4.14 SOCIOECONOMICS

4.14.1 INTRODUCTION

The residential and non-residential relocation impacts caused by the design changes during the Preliminary Engineering design phase are discussed in this section. This estimate of relocations is based on property utilization in spring and summer 2006. Estimates presented here are based on the Comparison of Conceptual Engineering and Preliminary Engineering BART Extension Project Plans and Profiles in Appendix B and the BART Extension Project Station Designs in Appendix D.

4.14.2 ENVIRONMENTAL SETTING

Information regarding existing socioeconomic conditions in the study area derived from ABAG, *Forecasts for the San Francisco Bay Area to the Year 2030* such as population, housing, and employment is summarized below and in Table 4.14-1. Information regarding socioeconomic conditions in the study area such as household characteristics, ethnic mix, income, occupied housing units without private transportation, jobs and employment, and labor force characteristics from the 2000 U.S. Census Data was summarized in the FEIR. Updated socioeconomic data from the next U.S. Census will not be released until after 2010. Please refer to the FEIR for this discussion.

Population. According to ABAG projections, total population between 2005 and 2030 is anticipated to increase in Alameda County and the City of Fremont by 23 and 20 percent, respectively. Over the same period of time, population in Santa Clara County and the City of San Jose is projected to increase by 27 and 34 percent, respectively. The City of Milpitas and the City of Santa Clara are projected to have the most similar growth patterns with respective population increases of 33 and 28 percent.

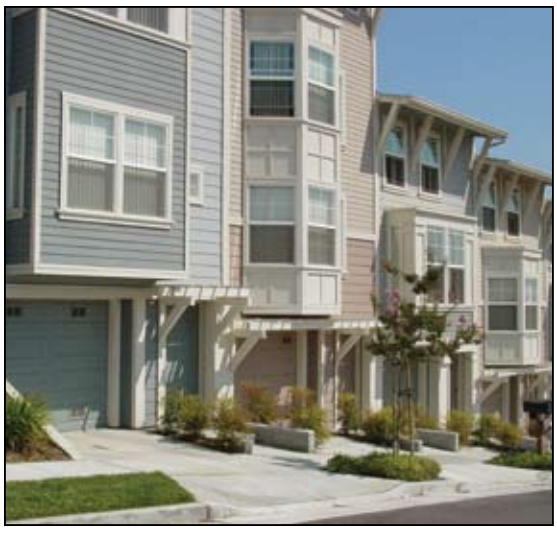

TABLE 4.14-1:

2005 and 2030 Population, Households and Employment

	POPULATION				HOUSEHOLDS				EMPLOYMENT (JOBS)			
	2005	2030	ABSOLUTE CHANGE	% CHANGE	2005	2030	ABSOLUTE CHANGE	% CHANGE	2005	2030	ABSOLUTE CHANGE	% CHANGE
Alameda County	1,534,400	1,888,300	353,900	23.06%	1,504,300	1,855,900	351,600	23.37%	790,400	1,087,370	296,970	37.57%
City of Fremont	214,600	257,100	42,500	19.80%	212,700	255,100	42,400	19.93%	115,700	163,690	47,990	41.48%
Santa Clara County	1,788,300	2,274,200	485,900	27.17%	596,760	768,060	171,300	28.71%	1,085,860	1,481,670	395,810	36.45%
City of Milpitas	68,700	91,500	22,800	33.19%	18,720	25,820	7,100	37.93%	49,770	70,490	20,720	41.63%
City of San Jose	1,006,000	1,346,600	340,600	33.86%	309,580	421,380	111,800	36.11%	439,830	658,420	218,590	49.70%
City of Santa Clara	108,600	138,700	30,100	27.72%	40,660	53,070	12,410	30.52%	135,140	171,520	36,380	26.92%

Source: ABAG Projections 2003, Forecasts for the San Francisco Bay Area to the Year 2030; Population, Housing and Employment, 2006.

