels	5	4	9	9	8	9
	Partial	45	45	41	41	40	40

*All numbers are approximate. The project area is rapidly changing and some parcels contain more than one residence and/or business and parcel numbers are dynamic with the City of Elk Grove’s rapid urban changes. These figures are based on findings from several site reviews, Metroscan data, and County Assessor data. The figures are also a compilation of data from Quincy Engineering and the City of Elk Grove.

**ESB= East Stockton Boulevard

***NW=Northwest

****The RV Park is located on one parcel. There is a possibility that two RVs within the park may be affected by the proposed project.

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Relocations and right of way would affect residential single family homes, duplexes, sheds, outbuildings, the Laguna Village RV Park, commercial parcels, vacant lots, churches, the Sheldon Golf Center, Public Utilities, a Caltrans Park and Ride facility, and the San Joaquin Cemetery.

Approximately 10 residential displacements and three (3) business displacements are expected to occur due to the proposed project, regardless of the ultimate chosen alternative. Relocations are described in **Table 2.1.3-6**. Because approximately 10 residential displacements and three (3) business displacements are expected to occur, it has been determined that the impacts are not complex to owners, tenants, businesses, or persons in possession of real property to be acquired. Additionally, there are ample, single-family residential replacement properties on the market similar to the displacement properties. However, all activities would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources would be available to all displacees without discrimination. Additionally, for properties that would be subject to partial right-of-way acquisition that may result in changes to property access, which would result in a change in property street address, etc., appropriate compensation for incidental expenses resulting from the property acquisition, such as the printing of stationary reflecting new street addresses, etc., will be determined during the right-of-way acquisition process during project final design and will be subject to the Real Property Acquisition Policies Act of 1970.

Laguna Village RV Park

No Build Alternative

The No Build alternative would not require any residential or business relocation.

Build Alternative 2A and 3A Impacts

Permanent Impacts

Impact 2.1.3-1 Alternative 2A could remove two (2) RVs that may be outside of the RV park's boundary and within the City of Sacramento's right-of-way. All relocations would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and Title VI of the Civil Rights Act of 1964. Title VI prohibits discrimination based on race, color, religion, sex, disabilities, age, and national origin in providing services and benefits on federally assisted projects. If Alternative 2A were to remove the RV lots, the RV park manager would lose approximately \$700 monthly revenue. Each lot is rented out for \$300/week.¹

¹ Interview with Sam Stanley, Laguna Village Park Manager, and site visit dated 1/8/03. The lots in question are not permanently rented, but rather are rented out on an intermittent basis to people traveling through the park, at a rate of \$300 per week. Because the occupation of these lots is intermittent, the RV park receives an average of \$700 per month income from these lots.

Alternative 3A could remove two RVs that are located within the Laguna Village property boundary. All relocations would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and Title VI of the Civil Rights Act of 1964. Title VI prohibits discrimination based on race, color, religion, sex, disabilities, age, and national origin in providing services and benefits on federally assisted projects. If Alternative 3A were to remove the RV lots, the RV park manager would lose approximately \$700 monthly revenue. Each lot is rented out for \$300/week.²

MITIGATION MEASURES

MM 2.1.3-1 Standard relocation measures are required by law and would be adhered to throughout relocation efforts. Relocation assistance payments and counseling would be provided to persons and businesses in accordance with the Federal Uniform Relocation Assistance and Real Properties Acquisition Policies Act, as amended, to ensure adequate relocation and a decent, safe, and sanitary home for displaced residents. All eligible displacees would be entitled to moving expenses. All benefits and services would be provided equitably to all relocated residential and business without regard to race, color, religion, age, national origins, or disability as specified under Title VI of the Civil Rights Act of 1964. Please refer to **Appendix C** for more detailed information on relocation assistance.

CEQA FINDING

The displacement of RV residents without compensation would be a **potentially significant impact**. Implementation of mitigation measure 2.3.1 would ensure that those displaced would receive adequate compensation through the Relocation Assistance Program reducing the potential for harm to a **less than significant impact**.

