

4.14 Socioeconomics

4.14.1 Introduction

This section describes the affected environment and environmental consequences related to socioeconomics from operation of the NEPA Alternatives. Sources of information used in this section are as follows:

- *American Community Survey* (U.S. Census Bureau 2009–2014).
- *American Fact Finder* (U.S. Census Bureau 2010).
- *Bay Area Plan Projections 2013* (Association of Bay Area Governments 2013).
- *Unemployment Rate and Labor Force* (California Employment Development Department 2014).
- *The Envision San Jose 2040 General Plan* (City of San Jose 2011a).
- *The Envision San Jose 2040 General Plan EIR* (City of San Jose 2011b).
- *City of Santa Clara 2010–2035 General Plan* (City of Santa Clara 2010a).
- *City of Santa Clara 2010–2035 General Plan Integrated Final EIR* (City of Santa Clara 2010b).
- *Transportation 2035* (Metropolitan Transportation Commission 2009).
- *VTA's BART Silicon Valley—Phase II Extension Project Socioeconomics and Environmental Justice Technical Memorandum* (Circlepoint 2016).

4.14.2 Environmental and Regulatory Setting

4.14.2.1 Environmental Setting

This section describes the existing socioeconomic conditions within the study area. The study area is defined as the block groups within a 0.5-mile buffer of the alignment. The following analysis isolates the study area to represent a subset of the Cities of San Jose and Santa Clara population that would be closest to the BART Extension and most sensitive to localized effects. San Jose and Santa Clara statistics represent a baseline for demographics on a regional scale and a point of comparison for the study area demographic findings. This analysis compares if and how the study area demographics deviate from the regional demographics (i.e., San Jose and Santa Clara).

Population Trends

Table 4.14-1 shows the San Jose and Santa Clara populations. San Jose is the largest city within Santa Clara County with over 945,942 people in 2010. The Association of Bay Area

Governments (ABAG) projects the population to grow to approximately 1,334,100 people by 2040, a 41 percent increase. Santa Clara’s population was 116,468 people in 2010. ABAG projections show that Santa Clara will grow to approximately 156,500 people over the next several decades, a 34 percent increase.

The Cities of San Jose and Santa Clara have grown over the past 40 years, largely owing to an increase in job growth associated with the high-technology sector. Accessibility to public transit is a major factor in growth trends moving forward. Caltrain service between San Francisco and San Jose, Amtrak Capital Corridor, and VTA light rail network provide access to San Jose and Santa Clara, which has contributed to development trends and population growth as well.

Table 4.14-1: Population Change 2010–2040

Geographic Area	Population		
	2010	2040	Percent Change
San Jose	945,942	1,334,100	41%
Santa Clara	116,468	156,500	34%

Source: ABAG 2013.

Housing and Development

The U.S. Census Bureau defines a household as a group of people, related or not, living together in a dwelling unit. Table 4.14-2 shows the average household sizes of San Jose and Santa Clara. The average household size is approximately 2.9 people per household within the Cities of San Jose and Santa Clara.

Table 4.14-2: Average Household Size

Area	People Per Household
San Jose	3.1
Santa Clara	2.7
<i>Average</i>	<i>2.9</i>

Source: American Community Survey (ACS) data (U.S. Census 2010–2014).

The San Jose General Plan indicates it is no longer feasible for the City to accommodate the increasing population through outward expansion. Such development would have negative economic implications for San Jose as a result of diminished municipal service levels. However, cultural values in San Jose are shifting to demonstrate a growing interest in infill and urban environments. The City expects to attract a younger age group between 20 and 34 who are seeking a more urban lifestyle and who want to live closer to their workplace.

Santa Clara expects to see new high-density housing opportunities as well. Such development encourages affordable and accessible homes for the community and assists in

maintaining existing character and integrity of established neighborhoods. Much of the areas surrounding the existing Santa Clara Caltrain Station and other transit corridors are considered underutilized and are therefore target focus areas for infill redevelopment.

