

Appendix 3.12-B
Effects on School District Funding and
Transportation Bus Routes

Table of Contents

	Page
1.0 Introduction	3.12-B-1-1
1.1 Methodology and Definitions	3.12-B-1-1
1.2 Methods for Evaluating Effects.....	3.12-B-1-1
1.3 Study Area	3.12-B-1-2
2.0 Existing Conditions	3.12-B-2-1
2.1 School Districts	3.12-B-2-1
2.2 School District Funding.....	3.12-B-2-3
2.3 Project Road Closures and School Districts	3.12-B-2-4
3.0 Environmental Consequences	3.12-B-3-1
3.1 No Project Alternative	3.12-B-3-1
3.2 Project Alternative Alignments, Station Alternatives, and HMF Site Alternatives	3.12-B-3-1
3.2.1 Overview	3.12-B-3-1
3.2.2 Effects on School District Funding from Student Relocations	3.12-B-3-2
3.2.3 Effects on School District Funding from Reduced Property Tax Revenues	3.12-B-3-11
3.2.4 Effects on School District Bus Transportation	3.12-B-3-12
4.0 References	3.12-B-4-1
5.0 School District Figures	3.12-B-5-1

Tables

Table 3.12-B-1 School Districts within Alternative Alignments, Station Alternatives, and HMF Site Alternatives.....	3.12-B-2-1
Table 3.12-B-2 Road Closures by School District within the HST Alternative Alignments.....	3.12-B-2-4
Table 3.12-B-3 Estimated Numbers of Students Affected within School Districts by Alternative Alignments, Station Alternatives, and HMF Site Alternatives	3.12-B-3-3
Table 3.12-B-4 School Districts by Zip Codes	3.12-B-3-6

Figures

Figure 3.12-B-1 Elementary and secondary school areas along the alternative alignments (13 sheets).....	3.12-B-5-3
Figure 3.12-B-2 Unified school districts along the alternative alignments (5 sheets)	3.12-B-5-17

This page intentionally left blank

Acronyms

CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
HMF	heavy maintenance facility
HST	high-speed train
NEPA	National Environmental Policy Act

This page intentionally left blank

1.0 Introduction

This appendix summarizes the potential effects on public school district funding from a reduction in the number of students as a result of project residential relocations and the loss of property tax revenue to school districts as a result of project property acquisitions. The appendix also addresses the potential effects of the construction and operation of the project on school district bus transportation. Information on effects to school district funding is also provided in the Fresno to Bakersfield Section: Community Impact Assessment Technical Report (Authority and FRA 2012). Information on road closures in school districts that may affect bus transportation is also provided in Section 3.2, Transportation, of this Environmental Impact Report / Environmental Impact Statement (EIR/EIS).

1.1 Methodology and Definitions

The analysis presented in this appendix consists of two parts: an examination of the potential effects of the project on school district funding and an examination of the potential effects of the project on school district bus transportation. The potential effects on school district funding could occur as a result of (1) the potential relocation of students out of current school districts and (2) reductions in property tax revenues that are collected as land that is acquired by the project is removed from tax rolls.

School district funding in California is based on student attendance; therefore, the relocation of large populations of students outside of their current school districts would reduce school district funding. To determine the potential likelihood of any such adverse project effects, residential displacements from the proposed alignment alternatives, stations alternatives, and heavy maintenance facility (HMF) site alternatives were examined in relation to school district boundaries and the potential number of school-age children that would be affected in each district was estimated. These potential relocations were then evaluated, along with current residential vacancy counts, within the affected school districts to determine whether these relocated students would have the opportunity to remain in their current districts. Reductions in school district funding could occur in an area where a large number of displaced residents would need to relocate to homes in a new school district.

The potential loss of property tax revenue as a result of project property acquisition is calculated based on the assessed values of the properties to be acquired for the project and the corresponding revenues collected from these properties.

To determine the effects of the project on school district transportation, the analysis included a review of the potential roadway closures and the construction of new roadway crossings in conjunction with the project. In some cases, these roadway changes may require bus routes to be altered.

1.2 Methods for Evaluating Effects

The project would have substantial effects on school districts if the project results in one or more of the following:

- A potential reduction in the number of students in a school district that would considerably reduce school district funding from current levels.
- A potential reduction in property tax revenue collections as a result of project land acquisition that would considerably reduce school district funding from current levels.

- A loss of access for school district bus transportation or the need for alternative routing that has the potential to considerably increase the costs of a school district's transportation services.

1.3 Study Area

The study area for this analysis is all of the public school districts through which the project would pass. Table 3.12-B-1 lists all of the public school districts found within the project study area. The figures in Section 5, School District Figures, in this appendix show the size and location of each affected school district. Figure 3.12-B-1 shows the size and location of each elementary and secondary school district in the study area, and Figure 3.12-B-2 shows the size and location of each unified school district in the study area.

2.0 Existing Conditions

This section identifies the public school districts in the study area, the current funding mechanisms for these school districts, and the expected project road closures within each district.

2.1 School Districts

The project study area contains 28 public school districts. Table 3.12-B-1 lists these school districts, along with the counties within which they are situated, their current enrollment, and the proposed alternative alignments, station alternatives, and HMF site alternatives that affect each of them. The public school districts in the study area are elementary, secondary, and unified districts.

Table 3.12-B-1

School Districts within Alternative Alignments, Station Alternatives, and HMF Site Alternatives

School District	County	Enrollment	Alternative
Monroe Elementary	Fresno	191	BNSF Alternative
Orange Center Elementary	Fresno	340	BNSF Alternative, Fresno Works–Fresno HMF Site
Pacific Union Elementary	Fresno	359	BNSF Alternative, Fresno Works–Fresno HMF Site
Washington Union High	Fresno	1,063	BNSF Alternative, Fresno Works–Fresno HMF Site
Fowler Unified	Fresno	2,375	BNSF Alternative, Fresno Works–Fresno HMF Site
Fresno Unified	Fresno	74,831	BNSF Alternative, Fresno Station alternatives
Laton Joint Unified	Fresno	746	BNSF Alternative, Hanford West Bypass 1 Alternative, Hanford West Bypass 2 Alternative
Armona Union Elementary	Kings	2,171	Hanford West Bypass 1 Alternative, Hanford West Bypass 2 Alternative, Kings/Tulare Regional Station–West Alternative (potential)
Hanford Elementary	Kings	5,686	Hanford West Bypass 1 Alternative, Hanford West Bypass 2 Alternative, Kings/Tulare Regional Station–West Alternative (potential)
Kings River-Hardwick Union Elementary	Kings	700	Hanford West Bypass 1 Alternative, Hanford West Bypass 2 Alternative
Kit Carson Union Elementary	Kings	448	BNSF Alternative, Kings County–Hanford HMF Site, Kings/Tulare Regional Station–East Alternative (potential)

Table 3.12-B-1

School Districts within Alternative Alignments, Station Alternatives, and HMF Site Alternatives

School District	County	Enrollment	Alternative
Lakeside Union Elementary	Kings	325	BNSF Alternative, Hanford West Bypass 1 Alternative, Hanford West Bypass 2 Alternative, Hanford HMF
Pioneer Union Elementary	Kings	1,567	Hanford West Bypass 1 Alternative, Hanford West Bypass 2 Alternative
Hanford Joint Union High	Kings	3,891	BNSF Alternative, Hanford West Bypass 1 Alternative, Hanford West Bypass 2 Alternative, Kings County–Hanford HMF Site, Kings/Tulare Regional Station–East Alternative (potential), Kings/Tulare Regional Station–West Alternative (potential)
Kingsburg Joint Union High	Kings	1,157	BNSF Alternative
Corcoran Joint Unified	Kings, Tulare	3,381	BNSF Alternative, Corcoran Elevated Alternative, Corcoran Bypass Alternative
Allensworth Elementary	Tulare	76	BNSF Alternative
Delano Joint Union High	Tulare, Kern	4,408	BNSF Alternative
Wasco Union Elementary	Kern	3,269	BNSF Alternative, Wasco-Shafter Bypass Alternative, Kern Council of Governments–Wasco HMF Site
Wasco Union High	Kern	1,748	BNSF Alternative, Wasco-Shafter Bypass Alternative, Kern Council of Governments–Wasco HMF Site
Richland-Lerdo Union Elementary	Kern	3,296	BNSF Alternative, Wasco-Shafter Bypass Alternative, Kern Council of Governments–Shafter East HMF Site, Kern Council of Governments–Shafter West HMF Site
Rosedale Union Elementary	Kern	5,226	BNSF Alternative, Wasco-Shafter Bypass Alternative, Bakersfield Hybrid Alternative, Kern Council of Governments–Shafter East HMF Site, Kern Council of Governments–Shafter West HMF Site
Bakersfield City Elementary	Kern	27,590	BNSF Alternative, Bakersfield South Alternative, Bakersfield Hybrid Alternative, Bakersfield Station–North Alternative, Bakersfield Station–South Alternative, Bakersfield Station–Hybrid Alternative
Fairfax Elementary	Kern	2,195	BNSF Alternative, Bakersfield South Alternative, Bakersfield Hybrid Alternative
Fruitvale Elementary	Kern	3,259	BNSF Alternative, Bakersfield South Alternative, Bakersfield Hybrid Alternative
Pond Union Elementary	Kern	230	BNSF Alternative

Table 3.12-B-1

School Districts within Alternative Alignments, Station Alternatives, and HMF Site Alternatives

School District	County	Enrollment	Alternative
Kern Union High	Kern	37,452	BNSF Alternative, Wasco-Shafter Bypass Alternative, Bakersfield South Alternative, Bakersfield Hybrid Alternative, Kern Council of Governments–Shafter East HMF Site, Kern Council of Governments–Shafter West HMF Site, Bakersfield Station–North Alternative, Bakersfield Station–South Alternative, Bakersfield Station–Hybrid Alternative

Source: California Department of Education 2011.

2.2 School District Funding

Funding for California’s public schools (Kindergarten through grade 12 [K through 12]) comes primarily from the state budget (60%), with local property taxes (23%) and the federal government (10%) as the other significant contributors. Each district has its own particular combination of federal, state, and local sources for funding; the amount varies, but the majority of the school districts’ funding is received through revenue limits. Each district receives a dollar amount per student, called the revenue limit, which is measured by the average daily attendance. The revenue limit is funded by local property taxes and state funds. A percentage of the property taxes generated by real property within each district is assigned to the district, with the difference made up in state funds (mainly consisting of monies from income, sales, corporate, and capital gains taxes). If the district collects more property tax revenue than its entitlement (base revenue limit multiplied by the number of students), the district can retain these excess taxes. The revenue limit can only be increased by state legislation and any increase in property tax revenues results in the state’s proportion decreasing. However, if the property taxes fill up or exceed the revenue limit and no state aid is required, then the districts can keep the excess property tax revenues; this is also known as basic aid. The federal government also provides funding to the school districts; typically, this categorical funding is distributed to the districts based on the needs of the children and special programs. School districts can also raise funds for specific purposes (i.e., building new facilities) by issuing bonds, which need the approval of two-thirds of local voters (or 55% if certain conditions are met).

Public schools across California are facing difficult budget issues, and in the 2011–2012 school year K through 12 funding is anticipated to be substantially reduced for the third year in a row. As such, school districts are struggling to hold onto the funds they currently receive (EdSource 2011). The economic recession has affected housing markets in the study area, resulting in a decrease in property values, which has in turn resulted in lower property tax revenues for the counties and has negatively affected school districts. The recession has also resulted in a large number of foreclosures, which have negatively affected the school districts, because property taxes are not collected on these properties until they are sold. Foreclosures can also result in negative effects on surrounding properties and negatively affect property values, which can further reduce the property taxes collected. These factors, combined with decreases in state funding, have resulted in budget issues for school districts.

2.3 Project Road Closures and School Districts

Public school districts provide students with transportation to and from school if they meet the following general requirements:

- Kindergarten to grades 5 or 6 (depending on the district): the student lives outside a 1-mile radius from the school site.
- Grade 5 or 6 (depending on the district) to Grade 8: the student lives outside a 1.5-mile radius from the school site.
- All other students: the student lives outside a 2-mile radius from the school site.

In some areas, safety concerns exist with bus passage across the current at-grade crossings of existing railroad corridors. The project will be designed to prevent conflicts with other vehicles, pedestrians, and bicyclists in the study area. Project design includes construction of vehicle overpasses that allow for bus access over the project and also over the current existing railway corridors.

The project would result in permanent road closures in the study area. A listing of these road closures by school district is provided in Table 3.12-B-2. The table also lists the out-of-direction travel that would be required as a result of the road closures.

As defined in Section 3.2, Transportation, of this EIR/EIS, out-of-direction travel of a few miles would be an effect with negligible intensity and would be a less-than-significant impact. Out-of-direction travel of 10 miles or more would be an effect with substantial intensity and would be a significant impact. A road closure with 0 out-of-direction travel signifies a roadway that does not serve as a regional connection and is in close proximity to a high-speed train (HST) road crossing that will exist during HST operation.

Table 3.12-B-2
 Road Closures by School District within the HST Alternative Alignments

County	School District	Road Closure	Out-of-Direction Travel (miles)
BNSF Alternative			
Fresno	Fresno Unified	Kern Street	0.2
		Mono Street	0.2
		E. California Avenue	0
		S. Cherry Avenue	0
		S. Railroad Avenue	0.2
		E. Lorena Avenue	0
		S. Van Ness Avenue	0.8
		E. Florence Avenue	0.6
		S. Sarah Avenue	0
		E. Belgravia Avenue	0.1
		S. Orange Avenue	0

Table 3.12-B-2
 Road Closures by School District within the HST Alternative Alignments

County	School District	Road Closure	Out-of-Direction Travel (miles)
Fresno	Fresno Unified	E. Malaga Avenue	0.5
		E. Jefferson Avenue	0
	West Fresno Elementary	S. Railroad Avenue	0
	Washington Union High	S. East Avenue	0
		E. Jefferson Avenue	0
		E. Morton Avenue	0
		E. Clayton Avenue	0.5
		E. Sumner Avenue	0
		E. Springfield Avenue	0
		E. Dinuba Avenue	0
	Pacific Union Elementary	E. Jefferson Avenue	0
		E. Morton Avenue	0
		E. Clayton Avenue	0.5
		E. Sumner Avenue	0
		E. Springfield Avenue	0
		E. Dinuba Avenue	0
	Monroe Elementary	E. Rose Avenue	0
		E. Kamm Avenue	1
Laton Joint Unified	E. Kamm Avenue	1	
	S. Willow Avenue	1.2	
	E. Clarkston Avenue	0.5	
	S. Minnewawa Avenue	0.5	
Kings	Kingsburg Joint Union High	9th Avenue	2.25
		North Avenue	0.5
	Kingsburg Joint Union Elementary	9th Avenue	2.25
		North Avenue	0.5
	Hanford Joint Union High	Jersey Avenue	0.1
		Lansing Avenue	0.5
Lakeside Union Elementary	Jersey Avenue	0.1	
Tulare	Corcoran Joint Unified	Avenue 144	2.1
		Avenue 136	2.1
		Angiola Drive	0

Table 3.12-B-2
 Road Closures by School District within the HST Alternative Alignments

County	School District	Road Closure	Out-of-Direction Travel (miles)	
Tulare	Delano Joint Union High	Palmer Avenue	2.3	
		Avenue 24	4	
		Pond Avenue	1	
	Allensworth Elementary	Palmer Avenue	2.3	
		Avenue 24	4	
Kern	Pond Union Elementary	Pond Avenue	1	
	Wasco Union High	Blankenship Avenue	3.5	
		Taussig Avenue	0	
		Wasco Avenue	0.5	
	Wasco Union Elementary	Wasco Avenue	0.5	
	Kern Union High	Madera Avenue	0	
		Mettler Avenue	0	
		Burbank Street	0.1	
		Glenn Street	0.2	
		Palm Avenue	1.5	
		F Street	0	
		Chico Street	0	
	Richland-Lerdo Union Elementary	Madera Avenue	0	
		Mettler Avenue	0	
	Rosedale Union Elementary	Glenn Street	0.1	
		Palm Avenue	0.1	
	Bakersfield City Elementary	F Street	0	
		Chico Street	0	
	Hanford West Bypass 1 and 2 Alternatives			
	Fresno	Laton Unified	S. Peach Avenue	0.5
E. Clarkston Avenue			0.5	
E. Barrett Avenue			0.2	
Kings	Hanford Joint Union High	Elder Avenue	0.5	
		S. 10th Avenue	0.3	
	Pioneer Union Elementary	Elder Avenue	0.5	
	Lakeside Union Elementary	S. 10th Avenue	0.3	

Table 3.12-B-2
 Road Closures by School District within the HST Alternative Alignments

