

4.12 SOCIOECONOMICS

This section presents a summary of the existing socioeconomic conditions in the vicinity of the project and within the study area. Existing conditions are discussed relative to population, housing, ethnicity, income, availability of private transportation, jobs and employment, and environmental justice. The study area for the socioeconomic analysis aligns with the SVRTC as defined by the FTA New Starts process encompassing an area of approximately ½-mile to one-mile on each side of the corridor. The study area includes portions of the cities of Fremont, Milpitas, San Jose, and Santa Clara. The data presented are from the *2000 U.S. Census and ABAG Projections 2007*. Detailed socioeconomic data for the study area can be found in Appendix J.

4.12.1 POPULATION

Study area regional and local demographics are shown in Table 4.12-1. The study area population of 240,375 represents approximately 17 percent of Alameda County's population and 14 percent of Santa Clara County's population. The study area population represents approximately 19 percent of the total population of the cities of Fremont, Milpitas, San Jose and Santa Clara through which the corridor travels.

Table 4.12-1 Population, Race, Hispanic Origin and Age: 2000

Area	Population	Percent White	Percent Black	Percent Hispanic	Percent Asian	Percent Other	Percent Under Age 18	Percent Over Age 65
Total Study Area	240,375	28%	3%	33%	32%	3.9%	25%	11%
Alameda County	1,443,741	41%	15%	19%	20%	5%	27%	10%
City of Fremont	203,413	41%	3%	13%	37%	4.75%	29%	8%
Santa Clara County	1,682,585	44%	3%	24%	25%	3.75%	10%	10%
City of Milpitas	62,698	24%	4%	17%	51%	4%	27%	7%
City of San Jose	894,943	36%	3%	30%	27%	3.75%	29%	9%
City of Santa Clara	102,361	48%	2%	16%	29%	4.75%	23%	11%

^a Other includes American Indian, Alaska Native, Native Hawaiian, Pacific Islander, Some Other Race, and Two or More Races.

Source: 2000 U.S. Census Data.

As compared to Alameda County, the study area population has a similar distribution of residents over 65 and residents under age 18. The study area, when compared to Santa Clara County, has a similar distribution of residents over 65 and a larger percentage of residents under age 18. The study area has a higher percentage of residents over 65 than the cities of Fremont, Milpitas and San Jose. The percentage of residents under age 18 in the study area is similar to the cities of Fremont, Milpitas, San Jose and Santa Clara.

Approximately 72 percent of study area residents are members of minority groups. This compares to a 59 percent minority population in Alameda County and the City of Fremont. In Santa Clara County, 56 percent of the population is represented by minorities, with 76 percent minority in the City of Milpitas, 64 percent in the City of San Jose, and 52 percent in the City of Santa Clara.

4.12.2 HOUSING

Households

A household, as defined by the U.S. Census Bureau, is a group of people, related or not, living together in a dwelling unit. In 2000, there were 72,677 households in the study area, with an average household size of 3.04 persons (see Table 4.12-2). Sixty-seven percent were family households. The study area's average household size was higher than Alameda County, Santa Clara County, and the cities of Fremont and Santa Clara. The City of Fremont and Santa Clara County had very comparable average household sizes of 2.96 and 2.92, while Alameda County's average household size of 2.71 was lower and the average household size for the City of Milpitas and the City of San Jose, 3.47 and 3.20 persons, were both higher than the study area. The City of Santa Clara has the smallest average household size, 2.58 persons.

Table 4.12-2: Household Characteristics (2000)

Area	Number of Households	Average Household Size	Total Number of Families
Total Study Area	72,677	3.04	48,763
Alameda County	523,366	2.71	339,096
City of Fremont	68,237	2.96	52,228
Santa Clara County	565,863	2.92	597,329
City of Milpitas	17,132	3.47	14,002
City of San Jose	276,598	3.20	203,681
City of Santa Clara	38,526	2.58	24,100

Source: 2000 U.S. Census Data.

Housing Without Private Transportation

Occupied housing units without private transportation are included in the definition of transit-dependent populations. The individuals in these housing units rely on public transportation services for access to employment opportunities, school, social/recreational functions, medical appointments, and mobility in general. Approximately 10 percent of the housing units in the study area are without private transportation (see Table 4.12-3). In contrast to Alameda County (where 11 percent of

housing units are without private transportation), residents of Santa Clara County and the cities of Fremont, Milpitas, San Jose, and Santa Clara are significantly less transit-dependent as defined by the availability of private transportation (having only 5 to 6 percent of housing units that are without private transportation).