Infill development trends within established growth and focus areas of San Jose and Santa Clara are becoming more common as local goals and policies focus on opportunities to better utilize existing development (See Section 4.14.2.2, *Regulatory Setting*). Table 4.14-3 summarizes housing growth projections within the Cities of San Jose and Santa Clara. ABAG projects that the number of households in San Jose will increase by 43 percent by 2040. This matches the anticipated San Jose population increase of 41 percent by 2040 identified in Table 4.14-3. Santa Clara also projects housing growth to increase consistent with population, at 33 and 34 percent, respectively—a slightly lower percent change than San Jose.

Table 4.14-3: 2010–2040 Household Growth

Geographic Area	Households		
	2010	2040	Percent Change
San Jose	301,366	432,030	43%
Santa Clara	43,021	57,260	33%
Source: ABAG 2013			

Jobs and Employment

Table 4.14-4 provides a breakdown of employment industries by sector. Managerial and professional sector jobs are the largest percentage of jobs for San Jose, Santa Clara, and the study area. Such professions include financial, computer, engineering, sciences, education, community service, healthcare, and technical occupations. Approximately 37 percent of the study area works in the management and professional sector, which is lower than the Santa Clara percentage (51 percent) and the San Jose percentage (43 percent). Additionally, the study area has a higher percentage of service-related jobs (19 percent) than the respective City percentages. Service sector jobs include food preparation, law enforcement, and maintenance occupations.

As discussed in Section 4.14.2.2, *Regulatory Setting*, local goals and policies encourage development and employment opportunities in particular areas. The Cities of San Jose and Santa Clara aim to spur economic and job growth through strategic land use planning that increases the job-to-employed ratio.

Table 4.14-4: Employment by Sector

Sector	San Jose		Santa Clara		Study Area	
	Persons	Percent	Persons	Percent	Persons	Percent
<i>Employed civilian population 16 years and over</i>	512,413	100%	55,528	100%	43,258	100%
Management, professional	221,402	43%	28,498	51%	16,322	37%
Service	92,042	18%	5,142	9%	8535	19%
Sales and office	108,264	21%	12,862	23%	9532	22%
Natural resource, construction, maintenance	37,558	7%	3,127	6%	4415	10%
Production, transportation, and material moving	53,147	10%	5,899	11%	4454	10%

Source: ACS data (U.S. Census 2010–2014).

Table 4.14-5 outlines projected employment growth within San Jose and Santa Clara from 2010 to 2040. San Jose is projected to have a 39 percent increase in employment; Santa Clara is projected to have a 29 percent increase in employment.

Table 4.14-5: 2010–2014 Employment Growth

Geographic Area	Employment (Jobs)		
	2010	2040	Percent Change
San Jose	377,140	524,510	39%
Santa Clara	112,890	146,180	29%

Table 4.14-6 summarizes the employment and unemployment rates for San Jose, Santa Clara, and the study area from the 2014 American Community Survey (ACS) data (U.S. Census 2010–2014). Approximately 12 percent of the study area is unemployed, which is higher than the unemployment rates in San Jose and Santa Clara (6 and 5 percent, respectively).

Table 4.14-6: Employment/Unemployment Rates

Area	Total Labor Force Population	Employed		Unemployed	
		Persons	Percent	Persons	Percent
San Jose	530,500	499,700	94%	30,800	6%
Santa Clara	65,800	62,700	95%	3,100	5%
Study Area	54,646	47,969	88%	6,677	12%

Sources: California Employment Development Department 2014; ACS data (U.S. Census 2010–2014)

Income

Table 4.14-7 summarizes the median household income for San Jose and Santa Clara from the 2014 ACS estimates (U.S. Census 2010–2014). The median household income is also defined for the study area. The study area median household income is \$61,063, which is approximately \$33,000 less than the Santa Clara overall average. The study area median household income is approximately \$23,000 less than the San Jose overall average.

Table 4.14-7: Median Household Income

Geographic Area	Median Household Income
San Jose	\$83,787
Santa Clara	\$93,840
Study Area	\$61,063
Source: ACS data (U.S. Census 2010–2014)	

Table 4.14-8 summarizes per capita income levels from the 2014 ACS estimates. Individuals within the study area make roughly \$5,500 per year less than the overall average in San Jose, and \$11,800 per year less than overall average in Santa Clara.

