Appendix D3:
Socioeconomic Conditions Supplemental Information

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Acronyms and Abbreviations

BRT	Bus Rapid Transit
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
GBNRTC	Greater Buffalo Niagara Regional Transportation Council
LRT	Light Rail Transit
Metro	Niagara Frontier Transit Metro System, Inc.
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
O&M	Operations and Maintenance
Project	Buffalo-Amherst-Tonawanda Corridor Transit Expansion
TAZ	Traffic Analysis Zone
TOD	Transit-Oriented Development
UB	University at Buffalo

Appendix D. Socioeconomic Conditions

This appendix describes the existing population, housing, employment, and associated economic conditions within the study area for the Project. These population, housing, employment, and economic conditions are defined as socioeconomic conditions. This appendix evaluates the potential socioeconomic impacts of the LRT Build Alternative and the BRT Build Alternative and potential mitigation measures where necessary. Section 4.17, "Construction Effects," describes construction-related socioeconomic impacts of the LRT Build Alternative and the BRT Build Alternative. Table D-1 summarizes the socioeconomic conditions impact findings.

Table D-1. Socioeconomic Impacts Summary

Permanent Impacts	Project Alternative		
	No Build Alternative	LRT Build Alternative	BRT Build Alternative
Population	No impact No change in existing trends.	No adverse impact Population would grow at a greater rate within the study area compared to the region	No adverse impact Population would grow at a greater rate within the study area compared to the region
Housing Supply	No impact No change in existing trends.	Housing supply would increase within the study area due to residential transit-oriented development	No adverse impact
Employment	No impact No change in existing trends.	No adverse impact Employment growth would be stronger within the study area compared to the region	No adverse impact Employment growth would be stronger within the study area compared to the region
Government	No impact No change in existing trends.	No impact No change in existing trends	No impact No change in existing trends
Student Population	No impact No change in existing trends.	No adverse impact Connects all three UB campuses without a need to transfer between transit services Supports UB student housing needs	No adverse impact Connects all three UB campuses Requires a transfer to Metro Rail at UB South Campus Supports UB student housing needs
Transit-Oriented Development	No impact No change in existing trends	No adverse impact Benefits: • Increase of $1.7 Billion (2016 dollars) in residential space as a result of the Project • Increase of 32% in property tax revenues and $10.3 million in sales tax revenues for Erie County (2016 dollars) as a result of the Project	No adverse impact Expected benefits: • Increase in residential space • Increase in property tax revenues • Increase in sales tax revenues

Source: Population and employment forecasts provided by GBNRTC, 2023
Source: Housing supply and government revenue provided by 2018 Comprehensive TOD Plan, GBNRTC, 2018

D.1 REGULATORY CONTEXT AND METHODOLOGY

For this evaluation of potential socioeconomic impacts, Metro used US Census data, socioeconomic (population, households, and employment) projections adopted by the GBNRTC, and the comprehensive transit-oriented development planning efforts conducted by Metro and GBNRTC. As a condition of Federal aid, Federal transportation legislation requires that a Metropolitan Planning Organization (MPO) be designated for each urbanized area to carry out the metropolitan transportation planning process. The GBNRTC is the MPO for the Greater Buffalo Niagara Region.

For this Draft EIS, an adverse socioeconomic impact may result if one or more of the following occurs:

- A significant permanent or long-term decrease in projected population
- A significant or long-term decrease in employment
- A significant adverse long-term loss of revenue for local businesses or government

The Project study area used for this socioeconomic analysis is defined as the area where there is the greatest potential to impact population, housing, and economic activities. Metro and the FTA define the Project study area as extending 0.50-mile on either side of the existing Metro Rail alignment and the proposed Project alignment (Figure D-1). This is a larger study area than used for other resource areas analyzed in this Draft EIS. The larger study area accounts for regional changes to socioeconomic conditions as a result of extending Metro Rail service and is consistent with the study area used for Metro and GBNTRC's comprehensive transit-oriented development planning efforts. To complete these socioeconomic analyses, all census block groups that fall either wholly or partly within the socioeconomic study area were evaluated. The GBNRTC socioeconomic projections are organized by traffic analysis zones (TAZs). For the purposes of this evaluation, TAZs that fall wholly or partly within the study area (Figure D-2) were analyzed.