County	School District	Road Closure	Out-of-Direction Travel (miles)
Corcoran Elevated Alternative			
Kings	Corcoran Joint Unified	Santa Fe Avenue off-ramp	0.1
Corcoran Bypass Alternative			
Kings	Corcoran Joint Unified	Newark Avenue	1
		5½ Avenue	0.7
		Niles Avenue	0.5
		Fifth Avenue	0
		Orange Avenue	0
		Avenue 136	1.5
Tulare	Tulare Joint High School	Oregon Avenue	0.5
	Waukena Joint Union Elementary	Oregon Avenue	0.5
Allensworth Bypass Alternative			
Kern	Delano Joint Union High	Avenue 24	4
	Pond Union Elementary	Avenue 24	4
		Woollomes Avenue	2
		Elmo Highway	1
		Woollomes Avenue	2
		Elmo Highway	1
Wasco-Shafter Bypass Alternative			
Kern	Wasco Union High	McCombs Avenue	1
		Gromer Avenue	0.5
		Sixth Street	0.5
		Root Avenue	1
		Poso Avenue	1
		Filburn	1
		Jackson	1
	Wasco Union Elementary	McCombs Avenue	1
		Gromer Avenue	0.5
		Sixth Street	0.5
		Root Avenue	1
		Poso Avenue	1
		Filburn	1
		Jackson	1

Table 3.12-B-2
 Road Closures by School District within the HST Alternative Alignments

County	School District	Road Closure	Out-of-Direction Travel (miles)
Kern	Kern Union High	Dresser Avenue	0.25
		Jack Avenue	0.25
		Mannel Avenue	1
		Merced Avenue	1
		Madera Avenue	0.25
		Fresno Avenue	0.25
		E. Tulare Avenue	0.5
		Los Angeles Street	0.25
		Orange Street	0.4
		Burbank Street	2
		Mendota Street	2
	Richland-Lerdo Union Elementary	Dresser Avenue	0.25
		Jack Avenue	0.25
		Mannel Avenue	1
		Merced Avenue	1
		Madera Avenue	0.25
		Fresno Avenue	0.25
		E. Tulare Avenue	0.5
		Los Angeles Street	0.25
		Orange Street	0.4
		Burbank Street	2
		Mendota Street	2
Bakersfield South Alternative			
Kern	Kern Union	Glenn Street	0.1
		Palm Avenue	0.1
		Butte Street	0.1
	Rosedale Union Elementary	Glenn Street	0.1
		Palm Avenue	0.1
	Fruitvale Elementary	Palm Avenue	0.1
	Bakersfield City Elementary	Butte Street	0.1

Table 3.12-B-2
 Road Closures by School District within the HST Alternative Alignments

County	School District	Road Closure	Out-of-Direction Travel (miles)
Bakersfield Hybrid Alternative			
Kern	Kern Union	Glenn Street	0.1
		Palm Avenue	0.1
		Eye Street	0.1
		Butte Street	0.1
		Inyo Street	0.1
		Dolores Street	0.1
		Kern Street	0.1
		Eureka Street	0.1
		King Street	0.1
		East 18th Street	0.1
		East 21th Street	0.1
	Rosedale Union Elementary	Glenn Street	0.1
		Palm Avenue	0.1
	Fruitvale Elementary	Palm Avenue	0.1
	Bakersfield City Elementary	Eye Street	0.1
		Butte Street	0.1
		Inyo Street	0.1
		Dolores Street	0.1
		Kern Street	0.1
		Eureka Street	0.1
King Street		0.1	
East 18th Street		0.1	
East 21th Street	0.1		

This page intentionally left blank

3.0 Environmental Consequences

This section describes the potential effects of the proposed alternative alignments, stations alternatives, and HMF site alternatives and determines whether these effects would result in substantial effects on school district funding and bus transportation.

3.1 No Project Alternative

The No Project Alternative consists of the planned projects that will likely be implemented by 2035. Chapter 2, Alternatives, provides a complete description of the No Project Alternative. Section 3.19, Cumulative Impacts, of this EIR/EIS lists the foreseeable future projects, which include large residential and commercial developments and local and regional transportation projects.

Under the No Project Alternative, conversions of existing land uses into transportation-related uses will occur; therefore, the No Project Alternative has the potential to have funding impacts on school districts as a result of residential relocations and reduced collections of property tax revenues. Although the total extent of property acquisitions and residential displacements under the No Project Alternative is not known, the No Project Alternative is not anticipated to result in any substantial effects on school district funding or bus transportation. Although the No Project Alternative is not expected to result in any substantial effects on school districts, it does not provide the same opportunities with respect to development around the proposed station areas or the increased economic vitality from the project that could occur in the region and could result in increases in property tax and sales tax revenues, both of which would be beneficial to school district funding.

3.2 Project Alternative Alignments, Station Alternatives, and HMF Site Alternatives

3.2.1 Overview

The proposed alignment alternatives, station alternatives, and HMF site alternatives would require residential displacements and subsequent relocations within school districts in the study area. These displacements and relocations have the potential to result in decreases in the average daily attendance and changes to the revenue limits, both of which would have the potential to negatively affect school district funding. In considering these potential relocations in the context of current residential vacancies in the affected school districts, it is clear that most persons dislocated by the project would have the opportunity to relocate within the same school district; thus, no substantial effects are expected. One exception is the relocations associated with the BNSF Alternative in the Kit Carson Union Elementary School District. The current residential units in the Ponderosa Road neighborhood that would be relocated by the project are identified as unique housing for this area. Therefore, the dislocated residents may need to relocate outside their current school district to find equivalent housing. However, this number of students is small relative to the total enrollment of the school district, and therefore no substantial effect is expected. Another exception is the Newark Avenue neighborhood relocations associated with the Corcoran Bypass Alternative. Again, the number of students dislocated in this neighborhood is small relative to the total enrollment of the school district, and therefore no substantial effect is expected. A third exception is multifamily housing relocations in the Northeast district of Bakersfield associated with the BNSF and the Bakersfield South alternatives. Currently, not enough rental housing vacancies are available in this area to ensure that all the residents that would be dislocated could relocate within the community. However, housing of last resort, including rehabilitation of existing housing or relocations of the disrupted residents to newly constructed housing elsewhere in the vicinity, is supported by the project relocation plan.

Also, the number of students affected is small relative to total enrollment, and therefore no substantial effect on funding is anticipated.

The potential reductions in property tax revenues as a result of the project are estimated at around \$2.3 million annually across the four counties. The largest effect would be in Kern County (a \$1.4 million reduction in revenues), with reductions of \$450,000 in Fresno County, \$435,000 in Kings County, and \$35,000 in Tulare County. This estimated amount represents approximately 0.44% of the total fiscal year 2009–2010 combined property tax revenue for the counties and cities in the study area. Because of the way funding is determined for California public schools, school district funding would likely constitute a portion of this loss. For the National Environmental Policy Act (NEPA), a potential effect is examined from the standpoint of both its intensity and context of the effect. As described above, the intensity of the effect would be slight given the small percentage of total regional property tax lost. However, the context of the effect is one of potential local budget deficits, a result of the current economic climate across the United States, and this context also reflects that the region has historically lagged behind the state as a whole in economic development. In addition, uncertainty surrounds the transition of the region from a purely agricultural-based economy to one in which other sectors contribute a larger share than they do today and is therefore better able to withstand agricultural price fluctuations. As a result of this context, any additional fiscal burden in the short term, however small, could be of consequence. Therefore, the intensity of project-related property tax reductions is negligible, but given the context of strained local budgets, the potential effects of these reductions on school district funding derived from reduced property taxes are moderate.

The effects of the project on bus transportation during project construction would have moderate intensity under NEPA, and the impacts would be less than significant under the California Environmental Quality Act (CEQA). Because project construction traffic would be temporary, any associated delays would not be significant. During project operation, the distance that buses travel may increase as a result of project-related road closures, so the project could potentially lead to increased transportation costs. The out-of-direction travel distances required for the project are typically a mile or less, with the longest out-of-direction travel being 4 miles for two crossings in Kern County. The Authority will work with the local jurisdictions to provide additional access, as needed, and thus no substantial effects are expected during operation. New overpasses constructed to allow vehicle access over the project would also cross existing railroad corridors in a number of locations. These overcrossings would be beneficial to a number of school districts because they would improve the safety of bus transportation in these areas. See Section 3.2, Transportation, of this EIR/EIS for details on the road closures and resulting effects during construction and operation and Section 3.11, Safety and Security, for details about safety effects.

3.2.2 Effects on School District Funding from Student Relocations

As described in Section 2.2 in this appendix, the economic recession has negatively affected many aspects of the economy in the Central Valley, resulting in public agency budget constraints that affect local school districts. In some communities, the project would relocate residential properties and create the potential for students to leave their current school district. These effects would have the potential to reduce funding for these school districts.¹

Table 3.12-B-3 provides information on the number of students potentially displaced in each school district by the proposed alternative alignments, station alternatives, and HMF site alternatives. Elementary, secondary, and unified school district boundaries within each of the

¹ See Appendix 3.12-A, Relocation Assistance Documents, for information on relocation assistance provided. See Section 3.12.7, Socioeconomics, Communities, and Environmental Justice, of this EIR/EIS for information on mitigation measures that will be implemented as part of the HST system, including the development of a relocation mitigation plan.

counties were examined to determine the number of residential relocations in each school district (Cal-Atlas 2009). The boundaries of these districts overlap; for example, secondary school districts are often an aggregation of many elementary school districts. The number of affected students in each school district was estimated by first multiplying the percentage of school-age children (5 to 19 years old) in each city or county population by the average household size in the corresponding location (U.S. Census Bureau 2000a, 2000b) to obtain the average number of school-age children per household. This average number of school age children per household was then multiplied by the number of residential relocations in each area. Ages 5 to 14 were used to approximate elementary-school-district-aged children, and ages 15 to 19 were used to approximate secondary-school-district-aged children. The sum of both age groups was used for unified school districts. The number of enrolled students in each school district was then obtained from the California Department of Education for the 2010–2011 school year (California Department of Education 2011). The number of residential vacancies within each school district was determined from housing data, based on the zip code or codes that most accurately captured the school district boundaries (Zillow 2010). Table 3.12-B-4 lists the school districts arranged by zip code. As discussed in Section 3.12, Socioeconomics, Communities, and Environmental Justice, of this EIR/EIS, a suitable amount of vacant replacement housing is available in the vicinity of all anticipated displacements, and in most cases affected students would have the opportunity to remain in their current school districts.

Table 3.12-B-3

Estimated Numbers of Students Affected within School Districts by Alternative Alignments, Station Alternatives, and HMF Site Alternatives

School District	Estimated Number of Students Affected	School District Enrollment	% of School District Affected
BNSF Alternative			
Allensworth Elementary	2	76	2.5%
Bakersfield City Elementary	62	27,590	0.2%
Fairfax Elementary	5	2,195	0.2%
Fruitvale Elementary	22	3,259	0.7%
Kings River-Hardwick Union Elementary	3	700	0.4%
Kingsburg Joint Union Elementary	4	2,347	0.2%
Kit Carson Union Elementary	12	448	2.6%
Lakeside Union Elementary	8	325	2.5%
Monroe Elementary	9	191	4.6%
Orange Center Elementary	1	340	0.3%
Pacific Union Elementary	8	359	2.3%
Pond Union Elementary	3	230	1.4%
Richland-Lerdo Union Elementary	3	3,296	0.1%
Rosedale Union Elementary	73	5,226	1.4%
Wasco Union Elementary	3	3,269	0.1%
Delano Joint Union High	3	4,408	0.1%
Hanford Joint Union High	13	3,891	0.3%

Table 3.12-B-3

Estimated Numbers of Students Affected within School Districts by Alternative Alignments,
 Station Alternatives, and HMF Site Alternatives

School District	Estimated Number of Students Affected	School District Enrollment	% of School District Affected
Kern Union High	85	37,452	0.2%
Kingsburg Joint Union High	2	1,157	0.2%
Wasco Union High	1	1,748	0.1%
Washington Union High	5	1,063	0.5%
Corcoran Joint Unified	41	3,381	1.2%
Fowler Unified	3	2,375	0.1%
Fresno Unified	6	74,831	0.01%
Laton Joint Unified	20	746	2.6%
Hanford West Bypass 1 Alternative At-Grade Option			
Armona Union Elementary	23	2,171	1.1%
Hanford Elementary	1	5,686	0.01%
Kings River-Hardwick Union Elementary	4	700	0.6%
Lakeside Union Elementary	4	325	1.1%
Pioneer Union Elementary	6	1,567	0.4%
Hanford Joint Union High	19	3,891	0.5%
Laton Joint Unified	7	746	1.0%
Hanford West Bypass 1 Alternative Below-Grade Option			
Armona Union Elementary	22	2,171	1.0%
Hanford Elementary	1	5,686	0.01%
Kings River-Hardwick Union Elementary	4	700	0.6%
Lakeside Union Elementary	4	325	1.1%
Pioneer Union Elementary	6	1,567	0.4%
Hanford Joint Union High	19	3,891	0.5%
Laton Joint Unified	7	746	1.0%
Hanford West Bypass 2 Alternative At-Grade Option			
Armona Union Elementary	23	2,171	1.1%
Hanford Elementary	1	5,686	0.01%
Kings River-Hardwick Union Elementary	4	700	0.6%
Lakeside Union Elementary	3	325	0.8%
Pioneer Union Elementary	6	1,567	0.4%
Hanford Joint Union High	19	3,891	0.5%
Laton Joint Unified	7	746	1.0%

Table 3.12-B-3

Estimated Numbers of Students Affected within School Districts by Alternative Alignments,
 Station Alternatives, and HMF Site Alternatives

School District	Estimated Number of Students Affected	School District Enrollment	% of School District Affected
Hanford West Bypass 2 Alternative Below-Grade Option			
Armona Union Elementary	22	2,171	1.0%
Hanford Elementary	1	5,686	0.01%
Kings River-Hardwick Union Elementary	4	700	0.6%
Lakeside Union Elementary	3	325	0.8%
Pioneer Union Elementary	6	1,567	0.4%
Hanford Joint Union High	18	3,891	0.5%
Laton Joint Unified	7	746	1.0%
Corcoran Elevated Alternative			
Corcoran Joint Unified	3	3,381	0.1%
Corcoran Bypass Alternative			
Corcoran Joint Unified	27	3,381	0.8%
Wasco-Shafter Bypass Alternative			
Richland-Lerdo Union Elementary	3	3,296	0.1%
Rosedale Union Elementary	12	5,226	0.2%
Wasco Union Elementary	1	3,269	0.02%
Kern Union High	7	37,452	0.02%
Wasco Union High	1	1,748	0.02%
Bakersfield South Alternative			
Bakersfield City Elementary	66	27,590	0.2%
Fairfax Elementary	14	2,195	0.6%
Fruitvale Elementary	10	3,259	0.3%
Rosedale Union Elementary	62	5,226	1.2%
Kern Union High	78	37,452	0.2%
Bakersfield Hybrid Alternative			
Bakersfield City Elementary	27	27,590	0.1%
Fairfax Elementary	5	2,195	0.2%
Fruitvale Elementary	10	3,259	0.3%
Rosedale Union Elementary	64	5,226	1.2%
Kern Union High	106	37,452	0.1%
Bakersfield Station-North Alternative			
Bakersfield City Elementary	6	27,590	0.02%
Kern Union High	3	37,452	0.01%

Table 3.12-B-3

Estimated Numbers of Students Affected within School Districts by Alternative Alignments, Station Alternatives, and HMF Site Alternatives

School District	Estimated Number of Students Affected	School District Enrollment	% of School District Affected
Bakersfield Station–Hybrid Alternative			
Bakersfield City Elementary	5	27,590	0.02%
Kern Union High	3	37,452	0.01%
Fresno Works–Fresno HMF Site			
Orange Center Elementary	11	340	3.2%
Washington Union High	6	1,063	0.6%
Fowler Unified	9	2,375	0.4%
Kings County–Hanford HMF Site			
Kit Carson Union Elementary	1	448	0.2%
Wasco HMF			
Wasco Union Elementary	1	3,269	0.03%
Kern Council of Governments–Shafter West HMF Site			
Rosedale Union Elementary	3	5,226	0.1%
Kern Union High	1	37,452	0.003%
Note: The following alternative alignments, station alternatives, and HMF site alternatives are not listed in this table because they would not affect any students or school district enrollment: Allensworth Bypass Alternative Alignment; Fresno Station–Mariposa, Fresno Station–Kern, Kings/Tulare Regional Station–East, and Kings/Tulare Regional Station–West alternatives; and the Kern Council of Governments–Wasco and Kern Council of Governments–Shafter East HMF site alternatives.			

Table 3.12-B-4

School Districts by Zip Codes

Zip Code	School District
93230	Armona Union Elementary
93305	Bakersfield City Elementary Kern Union High
93307	Fairfax Elementary Kern Union High
93312	Fruitvale Elementary Rosedale Union Elementary Kern Union High
93230	Kit Carson Union Elementary Lakeside Union Elementary Hanford Joint Union High

Table 3.12-B-4
 School Districts by Zip Codes

Zip Code	School District
93725	Monroe Elementary Orange Center Elementary Pacific Union Elementary Washington Union High
93212	Corcoran Joint Unified
93662	Laton Joint Unified

A. BNSF ALTERNATIVE

The BNSF Alternative would result in residential unit displacements in Fresno County, Hanford, Laton, Corcoran, and Bakersfield.

