

APPENDIX 3.12-D: ECONOMIC EFFECTS ON SCHOOL DISTRICTS

1.1 Introduction

This appendix summarizes two key economic potential effects from the Central Valley Wye alternatives on public school districts: first, the potential loss of student funding due to Central Valley Wye alternatives property acquisition and displacement of households with school-age children (loss of per student funding and property tax funding), and second, the changes in the local street and road network, which may cause substantial lengthening of bus routes, increasing bus service operating expenses. More detailed information on effects on school district funding is provided in the *Merced to Fresno Section: Central Valley Wye Community Impact Assessment Technical Report* (Authority and FRA 2016a). Information on road closures in school districts that may affect bus transportation is also provided in the *Merced to Fresno Section: Central Valley Wye Transportation Technical Report* (Authority and FRA 2016b).

1.2 Methods

The analysis presented in this appendix consists of two parts: an examination of the potential effects of the Central Valley Wye alternatives on school district funding and an examination of the potential effects of the Central Valley Wye alternatives on school district bus transportation.

School district funding in California is based on student attendance; therefore, the relocation of substantial populations of students outside of their current school districts would reduce school district funding. To determine the potential likelihood of any such impacts, residential displacements from the Central Valley Wye 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 Central Valley Wye alternatives property acquisition is calculated based on the assessed values of the properties to be acquired for the Central Valley Wye alternatives and the corresponding revenues collected from these properties. The county tax assessor would collect the property taxes and distribute that portion for the school districts to the respective districts.

To determine the impacts of the Central Valley Wye alternatives on school district transportation, this analysis includes a review of the potential roadway closures and the construction of new roadway crossings in conjunction with the Central Valley Wye alternatives. In some cases, these road changes may require bus routes to be altered. These are considered temporary and permanent construction impacts, and will be evaluated as such.

For this analysis, the Central Valley Wye alternatives would have impacts on school districts under the National Environmental Policy Act (NEPA) if the Central Valley Wye alternative 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 Central Valley Wye alternatives 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

Impacts are not evaluated under CEQA, because CEQA does not provide an impact threshold for the economic effects on school districts.

1.3 Resource Study Area

The resource study area (RSA) for this analysis includes the extent of all public school districts through which the Central Valley Wye alternatives would pass in Merced and Madera Counties. Table 1 lists all of the public school districts found within the RSA. Appendix 3.12-C, Children's Health and Safety Risk Assessment, provides additional information on school districts and their locations within the RSA.

1.4 Existing Conditions

This section identifies the public school districts in the RSA, the current funding mechanisms for these school districts, and the expected Central Valley Wye alternatives road closures within each district.

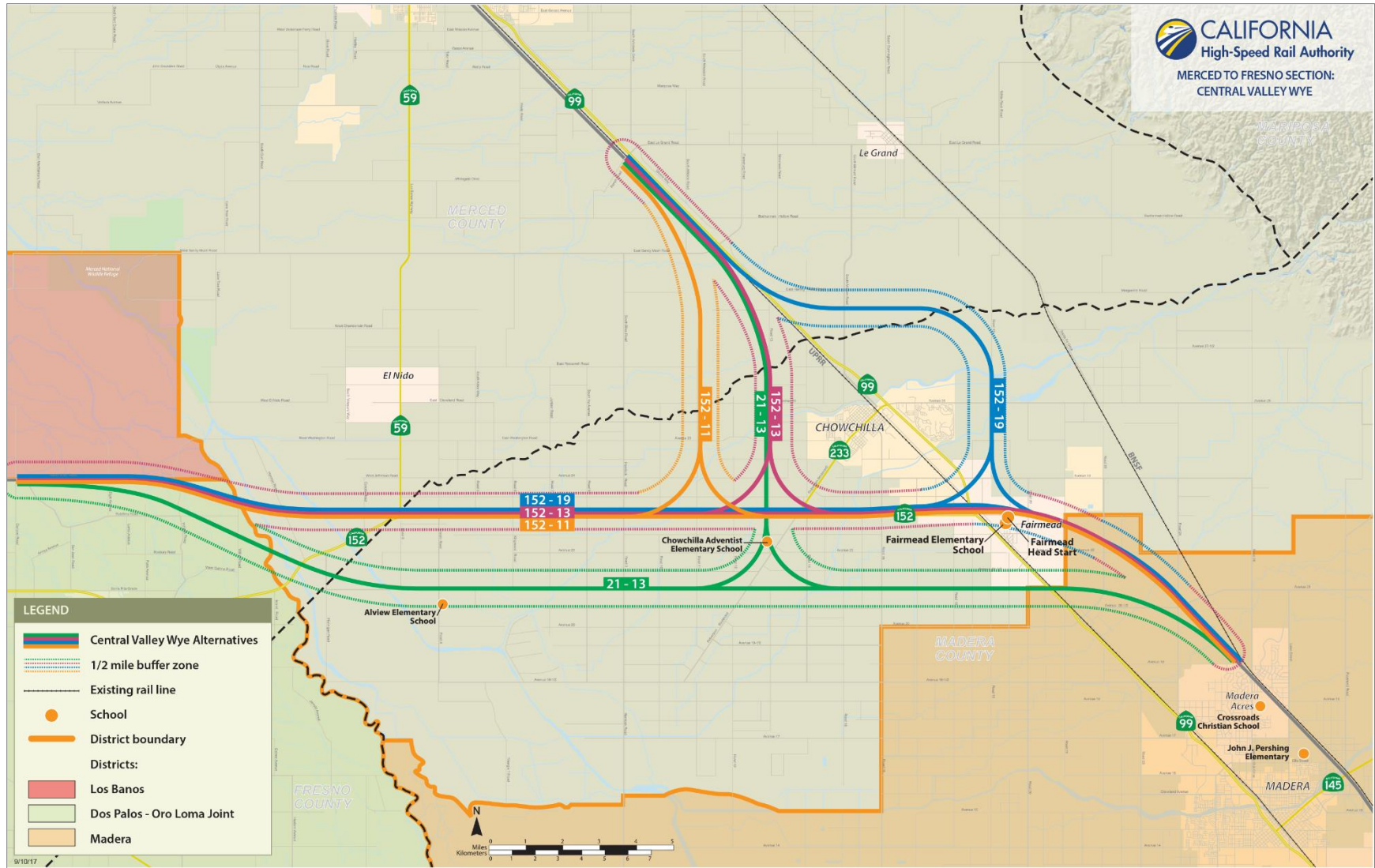
1.4.1 School Districts

There are 11 public school districts (elementary, secondary and unified school districts) located within the RSA. Table 1 lists these school districts, along with the counties within which they are situated, and their current enrolment. Each of the Central Valley Wye alternatives travel through at least a portion of each school district, except Le Grand Union Elementary, which is crossed only by one alternative—the State Route (SR) 152 (North) to Road 19 Wye Alternative. The school districts include unified, secondary, and elementary school districts and are shown in Figures 1, 2, and 3.

