

3.1.4 Community Impacts

3.1.4.1 Community Character and Cohesion

Regulatory Setting

The National Environmental Policy Act of 1969 as amended (NEPA), established that the federal government use all practicable means to ensure that all Americans have safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 U.S.C. 4331[b][2]). The Federal Highway Administration 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 destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

Under the California Environmental Quality Act, an economic or social change by itself is not to be considered a significant effect on the environment. However, if a social or economic change is related to a physical change, then social or economic change may be considered in determining whether the physical change is significant. Since this project would result in 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.

Affected Environment

For the purposes of this analysis, the study area was defined by available statistical data describing Solano County, the cities of Fairfield and Suisun City, and eleven 2000 Census Tract Block Group areas that encompass the project area and its environs. The information below is summarized from the CIA prepared for the proposed project.

Solano County's land use pattern is one of city-centered growth focused around six urban areas separated by land designated for intensive and extensive agricultural uses. The six urban areas are Vallejo/Benicia, Cordelia, Fairfield/Suisun, Vacaville, Dixon, and Rio Vista. Approximately 45,000 acres in the county are designated for residential uses, of which 30,000 acres are in urban areas. In addition, 5,500 acres are designated for commercial development and 20,000 acres are designated for industrial uses. Of these designations, 11,400 acres are within urban areas. The majority of the county's land area, 314,200 acres, is devoted to extensive and intensive agriculture. An additional 119,500 acres are designated as multi-use marsh and watershed.

The study area is in the southwestern part of Solano County and occupies unincorporated land (primarily in the central segment of the proposed project), as well as portions of the cities of Fairfield (both western and eastern segments of the proposed project) and Suisun City (eastern segment of the proposed project). Much of the project area is in Fairfield, including its Cordelia community.

The primary land use in Fairfield is residential, followed by commercial and industrial uses. Travis Air Force Base, the city's largest employer, occupies most of the area adjacent to the eastern end of the city. Central Fairfield includes some of the oldest residential neighborhoods in Solano County. Various commercial corridors exist within the city, primarily centered along

major streets within central Fairfield and along portions of the I-80 and SR 12 corridors. Industrial uses are generally clustered in areas adjacent to the existing I-80/I-680/SR 12 interchange, south of SR 12 immediately west of Suisun City, and immediately west and north of Travis Air Force Base.

Suisun City was historically a regional transportation and commercial hub due to the city's location midway between the agricultural areas of the Central Valley, Sacramento, and San Francisco and its easy access to the San Francisco Bay System via the Suisun Channel. The city is separated from Fairfield by the UPRR alignment and SR 12E. The only currently operational passenger rail terminal in Solano County is in Suisun City. Land use in Suisun City is predominantly residential, with commercial and limited industrial uses centered around the downtown area and along major thoroughfares.

Western Segment

Land uses at the western end of this segment consist primarily of agricultural land used for grazing. A small highway-oriented commercial area (gas station, fast food) is located at the I-80/Red Top Road interchange. A dairy distribution facility and rural residential uses are located between I-80 and SR 12W and north of SR 12W. See Figures 3.1.4-1 and 3.1.4-2 for aerial views of the project area.

As I-80 and SR 12W converge, land uses change dramatically. To the north is a major retail shopping and commercial center, which includes a Costco, a Safeway, and other regional retailers. To the south, the predominant land use is industrial, with many warehouses and distribution businesses. Commercial uses such as gas stations, car dealerships, and smaller retail outlets are located in areas immediately visible from the I-80 and I-680 freeways.

Along I-680, land uses to the west are dominated by residential subdivisions, with commercial and retail uses at major intersections. Rodriguez High School fronts approximately half of the north side of Red Top Road between I-680 and Lopes Road. Land uses to the east include residential and retail uses in the community of Cordelia. In general, the area south of Cordelia Road and east of I-680 comprises agricultural and open space uses at the edge of the Suisun Marsh.

Land uses along I-80 between I-680 and Suisun Valley Road are characterized by a large commercial/office park to the north and smaller retail/highway-oriented commercial uses to the south, including motels, gas stations, and fast food outlets centered around the I-80/Suisun Valley Road interchange.

Central Segment

Along I-80, from Suisun Valley Road to SR 12E, land uses on the north side are characterized by vacant lands between Suisun Valley Road and Suisun Creek that are now under construction as a mixed-use development (Fairfield Corporate Commons Project) and the existing westbound truck scales facility. East of Suisun Creek, land uses are primarily agricultural with scattered residential and commercial uses (farm equipment sales). To the south, freeway commercial (hotel and RV sales), retail (fast food and gas stations), and a recreation center are located near the I-80/Suisun Valley Road interchange. Farther east, land uses are agricultural with scattered residential uses and the eastbound truck scales facility, which is planned to be relocated to the

east as part of a separate project. At the eastern end of the segment, land uses change to include a large industrial use (Budweiser brewery) that extends along SR 12E.

Eastern Segment

Land uses along the north side of SR 12E comprise commercial uses focused along Chadbourne Road, including several large auto dealerships. Farther east, land uses are dominated by residential neighborhoods with scattered commercial/retail uses along Beck and Pennsylvania Avenues. Along the south side of SR 12E, land uses primarily include industrial warehouses and distribution centers off Beck and Pennsylvania Avenues. Farther east of Pennsylvania Avenue to Suisun City, the predominant land use on the north side of SR 12E is residential, while the south side is predominantly undeveloped land. The portion of the project area within Suisun City consists primarily of older, small industrial and retail uses adjacent to the UPRR alignment.

Environmental Consequences

Impacts on communities arising from transportation projects are generally related to division of existing neighborhoods, or disruption of the perceived urban “fabric” of a neighborhood. This is a particularly sensitive issue in ethnic neighborhoods. However, transportation projects may also increase cohesion within neighborhoods by diverting vehicular traffic to other roadways and increasing the desirability of pedestrian activity through a neighborhood.

All the build alternatives would result in the expansion of existing freeways and highways in the project area. This expansion would result in impacts on individual parcels and displacement of a number of commercial, retail, and industrial businesses. However, these effects would not result in the separation or disruption of an existing neighborhood. Because the displaced businesses in these areas are predominantly highway and regional commercial or industrial enterprises, they are not inherently tied to the character of local neighborhoods, but rather are typically large corporate franchises such as fast food restaurants and gas stations. As such, their removal would not significantly affect the cohesiveness of the local community.

Alternative C may have a beneficial effect on the community of Cordelia, because this alternative would reconstruct the alignment of I-680 farther to the west to connect with I-80 and SR 12W, moving the I-680 freeway farther from established residential areas in Cordelia. Manufacturing, warehousing, and light industrial facilities in the western segment would primarily be displaced by the realignment of I-680 under Alternative C.