The BNSF Alternative would impact residences in the southern portion of Fresno County. Some 16 residential relocations would occur in the Monroe Elementary School District, with 9 potentially affected students in a school district with 191 students enrolled. In the Pacific Union Elementary School District, 15 residential relocations would occur, with 8 potentially affected students in a school district with 359 students enrolled. In the Washington Union High School District, 17 residential relocations would occur, with 5 potentially affected students in a school district with 1,063 students enrolled. The number of residential vacancies within this area of unincorporated Fresno County is 141 units, which means the residents would most likely relocate within the same school districts.

In Laton, the BNSF Alternative would affect the Laton Joint Unified School District, where 23 residential relocations would occur, with 20 potentially affected students in a school district with 746 students enrolled. Because 181 residential vacancies are available in the school district, the residents would mostly likely relocate within the district.

In Hanford and its surrounding area, the BNSF Alternative would potentially have substantial impacts in four school districts. In the Kings River–Hardwick Union Elementary School District 6 residential relocations would occur, with 3 potentially affected students in a school district with 700 students enrolled. In the Kit Carson Union Elementary School District, 23 residential relocations would occur, with 12 potentially affected students in a school district with 448 students enrolled. In the Lakeside Union Elementary School District, 16 residential relocations would be expected, with 8 potentially affected students in a school district with 325 students enrolled. In the Hanford Joint Union High School District, 45 residential relocations would occur, with 13 potentially affected students in a school district with 3,891 students enrolled. This area of unincorporated Kings County has 512 residential vacancies, so affected residents would most likely relocate within the same school districts.

The BNSF Alternative would result in 54 residential relocations in the city of Corcoran. These relocations would potentially affect 41 students in the Corcoran Joint Unified School District, which has 3,381 students enrolled. The area has 86 residential vacancies, which means that the relocated students would likely have the opportunity to remain in their current school district.

The BNSF Alternative would result in more residential relocations in Bakersfield than in any other city in the study area. The Bakersfield City Elementary School District would have 111 residential relocations and 62 potentially affected students in a school district with 27,590 students enrolled.

The Fruitvale Elementary School District would have 39 residential relocations and 22 potentially affected students in a school district with 3,259 students enrolled. The Rosedale Union Elementary School District would have 131 residential relocations and 73 potentially affected students in a school district with 5,226 students enrolled. The Kern Union High School District would have 292 residential relocations and 85 potentially affected students in a school district with 5,226 students enrolled. These school districts are in the Northeastern and Northwestern districts of Bakersfield, where the number of vacancies is 995 and 718, respectively. Therefore, it is likely that most residents could relocate within the same school districts.

The results of the above analysis indicate that the BNSF Alternative would not have a substantial effect on school district funding as a result of student relocations.

One exception is the relocations associated with the BNSF Alternative in the Kit Carson Union Elementary School District. The current residential units in the Ponderosa Road neighborhood that would be relocated by the project are identified as unique housing for this area. Therefore, the dislocated residents may need to relocate outside their current school district to find equivalent housing. However, this number of students is small relative to the total enrollment of the school district, and therefore no substantial effect is expected. Another exception is the multifamily housing relocations in the Northeast district of Bakersfield associated with the BNSF Alternative. Currently, not enough rental housing vacancies are available in this area to ensure that all of the residents that would be dislocated could relocate within the community. However, housing of last resort, including the rehabilitation of existing housing or relocations of the disrupted residents to newly constructed housing elsewhere in the vicinity, is supported by the project relocation plan. Also, the number of students affected is small relative to total enrollment, and therefore no substantial effect on funding is anticipated.

B. HANFORD WEST BYPASS 1 ALTERNATIVE

The Hanford West Bypass 1 Alternative at-grade and below-grade options would each result in about the same number of residential relocations within the potentially affected school districts. The Hanford West Bypass 1 Alternative Alignment would affect the Laton Joint Unified School District with 8 residential relocations and 7 potentially affected students in a district with 746 students enrolled. Some 181 housing vacancies are available in this area, so the relocated residents would most likely remain in their school district. The Armona Union Elementary School District would have 39 residential relocations and 23 potentially affected students in a school district with 2,171 students enrolled. Because 512 vacancies are available in this unincorporated area of Kings County, the relocated residents would most likely remain in the school district. The Hanford Joint Union High School District would have 63 residential relocations and 19 potentially affected students in a school district with 3,891 students enrolled. The Kings River–Hardwick Union Elementary School District would have 8 residential relocations and 4 potentially affected students in a school district with 700 students enrolled. The Lakeside Union Elementary School District would have 5 residential relocations and 3 potentially affected students in a school district with 325 students enrolled. The Pioneer Union Elementary School District would have 11 residential relocations and 6 potentially affected students in a school district with 1,567 students enrolled. This area of Hanford has over 417 housing vacancies, so most relocated residents would likely remain in their school district, and therefore the Hanford West Bypass Alternative 1 would not have a substantial effect on school district funding as a result of student relocations.

C. HANFORD WEST BYPASS 2 ALTERNATIVE

The Hanford West Bypass 2 Alternative at-grade and below-grade options would each result in about the same number of residential relocations within the potentially affected school districts. The Hanford West Bypass 2 Alternative Alignment would affect the Laton Joint Unified School District with 8 residential relocations and 7 potentially affected students in district with 746

students enrolled. Some 181 housing vacancies are available in this area, so the relocated residents would most likely remain in their school district. The Armona Union Elementary School District would have 39 residential relocations and 23 potentially affected students in a school district with 2,171 students enrolled. Because 512 vacancies are available in this unincorporated area of Kings County, the relocated residents would most likely remain in the school district. The Hanford Joint Union High School District has 63 residential relocations and 19 potentially affected students in a school district with 3,891 students enrolled. The Kings River–Hardwick Union Elementary School District would have 8 residential relocations and 4 potentially affected students in a school district with 700 students enrolled. The Lakeside Union Elementary School District would have 5 residential relocations and 3 potentially affected students in a school district with 325 students enrolled. The Pioneer Union Elementary School District would have 11 residential relocations and 6 potentially affected students in a school district with 1,567 students enrolled. This area of Hanford has over 417 housing vacancies, so most relocated residents would likely remain in their school district, and therefore the Hanford West Bypass Alternative 2 would not have a substantial effect on school district funding as a result of student relocations.

D. CORCORAN ELEVATED ALTERNATIVE

As seen in Table 3.12-B-3, the Corcoran Elevated Alternative would not result in residential relocations that potentially displace enough students to affect school district funding for the Corcoran Unified School District.

E. CORCORAN BYPASS ALTERNATIVE

The Corcoran Bypass Alternative would result in 34 residential relocations in the city of Corcoran. Given the number of housing vacancies in the area (86), it is expected that the relocated students would be able to remain in their current school district. An exception would be the relocations associated with the Corcoran Unified School District. The current residential units in the Newark Avenue neighborhood that would be relocated by the project are identified as unique housing for this area. Therefore, the dislocated residents may need to relocate outside their current school district to find equivalent housing. However, this number of students is small relative to the total enrollment of the school district and therefore no substantial effect is expected.

F. ALLENSWORTH BYPASS ALTERNATIVE

The Allensworth Bypass Alternative would not result in any residential relocation and would therefore not affect any school district funding.

G. WASCO-SHAFTER BYPASS ALTERNATIVE

The Wasco-Shafter Bypass Alternative would result in residential relocations in the Northwest and Northeast districts of Bakersfield. The Rosedale Union Elementary School District has 21 residential relocations and 12 potentially affected students, in a school district with 5,226 students enrolled. The Kern Union High School District has 25 residential relocations and 7 potentially affected students in a school district with 37,452 students enrolled. Some 1,713 residential housing vacancies are available within these two Bakersfield districts, most of the relocated residents would likely remain within their school district, and therefore the Wasco-Shafter Bypass Alternative would not have a substantial effect on school district funding as a result of student relocations.

H. BAKERSFIELD SOUTH BYPASS ALTERNATIVE

The Bakersfield South Bypass Alternative would cause many residential relocations in the city of Bakersfield. The Bakersfield City Elementary School District would have 118 residential

relocations and 66 potentially affected students in a school district with 27,590 students enrolled. The Fairfax Elementary School District would have 24 residential relocations and 14 potentially affected students in a school district with 2,195 students enrolled. The Fruitvale Elementary School District would have 18 residential relocations and 10 potentially affected students in a school district with 3,259 students enrolled. The Rosedale Union Elementary School District would have 111 residential relocations and 62 potentially affected students in a school district with 5,226 students enrolled. The Kern Union High School District would have 269 residential relocations and 78 potentially affected students in a school district with 37,452 students enrolled. These school districts are in the Northeast and Northwest districts of Bakersfield, where the number of housing vacancies is 995 and 718, respectively. Therefore, it is likely that most residents would relocate within the same school districts, and therefore the Bakersfield South Alternative would not have a substantial effect on school district funding as a result of student relocations.

I. BAKERSFIELD HYBRID ALTERNATIVE

The Bakersfield Hybrid Alternative would cause many residential relocations in the city of Bakersfield. The Bakersfield City Elementary School District would have 48 residential relocations and 27 potentially affected students in a school district with 27,590 students enrolled. The Fairfax Elementary School District would have 9 residential relocations and 5 potentially affected students in a school district with 2,195 students enrolled. The Fruitvale Elementary School District would have 17 residential relocations and 10 potentially affected students in a school district with 3,259 students enrolled. The Rosedale Union Elementary School District would have 114 residential relocations and 64 potentially affected students in a school district with 5,226 students enrolled. The Kern Union High School District would have 185 residential relocations and 106 potentially affected students in a school district with 37,452 students enrolled. These school districts are in the Northwest, Central, and Northeast districts of Bakersfield, where the number of housing vacancies is 718, 546, and 995, respectively. Therefore, it is likely that most residents would relocate within the same school districts, and therefore the Bakersfield Hybrid Alternative would not have a substantial effect on school district funding as a result of student relocations.

As noted for the BNSF Alternative above, an exception would be the multifamily residents in the Northeast district of Bakersfield. Despite the shortage of rental properties in the Northeast district, as stated in the discussion of the BNSF Alternative, no substantial effect on funding is anticipated.

J. STATION ALTERNATIVES

None of the station alternatives would result in high concentrations of residential displacements. Therefore, the station alternatives would not have any effects on school district funding.

K. HEAVY MAINTENANCE FACILITY SITE ALTERNATIVES

The Fresno Works–Fresno HMF Site Alternative is the only HMF site that would potentially affect school district funding. This site alternative would affect residences in the southern portion of Fresno County. Some 17 residential relocations would occur within the Orange Center Elementary School District, with 11 potentially affected students in a school district with 340 students enrolled. The Washington Union High School District would have 11 residential relocations with 6 potentially affected students in a school district with 1,063 students enrolled. The Fowler Unified School District would have 9 residential relocations, with 9 potentially affected students in a school district with 2,375 students enrolled. The number of residential vacancies in this part of unincorporated Fresno County is 141 units, so the affected residents would most likely relocate within the same school districts, and therefore this HMF site alternative would not have a substantial effect on school district funding as a result of student relocations.

3.2.3 Effects on School District Funding from Reduced Property Tax Revenues

A. POTENTIAL EFFECTS COMMON TO ALL HST ALTERNATIVES AND ALL HMF ALTERNATIVES

The effects of the project with regard to property tax revenues are the same for all proposed alternative alignments, station alternatives, and HMF site alternatives. Private property that would be acquired for the project would be removed from the local property tax rolls. Because school districts are funded, in part, from property taxes, it is likely that the removal of some private properties would result in a net reduction in the local property tax revenues that are available to school districts.

Property tax revenues are likely to decrease regardless of whether a residential property owner or a business owner relocates within the same jurisdiction because the project would result in a net decrease in the number of properties on the tax rolls of the affected counties. Accordingly, any revenue reductions could affect the school districts. The potential reductions in property tax revenues as a result of the project are estimated at around \$2.3 million annually across the four affected counties. The largest effect would be in Kern County (a \$1.4 million reduction in revenues), with reductions of \$450,000 in Fresno County, \$435,000 in Kings County, and \$35,000 in Tulare County. This estimated amount represents approximately 0.44% of the total fiscal year 2009–2010 combined property tax revenue of the counties and cities in the study area. See the Fresno to Bakersfield Section: Community Impact Assessment Technical Report for more details on the specific estimated losses to counties and cities in the study area (Authority and FRA 2012).

Because of the way funding is determined for California public schools, school district funding would likely constitute a portion of this loss. For NEPA, a potential effect is examined from the standpoint of both its intensity and the context of the effect. As described above, the intensity of the effect would be slight given the small percentage of total regional property tax lost. However, the context of the effect is one of potential local budget deficits, a result of the current economic climate across the United States, and this context also reflects that the region has historically lagged behind the state as a whole in economic development. In addition, uncertainty surrounds the transition of the region from a purely agricultural-based economy to one in which other sectors contribute a larger share than they do today and is therefore better able to withstand agricultural price fluctuations. As a result of this context, any additional fiscal burden in the short term, however small, could be of consequence. Therefore, the intensity of project-related property tax reductions is negligible, but given the context of strained local budgets, the potential effects of the reductions on school district funding derived from property taxes are moderate.

However, these effects do not mean that the per-pupil revenue of the school districts would necessarily decrease over the long term. As described in *Funding California Schools: The Revenue Limit System* (Public Policy Institute of California 2010):

Under [state] revenue limits each district has a base revenue limit, a dollar amount per pupil. A district's revenue limit entitlement is its base revenue limit multiplied by the number of students attending its schools. The number of students is measured by the district's average daily attendance The revenue limit entitlement is funded by local property taxes and state aid. A percentage of the property tax revenue generated by real property located within a district is assigned to the district; state aid makes up the difference between a district's entitlement and its property tax revenue.

As described in Section 3.18, Regional Growth, of this EIR/EIS, the proposed alternative alignments, station alternatives, and HMF site alternatives would create employment and

business opportunities and would attract higher-wage jobs across the region relative to the No Project Alternative. The project would only slightly raise the projected population and employment growth beyond the growth planned under the No Project Alternative. However, the project-induced growth would provide additional population, which would increase the number of students in the school districts and provide new sources of property tax revenue, which in turn would benefit the school districts in the study area.

In the cities of Fresno and Bakersfield, station area development is expected to increase economic vitality in the downtown areas. There, property tax revenue losses would be somewhat counterbalanced by long-term increases in property values related to new commercial, residential, and mixed-use development in the station areas. These increases would depend on the type and rate of development in the areas around the stations, but the increased values would be beneficial for school districts. The station areas, as a result of their increased economic vitality, would also likely result in increases in other tax revenues that are used to help fund school districts. Section 3.13, Station Planning, Land Use, and Development, of this EIR/EIS provides additional details on the effects of the HST stations on Downtown Fresno and Downtown Bakersfield. The new development would likely result in higher property values in Downtown Fresno and Downtown Bakersfield than would occur under the No Project Alternative.

In addition, the project may increase the property tax base by generating increases in property values in the region. Although these values cannot be quantified, studies show that the potential exists for the values of residential and commercial properties to increase as a result of the project. Property value increases can result both because the HST system would provide improved access to and from the area and because the stations would act as a catalyst for new development and redevelopment in the station areas.

However, the HST system may reduce property values in areas that are near components of the HST system but not near the stations, because of the impacts associated with the HST (e.g., noise, visual impacts). For example, property values may decrease in areas that are far from the HST stations but close to the HST guideway, particularly residences that are close to elevated sections of the guideway. These losses in property values could result in overall lower property tax revenues, though in most areas the HST alternatives are adjacent to the existing BNSF railway corridor and these impacts have already occurred. Outside of communities, the adjacent land uses are primarily associated with rural agriculture, and few residences or businesses are nearby. This characteristic would minimize the overall impact of reduced property values because those land uses would not be negatively affected by visual or noise impacts.

3.2.4 Effects on School District Bus Transportation

A. CONSTRUCTION

During construction, temporary impacts may result from school bus detours due to road closures. Standard construction procedures related to traffic management would be used for the project, including identification of when and where temporary closures and detours would occur to maintain traffic flow during peak-travel periods. For example, in areas where a new crossing is required, detours would be built first and traffic diverted. After construction is completed, traffic would be diverted back to the new overcrossing. See Section 3.11, Safety and Security, of this EIR/EIS for additional information. Before the start of construction, a Construction Management Plan would be implemented; this plan would include information to address communications, safety controls, and traffic controls to minimize impacts and maintain access. A Construction Transportation Plan would also be prepared before the start of construction to provide information to ensure the safety of school children and to advise school districts about the construction activities. See Section 3.2, Transportation, of this EIR/EIS for a detailed discussion of

the Construction Transportation Plan. With the implementation of these mitigation measures, no significant impacts on school transportation are expected during construction.

B. OPERATION

Project-related roadway modifications may change some access and routing of school buses due to road closures, but alternative routes would be provided to minimize any impacts. In the urban areas, road closures are not expected to have a negative effect on school bus transportation because the out-of-direction travel distance required would most likely be less than 1 mile given the presence of other nearby roadways.