ENVIRONMENTAL JUSTICE

REGULATORY SETTING

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," was signed by President Clinton on February 11, 1994 and published in the February 16, 1995 *Federal Register*. The Executive Order requires each federal agency to take the appropriate and necessary steps to identify and avoid "disproportionately high and adverse" effects of federal projects on the health or environment of minority and low-income populations. The FHWA, as a federal agency, is charged with the responsibility of implementing this executive order. The Sheldon Road/SR 99 Interchange

² Interview with Sam Stanley, Laguna Village Park Manager, and site visit dated 1/8/03. The lots in question are not permanently rented, but, rather are rented out on an intermittent basis to people traveling through the park, at a rate of \$300 per week. Because the occupation of these lots is intermittent, the RV park receives an average of \$700 per month income from these lots.

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project would potentially receive partial funding from federal sources and is required to comply with Executive Order 12898. Relocations would follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Identifying disproportionately high and adverse effects means determining that the impact is appreciably more severe or greater in magnitude on minority or low-income populations than the adverse effect suffered by the non-minority or non-low-income populations after taking offsetting benefits into account.

According to FHWA “Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” a minority population means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed FHWA program, policy, or activity.

AFFECTED ENVIRONMENT

The proposed project site in all alternatives includes multiple homes, businesses, and community centers. Based on the Census data for the proposed project area, no low-moderate or minority communities would be disproportionately impacted by the proposed project, regardless of alternative, compared to other population groups impacted by the proposed project.

The following information is provided to expand the discussions on socioeconomic, racial, and relocation impacts in order to comply with the principles of Executive Order 12898.

Census 2000 data was reviewed to determine the race and income characteristics of the Census Tracts in the immediate area of the proposed project (**Table 2.1.3-7**). The Census Tracts include 96.08 (northwest [NW] quadrant), 93.22 (northeast [NE] quadrant), 96.13 (southwest [SW] quadrant) and 93.23 (southeast [SE] quadrant), which all are included in the profile of General Demographic Characteristics for the Elk Grove CDP Geographical area. See **Figure 2.1.3-1**, Sheldon Road/SR 99 Interchange—Census Tract Map of Project Area.

**TABLE 2.1.3-7
RACE-TOTAL POPULATION, CENSUS TRACTS 93.22, 93.23, 96.08, AND 96.13**

	Census Tract 93.22 (NE Quadrant), Sacramento County, California	Census Tract 93.23 (SE Quadrant), Sacramento County, California	Census Tract 96.08 (NW Quadrant), Sacramento County, California	Census Tract 96.13 (SW Quadrant), Sacramento County, California	% of Race/Total
Total	6,865	3,982	2,778	1,173	
White alone	3,240	2,498	1,173	544	50
Black or African American alone	812	302	629	127	13
American Indian and Alaska Native alone	33	19	36	12	1

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	Census Tract 93.22 (NE Quadrant), Sacramento County, California	Census Tract 93.23 (SE Quadrant), Sacramento County, California	Census Tract 96.08 (NW Quadrant), Sacramento County, California	Census Tract 96.13 (SW Quadrant), Sacramento County, California	% of Race/Total
Asian alone	1,763	731	582	275	22
Native Hawaiian and Other Pacific Islander alone	47	20	20	2	.5
Some other race alone	510	200	109	89	6
Two or more races	460	212	229	124	8