In the central segment, the predominant land use is agricultural. However, one residence would be displaced as a result of constructing the westbound truck scales relocation and one business would be displaced by the interchange improvements at Abernathy Road. The residence and the business are both surrounded by agricultural land, adjacent to I-80 and are not part of a larger neighborhood that would be affected by their removal. Because the land use pattern in the central segment consists of large agricultural parcels, the proposed project would not significantly affect the cohesiveness of the local community.

In the eastern segment, Alternatives B and C would displace a number of businesses in downtown Suisun City. Because these businesses are located on the western perimeter of the downtown, their displacement would not be divisive. Additionally, most of the businesses are industrial/manufacturing concerns. As such, they are not destinations for shoppers or pedestrians and do not contribute to the character of the downtown neighborhood. Therefore, it is reasonable to conclude that their displacement would not significantly affect Suisun City's downtown neighborhood.

Under the fundable first phases, the effects would be similar to those of the associated full build alternatives, but less extensive (see Tables 3.1.4-2 and 3.1.4-4)

The No-Build Alternative would not change the existing environment and therefore would not result in any effects on community character and cohesion.

Avoidance, Minimization, and/or Mitigation Measures

Because the proposed project would not significantly affect the character and/or cohesiveness of the local community, no avoidance, minimization, and/or mitigation measures would be required.

3.1.4.2 Relocations and Real Property Acquisition

Regulatory Setting

The Department's Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of Federal Regulations (CFR) Part 24. The purpose of RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. See Appendix D for a summary of the RAP.

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.). See Appendix C for a copy of the Department's Title VI Policy Statement.

Affected Environment

Existing land uses in the project area and surrounding region are discussed in detail in Section 3.1.1, "Land Use." Right-of-way will be acquired along the existing alignments of I-80/I-680/SR 12 under Alternative B. Alternative C would require acquisition of right-of-way along these same roadways plus additional right-of-way to the west of I-680. The general locations of right-of-way acquisitions are discussed under Section 3.1.4.1, "Community Character and Cohesion." Tables 3.1.4.1 through 3.1.4.4 below identify the specific residences, and business that would be displaced by the proposed project.

Environmental Consequences

Displacement of Residences and Businesses

The methodology for determining affected land uses included overlaying the proposed right-of-way requirements for each alternative on a Solano County Assessor's Parcel Number (APN) map and on an aerial photograph. Maps depicting the roadway geometry and right-of-way regents used in this analysis were developed by the project engineers and are on file at the Department. Tables 4.1-1 and 4.1-2 of the project CIA provide a complete list of the parcels that would be affected by the alternatives.

Where the proposed right-of-way overlapped a parcel, that parcel was considered affected by the proposed project. For parcels that did not fall completely within the right-of-way lines, those where less than 50% of the total parcel area was overlapped by the proposed right-of-way were considered partial acquisitions unless the affected portion of the parcel contained the primary structure (business or residence) on the property. Where more than 50% of the parcel would be overlapped, the parcel was considered to be fully acquired by the project alternative.

A parcel is considered affected if land from that parcel is needed for either temporary construction activities or permanent roadway or associated facilities. Effects can range from partial acquisition of a parcel, in which the existing use would not be displaced and could continue without significant change, to full acquisition of the parcel and displacement of the existing land use.

Alternative B would affect approximately 228 parcels in total. Approximately 27 of the parcels would be full acquisitions and 201 would be partial acquisitions. Appendix I contains a complete list of affected parcels under Alternative B. The majority of the parcels consist of retail and commercial land uses, primarily south of I-80 between I-680 and Suisun Valley Road, which would be affected by the widening of the existing I-680/I-80 interchange complex and I-80 main line; and agricultural/grazing lands north of I-80 from Red Top Road to SR 12W and Business Center Drive, which would be affected by the extension of Red Top Road to Business Center Drive and the new Red Top Road/ SR 12W interchange. Based on a 2008 reconnaissance survey of the project area, an estimated 56 businesses (including vacant spaces) would be displaced.

Alternative B, Phase 1 would affect approximately 72 parcels. Appendix I contains a complete list of affected parcels under Alternative B, Phase 1. Five parcels would be full acquisitions and 67 parcels would be partial acquisitions. Based on a 2008 reconnaissance survey of the project area, an estimated 21 businesses (including vacant spaces) would be displaced.

Alternative C would affect approximately 176 parcels in total; 32 would be full acquisitions and roughly 144 would be partial acquisitions. Appendix I contains a complete list of affected parcels under Alternative C. The predominant land use of the parcels affected by the realignment of I-680 and the new I-680/I-80/SR 12W interchange that would be constructed under this alternative is industrial and warehousing, mainly located south of I-80 and west of I-680. Based on a 2008 reconnaissance survey of the project area, an estimated 49 businesses (including vacant spaces) would be displaced.

Alternative C, Phase 1 would affect approximately 63 parcels. Appendix I contains a complete list of affected parcels under Alternative C, Phase 1. Nine parcels would be full acquisitions and 54 parcels would be partial acquisitions. Based on a 2008 reconnaissance survey of the project area, an estimated 22 businesses (including vacant spaces) would be displaced. All of the businesses displaced by these two alternatives are located in Fairfield.

All of the alternatives would result in the displacement of businesses. The majority of the businesses that would be displaced by the alternatives are established businesses (e.g., auto repair, furniture, appliances sales). Newer businesses (e.g., Starbucks, fast food outlets) that would be displaced are located in the vicinity of the I-80/Suisun Valley interchange. Most of the businesses that are considered to be declining and that would be displaced are located in the eastern segment of the proposed project in Suisun City.

Table 3.1.4-1 lists the 56 businesses displaced under Alternative B; Figure 3.1.4-1 shows their locations. Most displacements associated with Alternative B would occur in the western segment of the alignment along the south side of I-80. As discussed above, these businesses are predominantly highway-oriented service commercial uses in the Cordelia area. They include relatively new facilities, as well as older facilities dating to the 1970s or earlier.