Outside of the urban areas, all of the HST alternatives have roadways that would be closed as a result of the project; however, in many cases, new roadway crossings would be constructed in these locations. Where crossings are not constructed in those same locations, the greatest out-of-direction travel distance required for school buses would be 4 miles (at Avenue 24 in Allensworth). See Section 3.2, Transportation, of this EIR/EIS for complete information on the location of roadway closures and new crossings.

The HST alternatives are all grade-separated from the existing transportation corridors, so there is no conflict between school buses and the HST trains. See Section 3.11, Safety and Security, of this EIR/EIS for a complete discussion of this issue. All of the HST alternatives would provide new crossings over existing transportation corridors. These overcrossings would remove conflicts with railroads and improve safety and access for buses.

No significant impacts are expected on school district bus transportation during construction and operation because the out-of-direction travel distances required due to road closures would not result in long detours, and the Authority will work with local jurisdictions to provide additional access, as needed. During operation, beneficial effects may result because the roadway crossings associated with the project would improve safety and access.

This page intentionally left blank

4.0 References

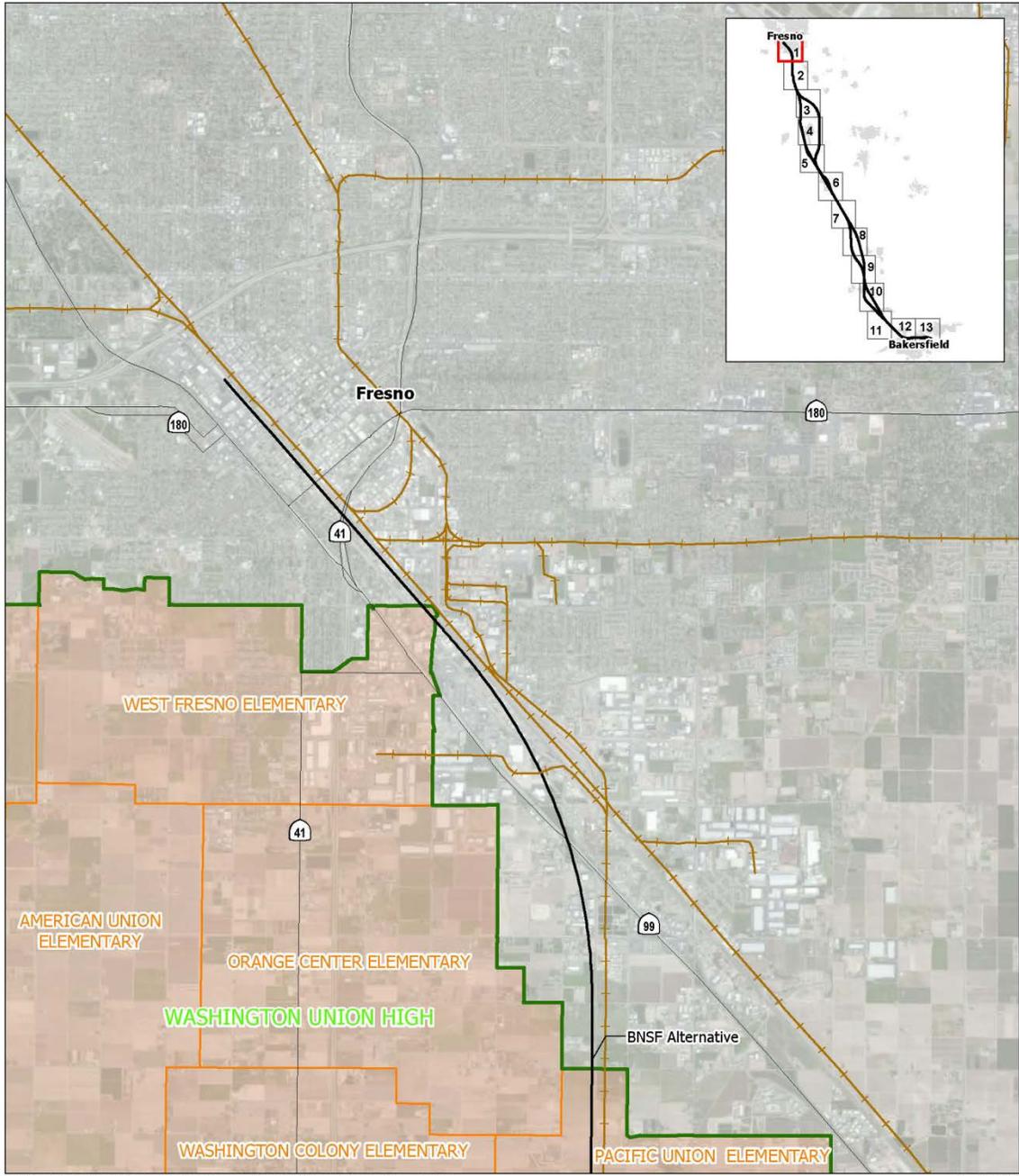
- Cal-Atlas. 2009. California Geospatial Clearinghouse. Elementary, secondary, and unified school district boundary files. https://projects.atlas.ca.gov/frs/?group_id=171 (accessed January 2012).
- California Department of Education. 2011. Educational demographics unit DataQuest reports. Sacramento, CA: California Department of Education, 2011. <http://data1.cde.ca.gov/Dataquest/> (accessed March 2012).
- California High-Speed Rail Authority and Federal Railroad Administration (Authority and FRA). 2012. *Community Impact Assessment Technical Report, California High-Speed Train Project EIR/EIS, Fresno to Bakersfield Section*. Sacramento, CA, and Washington, DC: California High-Speed Rail Authority and USDOT Federal Railroad Administration, 2012.
- EdSource. 2011. "School Finance Highlights 2010–11." Mountain View, CA. January 2011. <http://www.edsource.org/pub11-school-finance-highlights.html> (accessed March 2012).
- Public Policy Institute of California. 2010. *Funding California Schools: The Revenue Limit System*. Sacramento, CA.: Public Policy Institute of California, March 2010. http://www.ppic.org/content/pubs/report/R_310MWR.pdf (accessed March 2012).
- U.S. Census Bureau. 2000a. (SF-1) DP-1 Profile of General Demographic Characteristics. Washington, DC: U.S. Census Bureau, 2000.
- . 2000b. (SF-3) DP-4 Profile of Selected Housing Characteristics. Washington, DC: U.S. Census Bureau, 2000.
- Zillow. 2010. Home Real Estate Database Search. 2010. <http://www.zillow.com/homes/> (accessed July 7, 2010).

This page intentionally left blank

5.0 School District Figures

The figures in this section of the appendix show the size and location of each affected school district in the Fresno to Bakersfield Section. Figure 3.12-B-1 shows the size and location of each elementary and secondary school district in the study area, and Figure 3.12-B-2 shows the size and location of each unified school district in the study area.

This page intentionally left blank



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Source: CA-Atlas Geospatial Clearinghouse, 2008; URS, 2012

May 15, 2012

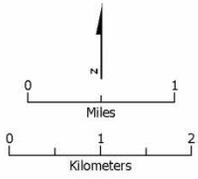
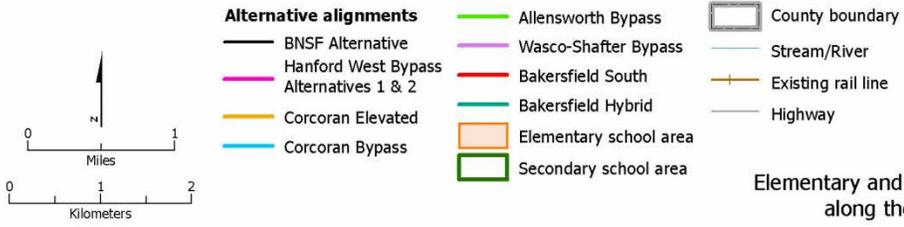
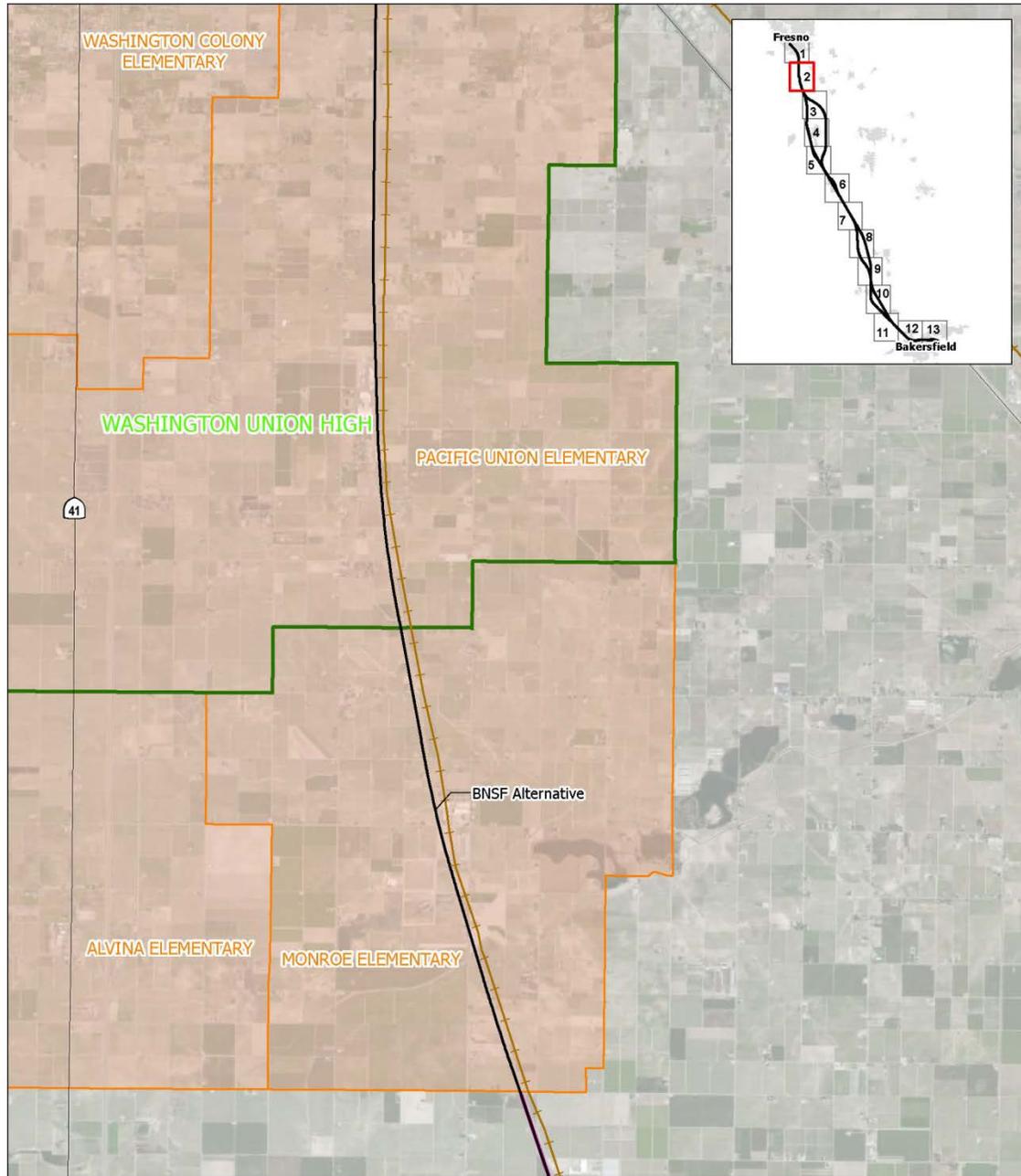


Figure 3.12-B-1
Sheet 1 of 13

Elementary and secondary school areas along the alternative alignments



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Source: CA-Atlas Geospatial Clearinghouse, 2008; URS, 2012

May 15, 2012

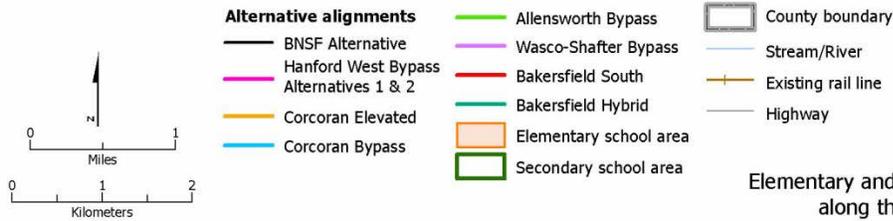
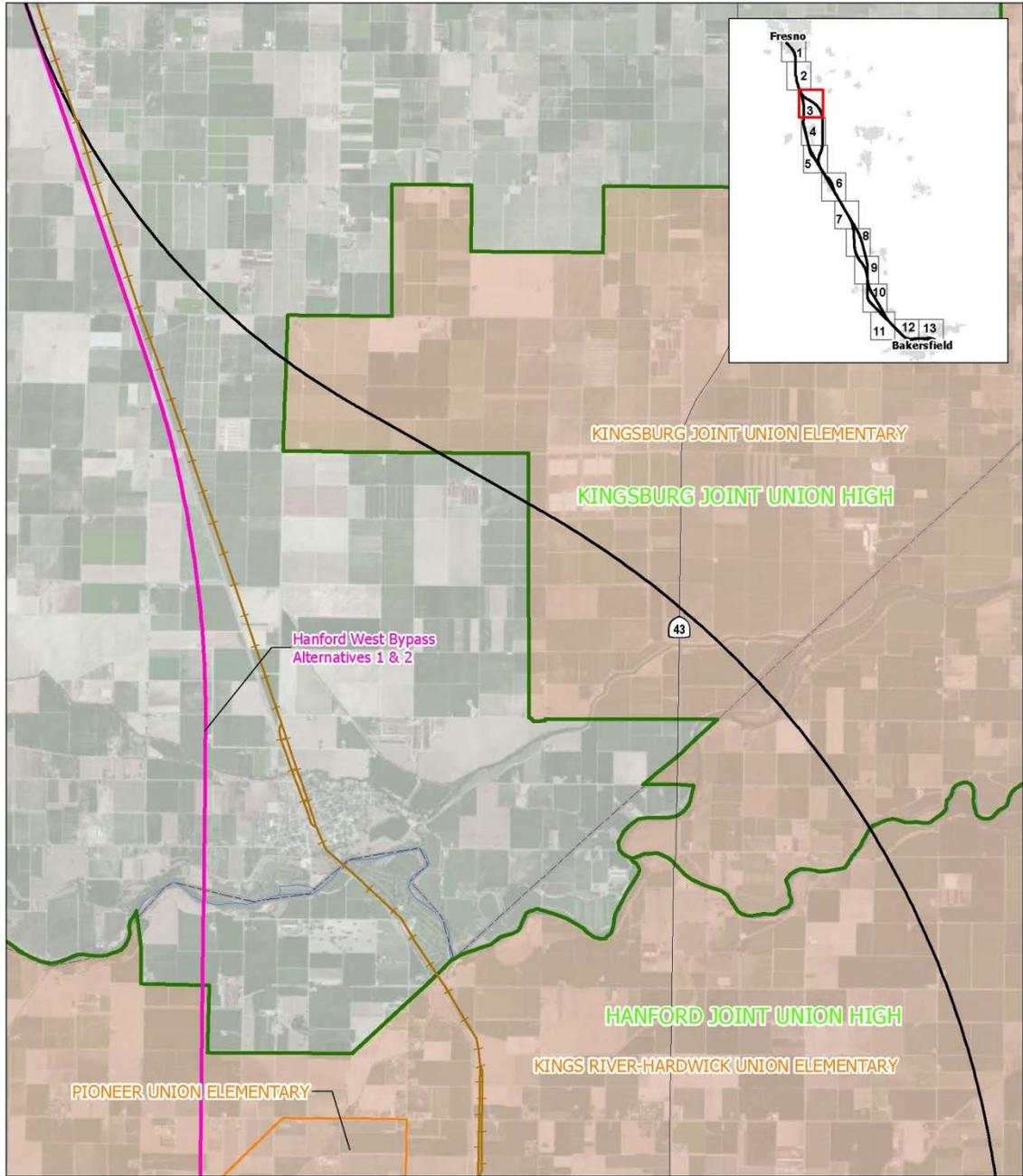
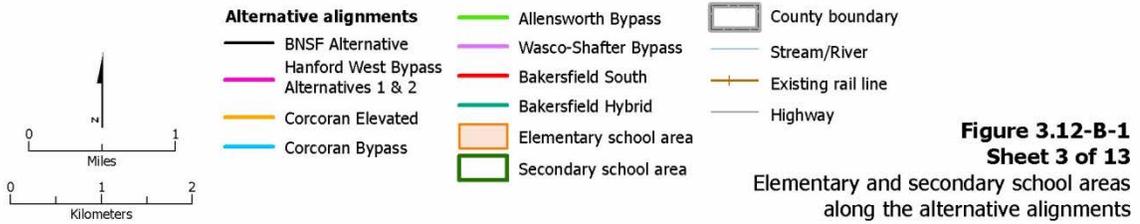