Households. Households in Alameda County and the City of Fremont are expected to increase 24 and 20 percent, respectively. Santa Clara County and the City of Santa Clara total households are projected to increase similarly at 29 and 31 percent, respectively. The City of San Jose and the City of Milpitas both project higher household growth with 36 and 38 percent.

Employment. Between 2005 and 2030, jobs are anticipated to increase in Alameda County and the City of Fremont by 38 and 41 percent, respectively. Employment growth in Santa Clara County and the City of Santa Clara would be somewhat slower with 36 and 27 percent. Growth for the City of San Jose and the City of Milpitas is higher, projecting a respective increase in jobs of 50 and 42 percent.

4.14.3 REGULATORY SETTING

Refer to Section 4.15.3.2 of the FEIR for a discussion of the federal and State laws applicable to displacement impacts and relocation assistance.

4.14.4 PROJECT IMPACTS AND MITIGATION MEASURES

There are 32 design changes that may result in socioeconomic impacts as a result of the proposed changes from the Conceptual Engineering design phase to the Preliminary Engineering design phase. One office, three restaurants, two bars/night clubs, sixty storage tenants, and one utility facility would require relocation, in addition to the impacts listed in the FEIR. Due to the design changes that occurred during the Preliminary Engineering design phase, 3 fewer residences, 2 fewer light industrial businesses, and 285 fewer flea market vendors will be displaced than listed in the FEIR. This information is summarized in Table 4.14-2. The types of relocations associated with the design changes are described below.

TABLE 4.14-2:

BART Extension Project-Summary of Changes in Residential and Non-Residential Relocations from FEIR Project to SEIR Project[1]

	RESIDENTIAL RELOCATIONS	BUSINESS RELOCATIONS				BAR/ NIGHT CLUB	STORAGE TENANTS	FLEA MARKET VENDORS[2]	UTILITY FACILITIES
		LIGHT INDUSTRIAL	RETAIL	OFFICE	RESTAURANT				
Design Change 3. Locomotive Wye (Fremont)	0	-1	0	0	0	0	0	0	0
Design Change 11. Electrical and Communication Facilities Near Railroad Court	0	+1	0	0	0	0	+60	0	0
Design Change 13. Locomotive Wye (Milpitas)	0	-1	0	0	0	0	0	0	0
Design Change 14. Curtis Avenue to Trade Zone Boulevard – Aerial Options Only	0	0	0	0	+1	0	0	0	0
Design Change 17. Montague/Capitol Station	0	+7	0	0	0	0	0	0	0
Design Change 22. Electrical and Communication Facilities Near Berryessa Road	0	-1	0	0	0	0	0	0	0
Design Change 23. Berryessa Station	0	+12	0	0	0	0	0	-285	0
Design Change 36. Ventilation Structure and Auxiliary Power Substation West of Coyote Creek	+8	0	0	0	0	0	0	0	0
Design Change 38. Civic Plaza/SJSU Station	0	0	-1	0	0	0	0	0	0
Design Change 40. Downtown San Jose Station	0	0	+4	+1	+2	+2	0	0	0
Design Change 41. Market Street Station	-4	0	-2	0	-3	0	0	0	0
Design Change 42. Diridon/Arena Station and Alignment	+1	0	0	0	0	0	0	0	-1
Design Change 45. Ventilation Structure Near Stockton Avenue	0	+2	0	0	0	0	0	0	0
Design Change 47. Tunnel Alignment Near Hedding Street	0	-6	0	0	0	0	0	0	0
Design Change 51. Yard and Shops Facility	0	-10	0	0	0	0	0	0	+2
Design Change 52. Santa Clara Station	0	-1	0	0	0	0	0	0	0
Change in Affected Occupants and Utilities During Preliminary Engineering Design Phase[2]	+5	+2	+1	+1	0	+2	+60	-285	+1

[1] *Only lists design changes that result in an increase or decrease in number of relocations from the FEIR.*
[2] *Numbers show the change in affected occupants since the FEIR.*

VTA, 2006.