Source: U.S. Census Bureau, Census 2000

Race in Proposed Project Area

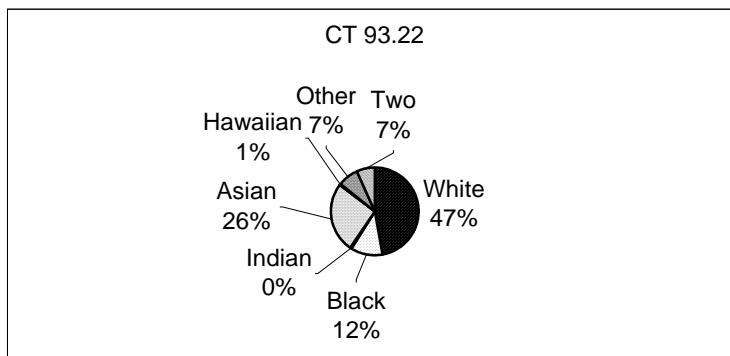
Based on the 2000 Census data for the total affected area, which includes Census Tracts 96.08 (NW Quadrant), 93.22 (NE Quadrant), 96.13 (SW Quadrant), and 93.23 (SE Quadrant), Whites or Caucasians make up 50% of the total population compared to 13% for Black or African American, 1% for American Indian and Alaska Native, 22% for Asian (including Chinese, Japanese, Filipino and Vietnamese), 6% for some “other” race, and 8% for “two or more” races.

As a whole, the project would affect all races. Whites or Caucasians would be the most affected followed by Asians, African American or Black, “two or more” races, “other” races, American Indian and Alaska Natives, and Native Hawaiian or Pacific Islander.

Census Tract 93.22 (NE Quadrant)

The demographics of the population that would be affected in Census Tract 93.22 consists of 47% Whites, 12% Black or African American, 0.4% American Indian and Alaska Natives, 26% Asian, 0.7% Native Hawaiian or Pacific Islander, 7.4% “other”, and 6.7% “two or more”. **Figure 2.1.3-2** displays the demographics of CT 93.22.

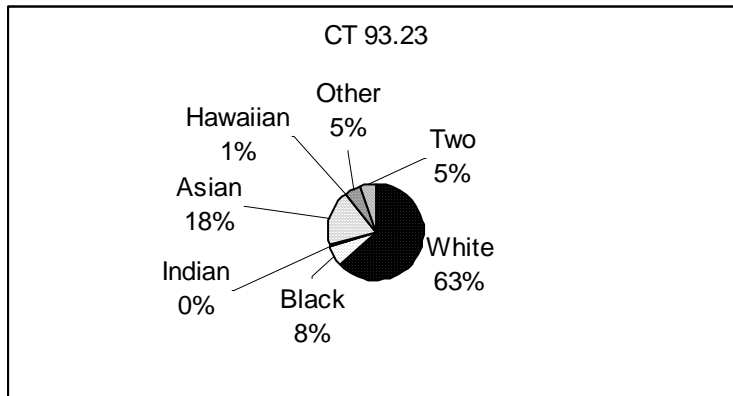
**FIGURE 2.1.3-2
DEMOGRAPHICS OF CT 93.22**



Census Tract 93.23 (SE Quadrant)

The demographics of the population that would be affected in Census Tract 93.23 consists of 63% White, 7.6% Black or African American, 0.5% American Indian and Alaska Natives, 18% Asian, 0.7% Native Hawaiian or Pacific Islander, 3.9% “other”, and 8.2% “two or more”. **Figure 2.1.3-3** displays the demographics of CT 93.23.

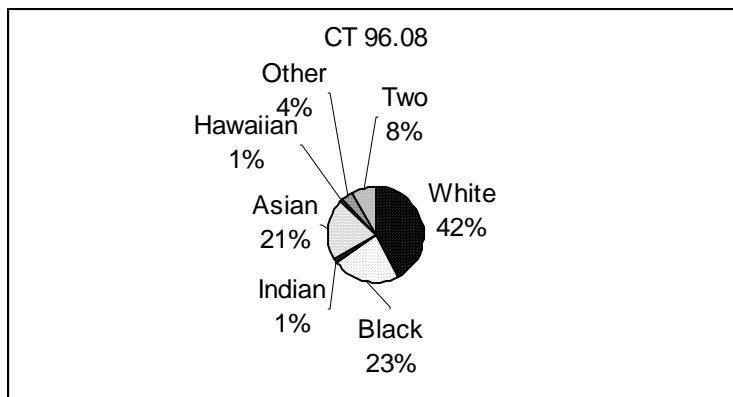
**FIGURE 2.1.3-3
DEMOGRAPHICS OF CT 93.23**



Census Tract 96.08 (NW Quadrant)

The demographics of the population that would be affected in Census Tract 96.08 would affect 42% White, 23% Black or African American, 1.3% American Indian and Alaska Natives, 21% Asian, 0.7% Native Hawaiian or Pacific Islander, 3.9% “other”, and 8.2% “two or more”. **Figure 2.1.3-4** displays the demographics of CT 96.08.