Table 3.1.4-1. Alternative B Displaced Businesses

Map #	APN	Size of Parcel (acres)	Business	Reason for Displacement
Western Segment				
1	0045-300-070	0.44	Fairfield Suisun Unified School District (two buildings, vacant), Central Way	Widening of I-680/I-80 interchange
2	0045-300-080	1.70	California's Teacher's Association (one building), 4751 Central Way	Realignment of local roads
3	0045-300-350	0.01	Continental Auto Glass, 4737 Central Way Vacant Space, 4739 Central Way Cordelia Automotive, 4741 Central Way Warehouse Furniture, 4743 Central Way	Realignment of local roads
4	0045-300-370	0.20	Metro II, 4733 Central Way Anyone's Off-Road & Custom, 4733 Central Way Al's Tile and Marble Fino, 4733 Central Way	Realignment of local roads
5	0045-300-360	0.19	Room Express Furniture (one building), 4731 Central Way	Realignment of local roads
6	0045-300-200	0.001	Ponder Environmental Services, 125 Grobric Court	Realignment of local roads
7	0045-300-290	0.27	California Marine Sports, 101 Grobric Court	Realignment of local roads
8	0045-310-010	1.75	Pearson's Appliance & TV, 4685 Central Way	Realignment of local roads
9	0045-310-860	1.62	Jack in the Box (one building), 4490 Central Way Chevron Gas Station (one building), 4490 Central Way	Widening of I-80
10	0045-310-850	0.50	Starbucks (one building), 4470 Central Way	Widening of I-80
11	0045-340-110	0.17	Scandia Family Center (part of mini golf course), 4300 Central Way	Widening of I-80
12	0180-010-050	0.86	Sunnyside Farms (one building), 199 Red Top Road	I-80/Red Top Road interchange
13	0045-300-260	0.11	Statewide Safety & Signs Inc., 130 Grobric Court	Realignment of local roads
14	0148-260-040	0.51	Government Land (one building), 1827 SR 12	Widening of SR 12
15	0045-310-550	0.04	Golf Shop, 104 Commerce Court Campways, 104 Commerce Court	Realignment of local roads

Map #	APN	Size of Parcel (acres)	Business	Reason for Displacement
16	0045-310-650	3.19	Davita Fairfield Dialysis, 4670 Central Way Boot Barn Western & Work Wear, 4670 Central Way Bischoff's Medical Supplies, 4670 Central Way Ultimate Water Sports, 4670 Central Way	Realignment of local roads
17	0045-310-660	2.71	Cordelia Junction Antiques Lounge	Realignment of local roads
18	0180-120-150	0.32	Ashley Furniture Homestore (one building), 4865 Auto Plaza Court	Widening of I-680/I-80 interchange
19	0180-110-240	3.36	ARCO Gas (one building), 4800 Auto Plaza Court	Widening of I-680/I-80 interchange
20	0045-300-030	0.19	Residential House Showroom (one building), 4912 Central Way	Widening of I-680/I-80 interchange
21	0045-300-040	0.19	SFR Land (one building, old shack), Central Way	Widening of I-680/I-80 interchange
22	0180-110-040	1.91	Saturn Dealership (one building), 4850 Auto Plaza Court	Widening of I-680/I-80 interchange
	0045-310-880	1.05	Leased Commercial Land, 103 Commerce Court Furniture Expo, 103 Commerce Court Frellen's Casual & Outdoor Furniture, 103 Commerce Court Vacant Space, 103 Commerce Court	Realignment of local roads
Central Segment				
23	0027-271-060	11.05	Garage/Sheds/Barns/Home (seven buildings, one residential), 4018 Russell Road	Interchange improvements at Abernathy Road
24	0150-270-080	0.99	Suisun Family Fruit Growers (two buildings), 4163 Chadbourne Road	Interchange improvements at Abernathy Road
25	0150-240-020	0.18	Suisun Family Fruit Growers (two buildings), 4162 Chadbourne Road	Widening of I-80 and truck scales relocation
Eastern Segment				
26	0032-081-310	0.03	Suisun Roofing Supply (one building), 260 Benton Court	Road extension to downtown Suisun City
27	0032-081-060	0.21	Suisun Roofing Supply (one building), 263 Benton Court	Road extension to downtown Suisun City
28	0032-081-030	0.21	One Building, 241 Benton Court	Road extension to downtown Suisun City
29	0032-052-210	0.33	The Hitman, 229 Benton Court Clear Image, 225 & 227 Benton Court Marine Industrial Fire Safety, 223 Benton Court Castle Rock Construction, 221 Benton Court	Road extension to downtown Suisun City
30	0032-052-100	0.10	Xtreme Cyclez, 213 & 215 Benton Court Rich Campbell, 211 Benton Court Vacant Space, 209 Benton Court Iron Riders Inc., 207 Benton Court	Road extension to downtown Suisun City
31	0032-052-090	0.04	Kyron's Body Shop, 205 Benton Court Tweed Hut, 201 Benton Court	Road extension to downtown Suisun City
32	0032-052-120	0.04	Tidy Tails, 305 Spring Street Osaka Massage, 311 Spring Street Good Life Health Spa, 313 Spring Street	Road extension to downtown Suisun City
	0032-081-040	0.20	Vacant Space (two buildings), 247 Benton Court	Road extension to downtown Suisun City

Source: I-80/I-680/SR 12 Interchange Community Impact Assessment, 2008.
Appendix I contains a complete list of affected parcels under Alternative B.

Table 3.1.4-2 lists the 21 businesses, all in Fairfield, which would be displaced as a result of Alternative B, Phase 1. Because this Alternative is a subset of Alternative B, the displacements under Alternative B, Phase 1 would be a subset of those under Alternative B, and the character of displacement would also be similar.

Table 3.1.4-2. Alternative B, Phase 1 Displaced Businesses

Map #	APN	Size of Parcel (Acres)	Business	Reason for Displacement
Western Segment				
1	0045-300-070	0.39	Fairfield Suisun Unified School District (two buildings, vacant), Central Way	Widening of I-680/I-80 interchange
2	0045-300-080	1.70	California's Teacher's Association (one building), 4751 Central Way	Realignment of local roads
3	0045-300-350	0.01	Continental Auto Glass, 4737 Central Way Vacant Space, 4739 Central Way Cordelia Automotive, 4741 Central Way Warehouse Furniture, 4743 Central Way	Realignment of local roads
4	0045-300-370	0.20	Metro II, 4733 Central Way Anyone's Off-Road & Custom, 4733 Central Way Al's Tile and Marble Fino, 4733 Central Way	Realignment of local roads
5	0045-300-360	0.19	Room Express Furniture (one building) 4731 Central Way	Realignment of local roads
6	0045-300-200	0.001	Ponder Environmental Services 125 Grobric Court	Realignment of local roads
7	0045-300-290	0.54	California Marine Sports 101 Grobric Court	Realignment of local roads
8	0045-310-010	1.75	Pearson's Appliance & TV 4685 Central Way	Realignment of local roads
9	0045-310-860	1.62	Jack in the Box (one building) 4490 Central Way Chevron Gas Station (one building) 4490 Central Way	Widening of I-80
10	0045-310-850	0.50	Starbucks (one building), 4470 Central Way	Widening of I-80
11	0045-340-110	0.17	Scandia Family Center (part of mini golf course), 4300 Central Way	Widening of I-80
33	0045-310-880	1.05	Leased Commercial Land, 103 Commerce Court Furniture Expo, 103 Commerce Court Frellen's Casual & Outdoor Furniture, 103 Commerce Court Vacant Space, 103 Commerce Court	Realignment of local roads

Source: I-80/I-680/SR12 Interchange Community Impact Assessment, 2008.
Appendix I contains a complete list of affected parcels under Alternative B, Phase 1.