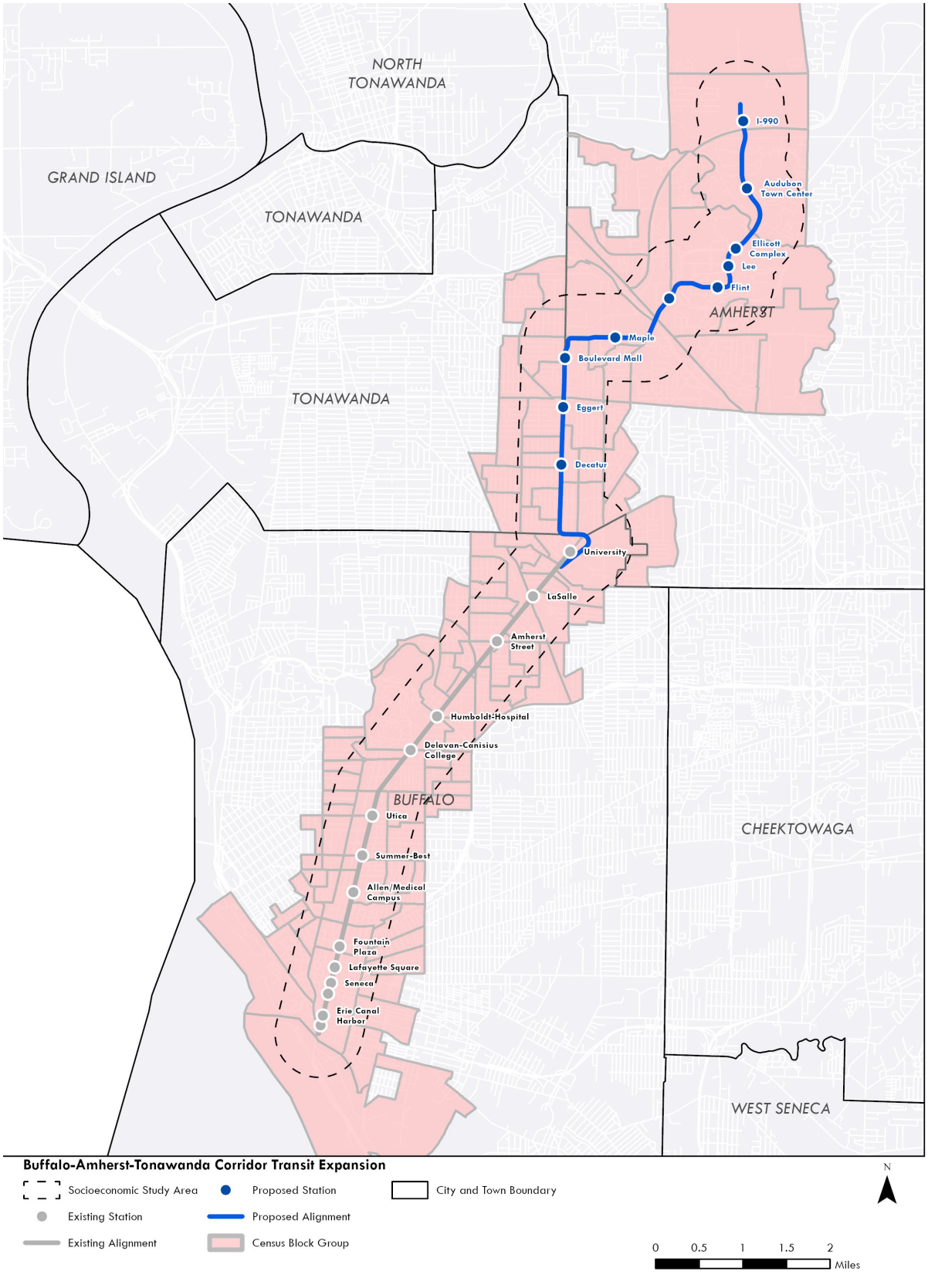
Data on the socioeconomic composition of the study area and affected communities were compiled from the following sources:

- **U.S. Decennial Census** (2010 and 2020) was used to analyze existing demographic trends.
- **American Community Survey 1-Year and 5-Year Estimates** (2018-2022) present statistical estimates based on data gathered over a specified period rather than a single point in time. The estimates provide increased statistical reliability for small population areas. These statistical estimates are used for summarizing existing conditions within the study area.
- **GBNRTC Population, Household, and Employment Projections** are for the region's future population, households, and employment, which are used for transportation demand modeling purposes. Total population, households, and employment growth are projected at the regional level and then allocated to smaller geographies (*i.e.*, at the TAZ level) to

understand travel demand at the local scale. In 2023, GBNRTC updated its forecast methodology and documented the allocation of regional data and forecasts for 2050. The GBNRTC regional travel demand model includes the Project in its 2050 socioeconomic projections, assuming 2040 as the opening year for the Project. As such, the projections apply to the LRT Build Alternative and the BRT Build Alternative.