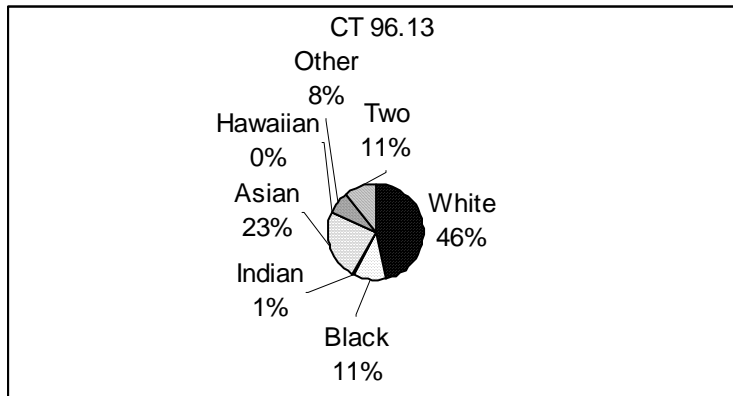
**FIGURE 2.1.3-4
DEMOGRAPHICS OF CT 96.08**



Census Tract 96.13 (SW Quadrant)

The demographics of the population that would be affected in Census Tract 96.13 would affect 46% White, 11% Black or African American, 1% American Indian and Alaska Natives, 23% Asian, 0.2% Native Hawaiian or Pacific Islander, 7.6% “other”, and 11% “two or more”. **Figure 2.1.3-5** displays the demographics of CT 96.13.

**FIGURE 2.1.3-5
DEMOGRAPHICS OF CT 96.13**



Each Census Tract has a majority White population and affects other races proportionally throughout the project. Therefore, a disproportionately high and adverse effect on minority population would not occur.

Income Level and Low-Income Level in Proposed Project Area

FHWA “Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,” states that Low-Income means a household income at or below the Department of Health and Human Services (HHS) poverty guidelines. Caltrans’ August 2000 Environmental Justice Document includes this article to utilize the HHS Poverty Guidelines. **Table 2.1.3-8** shows the 2002 Department of Health and Human Services (HHS) poverty guidelines.

**TABLE 2.1.3-8
2004 HHS POVERTY GUIDELINES**

Size of Family Unit	Contiguous States and D.C (\$)	Alaska (\$)	Hawaii (\$)
1	9,310	11,630	10,700
2	12,490	15,610	14,360
3	15,670	19,590	18,020
4	18,850	23,570	21,680
5	22,030	27,550	25,340
6	25,210	31,530	29,000
7	28,390	35,510	32,660
8	31,570	39,490	36,320
For each additional person, add	3,180	3,980	3,660

Source: Federal Register, Vol. 67, No. 31, February 14, 2002, pp. 6931–6933

The following table shows the median household income in 1999 for the project area from the 2000 Census (**Table 2.1.3-9**).

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**TABLE 2.1.3-9
MEDIAN HOUSEHOLD INCOME IN 1999 (DOLLARS)**

	Census Tract 93.22 (NE Quadrant) Sacramento County	Census Tract 93.23 (SE Quadrant) Sacramento County	Census Tract 96.08 (NW Quadrant) Sacramento County	Census Tract 96.13 (SW Quadrant) Sacramento County
Median household income in 1999	68,318	84,434	50,893	63,583

Source: U.S. Census Bureau, Census 2000

Census Tracts 93.22 (NE Quadrant), 93.23 (SE Quadrant), 96.08 (NW Quadrant), and 96.13 (SW Quadrant) all show a median household income in 1999 that exceeds the HHS poverty guidelines for a family size of eight (8) or greater. The lowest median income level is in CT 96.08 (NW Quadrant) at a median income of \$50,893, CT 96.13 (SW Quadrant) at \$63,583, CT 93.22 (NE Quadrant) at \$68,318, and CT 93.23 (SE Quadrant) at \$84,434. The Census Tract showing the lowest median household income still exceeds the poverty guidelines with a family of eight (8) or more.