Table 4.12-3: Housing without Private Transportation (2000)

Area	Total Housing Units (Occupied)	Housing Units Without Private Transport	Percent Housing Units Without Private Transport
Total Study Area	69,980	6,730	10%
Alameda County	523,366	57,287	11%
City of Fremont	68,237	3,109	5%
Santa Clara County	565,863	31,978	6%
City of Milpitas	17,132	850	5%
City of San Jose	276,598	16,885	6%
City of Santa Clara	38,526	2,360	6%

Source: 2000 U.S. Census Data.

4.12.3 JOBS AND EMPLOYMENT

Jobs

Total jobs in the study area and their distribution among the various employment sectors are shown on Table 4.12-4. In 2000, the study area provided approximately 240,254 jobs, with the largest job sectors being manufacturing and service, similar to the regional and local patterns. The study area, however, had a lower percentage of service jobs than the counties and all cities except Milpitas. It had a higher percentage of manufacturing jobs than Alameda County, Santa Clara County and the City of San Jose.

The services industry is Alameda and Santa Clara counties' largest economic sector, followed by manufacturing, and retail trade. The Port of Oakland, with one of the nation's major containerized shipping facilities, has helped make Alameda County an important transportation center. Santa Clara County is a major employment center for the region, providing more than a quarter of all jobs in the Bay Area. In 2000, the services, manufacturing, and retail trade sectors combined accounted for 87 percent of jobs in the County.

Table 4.12-4: Jobs by Sector (2000)

Area	Total Jobs	Agriculture ^a	Manufacturing ^b	Retail	Service ^c	Other ^d
Total Study Area ^e	240,254	1,398	80,226	25,881	88,082	44,667
Alameda County	750,160	1,940	194,120	83,900	363,290	106,910
City of Fremont	104,830	90	45,370	10,250	38,910	10,210
Santa Clara County	1,044,130	4,560	346,520	100,570	458,780	133,700
City of Milpitas	53,980	180	30,310	4,420	13,490	5,580
City of San Jose	432,480	1,370	132,060	44,450	192,050	62,550
City of Santa Clara	131,690	220	60,160	9,280	46,490	15,540

^a Agriculture includes natural resources.

^b Manufacturing includes wholesale, transportation and utilities.

^c Service includes financial and leasing, professional and managerial, health and educational, and arts, recreation and other services.

^d Other Jobs includes construction, information, and government.

^e The "Study Area" definition is the same as that used for the FTA "New Starts" process and covers an area approximately 1.5 to 2 miles wide from the BART Warm Springs Station to the proposed Santa Clara Station.

Source: ABAG Projections 2007.

The City of Fremont's principal businesses are in the commercial and industrial sectors, including the New United Motor Manufacturing (NUMMI) plant, a joint venture of General Motors and Toyota. As part of Silicon Valley, Fremont is also home to a large technology sector. The City of Milpitas is home to a broad range of small and large businesses and industries and is a vital component of the high-tech Silicon Valley. The City of San Jose has an extremely concentrated high-tech industry and is now home to over 11,400 high-tech companies employing over 250,000 people. Most notable are the company headquarters of Cisco Systems, Inc., eBay, Adobe Systems, Inc., AboveNet, Inc., and Secure Computing Corporation. High-tech companies in downtown San Jose include Internet service providers such as Earthlink. The City of Santa Clara's employment base includes 131,690 jobs primarily in the manufacturing, wholesale, and service sectors.

Employment

The labor force by occupation for the study area and region is shown on Table 4.12-5. The number of employed and unemployed residents and employment by sector are shown. The labor force as defined here includes individuals who reside in the study area but may or may not commute to jobs elsewhere.

Based on U.S. Census data there were approximately 110,282 employed residents within the study area. The highest numbers of employed residents worked in the service sector (44 percent) with the next highest in manufacturing (37 percent), followed by the retail sector (9 percent) and other (7 percent). Agriculture represented approximately 1 percent of the labor force in the study area. This labor force distribution

pattern (service being the highest, followed by manufacturing, retail and other) was consistent with the patterns in Alameda and Santa Clara counties, and the cities of Fremont, San Jose and Santa Clara. The City of Milpitas showed the highest number of employed residents in the manufacturing (48 percent) sector, followed by service (38 percent), retail (8 percent) and other (6 percent).

Alameda County employed residents worked primarily in the service sector (56 percent), followed by manufacturing (24 percent), retail (11 percent) and other (9 percent). Santa Clara County employed residents also worked primarily in the service sector (49 percent), followed by manufacturing (33 percent), retail (10 percent), and other (8 percent). The City of Fremont employment distribution continued the countywide pattern with 47 percent service, 35 percent manufacturing, 11 percent retail and 7 percent other. The City of San Jose showed an employment distribution of 46 percent service, 35 percent manufacturing, 11 percent retail, and 8 percent other. The City of Santa Clara showed an employment distribution of 48 percent service, 37 percent manufacturing, 9 percent retail, and 6 percent other.