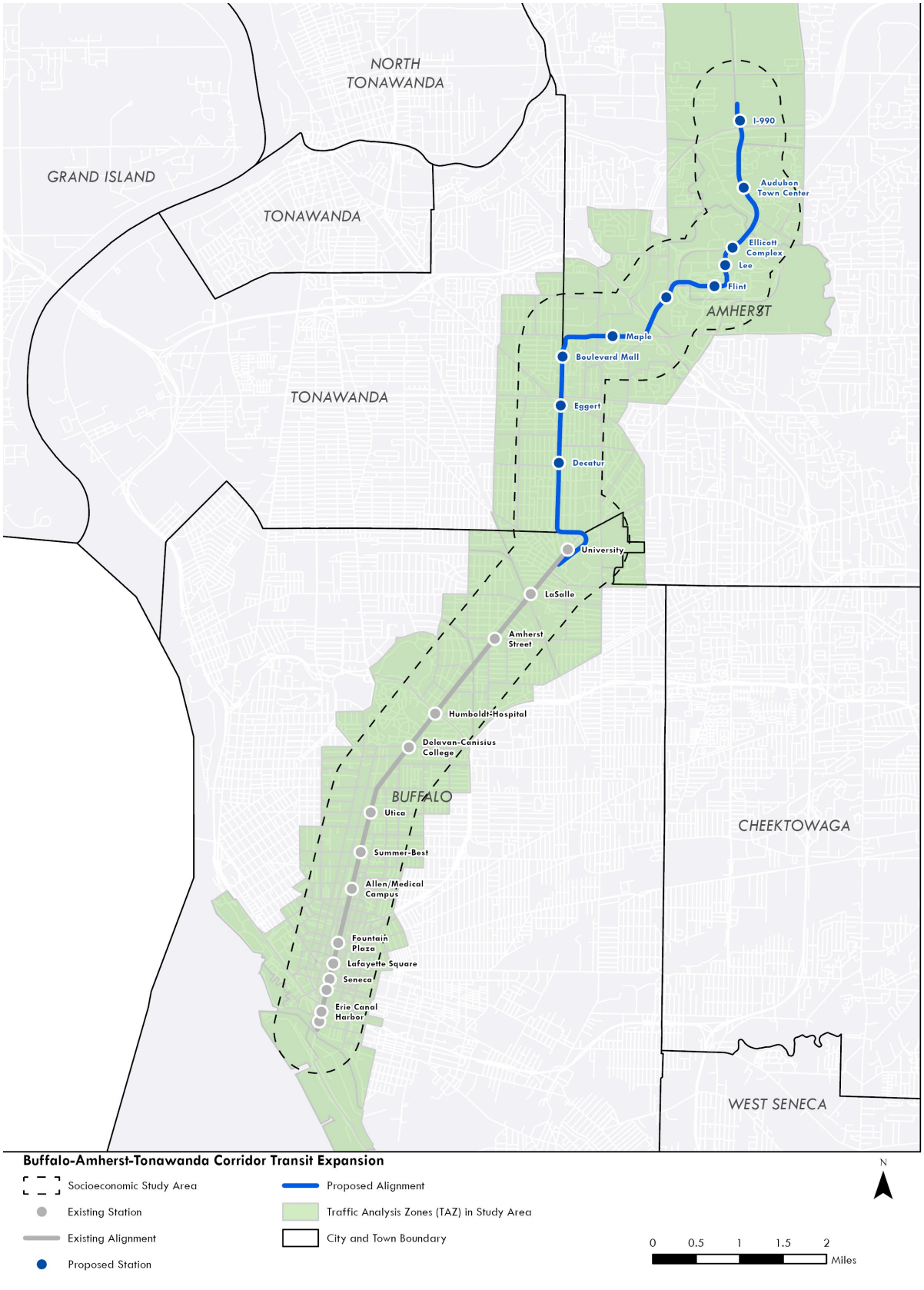
- **Comprehensive Transit-Oriented Development** planning efforts conducted by Metro and GBNRTC through the Federal Transit Administration's Pilot Program for Transit-Oriented Development Planning. These planning efforts to support transit-oriented development (TOD) along the existing Metro Rail and proposed Project corridor are outlined in the *Comprehensive Transit-Oriented Development 2019 Final Report* and the 2023 *Comprehensive Transit-Oriented Development Strategic Implementation Plan, Planning Program – Phase II*.

Figure D-1. Demographic Study Area – Census Block Groups and Census Tracts



Source: U.S. Census Bureau

Figure D-2. Traffic Analysis Zones Study Area



Source: GBNRTC

D.1.1 COVID-19 Pandemic

Projections of employment account for existing trends, such as the effects of increasing online sales on brick-and-mortar retail. The global COVID-19 pandemic in 2020 resulted in business closures, increased unemployment, and Federal stimulus packages of historic magnitude. As a result, the COVID-19 pandemic created uncertainty for employment and economic forecasts. While many sectors of the economy have rapidly recovered, supply chains, labor market participation, and inflation are still experiencing lingering effects. The GBNRTC socioeconomic projections for the year 2050 are Federally approved and account for these uncertainties.

D.2 EXISTING CONDITIONS

D.2.1 Historic Population Trends

The Project Corridor is located within Erie County, New York. The estimated population of Erie County in 2020 was 926,011. The Project Corridor includes portions of Buffalo, Amherst, and Tonawanda. Together, those three municipalities comprises 456,354 residents, which is approximately half of the county's total population.

Table D-2 presents total population and population density for the demographic study area, as well as the City of Buffalo, towns of Amherst and Tonawanda, and Erie County. The 2020 total population in the demographic study area was 94,483, approximately ten percent of Erie County's 2020 population. The population of the demographic study area grew by approximately four percent between 2010 and 2020.[1] The GBNRTC's Moving Forward 2050, the region's Metropolitan Transportation Plan (MTP), recognized this population growth and included updates to the region's demographic profile.

Table D-2. Population: Demographic Study Area, Buffalo, Amherst, Tonawanda, and Erie County (2010 and 2020)

Population	Demographic Study Area	City of Buffalo	Town of Amherst	Town of Tonawanda	Erie County
Total Population (2010)	90,742	261,310	122,366	73,567	919,040
Total Population (2020)	94,483	259,207	124,921	72,226	926,011
Population Percentage Change (2010 to 2020)	4.1%	-0.8%	2.1%	-1.8%	0.8%
Population Density (2010) (per square mile)	6,399	6,470.6	2,300.0	3,926.7	881.4
Population Density (2020) (per square mile)	6,663	6,436.9	2,350.6	3,847.2	889.4
Population Density Percentage Change (2010 to 2020)	4.1%	0.5%	2.2%	2.0%	0.9%

Source: U.S. Census Bureau (2010, 2020)

[1] Census data shows the growth rate for New York State as 4.25% between 2010 and 2020.

D.2.2 Race and Ethnicity

Table D-3 presents race and ethnicity data for the demographic study area and Erie County. The demographic study area has a larger proportion of minorities (45 percent) compared to Erie County (26 percent), where minority is defined as the population that is non-white or Hispanic. In particular, the population identifying as Black is more than double in the demographic study area compared to Erie County.