Three design changes have the potential to change the number of tunnel easements required for the construction of the tunnel portion of the BART Extension Project. During the Preliminary Engineering design phase, the alignment of the tunnel was shifted in three locations to avoid bridge foundations and construction under active Caltrain tracks. These three alignment shifts were described in Chapter 3 as "Design Change 32. US 101 Alignment," "Design Change 42. Diridon/Arena Station and Alignment," and "Design Change 47. Tunnel Alignment Near Hedding Street." Although the alignment shifted in these locations, the estimate of residential and non-residential properties for which tunnel easements would be acquired has not changed substantially from the FEIR. Refer to the FEIR for a summary of the number of residential and non-residential tunnel easements to be acquired for the BART Extension Project.

Design Change 2. Electrical and Communication Facilities Near East Warren Avenue. The impacts associated with the electrical and communication facilities at this location were discussed in the FEIR; however, the location of the access road is new information. The access road would be located on a parcel that is currently undeveloped; therefore, no relocation would occur, causing a less-than-significant impact.

Design Change 3. Locomotive Wye (Fremont). This option has been abandoned and would no longer require the acquisition of an industrial property along Kato Road. This is a beneficial impact.

Design Change 5. Kato Road Underpass. In addition to the impacts listed in the FEIR, the change in design would affect additional driveways. Three additional driveways of three separate industrial businesses would be lowered, and a small landscaped area within an industrial property would be acquired for utility boxes. However, these would not cause the industrial businesses to be displaced. The lowering of driveways and acquisition of the landscaped area is a less-than-significant impact.

Design Change 6. Electrical and Communication Facilities Near Scott Creek. The design change would cause the displacement of approximately 70 parking spaces, in comparison to the displacement of 40 parking spaces as stated in the FEIR. However, this would not cause displacement of the industrial business on site. This design change would result in a less-than-significant impact.

Design Change 8. Dixon Landing Road. This design change proposes two options for the BART alignment: Retained Cut and At Grade. The impacts associated with the Retained Cut Option were discussed in the FEIR. Under the At Grade Option, Dixon Landing Road would be reconstructed as a new roadway underpass with BART passing over the roadway on a new bridge structure. Also, Milmont Drive would be lowered due to the slope of Dixon Landing Road. Access to two existing driveways on the west side of the alignment, one on the north side of Dixon Landing Road and the other on the south side, would be eliminated. However, each property would have multiple access points remaining. In addition, 3 driveways would be lowered, two driveways on the north side of Dixon Landing Road east of the rail ROW and one on the east side of Milmont Drive south of Dixon Landing Road. No buildings would be displaced as a result of this design change; therefore, this design change would result in a less-than-significant impact.

Design Change 11. Electrical and Communication Facilities Near Railroad Court. The need for additional ROW would result in the acquisition of an entire recreational vehicle (RV) storage area located south of Abel Street. This would cause the displacement of one light industrial business and up to approximately 135 vehicle storage customers, as compared to the 75 vehicle storage customers displaced in the FEIR. VTA will provide financial assistance and relocation services to owners and tenants of businesses displaced by the Project as part of VTA's Relocation Assistance Program. VTA's Relocation Assistance Program complies with all federal and State laws applicable to the displacement of businesses or

residences; therefore, the displacement of the light industrial business and vehicle storage customers is a less-than-significant impact.

Design Change 12. High Rail Vehicle Access. This design change added a proposed access easement through private property and over an existing road, Railroad Avenue, to the rail ROW. The proposed access easement would not cause the displacement of any existing buildings; therefore, this design change would result in a less-than-significant impact.

Design Change 13. Locomotive Wye (Milpitas)

RELOCATED MILPITAS WYE OPTION. The Locomotive Wye would be relocated north of the existing wye in approximately the same location as discussed in the FEIR for both the Retained Cut Long Option and the Aerial Long Option related to "Design Change 14. Curtis Avenue to Trade Zone Boulevard." The FEIR discussed the impacts of the Locomotive Wye Milpitas Option; however, the design was modified during the Preliminary Engineering design phase and resulted in the Relocated Milpitas Wye Option. The new design would no longer displace approximately 30 parking spaces in one industrial property on Gibraltar Drive. In the FEIR, the Locomotive Wye Milpitas Option would have displaced an industrial building, parking spaces, storage areas, and landscaping located on Piper Drive. However, this site was cleared and all structures demolished in 2005 by another project. The existing use within the footprint of that industrial property is now vacant land. No displacements of any industrial businesses would occur as a result of this design change; therefore, no impact would result.