Table 4.14-8: Per Capita Income

Area	Per Capita Income
San Jose	\$34,992
Santa Clara	\$41,222
Study Area	\$29,439
Source: ACS data (U.S. Census 2010–2014)	

4.14.2.2 Regulatory Setting

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

The Uniform and Real Property Acquisition Policies Act provides important protections and assistance for people affected by federally funded projects. The act was passed by Congress to ensure that people whose real property is acquired, or who require relocation as a result of projects receiving federal funds, will be treated fairly and equitably and will receive assistance in moving from the property they occupy. Direct property acquisition under a project requires providing for relocation assistance services to affected homeowners, renters, and tenant businesses. In addition, residential and commercial property owners should be paid fair market value of any property acquired as a result of a project.

Title VI of the Civil Rights Act of 1964

The Title VI of the Civil Rights Act prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal funding. Direct property acquisition as part of the BART Extension Alternative would require implementation of this act along with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

San Jose

The majority of San Jose's growth is planned for specifically identified Growth Areas within the City limits. The City supports infill growth to maximize mixed-use development and create new opportunities for jobs. The City promotes growth and development trends that maintain social equity by using community-based planning mechanisms. Focused Growth Areas would strategically place high-density housing options in locations with access to public transportation and are within proximity to retail and other services in the surrounding neighborhoods. Growth Areas are planned to encourage pedestrian and bicycle activity with the hope of fostering community identity, while protecting the quality of existing neighborhood character. Portions of the corridor are located within the Urban Village Plan Area, Downtown Plan Area, and the Transit Employment Center within the Urban Growth Boundary line. Accordingly, the City selected these areas for new growth, fiscal, economic, and transportation growth.

The City supports plans to expand BART service and new stations to San Jose in the *City of San Jose 2040 General Plan* (SJGP). The SJGP indicates that new station service would support new development and employment in concentrated areas surrounding such station locations. San Jose includes goals and policies in the SJGP to support community and economic growth as shown Table 4.14-9.

Table 4.14-9: San Jose General Plan Policies

Number	Policy
IE-1.3	As part of the intensification of commercial, Village, Industrial Park and Employment Center job Growth Areas, create complete, mixed-employment areas that include business support uses, public and private amenities, child care, restaurants and retail goods and services that serve employees of these businesses and nearby businesses.
IE-1.4	Manage land uses to enhance employment lands to improve the balance between jobs and workers residing in San José. Strive to achieve a minimum ratio of 1.3 jobs/employed resident to attain fiscal sustainability for the City.
IE-1.5	Promote the intensification of employment activities on sites in close proximity to transit facilities and other existing infrastructure, in particular within the Downtown, North San José, the Berryessa International Business Park and Edenvale.
IE-1.6	Plan land uses, infrastructure development, and other initiatives to maximize utilization of the Mineta San José International Airport, existing and planned transit systems including fixed rail (e.g., High-Speed Rail, BART and Caltrain), Light-Rail and Bus Rapid Transit facilities, and the roadway network. Consistent with other General Plan policies, promote development potential proximate to these transit system investments compatible with their full utilization. Encourage public transit providers to serve employment areas.
IE-1.7	Advance the Diridon Station Area as a world-class transit hub and key transportation center for Northern California.
IE-1.8	Measure and report the number of jobs created in identified Growth Areas during the City Council's periodic review of this General Plan.
IE-1.9	Invest in strategic infrastructure improvements, as appropriate, in order to encourage private investment, reduce new construction costs, increase business efficiency, and in order to support business retention and growth, stimulate economic activity, and employ people.
IE-1.13	Achieve goals related to Quality Neighborhoods, including diverse housing options, a walkable/bikable public street and trail network and compact, mixed-use development where infrastructure exists to distinguish San José as a livable and attractive city, to promote interaction among community members, and to attract talented workers to the City.
IE-4.5	Continue implementation of improvements to Mineta San José International airport facilities pursuant to the Airport Master Plan to maintain and expand regional, trans-continental, and international Airport operations.
IE-4.7	Support Valley Transportation Authority efforts to extend BART service to Downtown San José and to Diridon Station
IE-6.3	Attract job opportunities accessible to all of San José's residents, particularly residents in low-income neighborhoods.
LU-1.1	Foster development patterns that will achieve a complete community in San José, particularly with respect to increasing jobs and economic development and increasing the City's jobs-to-employed resident ratio while recognizing the importance of housing and a resident workforce.
LU-1.3	Within Identified Growth Areas, where consolidation of parcels is necessary to achieve viable designated land uses or other objectives of the Envision General Plan, limit residential development of individual parcels that do not conform to approved Village Plans or further other plan objectives.