Table 3.1.4-3 lists the 49 businesses displaced under Alternative C; Figure 3.1.4-2 shows their locations. Most displacements associated with Alternative C would occur in the western segment of the alignment, between the I-80 and I-680 corridors. In contrast to the highway-oriented businesses displaced under Alternative B, Alternative C would displace industrial and warehouse uses that lie west of the current SR 12 interchange.

Table 3.1.4-3. Alternative C Displaced Businesses

Map #	APN	Size of Parcel (Acres)	Business	Reason for Displacement
Western Segment				
1	0180-130-090	0.95	UMA Solar, 499A Edison Court Formaggi Di Ferrant, 499A2 Edison Court The Picture Company, 499B Edison Court California Imaging, 499C Edison Court Vacant Space, 499D Edison Court	Realignment of I-680
2	0180-130-080	1.68	Vacant Space, 495A Edison Court Vacant Space, 495D Edison Court SDH Enterprises, 495B&C Edison Court	Realignment of I-680
3	0180-130-070	1.21	Fire Department, 473 Edison Court O'Hara Metal, 473 Edison Court Clothes Recycle Center, 5005 Fulton Drive	Realignment of I-680
4	0180-130-050	1.85	Valley Rubber & Gasket, 5045 Fulton Drive Family Celebration Center, 5045 Fulton Drive	Realignment of I-680
5	0180-030-060	1.00	Marin Medical, 497A Edison Court Don's Transport/Liquid Trends Northbay, 497B Edison Court Brewer Metal Products, 497C Edison Court Super Store Industries, 497D & E Edison Court Euro-Machines, 497F & G Edison Court	Realignment of I-680
6	0180-140-180	1.48	Woodline Cabinets (one building), 5165 Fulton Drive	Realignment of I-680
7	0180-140-030	Unknown	Pacific Coast Steel (one building), 5160 Fulton Drive	Realignment of I-680
8	0180-140-060	2.00	Unknown (1 building), 355 Watt Drive	Realignment of I-680
9	0180-010-050	0.71	Sunnyside Farms (one building), 199 Red Top Road	I-80/Red Top Road realignment
10	0180-140-040	2.14	Beutter Corp., 5170 Fulton Drive Ciesco, 5170 Fulton Drive	Realignment of I-680
11	0045-310-860	0.34	Jack in the Box (one building), 4490 Central Way Chevron Gas Station (one building), 4490 Central Way	Widening of I-80
12	0045-340-110	0.51	Scandia Family Center (part of mini golf course), 4300 Central Way	Widening of I-80
Central Segment				
13	0027-271-060	11.05	Garage/Sheds/Barns/Home (seven buildings, one residential), 4018 Russell Road	Widening of I-80 and truck scales relocation
14	0150-270-080	0.99	Suisun Family Fruit Growers (two buildings), 4163 Chadbourne Road	Interchange improvements at Abernathy Road
15	0150-240-020	0.18	Suisun Family Fruit Growers (two buildings), 4162 Chadbourne Road	Interchange improvements at Abernathy Road
Eastern Segment				
16	0032-020-210	1.51	Fairfield Suisun Sewer Distribution, Unknown	Realignment of Jackson Street on ramp.
17	0032-052-100	0.10	Xtreme Cyclez, 213 & 215 Benton Court Rich Campbell, 211 Benton Court Vacant Space, 209 Benton Court Iron Riders Inc., 207 Benton Court	Road extension to downtown Suisun City
18	0032-052-090	0.04	Kyron's Body Shop, 205 Benton Court Tweed Hut, 201 Benton Court	Road extension to downtown Suisun City
19	0032-052-120	0.04	Tidy Tails, 305 Spring Street Osaka Massage, 311 Spring Street Good Life Health Spa, 313 Spring Street	Road extension to downtown Suisun City

Map #	APN	Size of Parcel (Acres)	Business	Reason for Displacement
20	0032-052-210	0.33	The Hitman, 229 Benton Court Clear Image, 225 & 227 Benton Court Marine Industrial Fire Safety, 223 Benton Court Castle Rock Construction, 221 Benton Court	Road extension to downtown Suisun City
21	0032-081-030	0.21	Unknown (one building), 241 Benton Court	Road extension to downtown Suisun City
22	0032-081-040	0.20	Vacant Space (two buildings), 247 Benton Court	Road extension to downtown Suisun City
23	0032-081-060	0.20	Suisun Roofing & Supply (one building), 263 Benton Court	Road extension to downtown Suisun City
24	0032-081-310	0.02	Suisun Roofing & Supply (one building), 260 Benton Court	Road extension to downtown Suisun City

Appendix I contains a complete list of affected parcels under Alternative C.
Source: I-80/I-680/SR 12 Interchange Community Impact Assessment, 2008.

Table 3.1.4-4 lists the 22 businesses, all in Fairfield, which would be displaced as a result of Alternative C, Phase 1. Because this Alternative is a subset of Alternative C, the displacements under Alternative C, Phase 1 would be a subset of those under Alternative C, and the character of displacement would also be similar.

Table 3.1.4-4. Alternative C, Phase 1 Displaced Businesses

Map #	APN	Size of Parcel (Acres)	Business	Reason for Displacement
Western Segment				
1	0180-130-090	0.95	UMA Solar, 399A Edison Court Formaggi Di Ferrant, 399A2 Edison Court The Picture Company, 399B Edison Court California Imaging, 399C Edison Court Vacant Space, 399D Edison Court	Realignment of I-680
2	0180-130-080	1.68	Vacant Space, 495A Edison Court Vacant Space, 495D Edison Court SDH Enterprises, 495B & C Edison Court	Realignment of I-680
3	0180-130-070	1.21	Fire Department, 473 Edison Court O'Hara Metal, 473 Edison Court Clothes Recycle Center, 5005 Fulton Drive	Realignment of I-680
4	0180-130-050	1.85	Valley Rubber & Gasket, 5045 Fulton Drive Family Celebration Center, 5045 Fulton Drive	Realignment of I-680
5	0180-030-060	1.00	Marin Medical, 497A Edison Court Don's Transport/Liquid Trends Northbay, 497B Edison Court Brewer Metal Products, 497C Edison Court Super Store Industries, 497D & E Edison Court Euro-Machines, 497F & G Edison Court	Realignment of I-680
6	0180-140-180	1.48	Woodline Cabinets (one building), 5165 Fulton Drive	Realignment of I-680
7	0180-140-030	1.98	Pacific Coast Steel (one building), 5160 Fulton Drive	Realignment of I-680
8	0180-140-060	0.05	Unknown (one building), 355 Watt Drive	Realignment of I-680
9	0180-010-050	0.71	Sunnyside Farms (two buildings), 199 Red Top Road	I-80/Red Top Road realignment

Source: I-80/I-680/SR 12 Interchange Community Impact Assessment, 2008.
Appendix I contains a complete list of affected parcels under Alternative C, Phase 1.