NO WYE OPTION. No wye would be constructed for the Retained Cut Short Option and the Aerial Short Option related to "Design Change 14. Curtis Avenue to Trade Zone Boulevard." The No Wye Option would no longer displace approximately 30 parking spaces in one industrial property on Gibraltar Drive, and would no longer displace an industrial building, parking spaces, storage areas, and landscaping located on Piper Drive that the Relocated Milpitas Wye Option impacted in the FEIR. No displacements of any industrial businesses would occur as a result of this design change; therefore, no impact would result.

Design Change 14. Curtis Avenue to Trade Zone Boulevard.

RETAINED CUT LONG OPTION. Although the Retained Cut Long Option was analyzed in the FEIR, the ROW required for this option was modified during the Preliminary Engineering design phase. In addition to the ROW discussed in the FEIR, an additional triangular area would be acquired between the Parc Metropolitan Condominiums, Great Mall Drive, and the rail ROW for extending the detention basin and private park. Also, the approximately 20-foot-wide strip of land needed to accommodate the tail track and construction of the retained cut would be 2,200 feet long, in comparison to 1,800 feet discussed in the FEIR. This would require an additional 400 feet south of the Great Mall's existing parking structure to the west of the rail ROW to accommodate the UPRR at-grade bridge over BART. The bridge was relocated farther south, requiring more ROW on the west side of the rail ROW. From this location just north of Montague Expressway to south of Trade Zone Boulevard, there is no change from the FEIR in the ROW required for the construction of this option. No businesses or residences would be displaced by the construction of this design change option. The additional ROW needed for the construction of the Retained Cut Long Option would result in a less-than-significant impact.

RETAINED CUT SHORT OPTION. The construction of this option would also require the additional triangular area to be acquired between the Parc Metropolitan Condominiums, Great Mall Drive, and the rail ROW for extending the detention basin and private park discussed in the Retained Cut Long Option above. There is no change from the FEIR in the approximately 20-foot-wide, 1,800-foot-long strip of land to be acquired to accommodate the tail track. However, the construction of this option would require an additional 5-foot-wide and approximately 700-foot-long strip of land starting at STA 346+70, just south of the existing parking structure. From this

location just north of Montague Expressway to south of Trade Zone Boulevard, there is no change from the FEIR in the ROW required for the construction of this option. No businesses or residences would be displaced by the construction of this design change option. The additional ROW needed for the construction of the Retained Cut Short Option would result in a less-than-significant impact.

AERIAL LONG OPTION. The changes in ROW required in comparison to the FEIR are the same for both the Retained Cut Long Option and the Aerial Long Option from Curtis Avenue to just north of Montague Expressway. In addition to the ROW discussed in the FEIR, an additional triangular area would be acquired between the Parc Metropolitan Condominiums, Great Mall Drive, and the rail ROW. Also, the approximately 20-foot-wide strip of land needed to accommodate the tail track and construction of the retained cut would require an additional 400 feet. The construction of the Aerial Long Option would result in the loss of 2,200 feet of landscaping. The bridge was relocated farther south, requiring more ROW on the west side of the rail ROW. South of Montague Expressway, BART would be on an aerial structure over Capitol Avenue and would pass between the LRT aerial structure above and Capitol Avenue below. Capitol Avenue would be reconstructed below grade to accommodate the BART aerial structure. The new slope of the roadway would require access to one residence and several commercial driveways to be lowered. During construction, to lower Capitol Avenue below grade and lower a commercial driveway, one restaurant north of Capitol Avenue and northeast of the rail ROW would be displaced requiring relocation. VTA will provide financial assistance and relocation services to owners of businesses displaced by the Project as part of VTA's Relocation Assistance Program. VTA's Relocation Assistance Program complies with all federal and State laws applicable to the displacement of businesses or residences; therefore, the displacement of the restaurant is a less-than-significant impact.