Table 1 School Districts within the Resource Study Area

School District	County	Enrolment (2014/2015)
Merced Union High	Merced	10,039
Plainsburg Union Elementary	Merced	129
El Nido Elementary	Merced	172
Le Grand Union Elementary	Merced	392
Le Grand Union High	Merced	505
Los Banos Unified	Merced	10,260
Dos Palos-Oro Loma Joint Unified	Merced and Madera	2,277
Chowchilla Elementary	Madera	2,190
Chowchilla Union High	Madera	1,026
Alview-Dairyland Union Elementary	Madera	352
Madera Unified	Madera	20,415

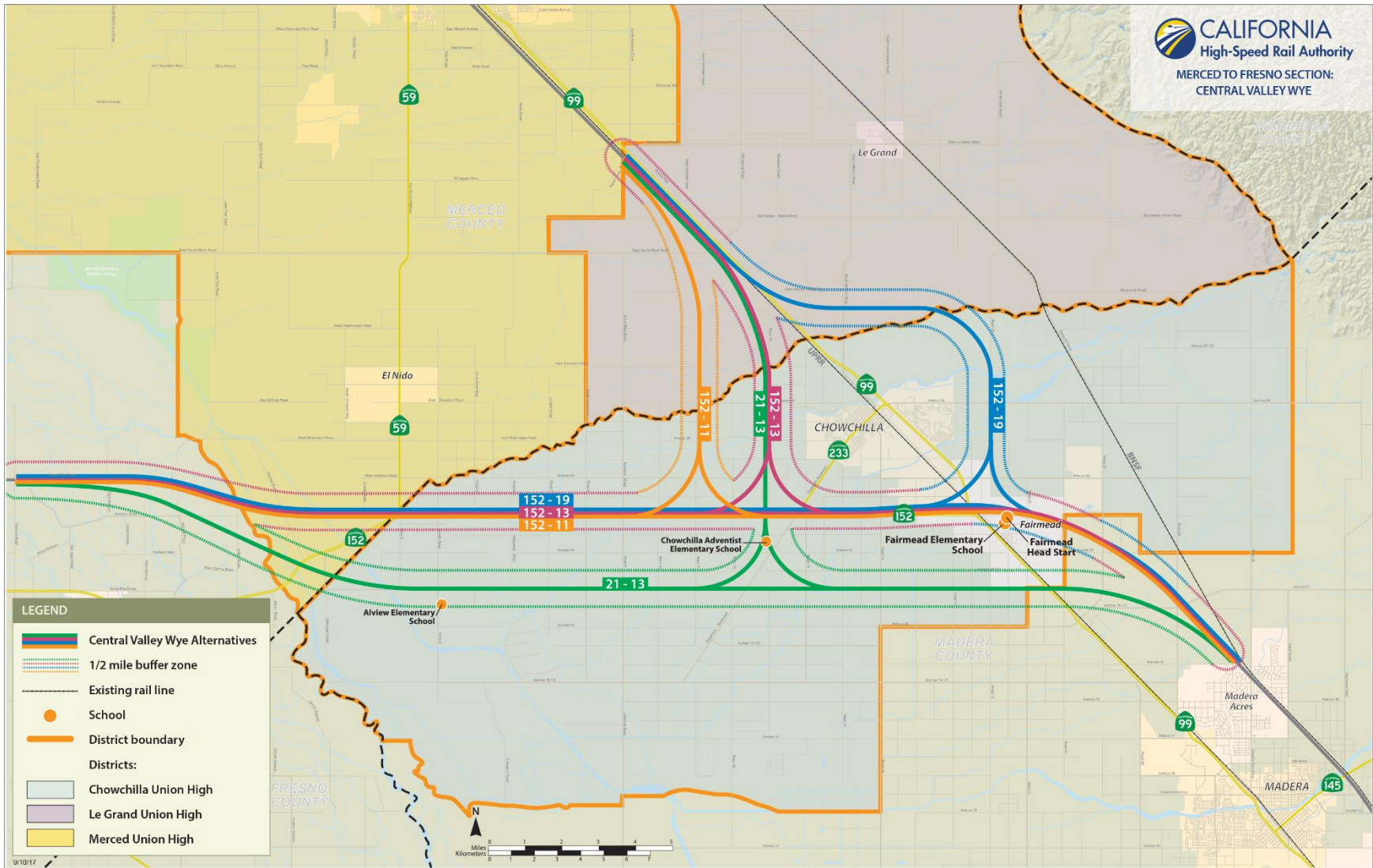
Source: Cal-Atlas, 2010; California Department of Education, 2015



Source: ESRI, 2013; CAL FIRE, 2004; ESRI/National Geographic, 2015; U.S. Census Bureau ACS, 2013a, 2013b, 2013c