Table D-3. Race and Ethnicity: Demographic Study Area and Erie County (2022)

Race and Ethnicity	Demographic Study Area		Erie County	
	Number	Percentage	Number	Percentage
White	40,955	54.66%	700,002	73.6%
Black	19,141	25.54%	119,278	12.5%
Asian	6,013	8.02%	40,925	4.3%
Other	2,851	3.81%	34,316	3.6%
Hispanic	5,973	7.97%	56,711	6.0%
Total Minority	33,978	45.34%	251,230	26.4%
TOTAL POPULATION	**74,933**	**100.00%**	**951,232**	**100.0%**

Source: American Community Survey (ACS) 5-Year Estimates, 2018-2022

D.2.3 Housing

Table D-4 presents household data for the demographic study area and Erie County. An estimated 36,554 households were in the demographic study area, which is about eight percent of households in Erie County. Average household size for the block groups in the demographic study area (2.05) was less than in Erie County (2.17).

Table D-4. Households: Demographic Study Area and Erie County (2022)

Households	Demographic Study Area	Erie County
Total Households	36,554	438,630
Average Household Size	2.05	2.17

Source: American Community Survey (ACS) 5-Year Estimates, 2018-2022

Housing characteristics, such as tenure, have a relationship with vehicle ownership and transit usage. Renter-occupied households and households without access to a vehicle may be more likely to use (and depend on) transit. Table D-5 presents housing units and tenure for the demographic study area and Erie County. Approximately 36,554 housing units were within the demographic study area, which makes up about eight percent of housing units in Erie County. Of the housing units in the demographic study area, 42 percent were owner-occupied, which was lower than the percentage of owner-occupied households in Erie County (60 percent).

Table D-5. Housing Units and Tenure: Demographic Study Area and Erie County (2022)

Housing Units	Demographic Study Area		Erie County	
	Number	Percentage	Number	Percentage
Owner Occupied	15,483	42.36%	264,980	60.41%
Renter Occupied	17,109	46.80%	141,567	32.27%
Vacant	3,962	10.84%	32,083	7.31%
TOTAL HOUSING UNITS	**36,554**	**100%**	**438,630**	**100%**

Source: ACS 5-Year Estimates, 2018-2022

The proportion of renter-occupied households in the demographic study area without access to a vehicle (31.9 percent) was roughly the same county-wide (27 percent). Similarly, the proportion of owner-occupied households in the demographic study area without access to a vehicle (five percent) was roughly the same county-wide (4.1 percent) (Table D-6).

Table D-6. Households with Access to No Vehicles: Demographic Study Area and Erie County (2022)

Households	Demographic Study Area	Erie County
Renter-occupied households with Access to No Vehicles	31.9%	27.0%
Owner-occupied households with Access to No Vehicles	5.0%	4.1%

Source: ACS 5-Year Estimates, 2018-2022

D.2.4 Income

Income is considered a key economic indicator because changes in both personal and household income can reflect economic growth or decline. Comparisons between the demographic study area and surrounding geographies can also reveal the economic well-being of a community and whether the regional economy supports residents. Table D-7 presents income data for the demographic study area and Erie County. The median household income in the demographic study area was $63,112 as of 2022, which is lower than Erie County ($72,903). The percentages of households living below poverty and receiving food stamps in the demographic study area is greater than in Erie County. ap

Table D-7. Income: Demographic Study Area and Erie County (2022)

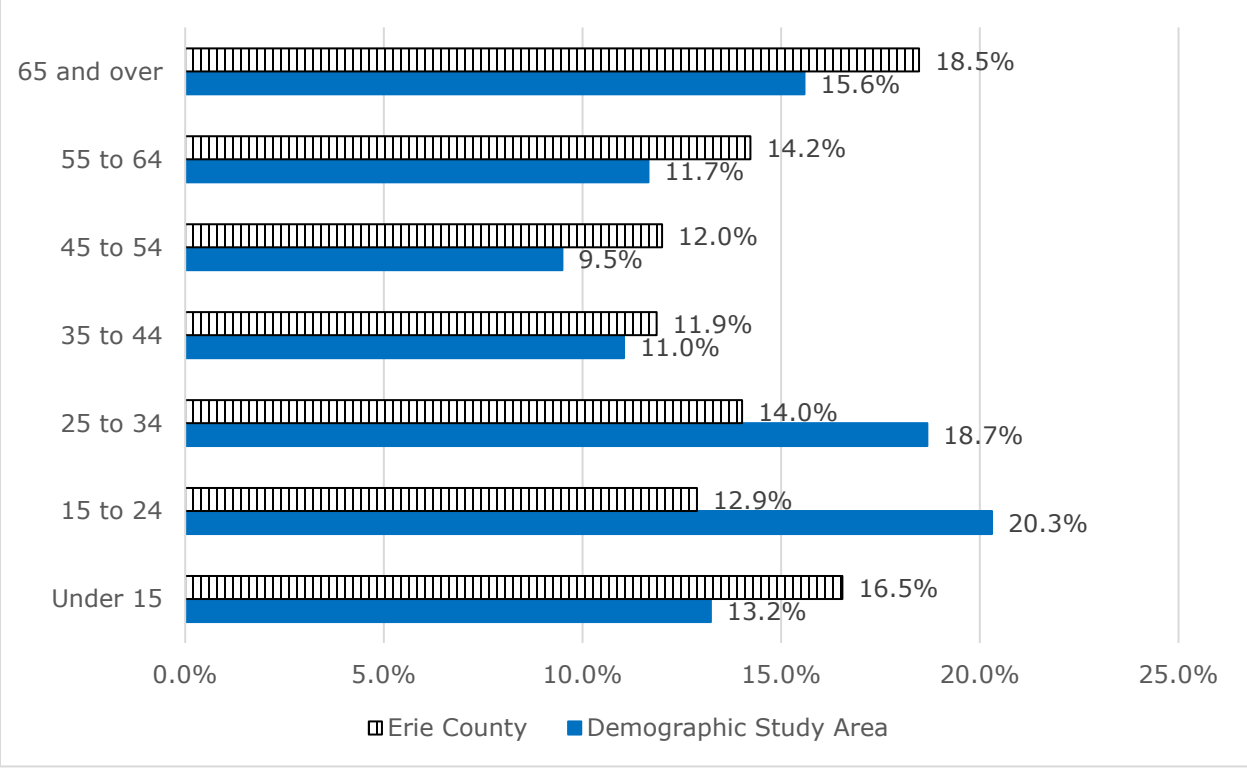
	Demographic Study Area	Erie County
Median Household Income	$63,112	$72,903
Percentage of Households Living Below Poverty	11.6%	9.3%
Percentage of Households Receiving Food Stamps/SNAP	18.02%	15.22%