The average household size by Census Tract (**Table 2.1.3-10**) and average family size by Census Tract (**Table 2.1.3-11**) is approximately three to four (3-4) people per household and family for all census tracts in the proposed project area. This helps to determine the average household size and the income level that determines Low-Income households and families that may be affected by the project. All figures below and comparisons assume income levels for an eight (8) person household/family size to include the greatest likelihood of Low-Income level residents in the project area and get a better idea of how many Low-Income people may be affected by the proposed project.

**TABLE 2.1.3-10
AVERAGE HOUSEHOLD SIZE BY CENSUS TRACT**

	Census Tract 93.22, (NE Quadrant) Sacramento County	Census Tract 93.23 (SE Quadrant), Sacramento County	Census Tract 96.08 (NW Quadrant), Sacramento County	Census Tract 96.13 (SW Quadrant), Sacramento County
Average household size	3.36	3.33	3.03	3.32

Source: U.S. Census Bureau, Census 2000

**TABLE 2.1.3-11
AVERAGE FAMILY SIZE BY CENSUS TRACT**

	Census Tract 93.22 (NE Quadrant), Sacramento County	Census Tract 93.23 (SE Quadrant), Sacramento County	Census Tract 96.08 (NW Quadrant), Sacramento County	Census Tract 96.13 (SW Quadrant), Sacramento County
Average family size	3.61	3.55	3.42	3.56

Source: U.S. Census Bureau, Census 2000

2.1 HUMAN ENVIRONMENT

The number of housing units by Census Tract (**Table 2.1.3-12**) in the proposed project area is 4,590. Census Tracts with the most housing units are 93.22 (NE Quadrant) and 93.23 (SE Quadrant). Census Tracts 96.08 (NW Quadrant) and 96.13 (SW Quadrant) have the lowest number of housing units. The area with the most housing units affected is CT 93.22 (NE Quadrant) and CT 93.23 (SE Quadrant). These Census Tracts also have a higher population of above Low-Income residents (see **Table 2.1.3-13**). The highest income Census Tracts have the most housing units. The information below details the Low-Income levels in each census tract.

**TABLE 2.1.3-12
HOUSING UNITS BY CENSUS TRACT**

	Census Tract 93.22 (NE Quadrant), Sacramento County	Census Tract 93.23 (SE Quadrant), Sacramento County	Census Tract 96.08 (NW Quadrant), Sacramento County	Census Tract 96.13 (SW Quadrant), Sacramento County
Total	2,077	1,218	936	359

Source: U.S. Census Bureau, Census 2000

**TABLE 2.1.3-13
HOUSEHOLD INCOME IN 1999 BY CENSUS TRACT.**

	Census Tract 93.22 (NE Quadrant), Sacramento County	Census Tract 93.23 (SE Quadrant), Sacramento County	Census Tract 96.08 (NW Quadrant), Sacramento County	Census Tract 96.13 (SW Quadrant), Sacramento County	Total
Total:	2,037	1,199	958	325	4,519
Less than \$10,000	6	15	76	8	105
\$10,000 to \$14,999	20	25	35	0	80
\$15,000 to \$19,999	35	10	45	0	90
\$20,000 to \$24,999	25	18	41	4	88
\$25,000 to \$29,999	66	0	36	19	121
\$30,000 to \$34,999	54	54	92	29	229
Low-Income Sum	206	122	325	60	713
\$35,000 to \$39,999	102	27	51	15	195
\$40,000 to \$44,999	131	80	50	19	280
\$45,000 to \$49,999	102	37	38	13	190
\$50,000 to \$59,999	308	95	97	35	535
\$60,000 to \$74,999	328	107	171	62	668
\$75,000 to \$99,999	425	282	122	80	909
\$100,000 to \$124,999	228	275	79	20	602
\$125,000 to \$149,999	40	96	12	15	163
\$150,000 to \$199,999	123	65	7	6	201
\$200,000 or more	44	13	6	0	63
Non-Low Income Sum	1,831	1,077	633	265	3,806

Source: U.S. Census Bureau, Census 2000

Low Income Households

Figure 2.1.3-6 shows the number of households in Census Tracts 96.08, 93.22, 96.13, and 93.23 making under \$34,999, which is above the HHS poverty guidelines cutoff for a family of eight (8) at \$31,570.

