

# Chapter 4

## NEPA Alternatives Analysis of Operations

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### 4.1 Introduction

Pursuant to NEPA regulations (Code of Federal Regulations, Title 40, Section 1508.27), the evaluation of effects in this chapter is based on context and intensity. *Context* means the affected environment in which a proposed project would be located. *Intensity* refers to the severity of the effect, which is examined in terms of the type, quality, and sensitivity of the resource involved; location and extent of the effect; duration of the effect (short- or long-term); and other considerations. Beneficial effects are also identified and described.

There are two alternatives evaluated in this chapter in accordance with NEPA: the No Build Alternative and the BART Extension Alternative.

Chapter 4 discusses the operational impacts of the NEPA Alternatives, except for the operational transportation analysis, which is included in Chapter 3, *NEPA and CEQA Transportation Operation Analysis*. For construction impacts (and mitigation measures) of the NEPA Alternatives, see Chapter 5, *NEPA Alternatives Analysis of Construction*. For an analysis of impacts and mitigation measures of the CEQA Alternatives, see Chapter 6, *CEQA Alternatives Analysis of Construction and Operation*. Cumulative and growth-inducing impacts related to the BART Extension Alternative are discussed in Chapter 7, *Other NEPA and CEQA Considerations*.

VTA's transit-oriented joint development (TOJD) is not part of the NEPA BART Extension Alternative. No federal dollars would be used to design or construct the TOJD, and no federal approvals are required. VTA's TOJD impacts and mitigation measures are addressed in each of the Chapter 6 sections under the *BART Extension with TOJD Alternative* subsection.

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