AERIAL SHORT OPTION. This option would cause the same changes in ROW required, in comparison to the FEIR, as the Retained Cut Short Option between Curtis Avenue and just north of Montague Expressway. The additional triangular area between the Parc Metropolitan Condominiums, Great Mall Drive, and the rail ROW would be acquired. There is no change from the FEIR in the approximately 20-foot-wide, 1,800-foot-long strip of land to be acquired to accommodate the tail track. However, the construction of this option would require an additional 5-foot-wide and approximately 700-foot-long strip of land starting at STA 346+70, just south of the existing parking structure. South of Montague Expressway, this option would require the same changes in ROW, in comparison to the FEIR, as the Aerial Long Option. Access to one residence and several commercial driveways would have to be lowered, and one restaurant north of Capitol Avenue and northeast of the rail ROW would be displaced requiring relocation. VTA will provide financial assistance and relocation services to owners of businesses displaced by the Project as part of VTA's Relocation Assistance Program. VTA's Relocation Assistance Program complies with all federal and State laws applicable to the displacement of businesses or residences; therefore, the displacement of the restaurant is a less-than-significant impact.

Design Change 16. Electrical Facilities North of Montague Expressway. Under the Retained Cut Long or Aerial Long options relating to "Design Change 14. Curtis Avenue to Trade Zone Boulevard," the substation would be located on the east side of the railroad ROW, just north of Montague Expressway. This location is discussed and analyzed in the FEIR. Under the Retained Cut Short and Aerial Short options relating to Design Change 14, the substation would be located east of and adjacent to the rail ROW, just at the northern terminus of Piper Drive. The substation would be located within an industrial property that was cleared in 2005 and is now vacant land. No displacements of any industrial businesses would occur; therefore, no impact would result from this design change.

Design Change 17. Montague/Capitol Station. This design change would cause the displacement and relocation of up to seven industrial businesses in addition to the displacements discussed in the FEIR. VTA will provide financial assistance and relocation services to owners of businesses displaced

by the Project as part of VTA's Relocation Assistance Program. VTA's Relocation Assistance Program complies with all federal and State laws applicable to the displacement of businesses or residences; therefore, the displacement of the seven industrial businesses is a less-than-significant impact.

Design Change 19. Electrical Facilities South of Trade Zone Boulevard. What was before a vacant lot, in which the proposed substation was to be located in the FEIR, has now been developed. This design change shifted the substation farther south. Under the current design, the substation would be located between two adjacent lots west of the rail corridor. There would be a displacement of approximately 10 parking spaces from the parcel to the north and 12 parking spaces from the parcel to the south. In addition, there are two proposed access routes through each parcel requiring access easements. However, this design change would not cause any businesses to be displaced. The loss of parking spaces from this design change would result in a less-than-significant impact.

Design Change 21. Communication Facilities South of Hostetter Road. This property is currently vacant. No buildings would be affected and no displacements would occur; therefore, this design change would result in a less-than-significant impact.

Design Change 22. Electrical and Communication Facilities Near Berryessa Road. The alternate locations for the substation previously identified in the FEIR are no longer needed near Berryessa Road. Therefore, this design change would no longer require the acquisition and displacement of one industrial business. This is a beneficial impact.

Design Change 23. Berryessa Station. The new station design would cause the displacement of 115 vendor stalls, compared to the 400 vendor stalls to be displaced in the FEIR. This is a beneficial impact. However, up to 12 additional industrial businesses at the northeast corner of the rail ROW and Mabury Road would be displaced, requiring relocation. VTA will provide financial assistance and relocation services to owners of businesses displaced by the Project as part of VTA's Relocation Assistance Program. VTA's Relocation Assistance Program complies with all federal and State laws applicable to the displacement of businesses or residences; therefore, the displacement of the 12 industrial businesses is a less-than-significant impact.