The percentage of low income persons in the census tracts involved in the project is approximately 19%. Because the census data available and the cutoff amount for HHS' poverty data do not coincide, an approximate percentage was determined. Regardless of this estimation, the Low-Income population remains a small minority of the entire project area.

**FIGURE 2.1.3-6
TOTAL HOUSEHOLDS IN POVERTY IN
CENSUS TRACTS 96.09, 93.22, 96.13, AND 93.23**

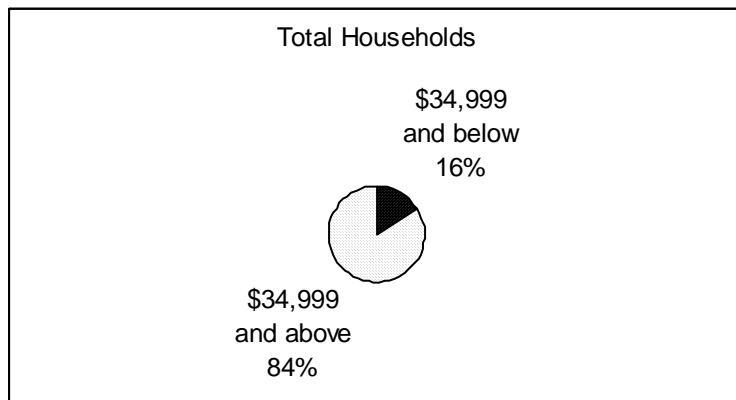
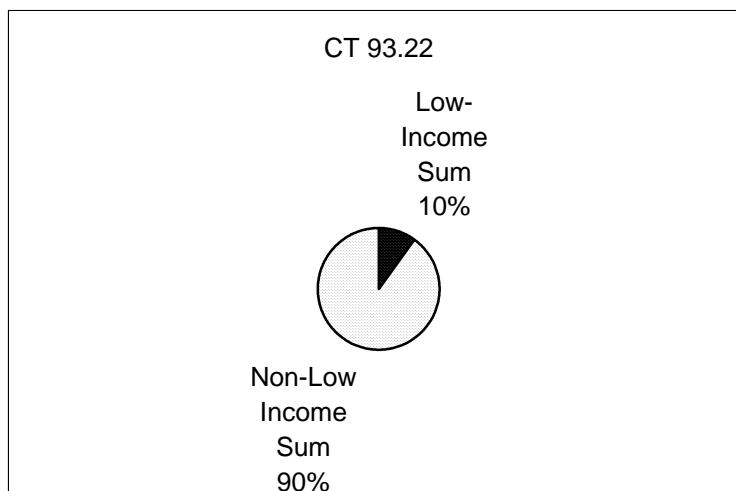


Figure 2.1.3-7 shows the percentage of Low-Income Households in CT 93.22 making under \$34,999, which is above the HHS poverty guidelines cutoff for a family of eight (8) at \$31,570.