Number	Policy
LU-2.1	Provide significant job and housing growth capacity within strategically identified “Growth Areas” in order to maximize use of existing or planned infrastructure (including fixed transit facilities), minimize the environmental impacts of new development, provide for more efficient delivery of City services, and foster the development of more vibrant, walkable urban settings.
LU-2.2	<p>Downtown – The City’s Downtown Strategy plans for ambitious job and housing growth capacity in the Downtown area to reinforce its role as San Jose’s civic, cultural and symbolic center and to support key infrastructure investments, including the planned BART and High-Speed Rail systems.</p> <p>Employment Lands – The Plan supports significant intensification of employment activity within each of the City’s major employment districts (North San José, Monterey Corridor, Edenvale, Berryessa/International Business Park, Mabury, East Gish and Senter Road and North Coyote Valley). Within the North San José, Berryessa / International Business Park and Old Edenvale areas, a centralized sub-area with strong transit access has been designated as an Employment Center to support mid-rise or high-rise employment development. The Employment Center in the northeast corner of the Berryessa / International Business Park area is also classified as a BART station area due to its proximity to the planned Milpitas BART station and existing Capitol Avenue Light Rail stations.</p> <p>Urban Villages: BART/Caltrain Station Areas – To maximize utilization of the Caltrain and BART systems, support regional commuting and foster the City’s growth as a regional job center, significant new job growth capacity is planned for the each of the BART / Caltrain Urban Villages. Significant job and housing growth capacity is planned for the Berryessa BART station area in order to support intensification of the station area as a regional employment destination and to achieve a level of density consistent with that planned for other BART and Light Rail station areas.</p>
TR-1.1	Accommodate and encourage use of non-automobile transportation modes to achieve San José’s mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).
TR-1.2	Update the City’s engineering standards for public and private streets based on the new street typologies that incorporate the concept of “complete streets.”
TR-3.7	Regularly collaborate with BART to coordinate planning efforts for the proposed Silicon Valley Rapid Transit Corridor Project (SVRTC Project) to San José/Santa Clara with appropriate land use designations and transportation connections.

Santa Clara

Santa Clara encourages new development to meet the needs of projected population growth and to ensure new development is accommodated and supported with the appropriate infrastructure and economic services. Such growth is focused to particular areas, as discussed in the *City of Santa Clara 2010-2035 General Plan (SCGP)*. The BART Extension would be within the Santa Clara Station Focus Area. Santa Clara projects future development in this area to include extended BART service. The Santa Clara Station Area is currently served by Caltrain, Altamont Commuter Express, and VTA bus lines and is consistent with designated land uses and SCGP policies. The Santa Clara Station Focus Area would provide opportunities for new development of housing, offices, retail, hotels, restaurants, and parks within its geographic area with an assumed development of 1,490,000 square feet for commercial development, 550,000 square feet for office development, and 1,663 additional

dwelling units. Santa Clara includes goals and policies in the SCGP to support community and economic growth as shown Table 4.14-10.