Design Change 26. High Rail Vehicle Access. The proposed access road to the High Rail Vehicle Access point would require the acquisition of a portion of the property at the southwestern end of Nicora Avenue. The displacement impacts that would affect this property, however, would be the result of the East Portal Staging Area, a Construction Staging Area. Refer to Section 4.18.5.8 for a discussion of the displacement impacts to this property.

Design Change 27. Maintenance of Way Siding Track. No displacements would result from this design change; therefore, this design change would result in a less-than-significant impact.

Design Change 28. Tunnel Portals. No displacements would result from this design change; therefore, this design change would result in a less-than-significant impact.

Design Change 31. Gap Breaker Station Near Marburg Way. Currently, the site is vacant and no displacement would occur; therefore, this design change would result in a less-than-significant impact.

Design Change 34. Gap Breaker Station Near 22nd Street. Currently, the site is vacant and no displacement would occur; therefore, this design change would result in a less-than-significant impact.

Design Change 36. Ventilation Structure and Auxiliary Power Substation West of Coyote Creek. Depending on the location of the ventilation structure west of Coyote Creek, up to eight residential units would be displaced. The first alternate location for the ventilation structure would cause the displacement of up to 45 parking spaces from one retail business between 17th and 16th streets, but would not cause the relocation of the retail business on this property. The

second alternate location for the ventilation structure, between 16th and 15th streets, would displace only one of the two residential buildings, each of which has eight units. The third alternate location for the ventilation structure is located within a parking lot serving medical offices between 13th and 12th streets. However, the medical offices are currently vacant and the parking lot is fenced off and not in use. Therefore, this third alternate location would not cause relocation of any of commercial business. VTA will provide financial assistance and relocation services to residents displaced by the Project as part of VTA's Relocation Assistance Program. VTA's Relocation Assistance Program complies with all federal and State laws applicable to the displacement of businesses or residences; therefore, the displacement of the eight residential units is a less-than-significant impact.

Design Change 37. Gap Breaker Station Near 9th Street. This design change would displace landscaping or a play yard from the Saint Patrick Pro-to-Cathedral, a Roman Catholic church, but it would not cause the displacement of the church. Therefore, this design change would result in a less-than-significant impact.

Design Change 38. Civic Plaza/SJSU Station. This design change dropped this station design from consideration. The Project is no longer displacing one retail business, and is no longer impacting a parking lot on the north side of East Santa Clara Street between 7th and 8th streets. This is a beneficial impact.

Design Change 40. Downtown San Jose Station. There are three entrances, and one future entrance, proposed for the Downtown San Jose Station. The FEIR previously discussed the impacts associated with entrances M-4, and M-7. Entrance M-4 has been shifted to the building to the east. This station entrance would no longer cause the displacement of two retail businesses located in the building discussed in the FEIR. However, the new station entrance design would cause the displacement of one retail business, one restaurant, and one bar/night club. Entrance M-7 was reconfigured during the Preliminary Engineering design phase; however, the impacts associated with this entrance design would still cause the relocation of two commercial businesses. The additional impacts associated with the new station entrances of this station design are discussed below. Entrance M-1A was vacant at the time of the building survey; therefore no displacements would occur resulting in a less-than-significant impact. Entrance M-1B would cause the relocation of up to one retail business, one restaurant, and one bar/night club. Entrance M-1C would cause the relocation of up to two retail businesses and one commercial business. M-5A is to be located in a parking lot, causing permanent displacement of up to 15 parking spaces; however, the loss of parking would not cause the displacement of the business. In addition to the station entrance impacts, two retail businesses would be displaced by the construction of an emergency generator, a tunnel vent shaft, and a fresh air intake vent. This design change would result in the displacement of up to nine businesses in addition to the displacements discussed in the FEIR. VTA will provide financial assistance and relocation services to owners of businesses displaced by the Project as part of VTA's Relocation Assistance Program. VTA's Relocation Assistance Program complies with all federal and State laws applicable to the displacement of businesses or residences; therefore, the displacement of the nine additional businesses is a less-than-significant impact.