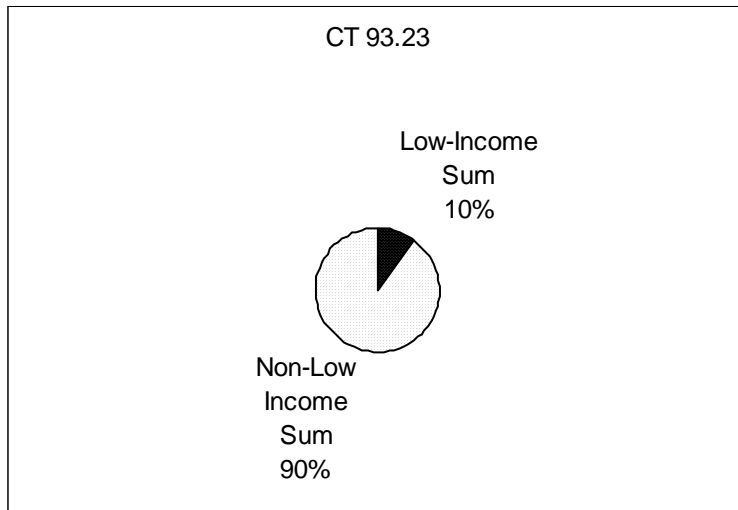
**FIGURE 2.1.3-7
PERCENTAGE OF LOW-INCOME HOUSEHOLDS IN CT 93.22**



The percentage of low income households in the CT 93.22 (NE Quadrant) is approximately 10%. Because the census data available and the cutoff amount for HHS' poverty data do not coincide, an approximate percentage was determined. Regardless of this estimation, the Low-Income population remains a small minority of CT 93.22 (NE Quadrant).

Figure 2.1.3-8 shows the percentage of Low-Income households in CT 93.23 making under \$34,999, which is above the HHS poverty guidelines cutoff for a family of eight (8) at \$31,570.

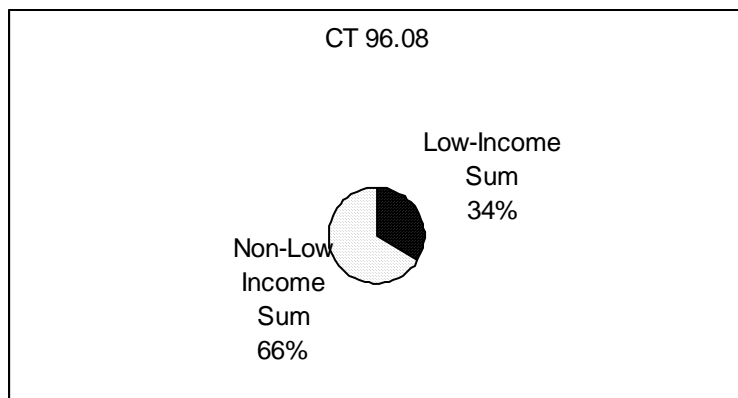
**FIGURE 2.1.3-8
PERCENTAGE OF LOW-INCOME HOUSEHOLDS IN CT 93.23**



The percentage of low income persons in the CT 93.23 (SE Quadrant) is approximately 10%. Because the census data available and the cutoff amount for HHS' poverty data do not coincide, an approximate percentage was determined. Regardless of this estimation, the Low-Income population remains a small minority of CT93.23 (SE Quadrant).

Figure 2.1.3-9 shows the percentage of Low-Income households in CT 96.08 making under \$34,999, which is above the HHS poverty guidelines cutoff for a family of eight (8) at \$31,570.