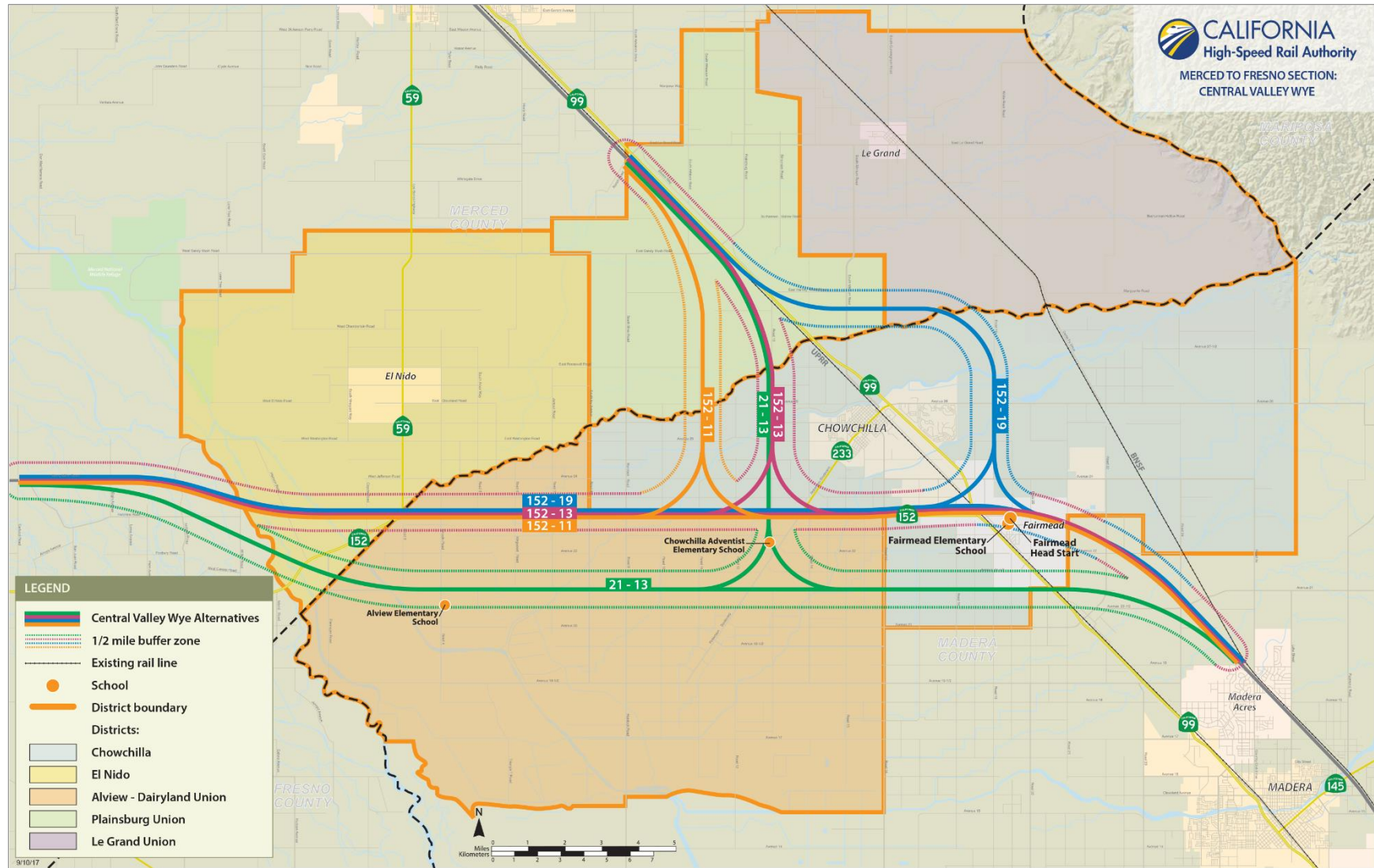
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Figure 1 Unified School Districts



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Figure 2 Secondary School Districts



Source: ESRI, 2013; CAL FIRE, 2004; ESRI/National Geographic, 2015; U.S. Census Bureau ACS, 2013a, 2013b, 2013c

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Figure 3 Elementary School Districts

1.4.2 School District Funding

Funding for California's public schools (Kindergarten through grade 12 [K through 12]) comes primarily from the state budget (60 percent), with local property taxes (23 percent) and the federal government (10 percent) 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 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 taxes 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 upon 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 percent if certain conditions are met).

1.4.3 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 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 Central Valley Wye alternatives would be designed to prevent conflicts with other vehicles, pedestrians, and bicyclists in the study area. Project design includes construction of vehicle overpasses and underpasses that allow for bus access over or under both the Central Valley Wye alternatives and existing railway corridors.

1.5 Environmental Consequences

This section describes the potential impacts of the four Central Valley Wye alternatives and determines whether these impacts would result in impacts on school district funding and bus transportation.

1.5.1 Overview

The Central Valley Wye alternatives would require residential displacements and subsequent relocations within school districts in the RSA. 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 displaced by the Central Valley Wye alternatives would have the opportunity to relocate within the same school district.

The potential reduction in property tax revenues as a result of the Central Valley Wye alternatives would range from \$683,000 to \$1.2 million annually across the two counties. The largest impact would be in Madera County, with revenue reductions between \$583,000 and \$973,000. This estimated amount represents approximately 0.2 percent to 0.4 percent of the total fiscal year

2013/2014 combined property tax revenue of \$315.2 million for the counties and communities in the RSA (CBOE 2015). 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 context. The effect would be slight, given the small percentage of total regional property tax lost. However, the context of the impact 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, due to the current context of challenging budget deficits for local county and city jurisdictions, the overall effect of construction of the Central Valley Wye alternatives on property tax revenues could result in an impact.

Central Valley Wye construction traffic would be temporary and could result in delays for bus transportation routes. The distance that buses travel may increase as a result of Central Valley Wye-related road closures, so the Central Valley Wye alternatives could lead to increased transportation costs. The out-of-direction travel distances required for the Central Valley Wye alternatives are typically 1 mile or less, with the longest out-of-direction travel being 3.1 miles. The California High-Speed Rail Authority would work with the local jurisdictions to provide additional access, as needed; therefore, no impacts are expected during construction. New overpasses constructed to allow vehicle access over the Central Valley Wye alternatives 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 the Transportation Technical Report (Authority and FRA 2016b) for details on the road closures and resulting impacts during construction and operations.

1.5.2 No Project Alternative

The No Project Alternative includes planned projects that will likely be implemented by 2040. Chapter 2, Alternatives, of this *Merced to Fresno Section: Draft Supplemental Environmental Impact Report (EIR)/Supplemental Environmental Impact Statement (EIS)* (Draft Supplemental EIR/EIS) provides a complete description of the No Project Alternative. Section 3.19, Cumulative Impacts, of the Draft Supplemental EIR/EIS lists planned future projects, including major transportation projects, such as the expansion of SR 99 between Merced and Fresno to provide full-access interchanges and additional auxiliary lanes by 2020.

Under the No Project Alternative, conversions of existing land uses to transportation-related uses would 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 from property acquired for government use. Although the total extent of redevelopment and residential displacements under the No Project Alternative is not known, the No Project Alternative is not anticipated to result in any impacts on school district funding or bus transportation. Although the No Project Alternative is not expected to result in any impacts on school districts, it does not provide the same opportunities with respect to the increased economic vitality from the Central Valley Wye alternatives 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.