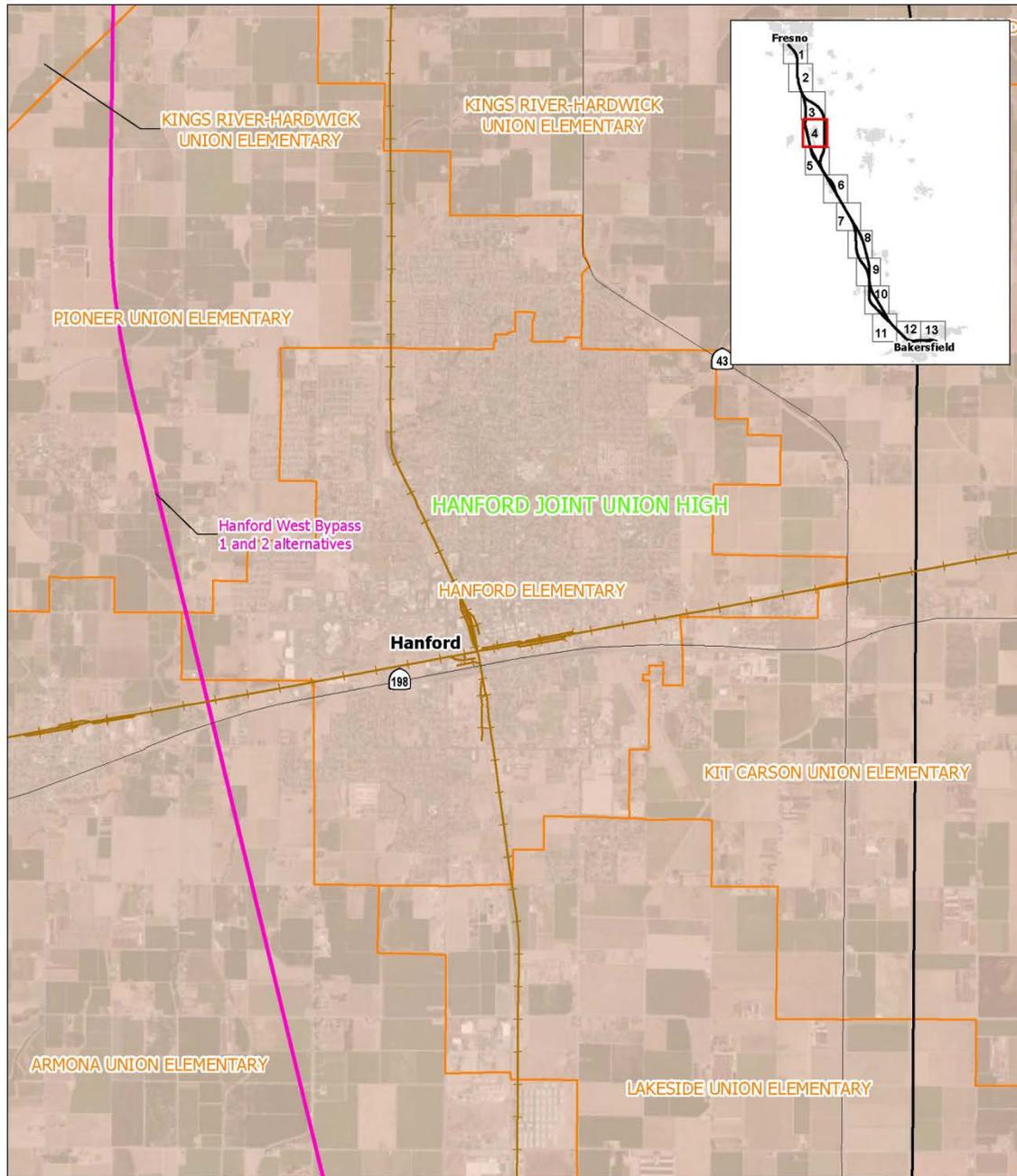
Figure 3.12-B-1
Sheet 2 of 13
 Elementary and secondary school areas
 along the alternative alignments



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Source: CA-Atlas Geospatial Clearinghouse, 2008; URS, 2012

May 15, 2012





PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Source: CA-Atlas Geospatial Clearinghouse, 2008; URS, 2012

May 15, 2012

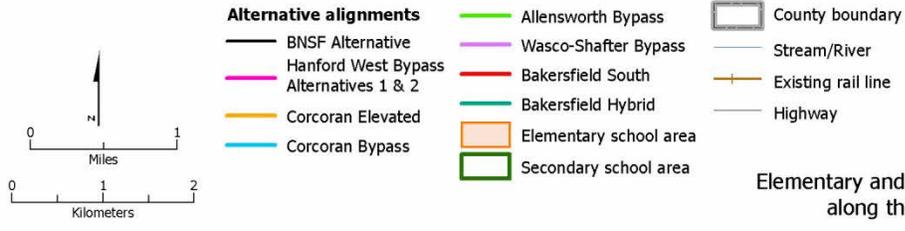
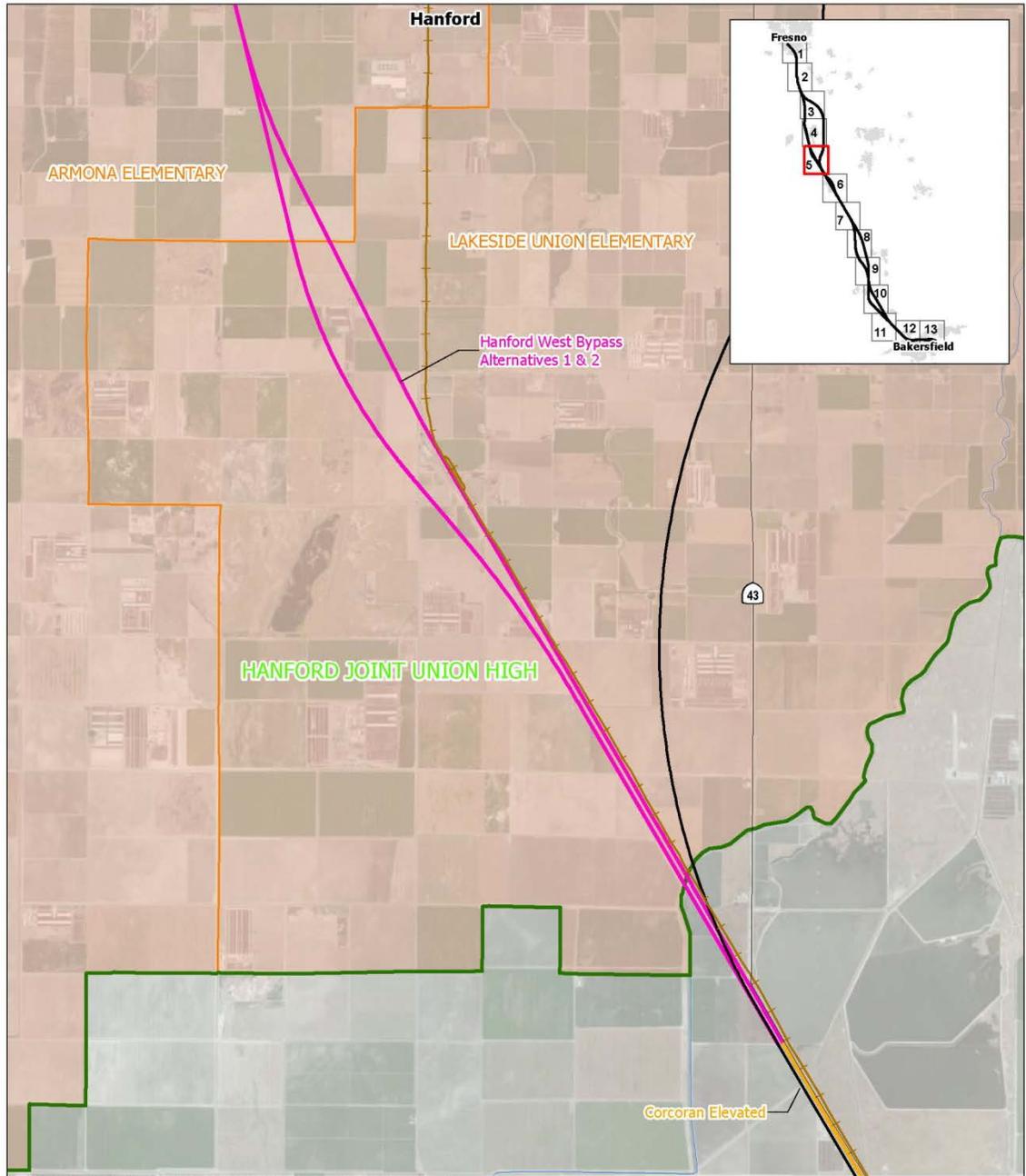


Figure 3.12-B-1
Sheet 4 of 13
 Elementary and secondary school areas
 along the alternative alignments



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Source: CA-Atlas Geospatial Clearinghouse, 2008; URS, 2012

May 15, 2012

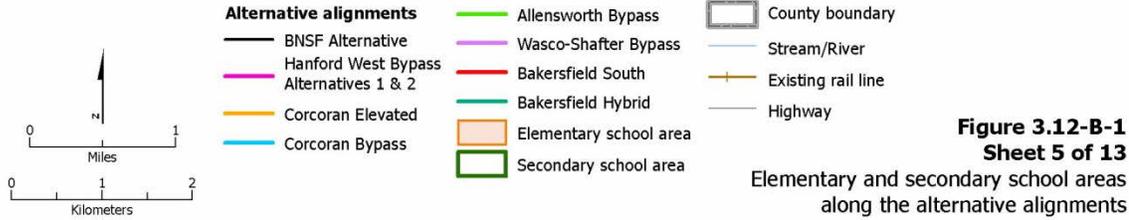
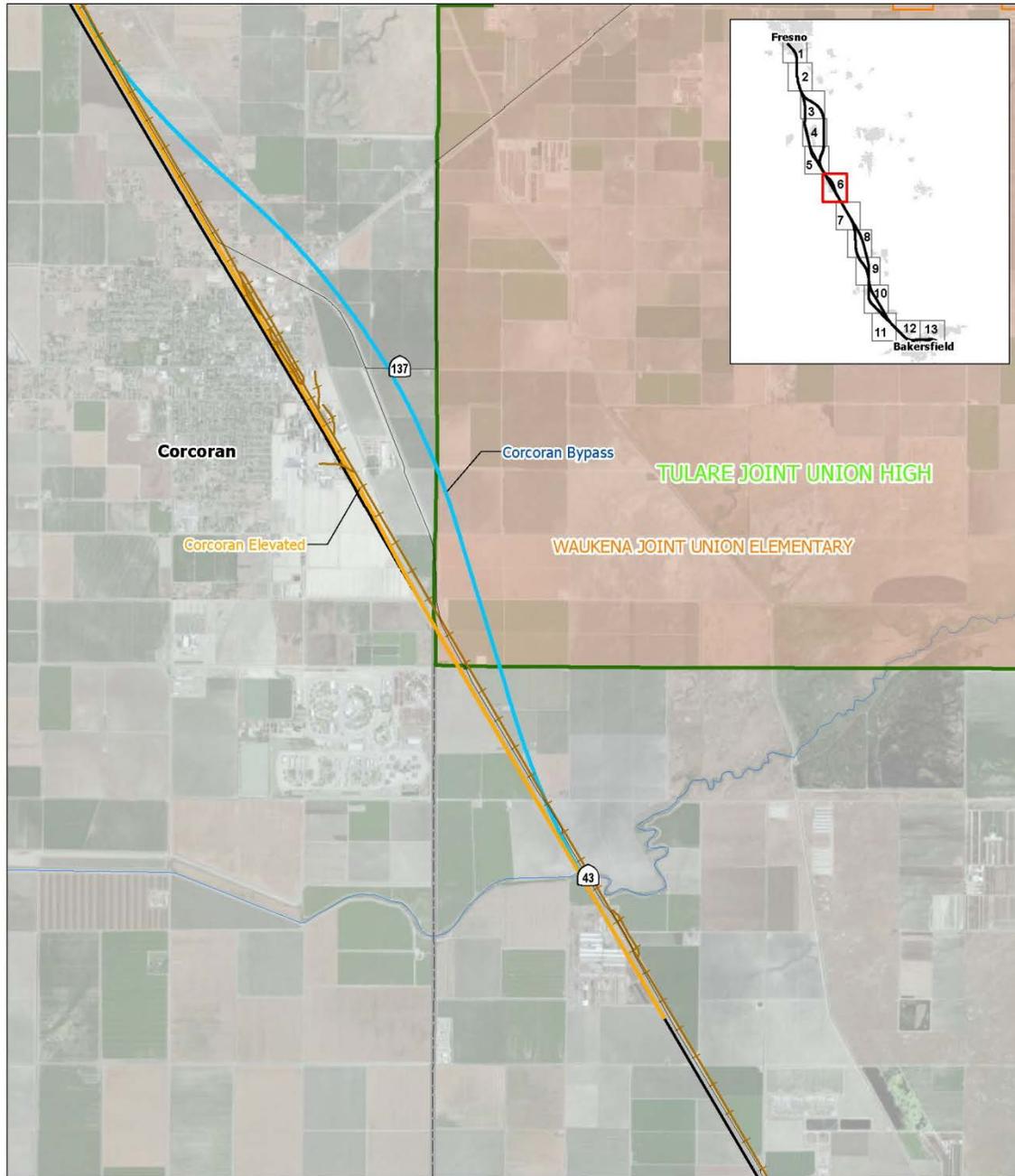


Figure 3.12-B-1
Sheet 5 of 13

Elementary and secondary school areas along the alternative alignments



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Source: CA-Atlas Geospatial Clearinghouse, 2008; URS, 2012

May 15, 2012

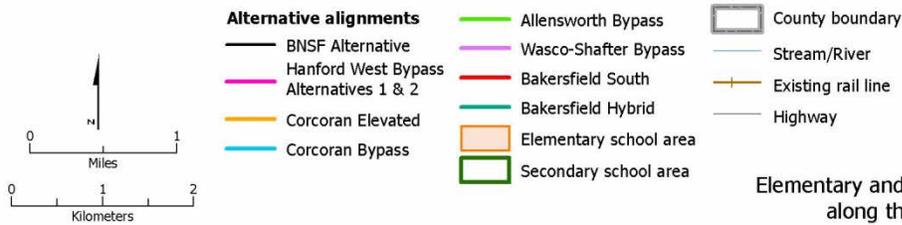
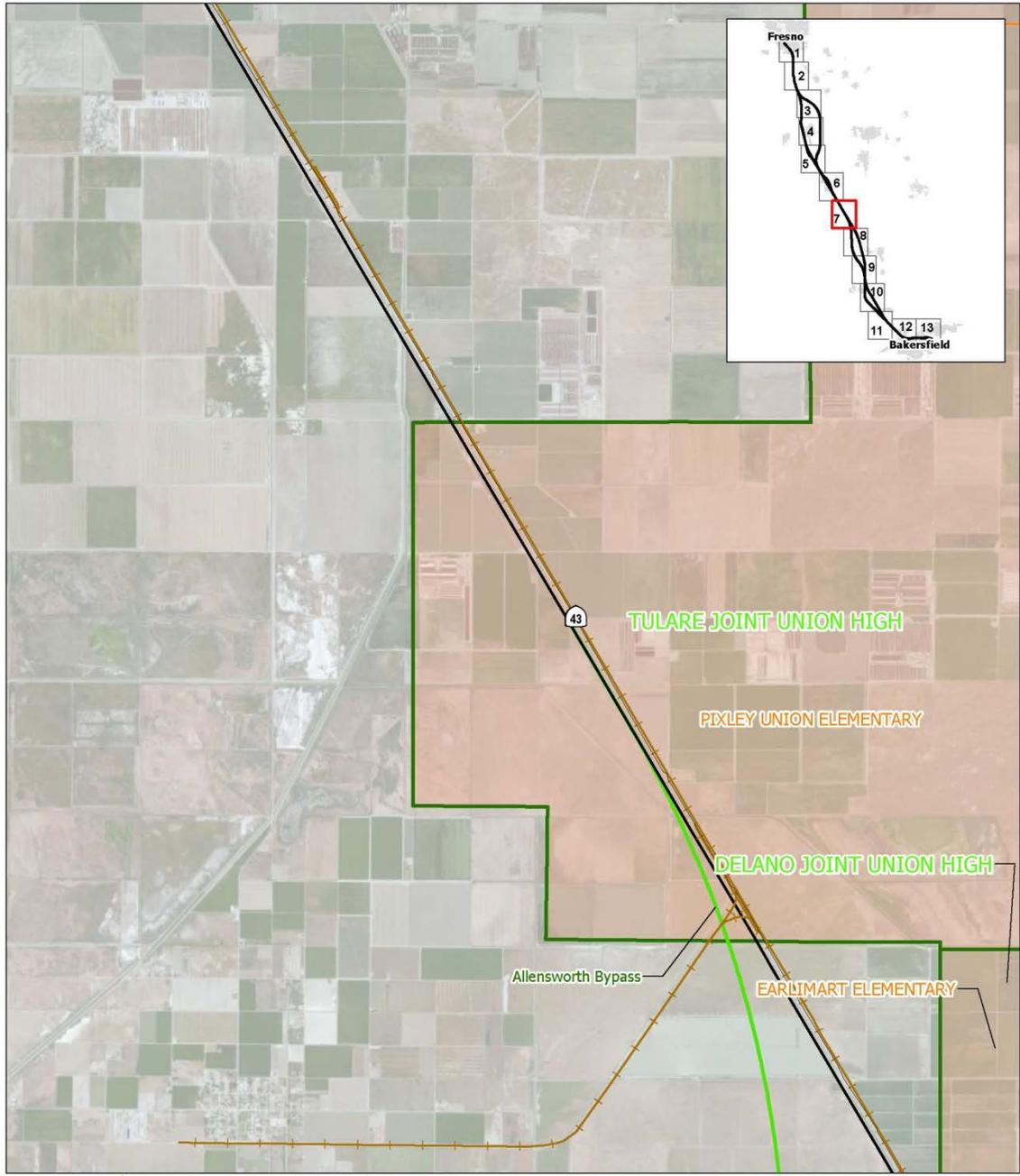