Source: ACS 5-Year Estimates, 2018-2022

D.2.5 Age

Age is an important factor to understand in the context of transit improvements, because younger and older populations may be more likely to use (or depend on) transit than other age segments. In 2022, the median age in the demographic study area was 37.7, which is lower than the county's median (40.7) and lower than the national median age (39). Figure D-3 shows the 2022 age profile for the study area and Erie County. The demographic study area contained higher proportions of ages 15 to 34 than the county. This age profile is expected, given the presence of UB students within the demographic study area.

Figure D-3. Age Profile: Demographic Study Area Erie County (2022)



Source: ACS 5-Year Estimates, 2018-2022

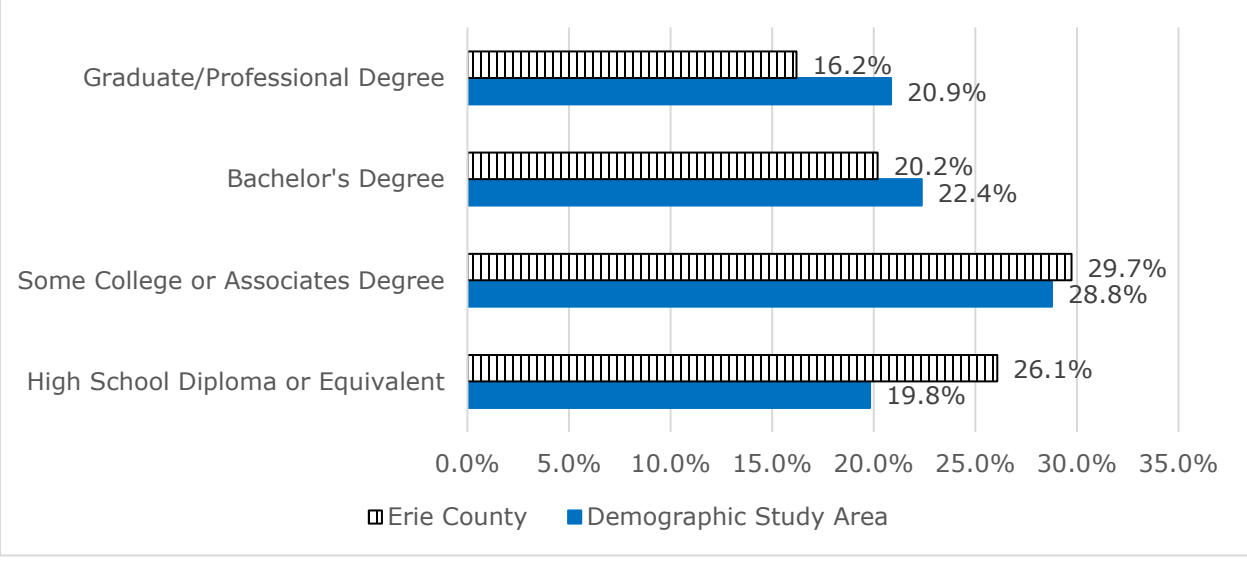
The relatively high number of students living in the study area may be used by decision-makers to determine the types of transportation services that would be needed in the short and long term. A 2017 Origin-Destination survey found that some of the TAZs with the highest number of bus and rail trip origins included institutions of higher education such as UB North (TAZ 671), UB South (TAZ 407), Canisius College (TAZ 376), State University of New York, Buffalo State (TAZ 402) and Erie Community College (TAZ 81).[2] Weekday ridership on the UB Stampede was approximately 15,000 in October 2023 (Refer to Appendix C2, "Travel Demand Forecasting"), highlighting the reliance of this population on transportation modes other than personal vehicles.

D.2.6 Educational Attainment

Figure D-4 shows the highest form of education for the population living within the demographic study area and Erie County. A higher proportion of demographic study area residents had a professional/graduate degree or a bachelor's degree relative to the entire county. Approximately 20 percent of demographic study area residents earned a high school diploma or equivalent as the highest form of education, which is lower compared to the county because more residents within the study area attained a higher level of education.