Table 4.14-10: Santa Clara General Plan Policies

Number	Policy
5.8-3-P1	Support a coordinated regional transit system that circles the South Bay and the Peninsula, including existing and planned Bay Area Rapid Transit, Amtrak, Altamont Commuter Express, Caltrain, Valley Transportation Authority and High Speed Rail facilities.
5.8.3-P3	Support transit priority for designated Bus Rapid Transit, or similar transit services, through traffic signal priority, bus queue jump lanes, exclusive transit lanes and other appropriate techniques.
5.8.3-P4	Encourage the continued efforts by other agencies to provide transit services that are accessible and meet the needs of all segments of the population, including youth, seniors, persons with disabilities and low-income households
5.8.3-P5	Facilitate implementation of the transit system defined in the transit network classifications and illustrated on the Transit Network Diagram in Figure 5.7-2.
5.8-3-P6	Encourage additional multimodal transit centers and stops in order to provide convenient access to commuter rail, buses, shuttle and taxi services.
5.8.3-P7	Provide transit stops at safe, efficient and convenient locations to maximize ridership, including near employment centers, higher-density residential developments and Downtown.
5.8.3-P9	Require new development to incorporate reduced onsite parking and provide enhanced amenities, such as pedestrian links, benches and lighting, in order to encourage transit use and increase access to transit services.
5.8.4-P4	Facilitate implementation of the bicycle and pedestrian classifications as illustrated on the Bicycle and Pedestrian Network Diagram in Figure 5.7-3.
5.3.1-P5	Implement a range of development densities and intensities within General Plan land use classification requirements to provide diversity, use land efficiently and meet population and employment growth.
5.4.3-G3	A link between the Santa Clara Station and a variety of transit options that offer viable transportation alternatives throughout the City and the region.

4.14.3 Methodology

An *adverse effect* would occur if the BART Extension Alternative would influence socioeconomic trends (e.g., population, housing, employment, income) to be inconsistent with existing local general plans.

4.14.4 Environmental Consequences and Mitigation Measures

This section identifies impacts and evaluates whether they would be adverse according to NEPA, using the criteria noted in Section 4.14.3, *Methodology* (i.e., context and intensity). This section also identifies measures to avoid, minimize, or mitigate impacts.

4.14.4.1 No Build Alternative

The No Build Alternative consists of the existing transit and roadway networks and planned and programmed improvements (see Chapter 2, Section 2.2.1, *NEPA No Build Alternative*, for a list of these projects). These projects would likely result in effects on socioeconomics typically associated with transit, highway, bicycle, and pedestrian facilities and roadway projects. Projects planned under the No Build Alternative would undergo separate environmental review to determine whether the projects would adversely affect socioeconomics, which would include an analysis of mitigation measures to mitigate potential impacts on socioeconomics. With the No Build Alternative, land uses along the alignment would be built out in accordance with the Cities of San Jose and Santa Clara General Plans. This would include residential, commercial, and industrial projects.

4.14.4.2 BART Extension Alternative

Population

Implementation of the BART Extension Alternative would expand BART service to the greater San Jose and Santa Clara communities, thereby increasing connectivity in the regional San Francisco Bay Area. Accordingly, implementation of the BART Extension Alternative would accommodate growth on a regional level.

By increasing connectivity and access to BART service, the BART Extension would indirectly result in the development and intensification of land uses in cities surrounding the study area. However, indirect growth potentially resulting from the BART Extension is already planned for and forecasted in land use regulating documents (i.e., SJGP and SCGP) and is discussed in Section 4.14.2.2, *Regulatory Setting*. Such infill-type development intensification would most likely occur in areas already planned for growth by the surrounding cities. Therefore, *no adverse impacts* related to population would occur.

Employment

As further described below, above-ground BART Extension features would require displacement and relocation of some businesses, which would potentially result in some job loss; however, VTA will work with the business owners to relocate businesses to eliminate long-term impacts on employees or owners. The BART Extension Alternative would generate some direct employment associated with operation and maintenance of BART service. Once in operation, the BART Extension would also indirectly facilitate residential and employment growth planned for the regional area, particularly around station areas, consistent with the general plans. Expanded BART service would improve transit reliability and services throughout the corridor and provide new stations that would improve regional access to downtown employment opportunities. As indicated, approximately 12 percent of the study area population is unemployed. Thus, such opportunities would be a beneficial impact, particularly in the immediate areas surrounding the alignment. Additionally, enhanced access to public transit would likely increase the ability for residents to travel to

other cities in the Bay Area for other available employment opportunities. Therefore, *no adverse impacts* related to employment would occur.