1.5.3 Effects on School District Funding from Student Relocations

In some communities, the Central Valley Wye alternatives 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 2 provides information on the number of students potentially displaced in each school district by the proposed alternative alignments. Elementary, secondary, and unified school district boundaries within the two counties were examined to determine the number of residential relocations in each school district (Cal-Atlas 2010). 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 17 years old) in each city or county population by the average household size in the corresponding location (U.S. Census Bureau ACS 2010–2014a, 2010–2014b) 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. The number of enrolled students in each school district was then obtained from the California Department of Education for the 2014–2015 school year (California Department of Education 2015). The number of residential vacancies within each school district was determined from housing data from multiple online databases (Homes 2015, Realtor 2015, Zillow 2015). As discussed in the Community Impact Assessment (Authority and FRA 2016a), 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 2 Estimated Numbers of Students Affected within School Districts by Alternative

Alternative	Residential Units Displaced	Estimated Number of Students Affected	School District Enrolment	Percentage of School District Affected
SR 152 (North) to Road 13 Wye	96	68	47,365	0.14%
SR 152 (North) to Road 19 Wye	119	85	47,365	0.18%
Avenue 21 to Road 13 Wye	65	46	47,365	0.10%
SR 152 (North) to Road 11 Wye	62	45	47,365	0.10%

Source: California Department of Education, 2015

School District enrolment data is from the 2014–2015 school year.

SR = State Route

1.5.3.1 SR 152 (North) to Road 13 Wye Alternative

In Merced County, the SR 152 (North) to Road 13 Wye Alternative would affect the El Nido Elementary School District with six residential relocations and three potentially affected students in a school district with 172 students, or 1.7 percent of students. In Merced Union High School District, the alternative would result in six residential relocations and two potentially affected students in a school district with 10,039 students, or less than 0.1 percent of students. Approximately one student would potentially be affected in the Dos Palos-Oro Loma Joint Unified school district.

The SR 152 (North) to Road 13 Wye Alternative would affect residences in Madera County. In the Chowchilla Elementary School District, this alternative would result in 69 residential relocations

¹ See Appendix 3.12-B, Relocation Assistance Documents, for information on relocation assistance provided. See the *Merced to Fresno: Central Valley Wye Community Impact Assessment* (Authority and FRA 2016a) for information on mitigation measures that would be implemented as part of the HSR system, including the development of a relocation mitigation plan.

and 35 potentially affected students in a school district with 2,190 students, or 1.6 percent of students. In the Alview-Dairyland Union Elementary School District, this alternative would result in 16 residential relocations and 8 potentially affected students in a school district with 352 students, or 2.3 percent of students. In Chowchilla Union High School District, this alternative would result in 85 residential relocations and 23 potentially affected students in a school district with 1,026 students, or 2.2 percent of students. In Madera Unified School District, this alternative would result in two residential relocations and two potentially affected student in a school district with 20,415 students, or less than 0.1 percent of students.

The number of residential vacancies in this area of Madera County is 127 units and affected residents would most likely relocate within the same school district. Chowchilla Elementary and Chowchilla Union school districts extend across Chowchilla, Fairmead and unincorporated Madera County where a combined estimate of 111 residential units would be displaced. While displacements would occur primarily in Fairmead and in unincorporated Madera County surrounding Chowchilla, there are 112 units available in those communities, so relocating outside the school district would not be necessary. Similarly, Madera Unified School District extends across Madera Acres and unincorporated Madera County where a combined estimate of 58 residential units would be displaced. There are 62 units available within the Madera Unified School District in Madera Acres, the City of Madera and unincorporated Madera County for relocation for students displaced in Madera Acres and unincorporated Madera County.

The values of these potential replacement housing units are comparable to the values of the displaced properties. This comparison of cost is a good measure of the suitability of replacement housing because it is a function of important attributes, such as size, quality, and neighborhood amenities. While the value of the displaced properties is not available, the average housing value in each jurisdiction can be used instead. The average housing value was obtained from the U.S. Census Bureau American Community Survey (ACS) 2010-2014 dataset. The average housing values presented in this section have been adjusted for inflation (2015 dollars) (U.S. Bureau of Labor Statistics 2015).

- The average housing value in Chowchilla is \$200,800 and the average value of the replacement housing is \$222,035.
- The average housing value in Fairmead is \$184,200 and the average value of the replacement housing is \$277,000.
- The average housing value in Madera County is \$270,900 and the average value of the replacement housing is \$329,734.
- The average housing value in Merced County is \$218,200 and the average value of the replacement housing is \$281,994.

Available units in unincorporated Merced County include units available in the rural communities of Le Grand and Dos Palos. Refer to the *Merced to Fresno: Central Valley Wye Draft Relocation Impact Report* (Authority and FRA 2016c) for more information on Central Valley Wye alternatives displacement and relocation impacts.

Overall, there are sufficient replacement properties available within the affected school districts that displaced residents could relocate within the same school districts (see Table 3.12-11).

The Authority has established SO-IAMF#2: Compliance with Uniform Act Assistance and Real Property Acquisition Policies Act, and SO-IAMF#3: Relocation Mitigation Plan. The Uniform Act requires that the owning agency provide notification to all affected property owners of the agency's intent to acquire an interest in their property. This notification includes a written offer letter of just compensation. The Uniform Act also provides benefits to displaced individuals to assist them financially and with advisory services related to relocating their residence or business operations. Before any acquisitions occur, the Authority would develop a relocation mitigation plan, in consultation with affected cities and counties. In addition to establishing a program to minimize the economic disruption related to relocation, the relocation mitigation plan would be written in a style that also enables it to be used as a public information document.

Residential displacement leading to changes in school district funding is a permanent impact. SO-IAMF#2 and SO-IAMF#3 would reduce the effect on revenue streams for school districts.

1.5.3.2 SR 152 (North) to Road 19 Wye Alternative

The impacts on school district funding as a result of residential displacement for the SR 152 (North) to Road 19 Wye Alternative would be similar to the impact described for the SR 152 (North) to Road 13 Wye Alternative. However, the SR 152 (North) to Road 19 Wye Alternative would displace the most residential units of the four Central Valley Wye alternatives and affect approximately 100 students. The difference in students affected would mostly occur within the Chowchilla Elementary and Chowchilla Union High school districts, because the SR 152 (North) to Road 19 Wye Alternative would travel through mostly agricultural land south of Chowchilla. Although the SR 152 (North) to Road 19 Wye Alternative would result in more displacements, the locations of the displacements would be similar to those described for the SR 152 (North) to Road 13 Wye Alternative, and there would be sufficient replacement housing for students to relocate within the same school district, as shown in Table 3.12-11.

Residential displacement leading to changes in school district funding is a permanent impact. SO-IAMF#2 and SO-IAMF#3 would reduce the effect on revenue streams for school districts.