Table 4.12-5: Resident Employment By Sector (2000)

Area	# Employed Residents	Ag ^a	Mfg ^b	Retail	Service ^c	Other Jobs ^d	# Unemployed Residents
Total Study Area ^e	110,282	603	40,979	10,276	48,678	7,475	5,409
Alameda County	692,833	1,741	167,020	74,749	384,771	64,552	40,361
City of Fremont	102,187	163	36,219	11,526	47,595	6,684	4,181
Santa Clara County	843,912	4,364	280,845	83,369	411,891	63,433	34,194
City of Milpitas	30,302	183	14,447	2,501	11,489	1,682	1,178
City of San Jose	436,890	1,552	151,520	45,941	200,943	37,002	19,552
City of Santa Clara	55,528	52	20,281	5,261	26,489	3,445	1,944

^a Agriculture includes natural resources.

^b Manufacturing includes wholesale, transportation and utilities.

^c Service includes financial and leasing, professional and managerial, health and educational, arts, recreation and other services.

^d Other Jobs includes construction and public administration.

^e The "Study Area" definition is the same as that used for the FTA "New Starts" process and covers an area approximately 1.5 to 2 miles wide from the BART Warm Springs Station to the proposed Santa Clara Station.

Source: 2000 U.S. Census Data.

4.12.4 INCOME

According to the 2000 U.S. Census, as shown in Table 4.12-6, the 2000 median household income for the study area census tract block groups was \$66,568¹ and 10 percent of area households were below poverty level. Alameda County, with a median household income of \$55,946, had the same percentage of households below poverty level as the study area. In contrast, the proportion of households in poverty in the City of Fremont was lower, at 4 percent, and the median household income at \$76,579, was higher. In Santa Clara County and the cities of Milpitas, San Jose, and Santa Clara, the proportion of households living in poverty was also lower than the study area, ranging from 4 to 7 percent, and the respective median household incomes of \$74,335, \$84,429, \$70,243, and \$69,466 were higher.

Table 4.12-6: Household Income and Poverty Status (2000)

Area	Median Household Income	Households Below Poverty Level	Percent Below Poverty Level
Total Study Area	\$66,568 ^a	7,031	10%
Alameda County	\$55,946	51,410	10%
City of Fremont	\$76,579	3,049	4%
Santa Clara County	\$74,335	34,535	6%
City of Milpitas	\$84,429	655	4%
City of San Jose	\$70,243	19,737	7%
City of Santa Clara	\$69,466	2,543	7%

^a This figure is an average of the median household incomes in the study area. See Appendix J for a complete breakdown of median household income in the study area by census block group.

Source: 2000 U.S. Census Data.

4.12.5 ENVIRONMENTAL JUSTICE CONSIDERATIONS

Determination of the presence of environmental justice populations and the potential effects on these populations rely, to a large degree, on analysis of demographic information, such as the U.S. census data and information gathered through public involvement and outreach activities.

Regulatory Considerations

Federal laws and regulations guide the analysis of environmental justice. These include:

¹ This figure is an average of the median household incomes in the study area. See Appendix J for a complete breakdown of median household income in the study area by census block group.

- Federal Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, dated February 11, 1994, directs federal agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health and environmental effects, including interrelated social and economic effects of the programs, and activities on minority populations and low-income populations of the United States and assuring that project information is available to those populations.
- Title VI of the Civil Rights Act of 1964 and related statutes prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. Direct property acquisition under the BEP and SVRTP alternatives would require implementation of this Act along with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

The environmental justice analysis was prepared following Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations (1994). The methodology was based on Federal Highway Administration (FHWA) Order 6640.23 (December 2, 1998) and the Department of Transportation (DOT) Order on Environmental Justice (April 15, 1997). Ethnic and racial minority and/or low-income population groups in the affected community are identified in this report using 2000 U.S. Census data that describe racial and income characteristics.

Minority and/or low-income populations are identified when (a) the minority or low income population of a community exceeds fifty percent of the total population of the community or (b) the minority or low-income population percentage in a community is meaningfully greater than the majority or low-income population in the general population. For the purposes of this analysis, “meaningfully greater” was assumed to be more than ten percentage points higher than the percentage of minorities or low-income households in the County. A “community” was defined as a census block, and 2000 U.S. Census data was used to calculate the percentage of minority individuals and low-income households in each. The percentage of minority and/or low-income populations within the study area was compared to Alameda and Santa Clara counties (the “general population”) as applicable.