Displacements and Acquisitions

The BART Extension would require property acquisitions and resultant displacements from acquiring the underlying property in whole or in part. Property acquisition and resultant displacements would occur prior to the start of construction. The types of displacements associated with the BART Extension are described below. Table 4.14-11 shows the number and type of displacement that would occur from implementing the BART Extension. *VTA’s BART Silicon Valley—Phase II Extension Project Socioeconomics and Environmental Justice Technical Memorandum* (Circlepoint 2016) includes acquisitions by type and assessor parcel number (APN).

Table 4.14-11: BART Extension Alternative – Summary of Displacements

Location	Residences	Businesses	RV Storage Spaces	Advertising Signs	Cell Tower
CSAs near East Tunnel Portal	0	7	250	2	0
Alum Rock/28 th Street Station	0	4	0	2	0
13 th Street Ventilation Structure	0	1	0	2	0
Downtown San Jose Station	-	-	-	-	-
East Option	0	10	0	0	0
West Option	0	6	0	0	0
Diridon Station	-	-	-	-	-
South Option	1	3	0	0	0
North Option	1	3	0	0	0
Stockton Ave Ventilation Structure ^a	0	1-8	0	0	0
Santa Clara Maintenance Facility	0	0	0	0	1
Santa Clara Station	0	1	0	0	0
Range of Total Displacements	1	23-34	250	6	1
^a The Stockton Avenue ventilation structure includes displacements presented as a range because three properties are being considered for the four optional locations. The final decision will depend on the environmental analysis conclusions and property negotiations and will be made during Final Design.					

Approximately 1 residence, 23 to 34 businesses, 250 recreational vehicle (RV) storage tenants, 6 advertising signs, and one cell tower (relocated within the same parcel to avoid conflict with the alignment) would be displaced by the BART Extension. The estimate of permanent displacements herein is based on property utilization in the winter of 2016. Estimates presented here are based on Appendix B, *Project Plans and Profiles*, and Appendix C, *BART Station Site Plans*.

Additionally, tunnel easements would be obtained from private properties, but would not require property acquisitions or other associated surface impacts because they would be entirely underground. Approximately 110 tunnel easements under private properties and

26 tunnel easements under public rights-of-way (ROW) (City streets, highways, Caltrain, City parks, and waterways) would be required to construct the tunnel alignment. These tunnel easements would not cause the displacement of any businesses or residences.

VTA will adhere to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) and FTA guidelines in acquiring real estate and relocating occupants, in addition to applicable state laws and regulations. During final design, the ROW drawings, which will identify all permanent and temporary property acquisitions for the BART Extension, will be finalized. VTA will prepare a Real Estate Acquisition Management Plan (RAMP) and Relocation Assistance Plan (RAP), as required by the FTA, based on those parcels identified in the final ROW plans. Therefore, *no adverse socioeconomic effects* related to displacement and relocation would occur.

Connection to Phase I/East Tunnel Portal

Several construction staging areas would be required to construct the BART Extension and are considered to be temporary property acquisitions. Although use of these properties would only be temporary during construction, all existing businesses would be relocated, and all existing structures would be demolished and removed to allow for the use of these sites for storage of construction equipment and materials. Acquisition of these staging areas would displace 6 industrial businesses, 1 non-profit business, and approximately 250 RV storage tenant spaces. These RV spaces are used for parking and storage, not for residential purposes. The businesses that would be displaced in this area are mostly industrial or commercial warehouse types of establishments within an entirely industrial area. These establishments may be an employment source for the local and regional community; thus, relocation would have a temporary effect on employees during the transition. VTA will work with the business owners to relocate businesses with no anticipated long-term impacts on employees or owners. No residential properties would be acquired in this segment of the alignment.

Tunnel Easements

Tunnel easements would be obtained from approximately 40 private properties for the tunnel alignment from the East Tunnel Portal to US 101. Tunnel easements would not require property acquisitions or other associated surface impacts because they would be entirely underground.