As of October 2008, Fairfield had an estimated 260 acres of vacant commercial land and approximately 738 acres of vacant industrial land available within its borders. This includes

approximately 177 acres of vacant commercially zoned land at the Cordelia/Green Valley intersection and 308 acres of vacant industrial land in the Cordelia Growth Center. The availability of vacant land in the area indicates there are substantial relocation resources available in the community. Tables 4.2-2a and 4.2-2b of the proposed project's CIA show the amount of vacant acres for commercial and industrial lands, respectively.

In 2001, Suisun City conducted a retail leakage analysis and economic base analysis, *Revenue Generation vs. Traditional Land Use Zoning*, to identify vacant sites that could be best used for commercial purposes. This report identified 15 vacant sites that would provide an estimated 35-year supply of vacant land that Suisun City could use to increase their retail and commercial sectors. Of these 15 sites, three would be suitable to use as land for the relocation of businesses that would be displaced under the alternatives. These three sites combined total approximately 16.34 acres and could be used for service commercial or light industrial purposes, which indicates substantial relocation resources are available within the local community. Figure 7.1a of the proposed project's CIA shows the locations of all 15 vacant sites. Based on this report it would appear that there are sufficient relocation resources located in close proximity to those business that would be displaced by the alternatives in Suisun City. Therefore the business displacement impacts of the proposed alternatives (including the fundable first phases) would not result in a significant adverse impact.

One residential displacement would occur under Alternatives B and C as a result of the westbound truck scales relocation. No residential displacements would occur under the fundable first phase of either of the alternatives. The California Department of Finance's 2009 housing vacancy estimate for Solano County indicates that there are substantial residential vacancies in the unincorporated county (6.48% vacancy rate) and in the city of Fairfield (6.54% vacancy rate) (State of California 2009). This indicates that there are sufficient opportunities for the occupants of this residence to find replacement housing in the vicinity. Therefore the residential displacement impact of the proposed alternatives (Alternatives B and C) would not result in a significant adverse impact.

The No-Build Alternative would not change the existing environment and so would not result in any displacements.

Avoidance, Minimization, and/or Mitigation Measures

All rights and services provided under Public Law 91-646, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, would be strictly adhered to. The rights of non-tenured occupants of displaced properties would be preserved. Department policy provides that persons displaced as a result of Department-sponsored transportation programs shall receive fair and humane treatment and shall not suffer unnecessarily as a result of projects designed for the benefit of the public. No residents would be required to relocate until comparable replacement housing has been made available to them.

Because the proposed project would provide for the equitable relocation of occupants and businesses, and there are sufficient residential opportunities and available land in the area for the relocation of businesses and industry, no avoidance, minimization, and/or mitigation measures would be required.

3.1.4.3 Environmental Justice

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 2009, this was \$22,050 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 Director, which can be found in Appendix C of this document.

Affected Environment

This section uses the NEPA framework to assess whether the proposed project meets the goals and requirements of E.O. 12898, first by determining whether the proposed project meets the community participation goals and then by analyzing impacts on minority and low-income communities.

Disproportionately high and adverse impacts on minority and low-income populations are defined as an adverse effect that meets either of two criteria.

- It is predominantly borne by a minority population and/or a low-income population.
- It would be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that would be suffered by the non-minority population and/or non-low-income population.

Environmental Justice Communities are communities that meet at least one of the following criteria.

- The low-income population is greater than 25% of the total population of the community, or the minority population is greater than 50% of the total population of the community.
- The low-income or minority population is more than 10percentage points higher than the city or county average.

To determine the presence of Environmental Justice communities within the project area, an assessment was undertaken of the existing population in the project area utilizing data collected for the 2000 U.S. Census. The project area is contained within 11 Census Tract Block Groups in Solano County:

- Census Tract 2522.01 Block Group 1.
- Census Tract 2522.01 Block Group 4.

- Census Tract 2522.02 Block Group 1.
- Census Tract 2522.02 Block Group 2.
- Census Tract 2523.05 Block Group 1.
- Census Tract 2523.05 Block Group 2.
- Census Tract 2524.02 Block Group 1.
- Census Tract 2524.02 Block Group 2.
- Census Tract 2524.02 Block Group 3.
- Census Tract 2527.02 Block Group 1.
- Census Tract 2527.02 Block Group 2.

Considered collectively, the population (as of 2000) in the 11 Census Tract Block Groups in which the project area is situated contained a lower percentage of minority groups than the county, Fairfield, and Suisun City. Of the total combined population, 60% is white, 18% is Hispanic or Latino, 10% is black, 12% is Asian, 1% is Hawaiian Native/Pacific Islander, and less than 1% is Native American. The Hispanic/Latino percentage is consistent with the ratio of Solano County and Fairfield–Suisun City and slightly lower than Fairfield.

When reviewed individually, three of the 11 Census Tract Block Groups were noted to have a minority (non-white) population greater than 50% of the total population of the community (Census Tract 2524.02 with Block Groups 2 and 3 and Census Tract 2527.02 with Block Group 2). Two of these same block groups also contain low income populations that comprise more than 25% of the total population of the community (Census Tract 2524.02 with Block Group 3 and Census Tract 2527.02 with Block Group 2). These Block Groups are generally located east of Chadbourne Road. The housing characteristics, racial characteristics, and income/poverty characteristics of the 11 Census Tract Block Groups are presented in Tables 3.1.4-5 through 3.1.4-7, respectively. Figure 3.1.4-3 illustrates the locations of these Census Tract Block Groups in relation to the proposed project.

Considering the individual minority groups within each census tract/block group, it was noted that the Hispanic/Latino ratio was more than ten percentage points higher in Census Tract 2524.02 Block Group 3 and Census Tract 2527.02 Block Group 2 than in the cities or county. The latter census tract/block group was also found to have a larger population of Asians than the cities or county.