1.5.3.3 Avenue 21 to Road 13 Wye Alternative

The impacts on school district funding as a result of residential displacement for the Avenue 21 to Road 13 Wye Alternative would be similar to the impact described for the SR 152 (North) to Road 13 Wye Alternative. However, the Avenue 21 to Road 13 Wye Alternative would displace fewer residential units in Fairmead and unincorporated Madera County than the two Central Valley Wye alternatives aligned along SR 152, and would affect approximately 56 students. As shown in Table 3.12-11, there would be sufficient replacement housing available within the same school district for the relocation of displaced students. The difference in students affected would mostly occur within the Chowchilla Elementary and Chowchilla Union High school districts, where the SR 152 (North) to Road 19 Wye Alternative's alignment would traverse the community of Fairmead and east of Chowchilla.

Residential displacement leading to changes in school district funding is a permanent impact. SO-IAMF#2 and SO-IAMF#3 would reduce the effect on revenue streams for school districts.

1.5.3.4 SR 152 (North) to Road 11 Wye Alternative

The impacts on school district funding as a result of residential displacement for the SR 152 (North) to Road 11 Wye Alternative would be similar to the impact described for the SR 152 (North) to Road 13 Wye Alternative and would affect approximately 54 students. As shown in Table 3.12-11, there would be sufficient replacement housing available within the same school district for the relocation of displaced students.

Residential displacement leading to changes in school district funding is a permanent impact. SO-IAMF#2 and SO-IAMF#3 would reduce the effect on revenue streams for school districts.

1.5.4 Effects on School District Funding from Reduced Property Tax Revenues

1.5.4.1 SR 152 (North) to Road 13 Wye Alternative

Private property that would be acquired for the Central Valley Wye alternatives would be removed from the local property tax rolls. As 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 Central Valley Wye alternatives would result in a net decrease in the number of properties on the tax rolls of the affected county. Accordingly, any revenue reductions could affect the school districts. The

potential reductions in property tax revenues as a result of the Central Valley Wye alternatives are estimated between \$683,000 and \$1.2 million annually in the two affected counties. The largest effect would be in Madera County, with reductions of \$583,000 to \$973,000 in property tax revenues. This estimated amount represents approximately 0.2 percent to 0.4 percent of the total fiscal year 2013/2014 combined property tax revenue of \$315.2 million of the counties, city, and communities in the RSA. See the Community Impact Assessment (Authority and FRA 2016a) for more details on the specific estimated losses to incorporated jurisdictions in the RSA.

Because of the way funding is determined for California public schools, school district funding would likely constitute a portion of this loss. The impact would be slight, given the small percentage of total regional property tax lost. However, the context of the impact 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 agriculture-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, due to the current context of challenging budget deficits for local county and city jurisdictions, construction of the Central Valley Wye alternatives on property tax revenues would result in an impact.

In accordance with SO-IAMF#2, the Authority would comply with the Uniform Act which requires notification to affected property owners of an agency's intent to acquire an interest in their property and provides benefits to displaced individuals to assist them in relocating their residence or business. Under SO-IAMF#3, the Authority would develop a relocation mitigation plan which would serve to minimize economic disruption related to relocation.

Residential displacement leading to changes in school district funding is a permanent impact. SO-IAMF#2 and SO-IAMF#3 would reduce the effect on school district funding derived from property taxes.

However, these impacts do not mean that the per-pupil revenue of the school districts would necessarily decrease over the long term. As described in the Public Policy Institute of California's *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 the Community Impact Assessment (Authority and FRA 2016a), the Central Valley Wye alternatives would create employment and business opportunities and would attract higher-wage jobs across the region compared to the No Project Alternative. The Central Valley Wye alternatives would only slightly raise the projected employment growth beyond growth planned under the No Project Alternative. However, 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 RSA.

There is also the potential for the Central Valley Wye alternatives to 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 Central Valley Wye alternatives. Property value increases can result because the HSR system would provide improved access to and from the area.

Due to impacts associated with the HSR (e.g., noise, visual impacts), property values may decrease in areas that are close to the HSR guideway, particularly residences close to elevated sections of the guideway. Outside of the communities, the adjacent land uses are primarily associated with rural agriculture, and few residential or businesses are located nearby. This further minimizes the overall impact of reduced property values because those land uses would not be negatively affected by visual or noise impacts.

1.5.4.2 SR 152 (North) to Road 19 Wye Alternative

The impacts on school district funding as a result of reduced property tax revenues would be the same as the impact described for the SR 152 (North) to Road 13 Wye Alternative. Residential displacement leading to changes in school district funding is a permanent impact. SO-IAMF#2, SO-IAMF#3, and SO-MM#1: Implement Measures to Reduce Impacts Associated with the Division of Residential Neighborhoods, would reduce the effect on school district funding derived from property taxes.

1.5.4.3 Avenue 21 to Road 13 Wye Alternative

The impacts on school district funding as a result of reduced property tax revenues would be the same as the impact described for the SR 152 (North) to Road 13 Wye Alternative. Residential displacement leading to changes in school district funding is a permanent impact. SO-IAMF#2 and SO-IAMF#3 would reduce the effect on school district funding derived from property taxes.

1.5.4.4 SR 152 (North) to Road 11 Wye Alternative

The impacts on school district funding as a result of reduced property tax revenues would be the same as the impact described for the SR 152 (North) to Road 13 Wye Alternative. Residential displacement leading to changes in school district funding is a permanent impact. SO-IAMF#2, SO-IAMF#3, and SO-MM#1 would reduce the effect on school district funding derived from property taxes.

1.5.5 Effects on School District Bus Transportation

1.5.5.1 SR 152 (North) to Road 13 Wye Alternative

Construction

Construction impacts may result from school bus detours due to temporary and permanent road closures during construction. A summary listing of permanent road closures by school district is provided in Table 3. The full list is provided in Attachment 1. The table also lists the out-of-direction travel that would be required as a result of the road closures. For this analysis, a road closure with 0 miles of out-of-direction travel signifies that a roadway is in close proximity to a HSR road crossing that would exist during HSR operations. Out-of-direction travel of a few miles would be an impact if it would result in a noticeable but localized effect on school transportation. Out-of-direction travel of 10 miles or more would be an impact due to its larger-scale effects on existing school transportation routes.

The greatest out-of-direction travel distance required for school buses would be 3.1 miles, which is a small distance when compared to the total average roundtrip mileage (25 to 35 miles) of the bus routes. Refer to the Transportation Technical Report (Authority and FRA 2016b) for complete information on the location of roadway closures and new crossings.

Standard construction procedures related to traffic management would be used for the Central Valley Wye alternatives, 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.

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 for the safety of school children

and to advise school districts about the construction activities. See the Transportation Technical Report (Authority and FRA 2016b) for a detailed discussion of the Construction Transportation Plan.