[2] Niagara Frontier Transportation Authority Onboard Transit Survey, June 2017. https://www.gbnrtc.org/s/NFTA-2017-Onboard-Survey-FINAL-Report.pdf

Figure D-4. Educational Attainment: Demographic Study Area and Erie County (2022)



Source: ACS 5-Year Estimates, 2018-2022

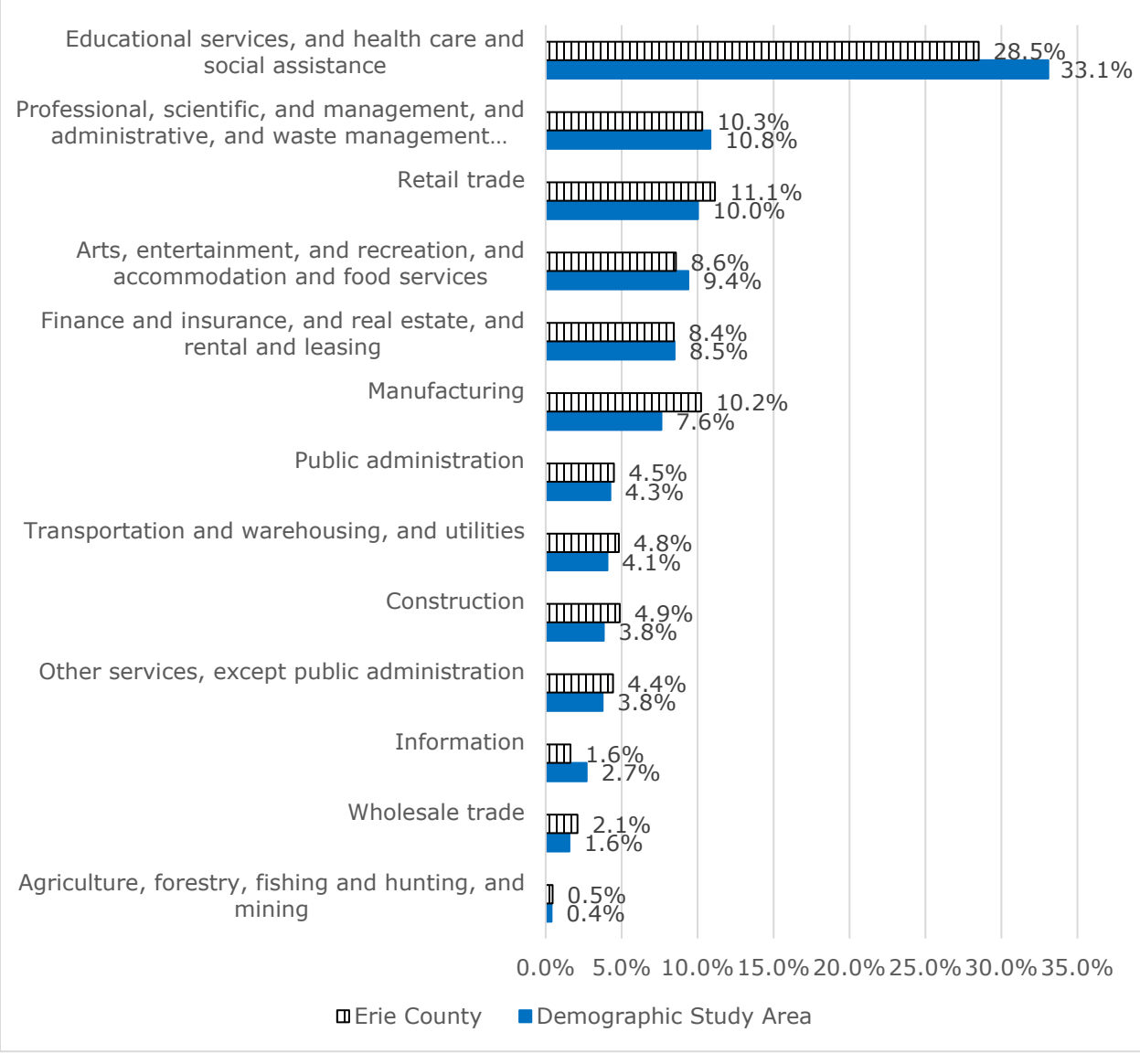
D.2.7 Economic Conditions

Outside forces—such as regional, state, and national trends—influence growth and change in a community. Larger economic trends can be less visible or less direct than local trends, but they have an impact on the economic activity in smaller geographies. Understanding which industries and businesses provide the largest proportion of jobs in both the larger region and the county can provide insight on which industries have the biggest impact on the local economy, as well as the community's dependence on certain industries.

Figure D-5 shows total employment by industry sector for the demographic study area and Erie County. In 2022, the total employed civilian population over the age of 16 in the demographic study area was 36,612, which is almost eight percent of total employment in Erie County (466,028).[3] The unemployment rate in the demographic study area was slightly lower in 2022 (4.8 percent) than the entire county (five percent). A larger proportion of demographic study area employees work in Educational Services (33.1 percent), compared to 28.5 percent county-wide, which can be expected given UB's presence.

[3] American Community Survey (ACS) 5-Year Estimates, 2017-2021.