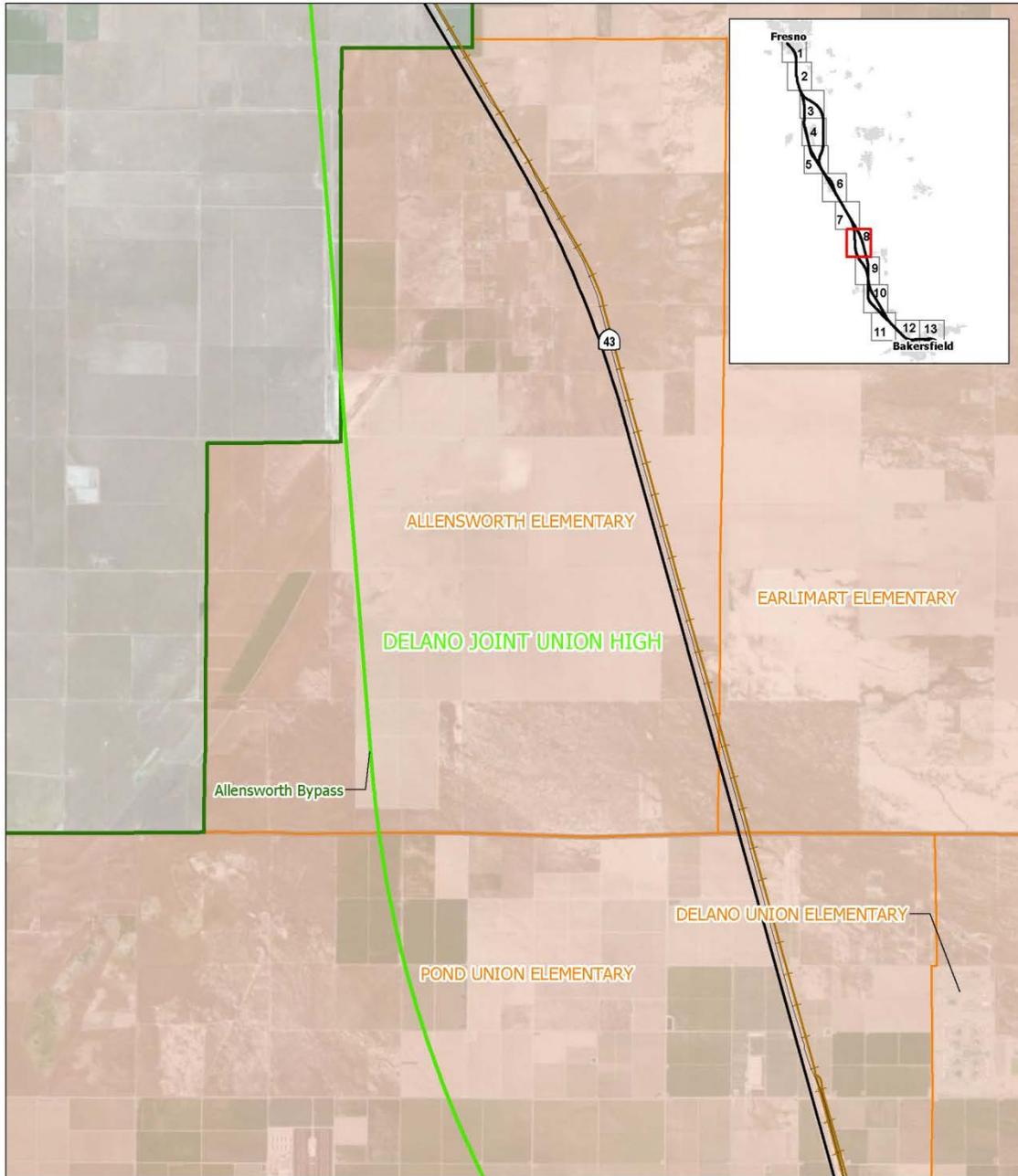
Figure 3.12-B-1
Sheet 6 of 13
 Elementary and secondary school areas
 along the alternative alignments



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Source: CA-Atlas Geospatial Clearinghouse, 2008; URS, 2012

May 15, 2012





PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Source: CA-Atlas Geospatial Clearinghouse, 2008; URS, 2012

May 15, 2012

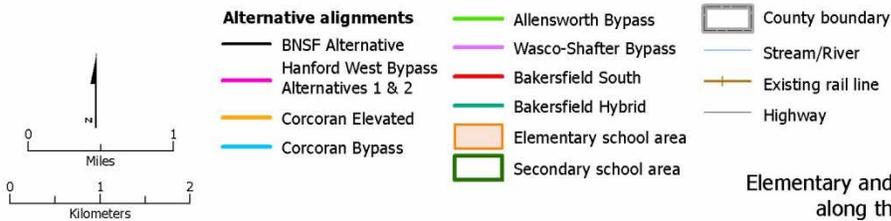
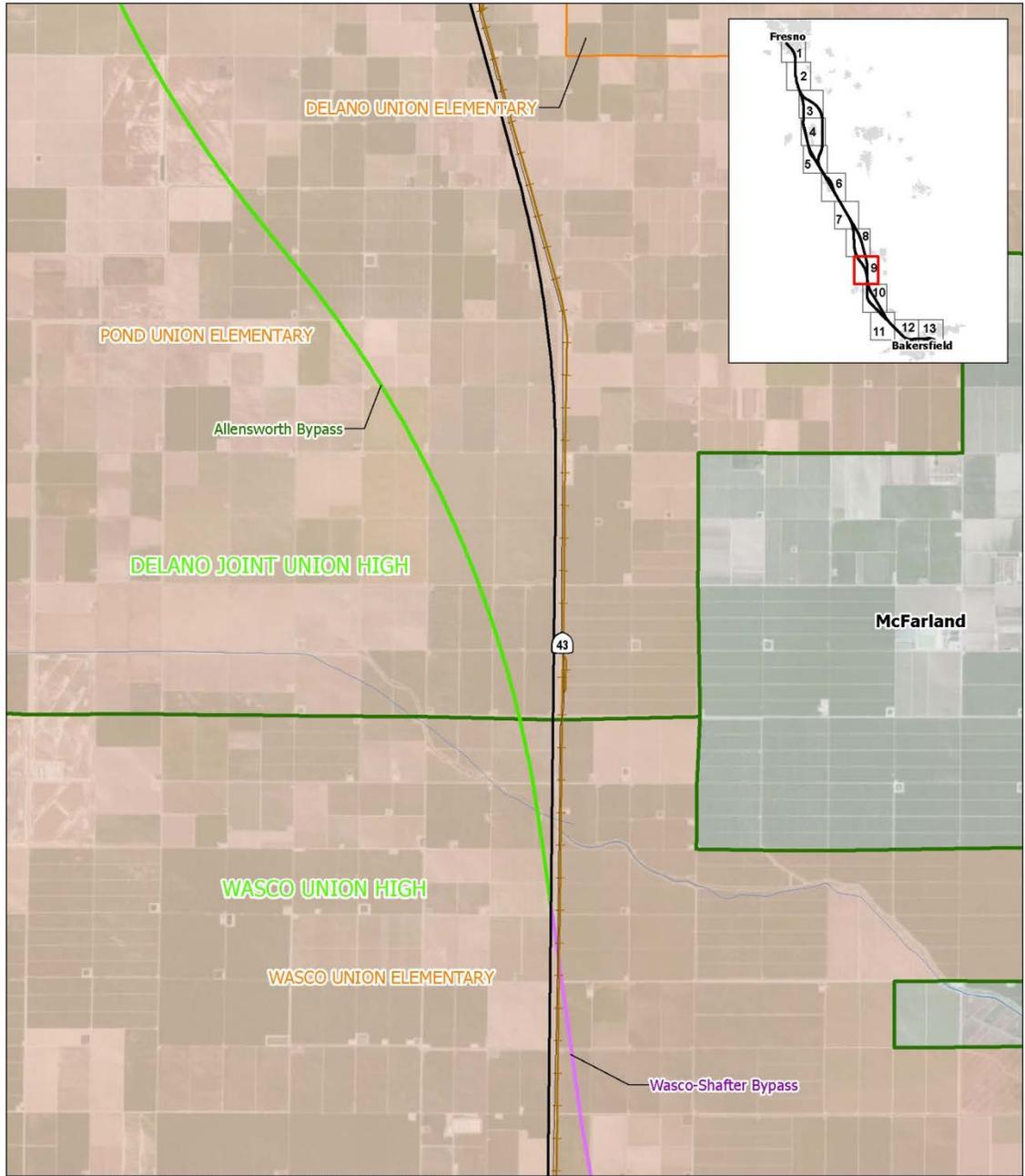


Figure 3.12-B-1
Sheet 8 of 13
 Elementary and secondary school areas
 along the alternative alignments

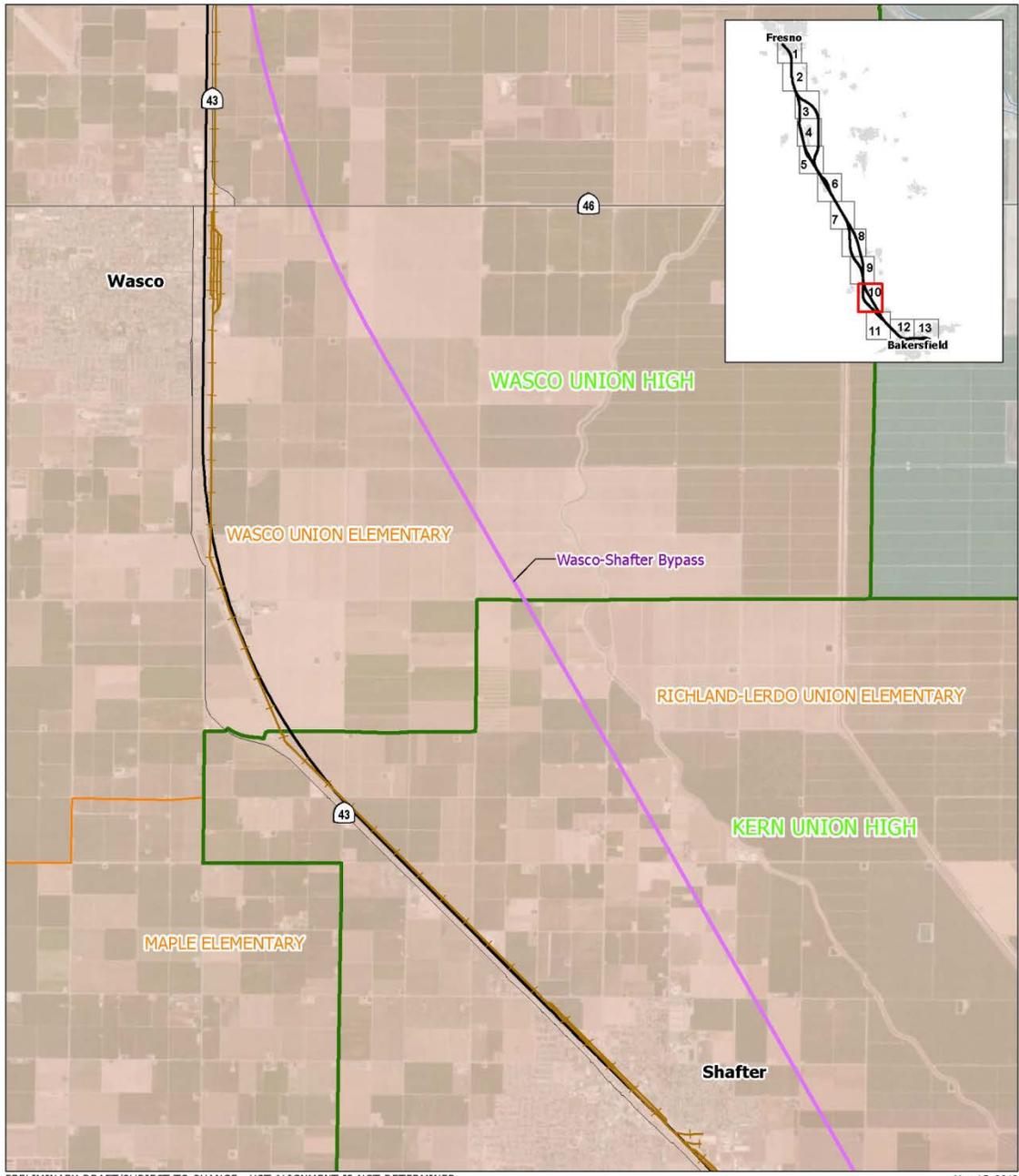


PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Source: CA-Atlas Geospatial Clearinghouse, 2008; URS, 2012

May 15, 2012



Figure 3.12-B-1
Sheet 9 of 13
 Elementary and secondary school areas
 along the alternative alignments



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Source: CA-Atlas Geospatial Clearinghouse, 2008; URS, 2012

May 15, 2012

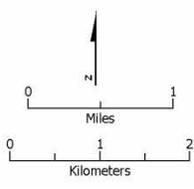
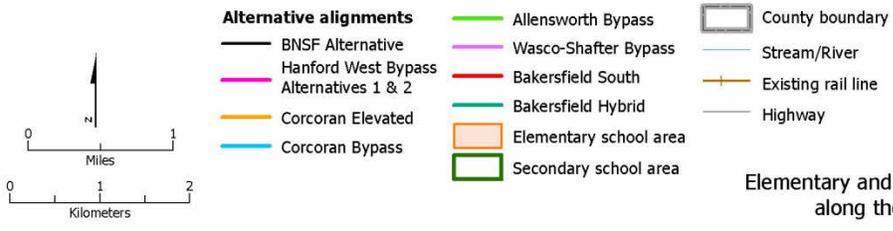
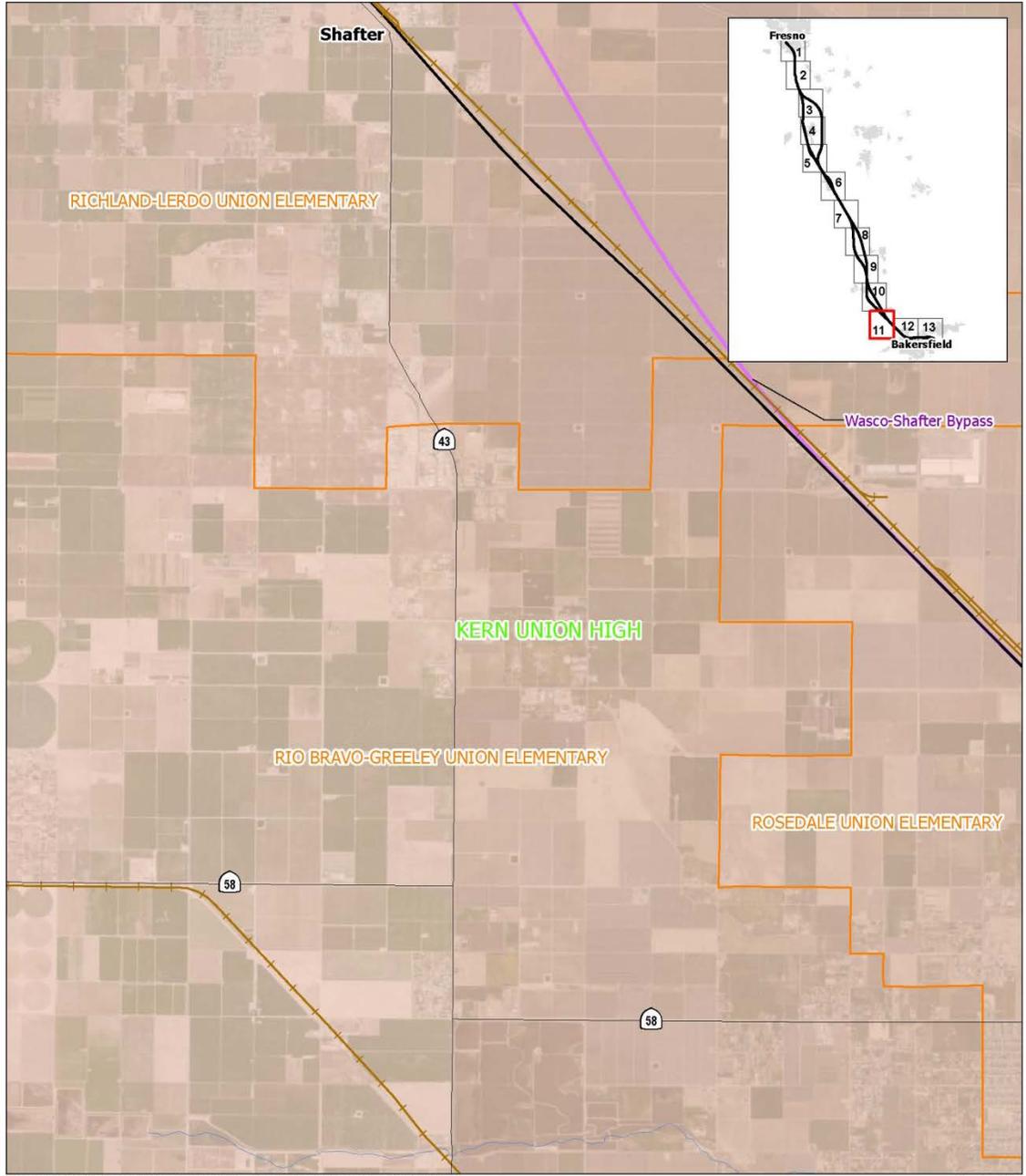
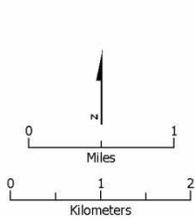