The Central Valley Wye alternatives would all be grade-separated from the existing transportation corridors, so there would be no conflict between school buses and the HSR. Refer to the Transportation Technical Report (Authority and FRA 2016b) for a complete discussion of this issue. All of the Central Valley Wye alternatives provide new crossings over existing transportation corridors. These new crossings could allow for more direct transportation across the SR 99 and BNSF Railway (BNSF) corridors in unincorporated Merced and Madera counties. These overcrossings would remove conflicts with railroads and improve safety and access for buses.

Road closures would be temporary and permanent. The effect on school district bus transportation would be correspondingly minimized under NEPA because the out-of-direction travel distances required due to road closures would not result in long detours, and the Authority would work with local jurisdictions to provide additional access, as needed.

Operations

School district bus transportation would be unaffected by Central Valley Wye alternatives operations because traffic conditions would remain uncongested. Refer to the Transportation Technical Report (Authority and FRA 2016b) for complete information on operating traffic conditions as a result of HSR operations. Under NEPA, there would be no impact because the operations of trains would not interfere with the operation of buses.

Table 3 Summary of Permanent Road Closures by School District within the Resource Study Area

County	School District	Number of Road Closures by Out-of-Direction Travel (miles)			
		0–1 miles	1–2 miles	2–3 miles	3 miles or more
SR 152 (North) to Road 13 Wye Alternative					
Merced	Dos Palos-Oro Loma Joint Unified	1	0	0	0
Merced	Merced Union High	1	0	0	1
Merced	El Nido Elementary	1	0	0	1
Merced	Le Grand Union High	1	0	1	0
Merced	Plainsburg Union Elementary	1	0	1	0
Madera	Chowchilla Union High	8	12	2	0
Madera	Alview-Dairyland Union Elementary	2	1	2	0
Madera	Chowchilla Elementary	6	11	0	0
Madera	Madera Unified School District	3	0	0	1
SR 152 (North) to Road 19 Wye Alternative					
Merced	Dos Palos-Oro Loma Joint Unified	1	0	0	0
Merced	Merced Union High	1	0	0	1
Merced	El Nido Elementary	1	0	0	1
Merced	Le Grand Union High	0	0	1	0

County	School District	Number of Road Closures by Out-of-Direction Travel (miles)			
		0–1 miles	1–2 miles	2–3 miles	3 miles or more
Merced	Plainsburg Union Elementary	0	0	1	0
Madera	Chowchilla Union High	14	9	2	0
Madera	Alview-Dairyland Union Elementary	2	1	2	0
Madera	Chowchilla Elementary	12	8	0	0
Madera	Madera Unified School District	3	0	0	1
Avenue 21 to Road 13 Wye Alternative					
Merced	Dos Palos-Oro Loma Joint Unified	3	0	0	0
Merced	Le Grand Union High	1	0	1	0
Merced	Plainsburg Union Elementary	1	0	1	0
Madera	Chowchilla Union High	4	15	0	0
Madera	Alview-Dairyland Union Elementary	0	10	0	0
Madera	Chowchilla Elementary	4	5	0	0
Madera	Madera Unified School District	1	1	0	0
SR 152 (North) to Road 11 Wye Alternative					
Merced	Dos Palos-Oro Loma Joint Unified	1	0	0	0
Merced	Merced Union High	1	0	0	1
Merced	El Nido Elementary	1	0	0	1
Merced	Le Grand Union High	0	0	1	0
Merced	Plainsburg Union Elementary	0	0	1	0
Madera	Chowchilla Union High	14	9	2	0
Madera	Alview-Dairyland Union Elementary	2	1	2	0
Madera	Chowchilla Elementary	12	8	0	0
Madera	Madera Unified School District	3	0	0	1

Source: Authority and FRA, 2016b

1.5.5.2 SR 152 (North) to Road 19 Wye Alternative

Construction

The impacts on school district bus transportation as a result of temporary and permanent road closures would be the same as the impact described for the SR 152 (North) to Road 13 Wye Alternative. There would be both temporary and permanent road closures. After implementation of the aforementioned measures, the effect on school district bus transportation would be correspondingly minimized under NEPA because the out-of-direction travel distances required due to road closures would not result in long detours, and the Authority would work with local jurisdictions to provide additional access, as needed.

Operations

The impacts on school district bus transportation as a result of train operations would be the same as the impact described for the SR 152 (North) to Road 13 Wye Alternative. School district bus transportation would be unaffected due to Central Valley Wye alternatives operations because traffic conditions would remain uncongested. Under NEPA, there would be no impact because operation of trains would not interfere with the operation of buses.

1.5.5.3 Avenue 21 to Road 13 Wye Alternative

Construction

The impacts on school district bus transportation as a result of temporary and permanent road closures would be the same as the impact described for the SR 152 (North) to Road 13 Wye Alternative. There would be both temporary and permanent road closures. After implementation of the aforementioned measures, the effect on school district bus transportation would be correspondingly minimized under NEPA because the out-of-direction travel distances required due to road closures would not result in long detours, and the Authority would work with local jurisdictions to provide additional access, as needed.

Operations

The impacts on school district bus transportation as a result of train operations would be the same as the impact described for the SR 152 (North) to Road 13 Wye Alternative. School district bus transportation would be unaffected due to Central Valley Wye alternatives operations because traffic conditions would remain uncongested. Under NEPA, there would be no impact because operation of trains would not interfere with the operation of buses.

1.5.5.4 SR 152 (North) to Road 11 Wye Alternative

Construction

The impacts on school district bus transportation as a result of temporary and permanent road closures would be the same as the impact described for the SR 152 (North) to Road 13 Wye Alternative. There would be both temporary and permanent road closures. After implementation of the aforementioned measures, the effect on school district bus transportation would be correspondingly minimized under NEPA because the out-of-direction travel distances required due to road closures would not result in long detours, and the Authority would work with local jurisdictions to provide additional access, as needed.

Operations

The impacts on school district bus transportation as a result of train operations would be the same as the impact described for the SR 152 (North) to Road 13 Wye Alternative. School district bus transportation would be unaffected due to Central Valley Wye alternatives operations because traffic conditions would remain uncongested. Under NEPA, there would be no impact because operation of trains would not interfere with the operation of buses.

1.6 Significance

1.6.1 Effects on School District Funding from Student Relocations

There would be no impact under NEPA because there are sufficient relocation opportunities within the respective jurisdictions for displaced residents to relocate within the same school district.