Table 3.1.4-5. Project Area Housing Characteristics in 2000

	CT ^a 2522.01		CT 2522.02		CT 2523.05		CT 2524.02			CT 2527.02		City of Fairfield-Suisun City	Solano County	Total of All CT/BG's
	BG ^b 1	BG 4	BG 1	BG 2	BG 1	BG 2	BG 1	BG 2	BG 3	BG 1	BG 2			
Total Housing Units	366	937	1,335	678	174	293	354	686	572	435	84	40,469	130,403	5,914
Average Household Size	2.83	3.03	3.30	3.31	2.52	2.75	3.25	3.29	2.50	2.38	3.73	3.02	2.9	3.33 ^c
Owner-occupied Units	303	848	1,230	568	135	228	238	531	123	162	11	25,549	84,994	4,377
Renter-occupied Units	63	89	105	110	39	65	116	155	449	273	74	14,920	45,409	1,538
2-Person Household	124	327	261	136	72	87	82	154	91	93	9	10,347	33,062	1,436
3-Person Household	65	177	259	154	17	42	52	128	88	68	16	7,340	22,778	1,066
4-Person Household	56	203	352	154	22	41	68	143	70	41	13	7,375	21,946	1,163
5-Person Household	25	74	162	86	10	28	51	82	39	24	12	3,890	11,331	593
6-Person Household	14	32	60	32	7	12	16	37	16	6	8	1,634	4,777	240
Vacant Units	12	20	22	5	7	13	13	32	38	27	2	1,166	4,110	191

Source: U.S. Census Bureau 2000.

Note: Shading indicates blocks that meet Environmental Justice criteria.

^a CT=Census Tract.

^b BG=Block Group.

^c Represents average household size.

Table 3.1.4-6. Project Area Racial Characteristics in 2000

	CT ^a 2522.01		CT 2522.02		CT 2523.05		CT 2524.02			CT 2527.02		City of Fairfield/ Suisun City	Solano County	Total of All CT/BG's
	BG ^b 1	BG 4	BG 1	BG 2	BG 1	BG 2	BG 1	BG 2	BG 3	BG 1	BG 2			
Total Population	1,035	2,838	4,471	2,254	469	805	1,152	2,260	1,526	1,036	313	126,603	394,542	18,159
White	833	1,936	2,522	1,611	334	534	571	1,027	634	717	118	69,718	222,387	10,837
Black/African American	45	279	546	155	6	103	134	313	347	84	39	19,667	58,827	2,051
American Indian and Alaska Native	7	12	28	24	2	7	15	23	16	9	6	965	3,110	149
Asian	60	354	738	180	41	54	117	356	113	50	85	15,250	50,299	2,148
Native Hawaiian and Other Pacific Islander	3	2	30	4	2	1	28	17	33	6	1	1,207	3,078	127
Some Other Race	52	73	265	138	36	67	188	337	253	99	47	10,852	31,612	1,555
Two or More Races	35	182	342	142	48	39	99	187	130	71	17	9,484	25,229	1,292
Hispanic/Latino	148	245	720	324	102	137	285	562	460	160	109	23,226	69,598	3,252
Non Hispanic/ Latino	887	2,593	3,751	1,930	367	668	867	1,698	1,066	876	204	103,377	324,944	14,907

Source: U.S. Census Bureau 2000.

Note: Shading indicates blocks that meet Environmental Justice criteria.

^a CT=Census Tract.

^b BG=Block Group.

^c Represents average household size.

Table 3.1.4-7. Project Area Income and Poverty in 2000

	CT ^a 2522.01		CT 2522.02		CT 2523.05		CT 2524.02			CT 2527.02		City of Fairfield-Suisun City	Solano County	Total of All CT/BG's
	BG ^b 1	BG 4	BG 1	BG 2	BG 1	BG 2	BG 1	BG 2	BG 3	BG 1	BG 2			
Per Capita Income	\$33,019	\$34,762	\$23,180	\$20,380	\$23,274	\$24,754	\$17,240	\$19,176	\$12,138	\$18,224	\$4,754	\$21,001	\$21,731	\$20,991 ^e
Median Household Income	\$67,452	\$89,093	\$75,375	\$70,982	\$56,111	\$65,208	\$46,938	\$57,384	\$26,599	\$34,417	\$10,500	\$53,646	\$54,099	\$54,551 ^e
Population in Poverty ^d	32	259	61	69	46	17	96	138	449	82	137	10,488	31,344	1,386
Percentage in Poverty	3%	9%	1%	3%	9%	2%	8%	6%	30%	7%	56%	9%	8%	12% ^e

Source: U.S. Census Bureau 2000.

Note: Shading indicates blocks that meet Environmental Justice criteria.

^a CT=Census Tract.

^b BG=Block Group.

^c Represents average household size.

^d Below poverty level.

^e Average.

Environmental Consequences

Although Environmental Justice communities exist in the project area, most of the displacements of businesses and expansion of road facilities would take place in the non-Environmental Justice communities in the Cordelia area (Census Tract 2522.01 Block Groups 1 and 4 and Census Tract 2522.02 Block Groups 1 and 2). The effects of the proposed project as a whole are spread over both Environmental Justice and non-Environmental Justice communities, with most of the displacements in non-Environmental Justice block groups.

The greatest number of displacements would occur as a result of Alternative B. Of the 34 total displacements (one residential, 33 businesses) under Alternative B, nine would be in the Environmental Justice block groups. The residence is not within any Environmental Justice block group. Under Alternative B, Phase 1 fewer displacements would result (12 businesses, no residences). Displacements in the Environmental Justice Block Groups are among industrial and commercial businesses, as is the case in the non-Environmental Justice Block Groups.

Of the 26 total displacements (one residential, 25 businesses) under Alternative C, ten would be in the Environmental Justice Block Groups (the residence is not in any of those Block Groups). Alternative C, Phase 1 would result in fewer displacements in Environmental Justice Block Groups (nine businesses; no residences). Displacements in the Environmental Justice Block Groups are among industrial and commercial businesses; as is the case in the non-Environmental Justice Block Groups.

The project alternatives would not result in the displacement of any residences within any Block Groups meeting the Environmental Justice criteria. Furthermore, the displacement of businesses would be spread across a large area including both Environmental Justice and non-Environmental Justice Block Groups, and would include primarily industrial and commercial uses. Therefore, the proposed project would not impose a disproportionate impact on a low-income or minority community.

The No-Build Alternative would not change the existing environment and so would have no effect on Environmental Justice communities.