**FIGURE 2.1.3-9
PERCENTAGE OF LOW-INCOME HOUSEHOLDS IN CT 96.08**

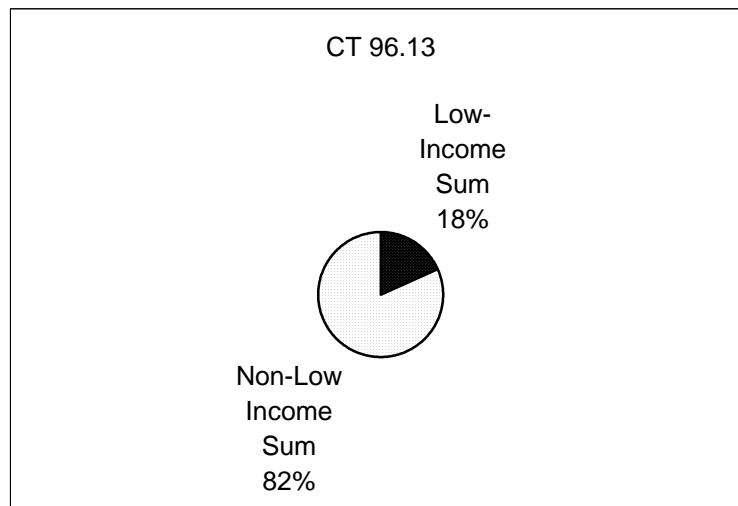


2.1 HUMAN ENVIRONMENT

The percentage of low income persons in the CT 96.08 (NW Quadrant) is approximately 34%. Because the census data available and the cutoff amount for HHS' poverty data do not coincide, an approximate percentage was determined. Regardless of this estimation, the Low-Income population remains the minority of CT 96.08 (NW Quadrant).

Figure 2.1.3-10 shows the percentage of Low-Income households in CT 96.13 making under \$34,999, which is above the HHS poverty guidelines cutoff for a family of eight (8) at \$31,570.

**FIGURE 2.1.3-10
PERCENTAGE OF LOW-INCOME HOUSEHOLDS IN CT 96.13**



The percentage of low income persons in the CT 96.13 (SW Quadrant) is approximately 18%. Because the census data available and the cutoff amount for HHS' poverty data do not coincide, an approximate percentage was determined. Regardless of this estimation, the Low-Income population remains the minority of CT 96.13 (SW Quadrant).

The proposed project site in all alternatives includes multiple homes, businesses, and community centers. Based on the Census data for the proposed project area, no low-moderate or minority communities would be disproportionately affected by the proposed project compared to other population groups affected by the proposed project.

Laguna Village RV Park Community

Based on the 2000 Census data, there are no known large concentrations of any minority group or low-income persons in the project area. However, the Laguna Village RV park located along W. Stockton Boulevard in the northwest quadrant may provide housing for some members of a minority group and/or low-income group. The Laguna RV Park is located in CT 96.08 (NW Quadrant), which has a 34% low-income demographic.

Public Participation

As part of the project, early coordination with the public was encouraged, and public participation for this study included a variety of formal and informal methods: public

information meetings; interviews and briefings with community leaders, agencies, and elected officials; a media-relations program; public information repositories and newsletters; an open house; and a public hearing.

The open house and public information meeting was held on August 26, 1993. This meeting was advertised in advance, and approximately 1,000 notices were mailed to local residents and businesses. Several citizens attended and shared concerns during the open house question-and-answer session. A public hearing was also held on December 7, 1995.

The Notice of Preparation (NOP) for the draft EIR, which initiated the environmental review process for the proposed project, was distributed to Responsible Agencies, interested parties, and the public on January 17, 2001. The NOP comment period was from January 17 through February 17, 2001. A scoping meeting was also held on January 30, 2001.

The Notice of Availability (NOA) for the Draft EIR and the Draft EIR itself were released March 15, 2002 and the comment period was from March 15 through April 25, 2002. The NOA specified that comments regarding the Draft EIR may be made in writing to the City's Environmental Coordinator or at the public meeting.

A public hearing/workshop was held January 22, 2004 to inform citizens about the project and allow for public comment and questions. There was a relocation specialist from Caltrans in attendance with brochures that described the relocation process. These brochures were provided in English and Spanish. The Laguna Village RV Park community was notified via mail in a newsletter dated January 1, 2004. Kristy Babb from the Hoyt Company, who is handling the public participation aspect of the project, spoke with the property manager and personally dropped off newsletters for the residents on January 14, 2004.

IMPACTS

No Build Alternative

The No Build alternative would not result in any changes to the environment of minority and low-income populations.

Build Alternative (2A and 3A) Impacts

According to 2000 Census data, the impacted area contains no known concentrations of any minority group or low-income persons in the project area. Alternative 2A or 3A would not cause disproportionately high and adverse effects on any minority or low-income populations as per E.O. 12898 regarding environmental justice.

CEQA FINDING

While it is likely that some minority and or low income residents will be impacted by the proposed project a disproportionate number of minority or low-income groups have not been identified in the project area. Therefore the proposed project would have a **less than significant impact** on these groups.