The DOT Order on Environmental Justice and FHWA Order 12898 define low-income as a household income at or below the Department of Health and Human Services Poverty Guidelines. Under this guidance the poverty threshold for a three-person family would be any family at or below an annual income of \$18,310. Since this threshold does not take into account the high cost of living in the Bay Area, the more conservative Department of Housing and Urban Development guidelines are used for the analysis in this EIS.

The Department of Housing and Urban Development defines a low-income household as one in which income is 80 percent, or less, of the County median income. As identified previously in Table 4.12-6, the median income for Alameda County was \$55,946 and Santa Clara County was \$74,335. Eighty percent of these figures (the low-income threshold) would be \$44,756 and \$59,468 respectively.

As defined in Executive Order 12898 and subsequent agency guidance, the term “minority” includes any individual who is an American Indian or Alaskan Native, Asian or Pacific Islander (including Native Hawaiian), Black/African American (not of Hispanic Origin), or Hispanic/Latino. .

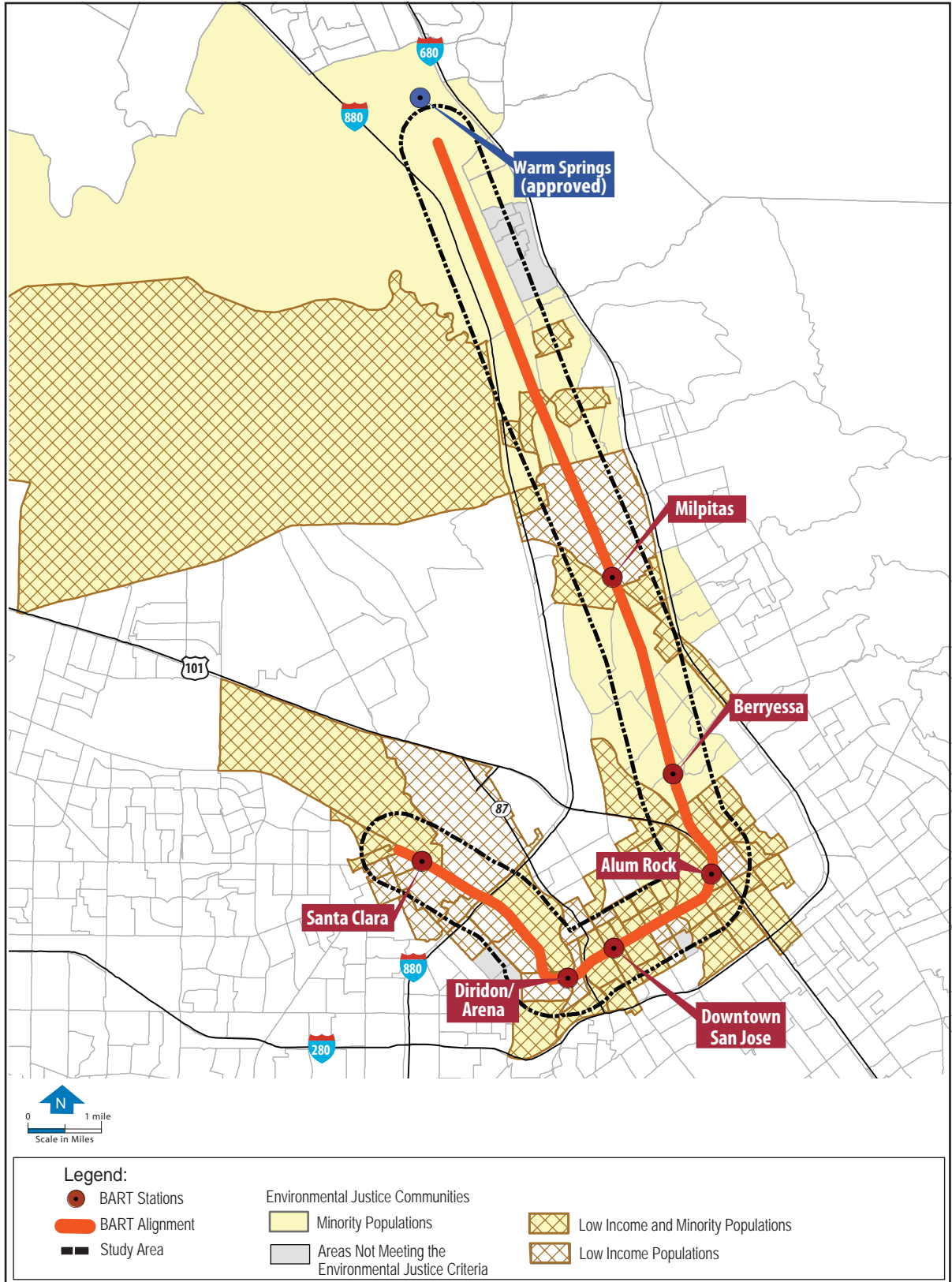
The study area for environmental justice was based on FTA’s “New Starts” process and covers an area approximately ½-mile to one-mile on each side of the proposed BART alignment. Low-income and minority communities in the study area are shown in Figure 4.12-1.