1.6.2 Effects on School District Funding from Reduced Property Tax Revenues

The impact under NEPA would be adverse because there would be a fiscal impact on school district funding through reduced property tax revenue. However, this impact would be minor as a small portion of property tax revenue that is devoted to the school district would be affected. No impact would occur under NEPA because the fiscal impact on school district funding through

reduced property tax revenue would be a small portion of property tax revenue that is devoted to the school district.

1.6.3 Effects on School District Bus Transportation as a Result of Temporary and Permanent Road Closures

Construction

Temporary road closures would require rerouting traffic during the construction period. However, the design characteristics of the Central Valley Wye alternatives would serve to minimize temporary construction impacts by reducing traffic congestion and delays through provision of traffic control, signed detours, and construction traffic restrictions. Therefore, no impact would occur under NEPA.

Operations

School district bus transportation would be unaffected by Central Valley Wye alternatives operations because traffic conditions would remain uncongested. Under NEPA, there would be no impact because the operations of trains would not interfere with the operation of buses.

1.7 References

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|-----------|--------------------------------------|
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Attachment D1 Permanent Road Closures by School District within the Resource Study Area

County	School District	Road Closure	Out-of-Direction Travel (miles)
SR 152 (North) to Road 13 Wye Alternative – San Jose to Fresno Leg			
Merced	Dos Palos-Oro Loma Joint Unified	Loma Avenue	0
Merced	Merced Union High El Nido Elementary	Coyote Road	3.1
Merced	Merced Union High El Nido Elementary	Red Top Road	0
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 3	0
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 5	1.5
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 6/Kingwood Road	2.5
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 7/Juniper Road	2.5
Madera	Chowchilla Union High Chowchilla Elementary	Road 8	1.5
Madera	Chowchilla Union High Chowchilla Elementary	Road 10	1.5
Madera	Chowchilla Union High Chowchilla Elementary	Road 11	1.5
Madera	Chowchilla Union High Chowchilla Elementary	Road 13	1.5
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 14	0
Madera	Chowchilla Union High Chowchilla Elementary	Road 14 1/2	1.3
Madera	Chowchilla Union High Chowchilla Elementary	Road 15	1.5
Madera	Chowchilla Union High Chowchilla Elementary	Road 15 3/4	0.8
Madera	Chowchilla Union High Chowchilla Elementary	Road 17	1.0
Madera	Chowchilla Union High Chowchilla Elementary	Road 18	0
Madera	Chowchilla Union High Chowchilla Elementary	Road 19 1/2	2.0

County	School District	Road Closure	Out-of-Direction Travel (miles)
Madera	Chowchilla Union High Chowchilla Elementary	Road 20	0.8
Madera	Madera Unified School District	Avenue 22	3.0
Madera	Madera Unified School District	Road 24	0
Madera	Madera Unified School District	Avenue 20	0
Madera	Madera Unified School District	Road 25	0
SR 152 (North) to Road 13 Wye Alternative – Merced to Fresno Leg			
Merced	Le Grand Union High Plainsburg Union Elementary	Cross Road	0.7
Merced	Le Grand Union High Plainsburg Union Elementary	S Athlone Road	2.8
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 24	0
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 24 1/2	1.5
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 26	1.5
SR 152 (North) to Road 13 Wye Alternative – San Jose to Merced Leg			
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 24	0
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 24 1/2	2.0
Madera	Chowchilla Union High Chowchilla Elementary	Road 13	1.5
SR 152 (North) to Road 19 Wye Alternative – San Jose to Fresno Leg			
Merced	Dos Palos-Oro Loma Joint Unified	Loma Avenue	0
Merced	Merced Union High El Nido Elementary	Coyote Road	3.1
Merced	Merced Union High El Nido Elementary	Red Top Road	0
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 3	0
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 5	1.5
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 6/Kingwood Road	2.5

County	School District	Road Closure	Out-of-Direction Travel (miles)
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 7/Juniper Road	2.5
Madera	Chowchilla Union High Chowchilla Elementary	Road 8	1.5
Madera	Chowchilla Union High Chowchilla Elementary	Road 10	1.5
Madera	Chowchilla Union High Chowchilla Elementary	Road 11	1.5
Madera	Chowchilla Union High Chowchilla Elementary	Road 13	1.5
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 14	0
Madera	Chowchilla Union High Chowchilla Elementary	Road 14 1/2	1.3
Madera	Chowchilla Union High Chowchilla Elementary	Road 15	1.5
Madera	Chowchilla Union High Chowchilla Elementary	Road 15 3/4	0.8
Madera	Chowchilla Union High Chowchilla Elementary	Road 17	1.0
Madera	Chowchilla Union High Chowchilla Elementary	Road 18	0
Madera	Chowchilla Union High Chowchilla Elementary	Road 19 1/2	2.0
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 23	0.8
Madera	Chowchilla Union High Chowchilla Elementary	Road 20	0.8
Madera	Madera Unified School District	Avenue 22	3.0
Madera	Madera Unified School District	Road 24	0
Madera	Madera Unified School District	Avenue 20	0
Madera	Madera Unified School District	Road 25	0

County	School District	Road Closure	Out-of-Direction Travel (miles)
SR 152 (North) to Road 19 Wye Alternative – Merced to Fresno Leg			
Merced	Le Grand Union High Plainsburg Union Elementary	Athlone Road	2.8
Madera	Chowchilla Union High Chowchilla Elementary	Road 20	0.75
Madera	Chowchilla Union High Chowchilla Elementary	Fairlane Court	0
Madera	Chowchilla Union High Chowchilla Elementary	Road 19 1/2	2.0
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 25	0
SR 152 (North) to Road 19 Wye Alternative – San Jose to Merced Leg			
Madera	Chowchilla Union High Chowchilla Elementary	Road 18	0
Madera	Chowchilla Union High Chowchilla Elementary	Sunset Ranch Road	0
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 24 1/2	0
Madera	Chowchilla Union High Chowchilla Elementary	Road 19	0
Avenue 21 to Road 13 Wye Alternative – San Jose to Fresno Leg			
Merced	Dos Palos-Oro Loma Joint Unified	Loma Avenue	0
Merced	Dos Palos-Oro Loma Joint Unified	Hutchins Road	0.6
Merced	Dos Palos-Oro Loma Joint Unified	Willis Road	0
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 3	2.0
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 6/Kingwood Road	2.0
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 8	2.0
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 10	1.5
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 11	1.9
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Avenue 21	1.9