Figure 3.12-B-1
Sheet 10 of 13
 Elementary and secondary school areas
 along the alternative alignments



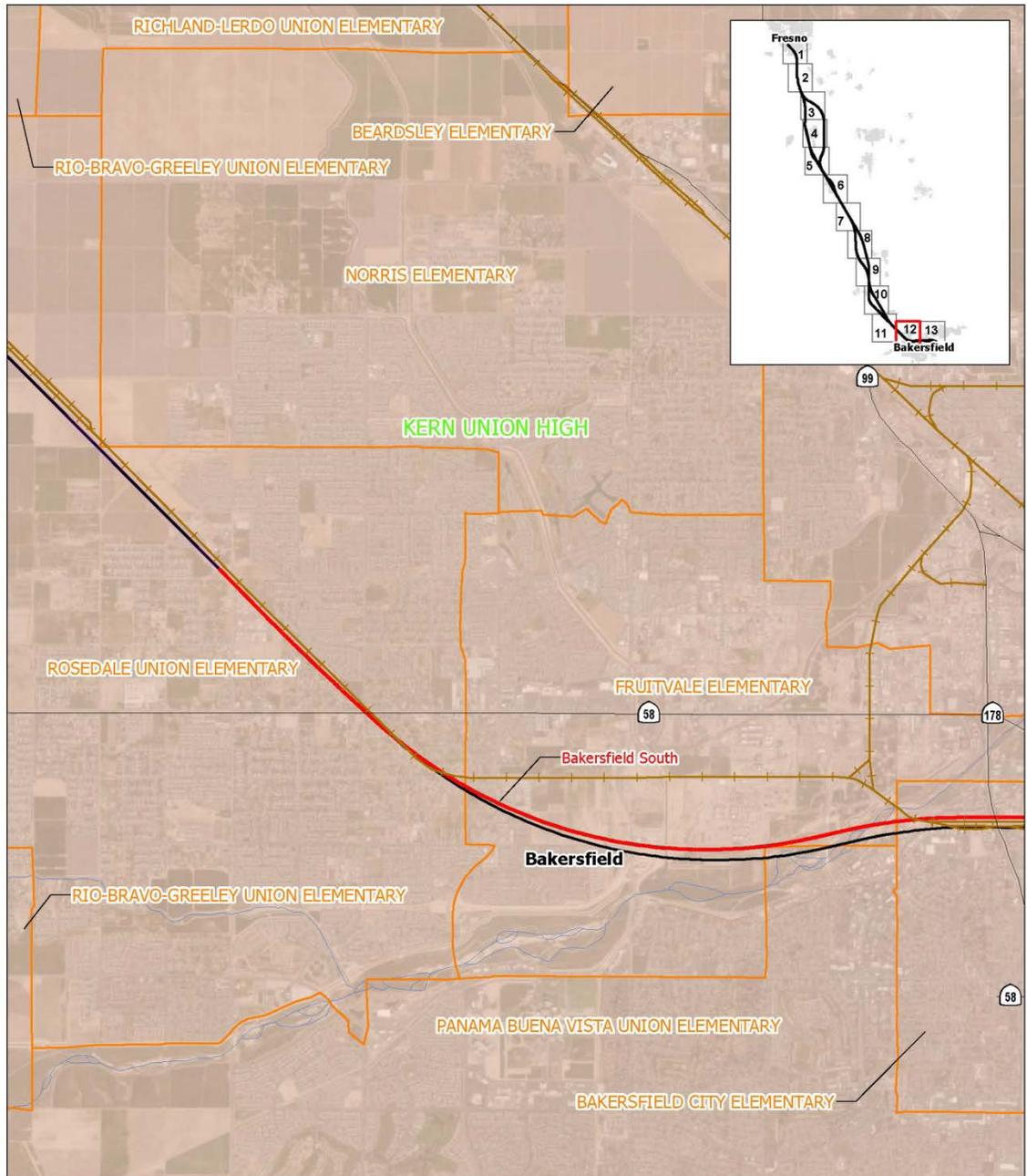
PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Source: CA-Atlas Geospatial Clearinghouse, 2008; URS, 2012

May 15, 2012



- | | | | |
|--|--|---|---|
| Alternative alignments | | <ul style="list-style-type: none"> — Allensworth Bypass — Wasco-Shafter Bypass — Bakersfield South — Bakersfield Hybrid — Corcoran Elevated — Corcoran Bypass | <ul style="list-style-type: none"> County boundary — Stream/River — Existing rail line — Highway |
| <ul style="list-style-type: none"> — BNSF Alternative — Hanford West Bypass Alternatives 1 & 2 | <ul style="list-style-type: none"> Elementary school area Secondary school area | | |

Figure 3.12-B-1
Sheet 11 of 13
 Elementary and secondary school areas along the alternative alignments

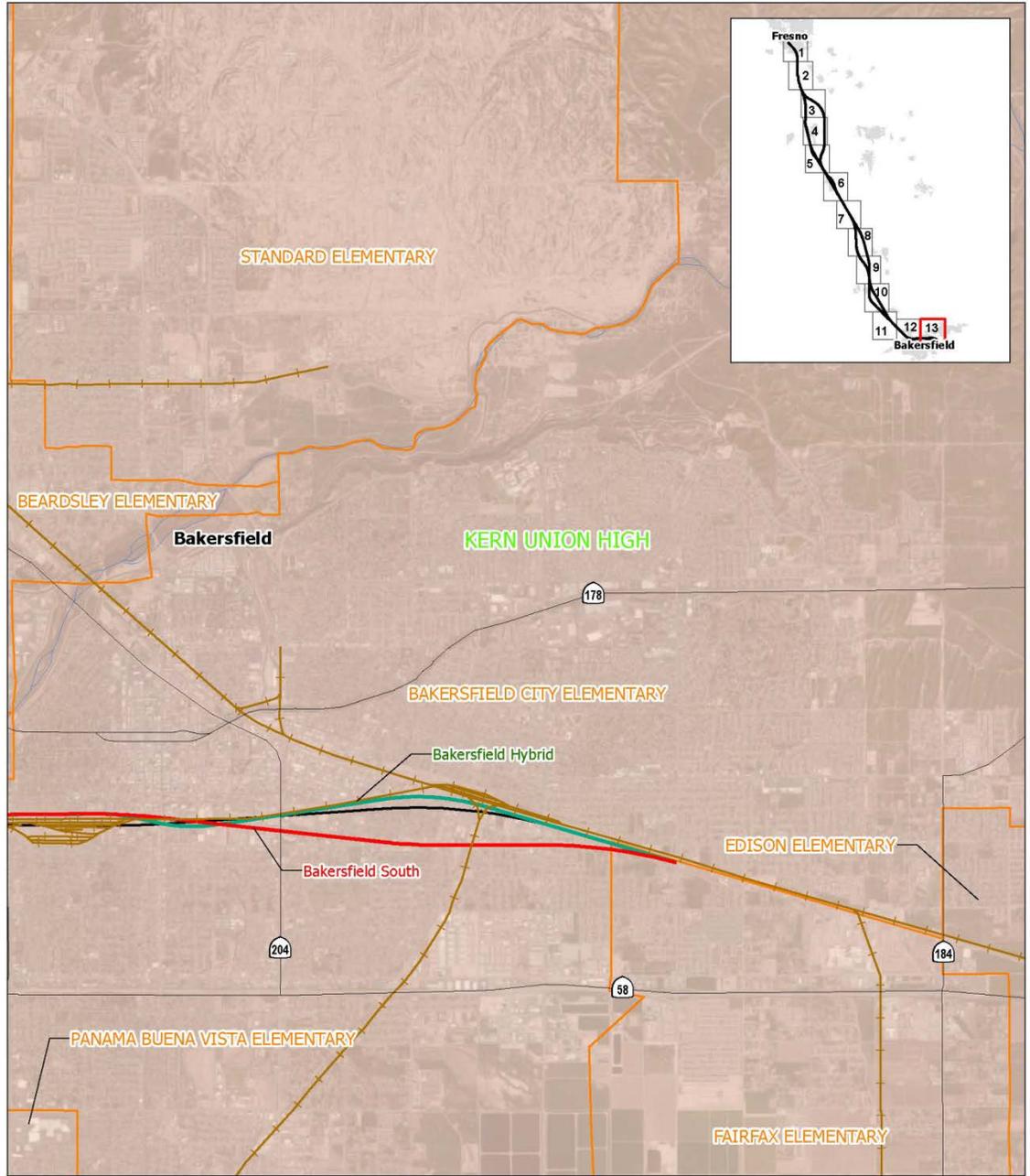


PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Source: CA-Atlas Geospatial Clearinghouse, 2008; URS, 2012

May 15, 2012



Figure 3.12-B-1
Sheet 12 of 13
 Elementary and secondary school areas
 along the alternative alignments



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Source: CA-Atlas Geospatial Clearinghouse, 2008; URS, 2012

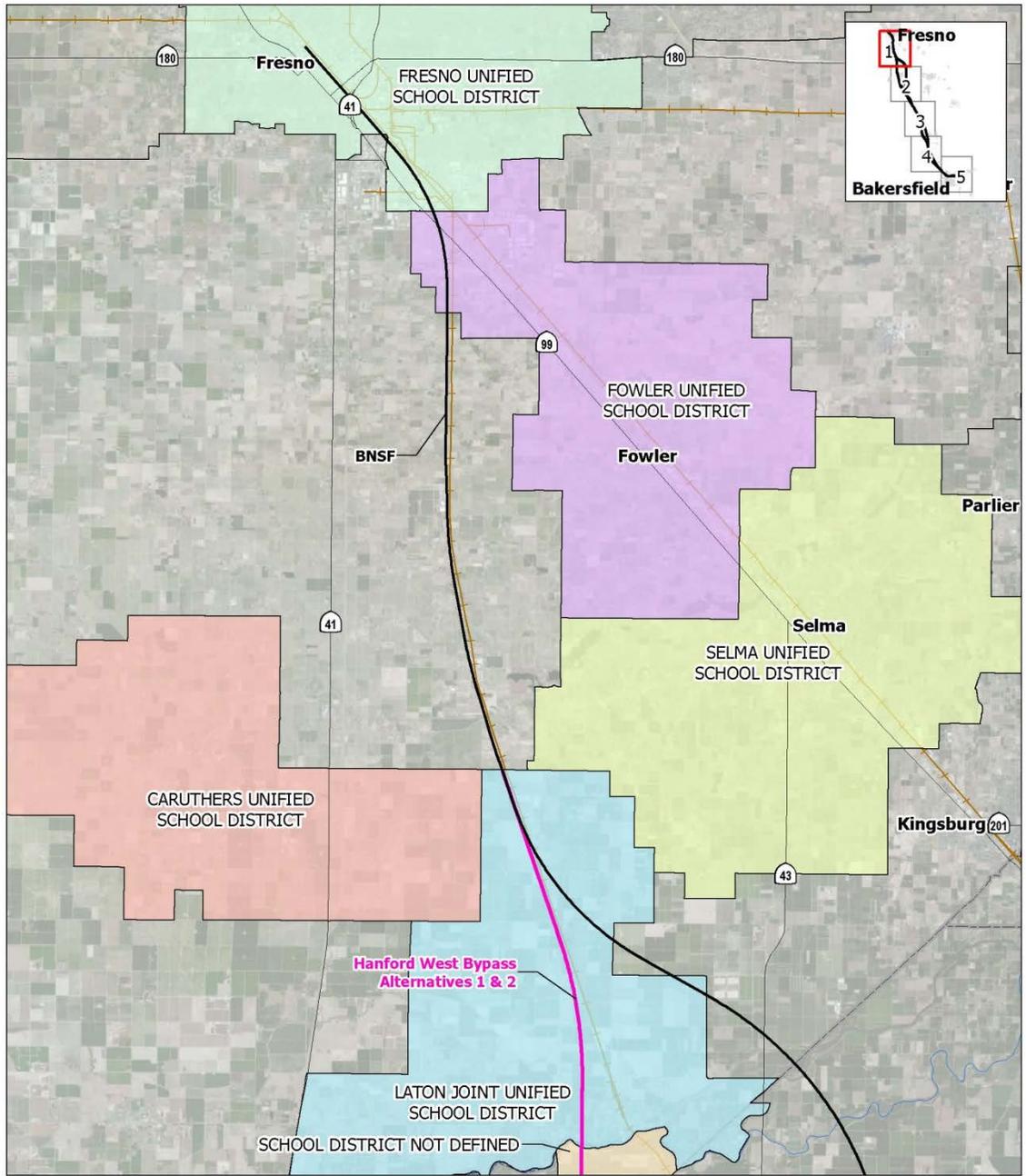
May 15, 2012



Figure 3.12-B-1
Sheet 13 of 13

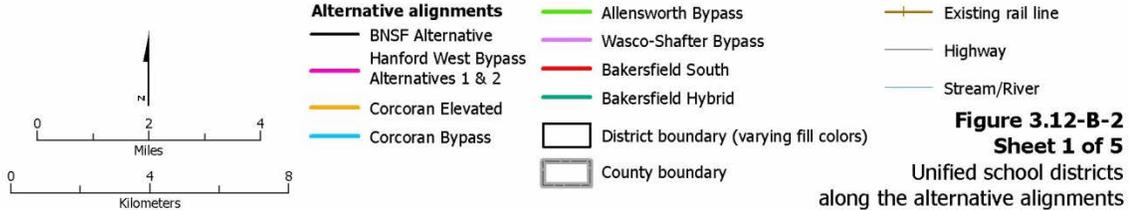
Elementary and secondary school areas
 along the alternative alignments

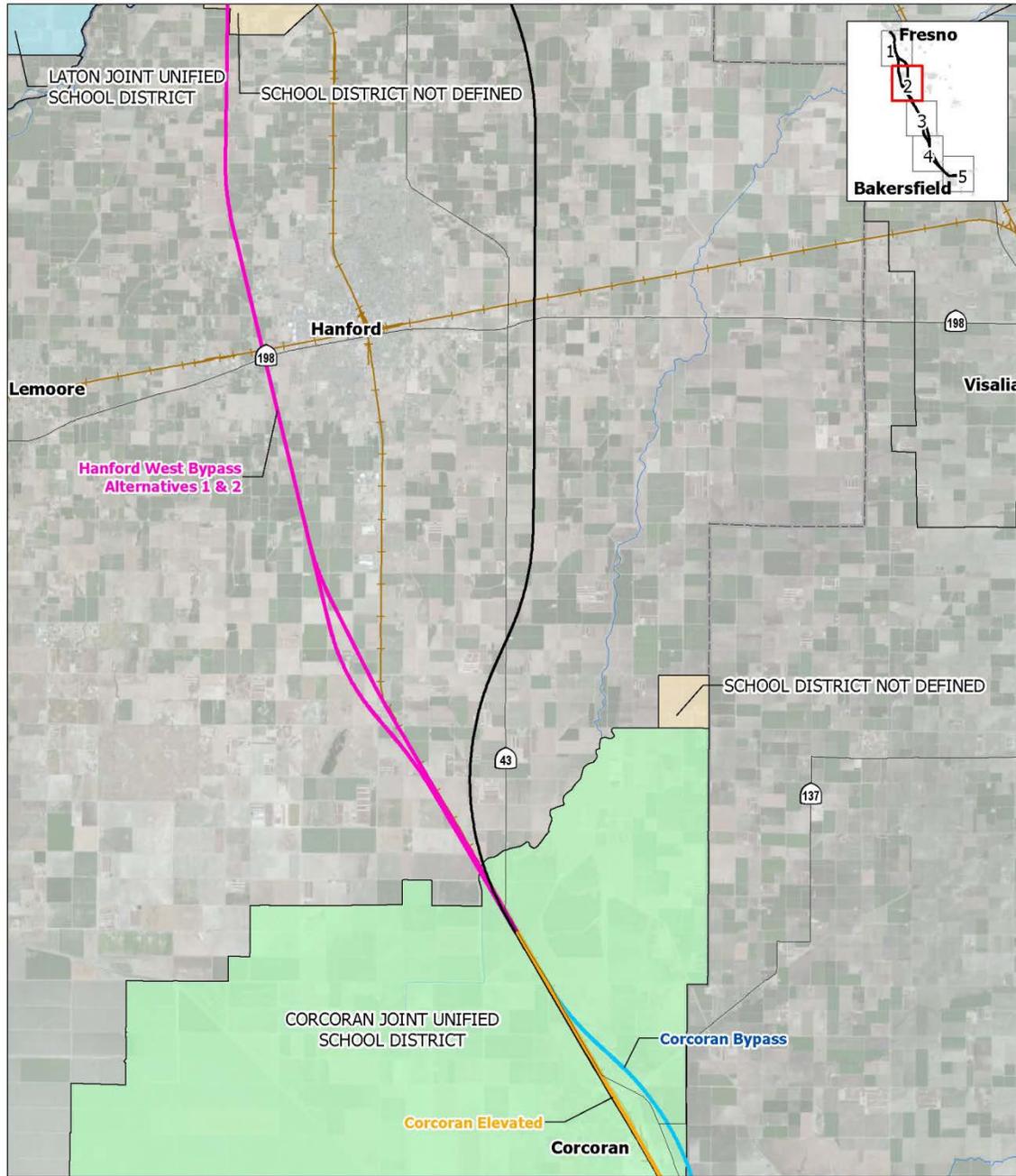
This page intentionally left blank



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Source: CA-Atlas Geospatial Clearinghouse, 2008; URS, 2012