Identification of Minority and Low Income Communities

As shown in Figure 4.12-1, the alignment passes through many low-income and minority populations. The majority of the study area is within a low-income population, minority population, or both.

As shown in Table 4.12-7, the study area comprises a variety of neighborhoods and a diverse, multi-ethnic population. The ethnic composition for the study area has higher percentages of Asian and Hispanic populations, than either Alameda or Santa Clara County. Approximately 72 percent of study area residents are members of minority groups, including individuals of Hispanic/Latino origin. This compares to a 59 percent minority population in Alameda County and the City of Fremont. In Santa Clara County, 56 percent of the population is represented by minorities, with 76 percent in the City of Milpitas, 64 percent in the City of San Jose, and 52 percent in the City of Santa Clara. Census blocks that qualify as minority communities along the alignment are shown in Figure 4.12-1.

The study area also passes through many low-income areas. The communities within the study area that meet the low-income criteria are shown in Figure 4.12-1.



Source: US Census Bureau, S1 Tables, 1999-2000.

Figure 4.12-1: Environmental Justice Communities - Existing Conditions

Table 4.12-7: Ethnic Composition in the SVRTC (2000)

Area	Total Population	White	% of Total	Black or African American	% of Total	Hispanic	% of Total	Asian	% of Total	Native HI/ Other Pacific Islander	% of Total	American Indian/ AK Native	% of Total	Two or More Races/ Some Other Race (Alone)	% of Total
Total Study Area	240,375	68,625	28%	7,118	3%	78,252	33%	74,496	32%	996	0.4%	1,135	0.5%	7,755	3%
Alameda County	1,443,741	591,095	41%	211,124	15%	273,910	19%	292,673	20%	8,458	0.5%	5,306	0.5%	61,175	4%
City of Fremont	203,413	84,149	41%	6,084	3%	27,409	13%	74,773	37%	736	0.25%	656	0.5%	9,606	4%
Santa Clara County	1,682,585	744,282	44%	44,475	3%	403,401	24%	426,771	25%	5,040	0.25%	5,270	0.5%	53,346	3%
City of Milpitas	62,698	14,917	24%	2,187	4%	10,417	17%	32,281	51%	347	0.5%	240	0.5%	2,309	3%
City of San Jose	894,943	322,534	36%	29,495	3%	269,989	30%	238,378	27%	3,093	0.25%	2,959	0.5%	28,495	3%
City of Santa Clara	102,361	49,392	48%	2,237	2%	16,364	16%	29,731	29%	416	0.5%	275	0.25%	3,886	4%

Source: 2000 U.S. Census Data.

Community Participation

Community outreach and participation have been integrated into the project development process from the beginning, including public scoping, alternatives development, public and agency involvement and environmental analysis. Chapter 11, Agency and Community Participation, of this document details the public and agency outreach. Efforts have been made to avoid or minimize adverse effects to minority or low-income populations, as well as, to address community concerns by refining project alternatives.

The project has been conducted with extensive public participation throughout the project development and environmental review process. Meetings were conducted within the cities on the corridor to ensure that residents who would be most affected by the project had an opportunity to comment. Special outreach efforts have been taken to encourage participation by minority and low-income residents of the corridor. Since 2002 there have been approximately 165 presentations to neighborhoods, community organizations, and individual stakeholders. Community meetings have been held in the immediate vicinity of each of the proposed stations to update the community and residents on the project, as well as to hear any concerns or issues they may have. Formal presentations at community meetings were preceded by open house sessions where attendees could ask staff general questions about the project. All locations for the community meetings have been ADA accessible. Further discussion of community coordination and consultation can be found in Chapter 11, Agency and Community Participation.

Project meeting announcements were available in English, Spanish, Vietnamese, and Portuguese and were mailed to a distribution list varying between 20,000 and 90,000 recipients. Translation services at public meetings were available upon request with a 72-hour notice.

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