County	School District	Road Closure	Out-of-Direction Travel (miles)
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 15	1.5
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 15 1/2	2.0
Madera	Chowchilla Union High Chowchilla Elementary	Road 17 1/2	0
Madera	Chowchilla Union High Chowchilla Elementary	Road 18 1/2	1.5
Madera	Chowchilla Union High Chowchilla Elementary	Road 19 1/2	1.5
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 21	0.7
Madera	Madera Unified School District	Road 24	1.4
Madera	Madera Unified School District	Avenue 20	0
Avenue 21 to Road 13 Wye Alternative – Merced to Fresno Leg			
Merced	Le Grand Union High Plainsburg Union Elementary	Cross Road	0.7
Merced	Le Grand Union High Plainsburg Union Elementary	S Athlone Road	2.8
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 22	0.9
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 23 1/2	1.9
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 24	0
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 24 1/2	1.5
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 26	1.5
Avenue 21 to Road 13 Wye Alternative – San Jose to Merced Leg			
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Avenue 22	2.0
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 13	1.6

County	School District	Road Closure	Out-of-Direction Travel (miles)
SR 152 (North) to Road 11 Wye Alternative – San Jose to Fresno Leg			
Merced	Dos Palos-Oro Loma Joint Unified	Loma Avenue	0
Merced	Merced Union High El Nido Elementary	Coyote Road	3.1
Merced	Merced Union High El Nido Elementary	Red Top Road	0
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 3	0
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 5	1.5
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 6/Kingwood Road	2.5
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 7/Juniper Road	2.5
Madera	Chowchilla Union High Chowchilla Elementary	Road 8	1.5
Madera	Chowchilla Union High Chowchilla Elementary	Road 10	1.5
Madera	Chowchilla Union High Chowchilla Elementary	Road 11	1.5
Madera	Chowchilla Union High Chowchilla Elementary	Road 13	1.5
Madera	Chowchilla Union High Alview-Dairyland Union Elementary	Road 14	0
Madera	Chowchilla Union High Chowchilla Elementary	Road 14 1/2	1.3
Madera	Chowchilla Union High Chowchilla Elementary	Road 15	1.5
Madera	Chowchilla Union High Chowchilla Elementary	Road 15 3/4	0.8
Madera	Chowchilla Union High Chowchilla Elementary	Road 17	1.0
Madera	Chowchilla Union High Chowchilla Elementary	Road 18	0
Madera	Chowchilla Union High Chowchilla Elementary	Road 19 1/2	2.0
Madera	Chowchilla Union High Chowchilla Elementary	Road 20	0.8

County	School District	Road Closure	Out-of-Direction Travel (miles)
Madera	Madera Unified School District	Avenue 22	3.0
Madera	Madera Unified School District	Road 24	0
Madera	Madera Unified School District	Avenue 20	0
Madera	Madera Unified School District	Road 25	0
SR 152 (North) to Road 11 Wye Alternative – Merced to Fresno Leg			
Merced	Le Grand Union High Plainsburg Union Elementary	Cross Road	0.7
Merced	Le Grand Union High Plainsburg Union Elementary	S Athlone Road	2.8
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 24	0
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 24 1/2	1.5
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 26	1.5
SR 152 (North) to Road 11 Wye Alternative – San Jose to Merced Leg			
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 24	0
Madera	Chowchilla Union High Chowchilla Elementary	Avenue 24 1/2	2.0
Madera	Chowchilla Union High Chowchilla Elementary	Road 13	1.5

S = south
SR = State Route

Attachment D2 Estimated Numbers of Students Affected within School Districts by Alternative

School District	Residential Units Displaced	Estimated Number of Students Affected	School District Enrolment	Percentage of School District Enrolment Affected
SR 152 (North) to Road 13 Wye Alternative				
Merced Union High	6	5	10,039	0.05%
Plainsburg Union Elementary	2	2	129	1.27%
El Nido Elementary	6	4	172	2.46%
Le Grand Union High School	2	2	505	0.32%
Los Banos Unified	0	0	10,260	0.00%
Dos Palos-Oro Loma Joint Unified	1	1	2,277	0.03%
Chowchilla Elementary	69	49	2,190	2.22%
Chowchilla Union High School	85	60	1,026	5.83%
Alview-Dairyland Union Elementary	16	11	352	3.20%
Madera Unified School District	2	1	20,415	0.01%
Total	189	134	47,365	0.28%
SR 152 (North) to Road 19 Wye Alternative				
Merced Union High	10	8	10,039	0.08%
Plainsburg Union Elementary	9	7	129	5.72%
El Nido Elementary	10	7	172	4.09%
Le Grand Union High School	9	7	505	1.46%
Los Banos Unified	0	0	10,260	0.00%
Dos Palos-Oro Loma Joint Unified	2	1	2,277	0.06%
Chowchilla Elementary	97	68	2,190	3.12%
Chowchilla Union High School	80	56	1,026	5.49%
Alview-Dairyland Union Elementary	17	12	352	3.40%
Madera Unified School District	3	2	20,415	0.01%
Total	237	170	47,365	0.36%

School District	Residential Units Displaced	Estimated Number of Students Affected	School District Enrolment	Percentage of School District Enrolment Affected
Avenue 21 to Road 13 Wye Alternative				
Merced Union High	3	2	10,039	0.02%
Plainsburg Union Elementary	1	1	129	0.64%
El Nido Elementary	3	2	172	1.23%
Le Grand Union High School	1	1	505	0.16%
Los Banos Unified	1	1	10,260	0.01%
Dos Palos-Oro Loma Joint Unified	2	1	2,277	0.06%
Chowchilla Elementary	13	9	2,190	0.42%
Chowchilla Union High School	55	39	1,026	3.77%
Alview-Dairyland Union Elementary	42	30	352	8.40%
Madera Unified School District	6	4	20,415	0.02%
Total	127	90	47,365	0.19%
SR 152 (North) to Road 11 Wye Alternative				
Merced Union High	4	3	10,039	0.03%
Plainsburg Union Elementary	5	4	129	3.18%
El Nido Elementary	4	3	172	1.64%
Le Grand Union High School	5	4	505	0.81%
Los Banos Unified	1	1	10,260	0.01%
Dos Palos-Oro Loma Joint Unified	1	1	2,277	0.03%
Chowchilla Elementary	36	25	2,190	1.16%
Chowchilla Union High School	49	34	1,026	3.36%
Alview-Dairyland Union Elementary	13	9	352	2.60%
Madera Unified School District	4	3	20,415	0.01%
Total	122	88	47,365	0.18%

Source: California Department of Education, 2015
 School District enrolment data is from the 2014–2015 school year.
 SR = State Route