Alum Rock/28th Street Station

Construction of Alum Rock/28th Street Station would cause the displacement of four light industrial businesses and one billboard structure with double-facing advertising signs. The businesses that would be displaced in this area are mostly industrial warehouse types of establishments within an entirely industrial area. These establishments may be an employment source for the local and regional community; thus, relocation would have a temporary effect on employees during the transition. The BART Extension would not

displace the Five Wounds National Portuguese Church and associated facilities or the Cristo Rey San Jose Jesuit High School.

Tunnel Easements

Tunnel easements would be obtained from an estimated 12 private properties for the tunnel alignment from 28th to 24th Streets. Tunnel easements would not require property acquisitions or other associated surface impacts because they would be entirely underground.

Tunnel Alignment near Coyote Creek

Construction of the 13th Street Ventilation Structure would cause the displacement of one medical office business and one billboard structure with double-facing advertising signs. This business is not likely to be a large source of employment within the local community. No residential properties would be acquired in this segment of the alignment.

Tunnel Easements

Near Coyote Creek, tunnel easements would be obtained from an estimated 13 private properties between 22nd and 12th Streets. Tunnel easements would not require property acquisitions or other associated surface impacts because they would be entirely underground.

Downtown San Jose Station

Downtown San Jose Station East Option

Construction of the East Option would displace nine businesses. The businesses include one discount grocery store, one hair salon, two bars, one bakery, one check cashing store, three restaurants, and one gas station. These establishments may be an employment source for the local and regional community; thus relocation would have a temporary effect on employees during the transition. Additionally, residents and employees that work in the downtown area access these businesses regularly for errands or during the work day. Community members and consumers would be able to access similar types of business establishments that offer comparable services within the nearby area. No residential properties would be acquired for the Downtown San Jose Station East Option.

Downtown San Jose Station West Option

Construction of the Downtown San Jose Station West Option would displace six businesses. These businesses include two bars, one bakery, one check-cashing store, one restaurant, and one gas station. The establishments may be an employment source for the local and regional community; thus relocation would have a temporary effect on employees during the transition. Additionally, residents and employees who work in the downtown area access these businesses regularly for errands or during the work day. Community members and consumers would be able to access similar types of business establishments that offer comparable services within the nearby area. No residential properties would be acquired for the Downtown San Jose Station West Option.

Diridon Station

Diridon Station South and North Options

The Diridon Station South and North Options would cause the same displacements: two industrial businesses and one residence. These establishments may be an employment source for the local and regional community; thus relocation would have a temporary effect on employees during the transition. VTA will work with the business owners to relocate businesses with no anticipated long-term impacts on employees or owners.

There would be one displacement of a single-family residence on South Autumn Street; however, the property owner would be compensated in compliance with all the requirements of the Uniform Act and state regulations—Relocation Assistance and Real Property Acquisition Guidelines (Title 25, California Administrative Code Ch. 6, Art 1, Section 6000 et seq.). The residence is surrounded by industrial and commercial uses; only one other residence is located on Autumn Street between Santa Clara and San Fernando Streets. The removal of this residence would not cause or contribute to the physical division of a community.

Tunnel Easements

Tunnel easements would be obtained for an estimated 9 private properties for the alignment from Almaden Boulevard to Diridon Station and from approximately 33 private properties for the alignment from Diridon Station to just north of Pershing Avenue. Tunnel easements would not require property acquisitions or other associated surface impacts because they would be entirely underground.

Continuation of Tunnel Alignment

Of the three alternate locations for a mid-tunnel ventilation facility between Diridon Station and Santa Clara Station, the most southern alternate location would cause the displacement of one industrial business; the second alternate location would cause the displacement of eight industrial businesses; the third and most northern alternate location would cause the displacement of two industrial businesses.

The businesses that would be displaced in this area are mostly industrial warehouse establishments. As a result, local residents of the community likely do not visit these establishments on a regular daily basis. However, these establishments may be an employment source for the local and regional community; thus, relocation would have a temporary effect on employees during the transition.