Figure D-5. Employment by Industry: Demographic Study Area and Erie County (2022)



Source: ACS 5-Year Estimates, 2018-2022

UB notably impacts employment and economic activity in the corridor and played a significant role in determining the alignment of the LRT Build Alternative and the BRT Build Alternative to best serve travel needs.[4] Educational services account for 33.1 percent of employment in the demographic study area. The U.S. Bureau of Labor Statistics projects job growth in the postsecondary education sector of six percent between 2022 and 2032 nationwide.[5] The

[4] Locally preferred alternative means an alternative evaluated through the local planning process, adopted as the desired alternative by the appropriate State and/or local agencies and official boards through a public process and identified as the preferred alternative in the NEPA process. See Chapter 2 and Appendix A2, "Alternatives Considered" for more details on the selection of the Locally Preferred Alternative.

[5] U.S. Bureau of Labor Statistics Employment Projections for occupations associated with postsecondary education (postsecondary administrators, postsecondary teachers, and postsecondary teaching assistants). *Occupational projections and worker characteristics : U.S. Bureau of Labor Statistics (bls.gov)*

National Center for Education Statistics forecasts undergraduate enrollment at the national level to grow by three percent during the same time.

UB developed multiple growth scenarios for student enrollment and physical build-out with projections to 2030 as part of UB 2020, the university's long-term strategic initiative established in 2009[6] that has since been updated to the Top 25 Ambition.[7] The UB 2020 growth projections ranged from 30,000 to 40,000 students by 2030. Economic trends in the ensuing decade have tempered the most aggressive plans for expansion. UB enrollment has steadily increased by nearly seven percent between the years 2013 and 2023 for a total enrollment of 31,891 students in 2023, despite the effects of the COVID-19 pandemic[8].

The UB Campus Master Plan[9] notes the importance of connecting the North, South, and Downtown campuses to accommodate the university's three-point plan of growth, transformation, and migration.

D.3 ENVIRONMENTAL CONSEQUENCES

The following sections summarize the potential socioeconomic impacts of each alternative.

D.3.1 No Build Alternative

Key to the evaluation of the Project's socioeconomic impact on the study area is the comparison of future projections with and without the construction of the Project. This comparison evaluates the differences between the No Build Alternative (future without the Project) and the Project's proposed Build Alternatives. Socioeconomic characteristics related to race, housing tenure, income, age, and educational attainment are not included in the comparisons between the No Build and Build Alternatives. These characteristics are long-term and stable and likely to remain the basic demographic profile of the study area and region with the variability of overall growth projections.

The No Build Alternative will not change in existing trends and therefore will have no impact. In addition, the No Build Alternative does not assume opportunities for redevelopment and revitalization that is anticipated to be stimulated by the construction of the proposed Project.

D.3.2 Build Alternatives

The comprehensive transit-oriented development planning efforts conducted by Metro and GBNRTC included an analysis of the transit-oriented growth patterns of the existing Metro Rail corridor, the economic and fiscal benefits created by the construction of the Project and

6 UB 2020: A Vision, A Path, A Transformation: *https://www.buffalo.edu/top25ambition.html*

7 Top 25 Ambition: *https://www.buffalo.edu/top25ambition/overview.html*

8 New York State University (SUNY), 2023 Enrollment Data. https://tableauserver.suny.edu/t/IRPublic/views/Enrollment2013-2023/CampusEnrollment?%3Aembed=y&%3AisGuestRedirectFromVizportal=y

9 UB Campus Master Plan: *https://www.buffalo.edu/administrative-services/managing-facilities/planning-designing-and-construction/facilities-master-plan.html*

associated transit-oriented development, and benefits of job accessibility for households in the region. The analysis used the GBNRTC projections for the region's future population, households, and employment by sector for 2040, which were the latest available data at that time. The main findings of this analysis as reported in the *Comprehensive Transit-Oriented Development 2019 Final Report* are:

- The Metro Rail Corridor is projected to grow faster than the region. The existing and proposed Metro Rail corridor is forecasted to increase its population by 5.8% between 2015 and 2040, while the region's population increase during the same period is projected at 1.3%.
- The Metro Rail Corridor has smaller households than the rest of the region. Household size in the existing and proposed Metro Rail corridor is projected to decrease further between 2015 and 2040, and faster than the decrease projected for the region. This is consistent with typical transit-oriented growth scenarios.
- Employment growth is projected to be stronger, on average, in the existing and proposed Metro Rail corridor than in the total region. Employment in the existing and proposed Metro Rail corridor is expected to grow by 13.3% between 2015 and 2040, compared to a 12.5% for the region.

In 2023, GBNRTC updated demographic forecasts (population and households) for use in modeling year 2050 travel demand to support the Metropolitan Transportation Plan (MTP) update. Table D-8 shows the estimated population, households, and total employment in 2050 for the TAZs within the study area, based on the updated forecasts. The GBNRTC regional travel demand model includes the Project in its 2050 forecasts, assuming 2040 as the opening year for the Project. The primary difference between the Project's LRT Build Alternative and BRT Build Alternative is the transit type (i.e., LRT versus BRT). The alignment is consistent between both Build Alternatives. As such, the 2050 projections apply to the LRT Build Alternative and the BRT Build Alternative.

The 2050 forecasts are consistent with the trends reported in the *Comprehensive Transit-Oriented Development 2019 Final Report*. Due to increased connectivity, mobility, and reductions in travel time that would result from the LRT Build Alternative and the BRT Build Alternative, increased development would occur in the study area. Population, households, and employment would grow at a greater rate in the study area compared to the region.