Design Change 41. Market Street Station. This design change abandoned the Market Street Station design in the FEIR. As a result of this design change, the Project is no longer displacing up to four residences, three restaurants, and two retail businesses. This is a beneficial impact.

Design Change 42. Diridon/Arena Station and Alignment. During the Preliminary Engineering design phase, the Diridon/Arena Station was re-aligned to avoid construction impacts to the UPRR tracks. This design change shifted the alignment of the station box. In addition to the displacement of one industrial business discussed in the FEIR, this design change will cause the displacement of two additional industrial businesses and a residence.

However, the parking structure alternate location between Montgomery and Cahill streets south of San Fernando Street that was discussed in the FEIR is eliminated from consideration. This parking structure alternate location would no longer displace two light industrial businesses and one utility facility. VTA will provide financial assistance and relocation services to owners and occupants of businesses and residences displaced by the Project as part of VTA's Relocation Assistance Program. VTA's Relocation Assistance Program complies with all federal and State laws applicable to the displacement of businesses or residences; therefore, the displacement of the industrial businesses and residence is a less-than-significant impact.

Design Change 44. Gap Breaker Station Near Morrison Avenue. This design change would cause the displacement of approximately 15 parking spaces; however, no relocation of the existing commercial businesses would occur. Therefore, this design change would result in a less-than-significant impact.

Design Change 45. Ventilation Structure Near Stockton Avenue. The FEIR discussed two locations for the vent structures: one west of Stockton Avenue north of Cinnabar Street, and one east of Stockton Avenue north of Taylor Street. These would have caused the displacement of one industrial business near Cinnabar and the displacement of a storage area for a retail business, respectively. However, these locations are no longer under consideration. During the Preliminary Engineering design phase, the proposed ventilation shaft locations were shifted. There are five new alternate sites proposed for this ventilation structure. The property acquisition required for the construction of this ventilation structure would cause the displacement and relocation of one to three industrial businesses, depending on the site. VTA will provide financial assistance and relocation services to owners of businesses displaced by the project as part of VTA's Relocation Assistance Program. VTA's Relocation Assistance Program complies with all federal and State laws applicable to the displacement of businesses or residences; therefore, the displacement of the one to three industrial businesses is a less-than-significant impact.

Design Change 46. Gap Breaker Station Near Emory Street. Currently, the site is used for an equipment storage area that belongs to an industrial business located nearby. The storage area would be displaced and would require relocation; however, this would not cause the displacement of the industrial business located off site. The displacement of the storage area is a less-than-significant impact.

Design Change 47. Tunnel Alignment Near Hedding Street. The Project would no longer displace up to six industrial businesses south of I-880 as a result of this design change. This is a beneficial impact.

Design Change 51. Yard and Shops Facility. This design change would avoid impacting one industrial business just north of I-880, and has reduced the footprint within the FMC property. This is a beneficial impact. However, the design change would cause the displacement of one of two industrial businesses for the construction of the Revenue Processing Building

in one of the two alternate locations. The reconfigured tail tracks would no longer cause the displacement of up to ten industrial businesses north of De La Cruz Boulevard. This is a beneficial impact. However, the current tail track design would now cause the displacement of two cell phone towers east of the rail ROW and south of De La Cruz Boulevard. VTA will provide financial assistance and relocation services to owners of businesses displaced by the Project as part of VTA's Relocation Assistance Program. VTA's Relocation Assistance Program complies with all federal and State laws applicable to the displacement of businesses or residences; therefore, the displacement of the industrial business and two cell phone towers is a less-than-significant impact.

Design Change 52. Santa Clara Station. This design change abandoned the Parking Structure South Option at the Santa Clara Station. Due to this design change, the Project will no longer acquire one industrial property. This is a beneficial impact.

CONCLUSION

VTA will provide financial assistance and relocation services to owners and occupants of businesses and residences displaced by the Project as part of VTA's Relocation Assistance Program. VTA's Relocation Program is consistent with all federal and State laws applicable to business and residential relocations. Therefore, no significant impacts would result from the above design changes, and no mitigation is necessary.