Tunnel Easements

An estimated five tunnel easements would be obtained from private properties between Emory Street and the Newhall Maintenance Facility. Tunnel easements would not require property acquisitions or other associated surface impacts because they would be entirely underground.

End-of-the-Line Newhall Maintenance Facility

The Newhall Maintenance Facility would be constructed on the former UPRR Newhall Yard. No residential or business displacements would be required; however, one cellular tower located just south of De La Cruz Boulevard would need to be relocated within the same parcel to avoid conflict with the alignment. The property is owned by the City of Santa Clara and leased to a private company. Relocation of the cellular tower would require a building permit from the City of Santa Clara and new lease agreement.

Santa Clara Station

Construction of Santa Clara Station may cause the displacement of a business. No residences would be affected.

Relocation Programs/Requirements

All displacement and relocation activities would be conducted in accordance with the Uniform Act, which ensures the fair and equitable treatment of persons and businesses whose real property is acquired or who are displaced as a result of a federal or federally assisted project. Government-wide regulations provide procedural and other requirements (appraisals, payment of fair market value, notice to owners, etc.) in the acquisition of real property and provide for relocation payments and advisory assistance in the relocation of persons and businesses.

VTA's Relocation Program, which complies with federal relocation requirements, provides assistance to affected residence and business owners. This assistance, which varies on a case-by-case basis, can be both financial (e.g., moving costs, rent subsidies, relocation costs, personal property losses, reestablishment expenses, etc.) and technical (e.g., providing information regarding suitable replacement sites, providing referrals, assisting with lease negotiations, assisting with moving logistics, etc.). Business owners also have the option of receiving a fixed payment in lieu of the payments for actual moving and related expenses and actual reasonable reestablishment expenses.

When acquisition occurs, properties would be appraised at fair market value and offers would be based on just compensation. For relocation, the availability of alternate sites would vary; however, the economy is characterized by a comfortable vacancy rate in the BART Extension area, which could easily accommodate the need for relocation space in a similar price range.

During final design and engineering, VTA may determine that some parcels can be temporarily leased prior to being needed for construction. Also, the number of displacements, property acquisitions, and related relocations and easements required could change during final design and engineering, as could the amount of land required from individual parcels.

Federal and state laws require consistent and fair treatment of owners of property to be acquired, including just compensation for their property. These laws also require uniform and

equitable treatment of displaced persons or businesses. The provisions of VTA's Relocation Program will mitigate any adverse effects of the business and residential displacements.

4.14.5 NEPA Conclusion

Most of the property acquisitions required for the BART Extension Alternative would displace industrial and commercial types of businesses. VTA will work with the business owners to relocate businesses to minimize long-term impacts on employees and owners. VTA will prepare a RAMP and RAP, as required by FTA, addressing all of the parcels identified in the final ROW plans. VTA will adhere to the Uniform Act and FTA guidelines in acquiring real estate and relocating occupants, in addition to applicable state laws and regulations.

The final property acquisitions required to construct the BART Extension Alternative may change (i.e., increase or decrease in size, change type, and/or change from permanent to temporary, etc.) during final design and construction. Also, during final design and construction, additional easements may be identified such as temporary construction easements, temporary access easements, and long-term maintenance and access easements. It is the intent of this and previous environmental documents to disclose the potential environmental impacts of acquisitions known at the time the environmental document is prepared while recognizing that some adjustments may be necessary based on final design and/or working with individual property owners during the acquisition process or during construction. Should additional modifications beyond the scope of this environmental document trigger the need for additional environmental review, the necessary additional environmental analyses will be prepared.

Implementation of the BART Extension Alternative would accommodate growth on a regional level. By increasing connectivity and access to BART service, the BART Extension Alternative would indirectly result in the development and intensification of land uses in cities surrounding the study area. However, such population is anticipated in San Jose and Santa Clara land use planning documents. Once in operation, the BART Extension Alternative would also indirectly facilitate residential and employment growth planned for the regional area, particularly around station areas, consistent with the general plans. As a result, the BART Extension Alternative would have *no adverse effect* on socioeconomics.