Avoidance, Minimization, and/or Mitigation Measures

Based on the above discussion and analysis, the four build alternatives will not cause disproportionately high and adverse effects on any minority or low-income populations as per E.O. 12898 regarding Environmental Justice. Therefore, no avoidance, minimization, and/or mitigation measures would be required.

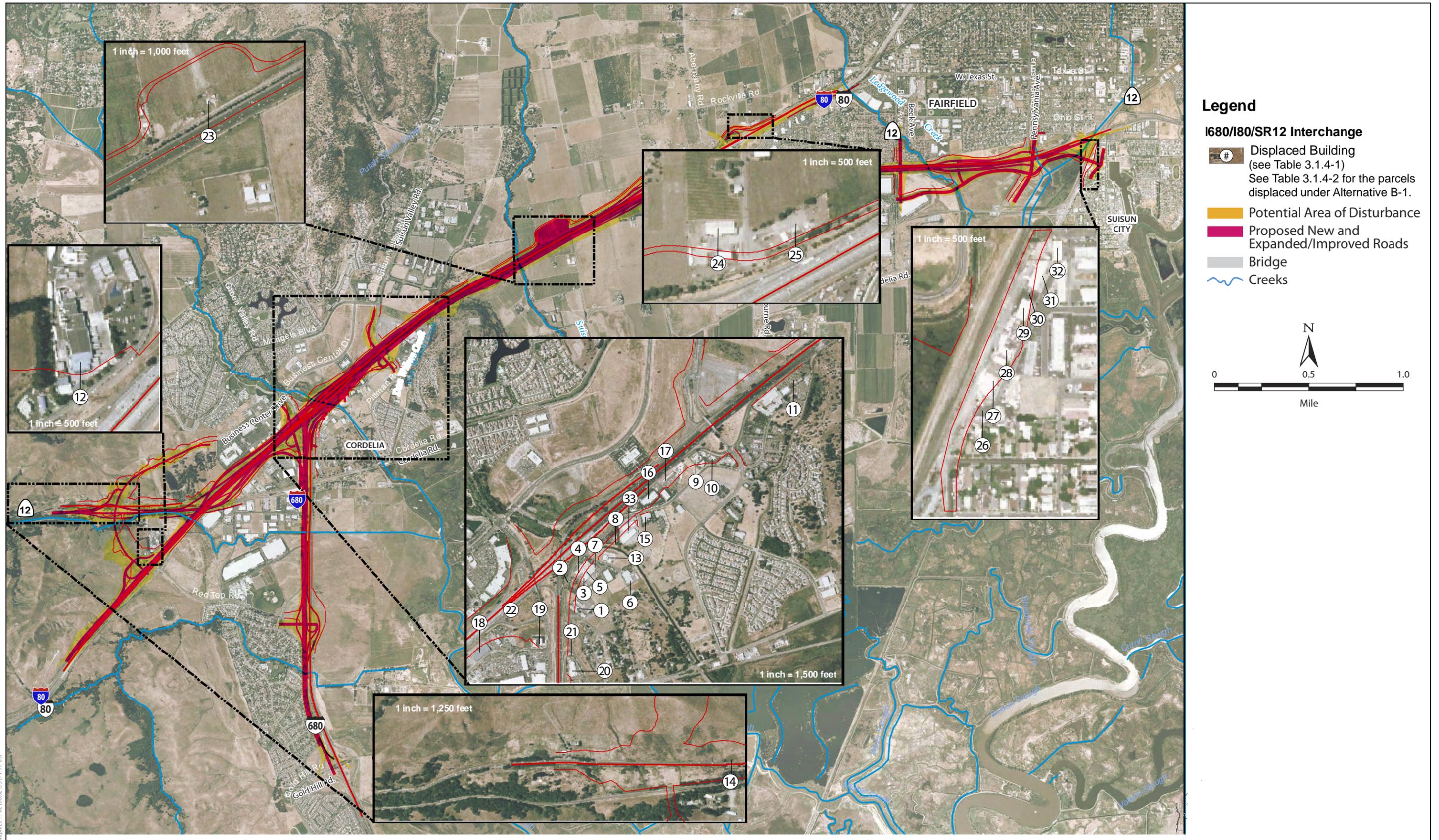
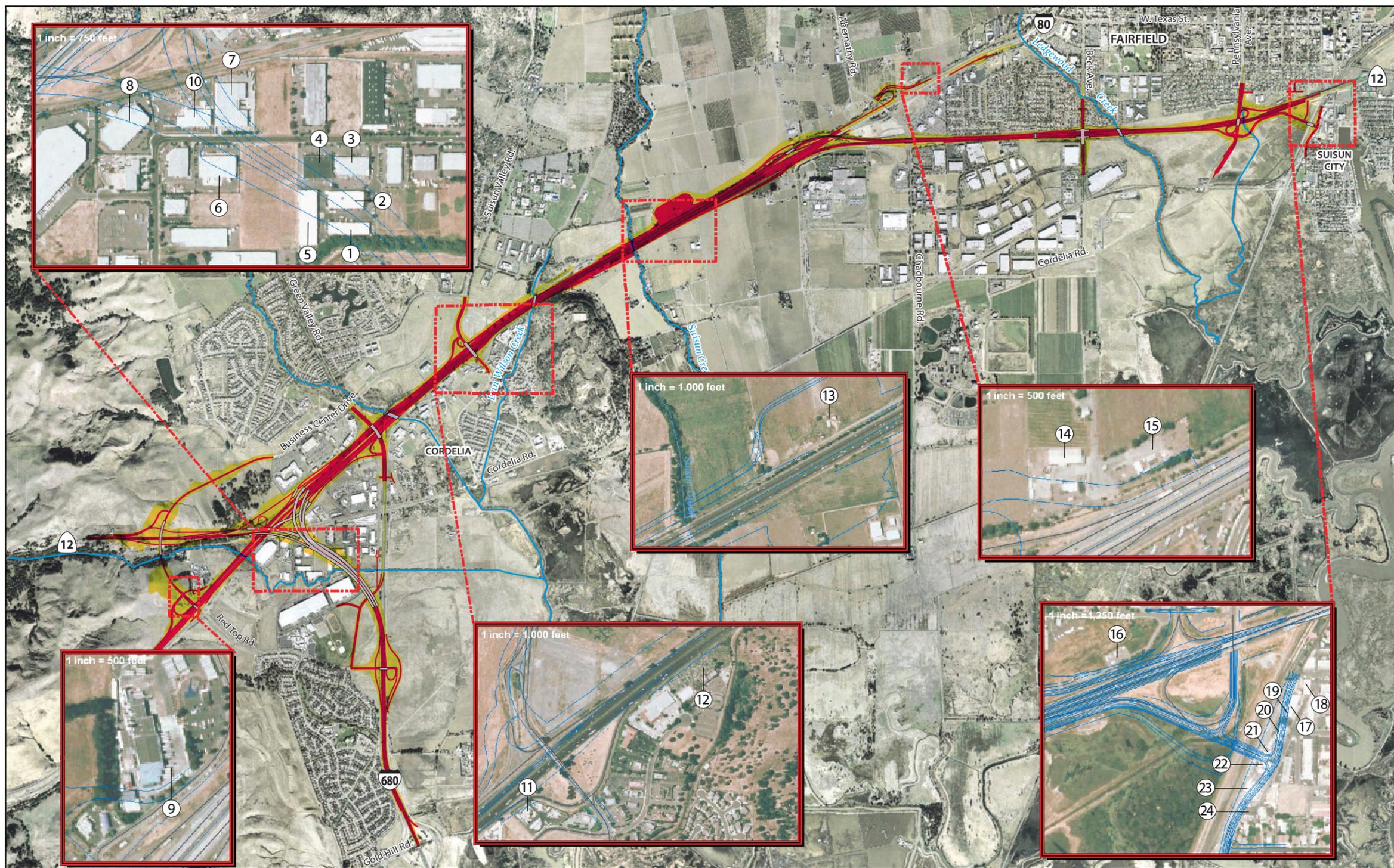
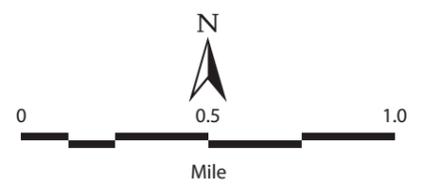