May 15, 2012





PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Source: CA-Atlas Geospatial Clearinghouse, 2008; URS, 2012

May 15, 2012

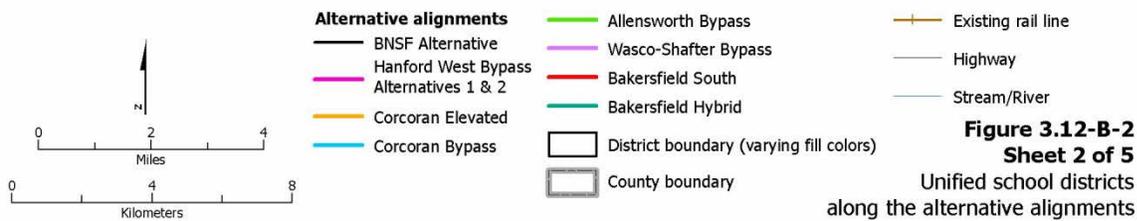
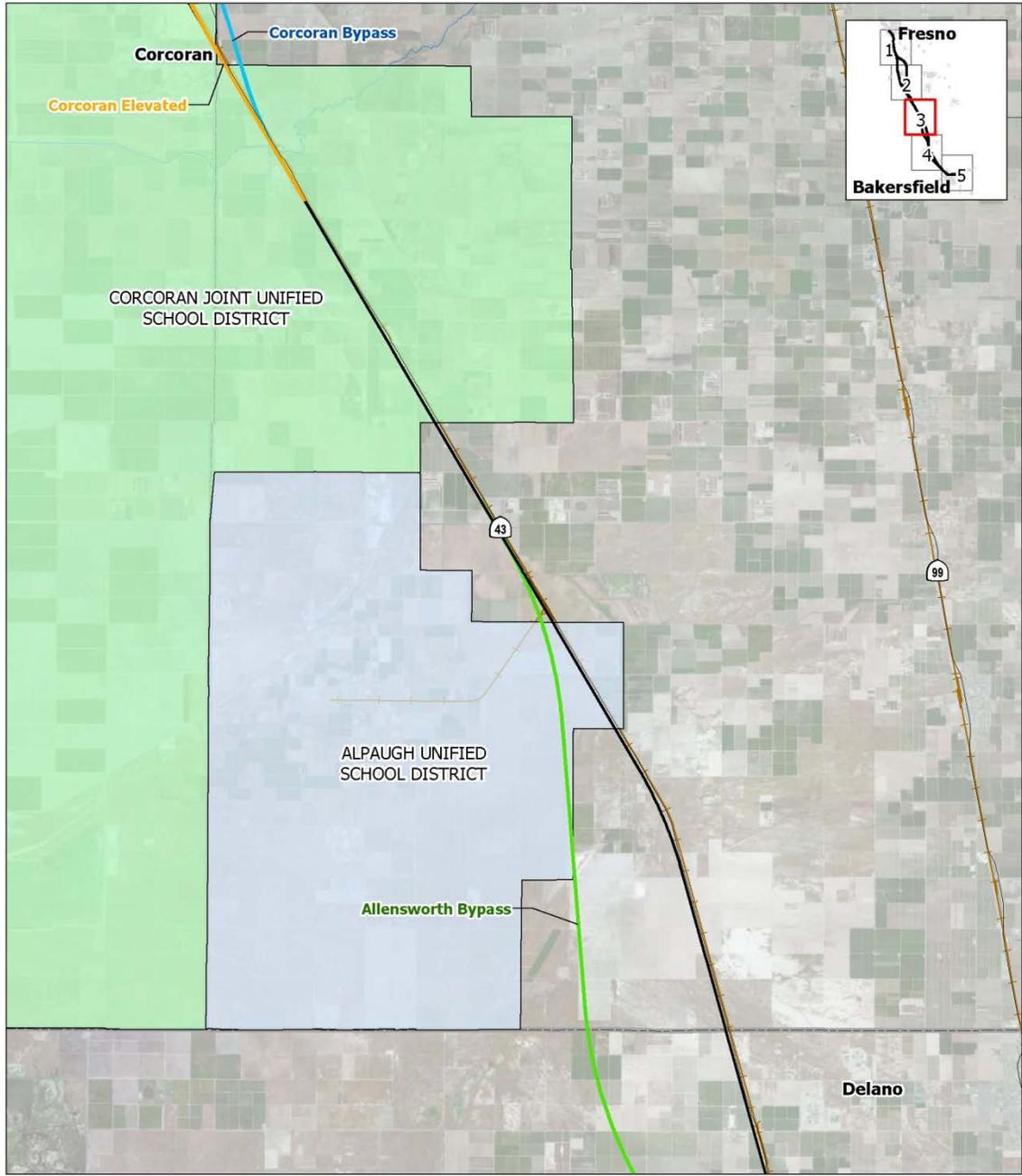
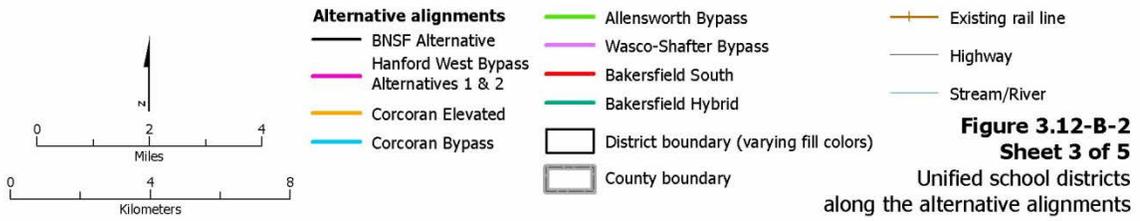


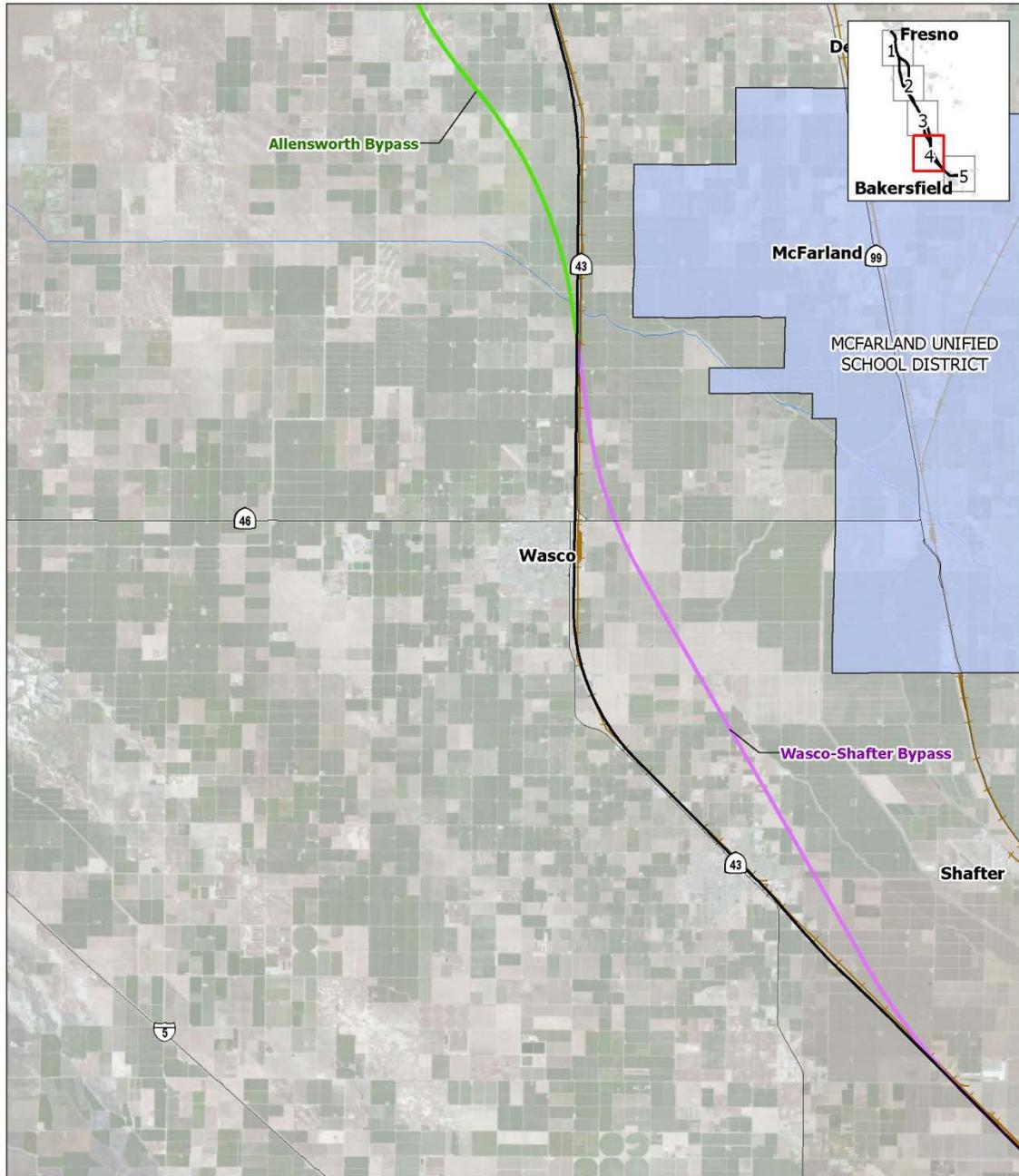
Figure 3.12-B-2
Sheet 2 of 5
 Unified school districts
 along the alternative alignments



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Source: CA-Atlas Geospatial Clearinghouse, 2008; URS, 2012

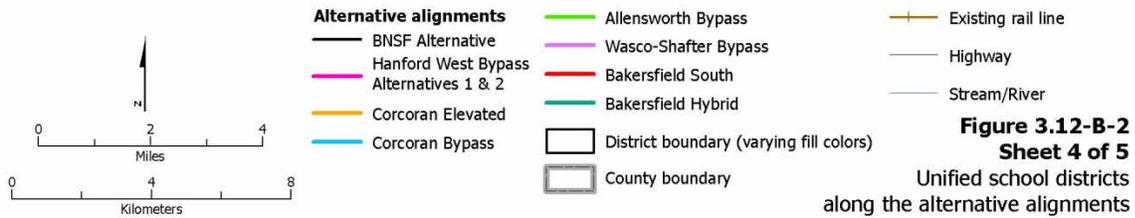
May 15, 2012

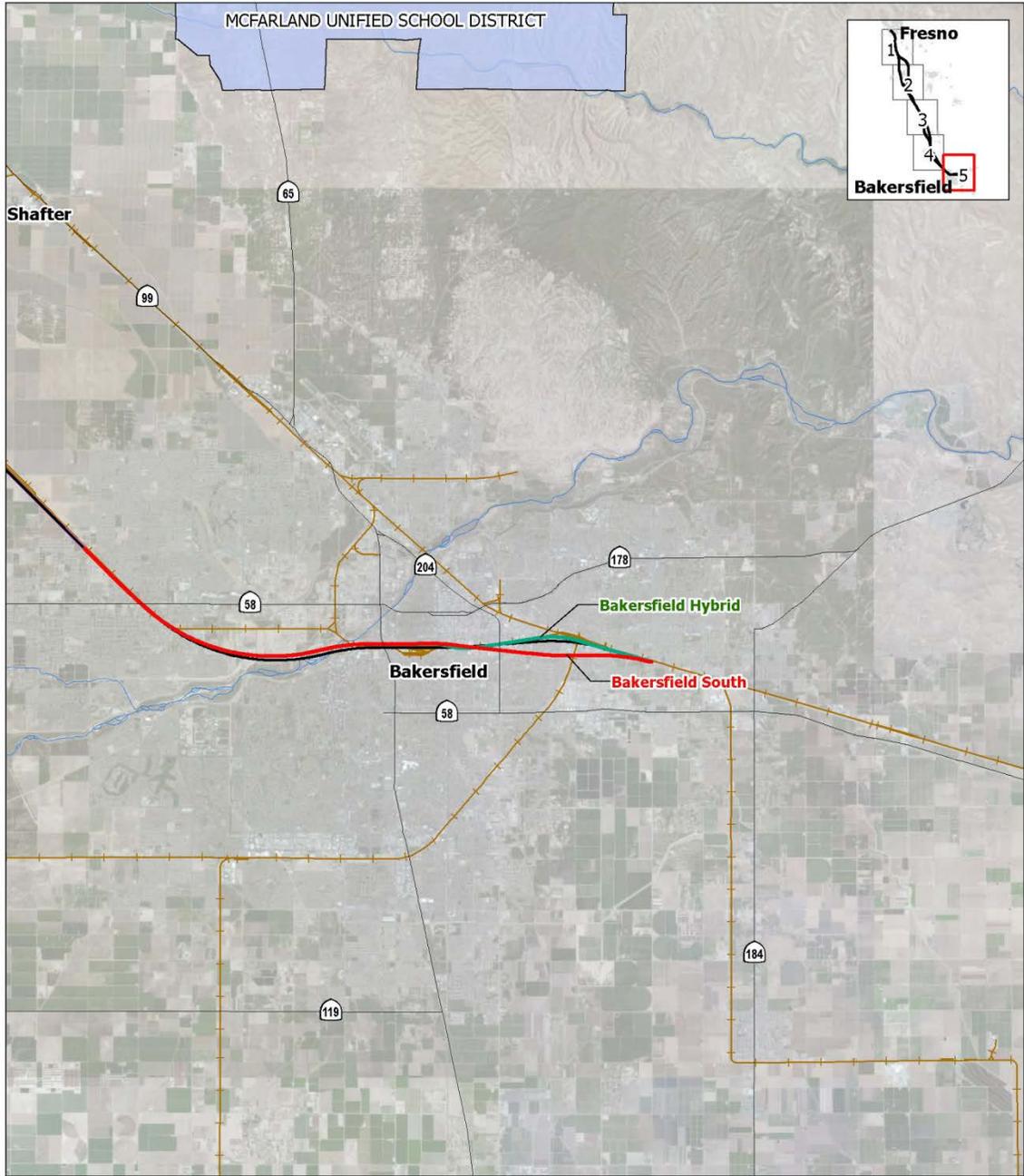




PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Source: CA-Atlas Geospatial Clearinghouse, 2008; URS, 2012

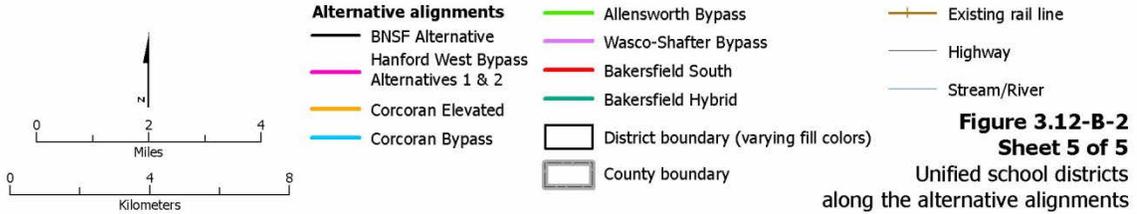
May 15, 2012





PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Source: CA-Atlas Geospatial Clearinghouse, 2008; URS, 2012

May 15, 2012



This page intentionally left blank