Figure 3.1.4-1
Alternative B Building Displacements



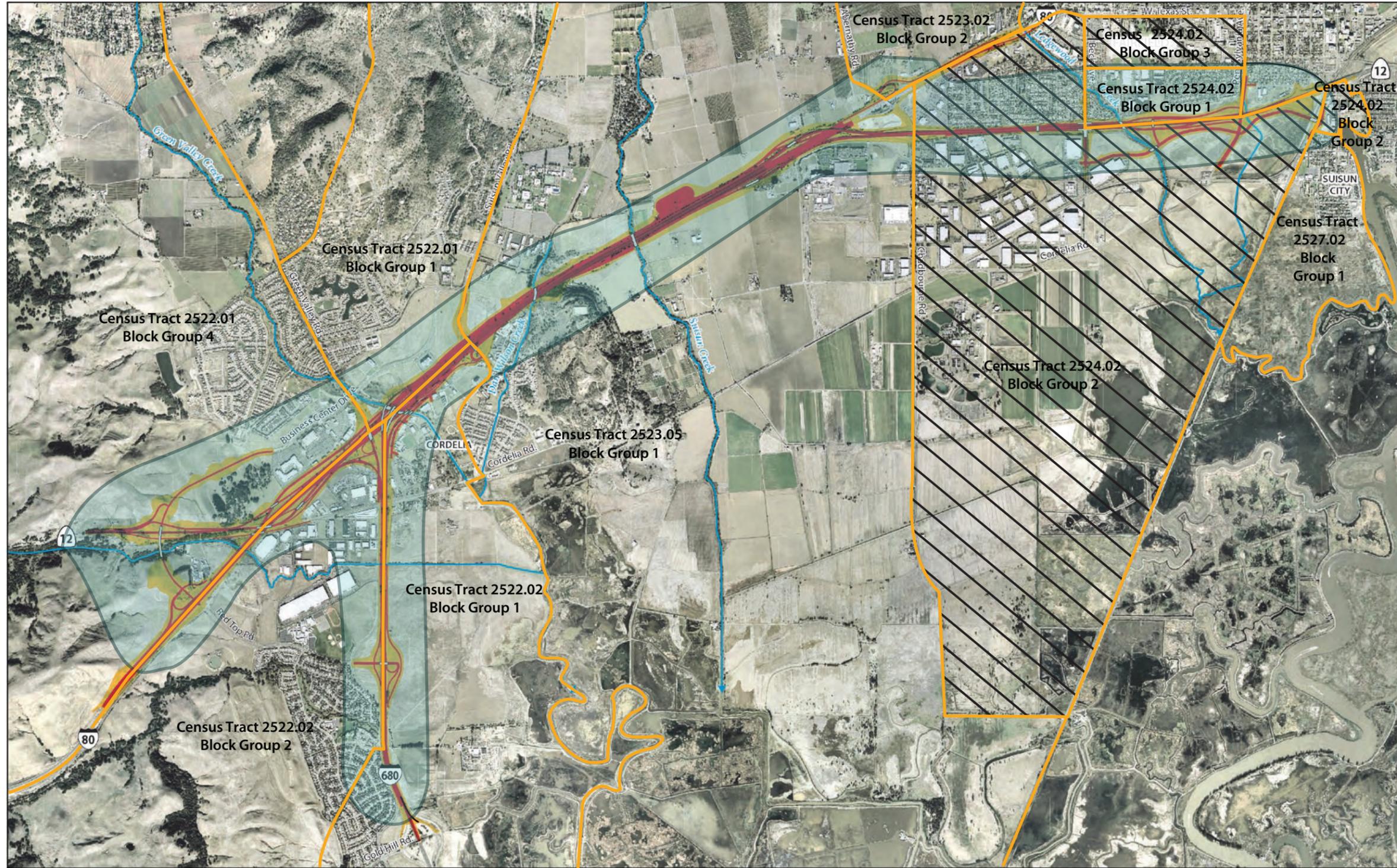
Legend

- I680/I80/SR12 Interchange**
- # Displaced Building (see Table 3.1.4-3)
See Table 3.1.4-4 for the parcels displaced under Alternative C-1.
 - Proposed Project Right-of-Way
 - Potential Area of Disturbance
 - Proposed New and Expanded/Improved Roads
 - Bridge
 - Creeks



Graphics: 02166.02 EIS (07/10) SS

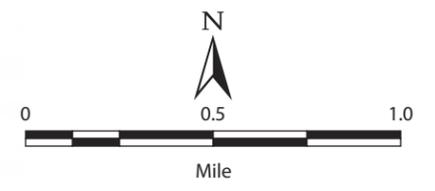
Figure 3.1.4-2
Alternative C Building Displacements



Legend

- I680/I80/SR12 Interchange**
- Proposed Study Area
 - Census Block Group
 - Meets Environmental Justice Community Criteria
 - Proposed New and Expanded/Improved Roads
 - Bridge
 - Creeks

1234.01 Census Tract Number



**Figure 3.1.4-3
Census Tract Block Groups**