Table D-8. Population, Households, and Employment for the Study Area and Buffalo-Niagara Region (2020, 2050)

Geography	Existing (2020)	Future Projections (2050)	Percent Difference (2020 to 2050)
Population			
Study Area	110,506	131,510	19.0%
Buffalo-Niagara Region	1,136,987	1,246,227	9.6%
Households			
Study Area	47,816	59,362	24.1%
Buffalo-Niagara Region	491,870	544,604	10.7%
Employment			
Study Area	133,964	161,307	20.4%
Buffalo-Niagara Region	696,286	791,271	13.6%
Average Household Size			
Study Area	2.07	2.01	-2.8%
Buffalo-Niagara Region	2.32	2.31	-0.6%

Source: GBNRTC, 2023

As with the No Build Alternative, socioeconomic characteristics related to race, housing tenure, income, age, and educational attainment are long-term and stable. These characteristics are likely to remain consistent with the basic demographic profile of the study area and region with the variability of overall growth projections.

TRANSIT-ORIENTED DEVELOPMENT AND INCREASED PROPERTY VALUES

Metro and GBNRTC's comprehensive TOD planning efforts demonstrate that by promoting TOD, transit investment would enhance mobility options for the community and support broader social and economic goals. According to the *Comprehensive Transit-Oriented Development 2019 Final Report*, the LRT Build Alternative would facilitate future real estate development comprising approximately 8.4 million square feet of commercial (office and retail) and residential space throughout the existing and proposed Metro Rail corridor, worth a total assessed valuation of approximately $1.7 billion. Existing properties where the current buildings and uses are expected to remain should see their cumulative assessed value increase by more than $310 million because of their proximity to the corridor. As a result, Buffalo and Amherst would collect approximately $61.5 million in property tax revenues from properties in the existing and proposed Metro Rail Corridor, which would be 32 percent more than the No Build Alternative. In addition, the potential retail development linked to the LRT Build Alternative would lead to approximately $8.7 million in annual sales tax revenues for the State of New York and $10.3 million in sales tax revenues for Erie County by 2040[10] (All financial figures are based on 2016 dollars).

Metro and GBNRTC's findings are supported by the American Public Transportation Association's conclusions that properties near public transportation experience higher rates of appreciation than properties not near public transportation.[11] The American Public

[10] Comprehensive Transit Oriented Development Plan. August 2018. GBNRTC.

[11] *The Real Estate Mantra: Locate Near Public Transportation.*, October 2019. American Public Transportation Association (APTA) and National Association of Realtors. October 2019. *https://www.apta.com/wp-content/uploads/The-Real-Estate-Mantra-Locate-Near-Public-Transportation.pdf*

Transportation Association study analyzed seven regions between 2012 and 2016, finding that residential and commercial median sales price increases for properties near public transportation stations were four percent to 42 percent higher than properties not near public transportation stations. The highest gains were in areas near rapid rail transit (LRT and Heavy Rail), BRT, and commuter rail. In addition, the average transportation cost savings per household near public transportation was between $2,500 and $4,400 per year.

The LRT Build Alternative and the BRT Build Alternative would enhance regional mobility and are part of a larger regional investment strategy to leverage economic and community development opportunities associated with transit investment. Buffalo, Amherst, Tonawanda, and Erie County are committed to ensuring that development principles enhance the community and provide sustainable growth. For that effort, several regional plans and policies have been instituted to promote increased development, infill development, and redevelopment in established urban cores, and to limit development away from primary activity centers. Section 4.2, "Land Use," describes these plans and policies in detail. Therefore, in conjunction with associated land use policies, zoning, and plans, the LRT Build Alternative and the BRT Build Alternative are expected to result in benefits to development and would contribute to the economy by encouraging and supporting high-density land uses, particularly around station locations.

As discussed in Section 4.17, "Construction Effects," the LRT Build Alternative and the BRT Build Alternative would result in increased short-term employment and spending in the study area during construction, as well as long-term employment benefits resulting from the operations and maintenance (O&M) of the LRT Build Alternative and the BRT Build Alternative.

The LRT Build Alternative and the BRT Build Alternative would create jobs and additional earnings from O&M expenditures, including, but not limited to, the expenses associated with rail operators, vehicle maintenance, right-of-way maintenance, station maintenance, and safety and security, including additional NFTA police. It is assumed that O&M funding would be procured from local and Project-generated funds, and though these expenses would be generated at the local level, O&M expenditures would not happen without the LRT Build Alternative or the BRT Build Alternative.

TAX REVENUE

When a public entity acquires private property, the property is no longer subject to property taxes and is removed from the tax base. Section 4.1, "Property Acquisitions and Displacements," documents the properties that would be acquired for the LRT Build Alternative and the BRT Build Alternative. However, the short-term tax revenue loss would be offset by the long-term increase in property values (and resulting taxes) that are expected from economic development that would occur because of the Project.

D.3.3 Summary of Potential Socioeconomic Impacts

As previously presented, Table D-1 summarizes the environmental consequences of the No Build Alternative, LRT Build Alternative, and BRT Build Alternative and their impact on socioeconomic conditions.

The LRT Build Alternative and the BRT Build Alternative would result in a positive increase in population, housing supply, and employment, particularly around the proposed stations. As these changes would be consistent with existing plans and policies, the proposed Project's Build Alternatives does not result in an adverse socioeconomic impact, therefore no mitigation is warranted. In addition, the LRT Build Alternative and the BRT Build Alternative would facilitate future TOD, which is called for in existing local and regional plans.

Some tax revenue would be lost because of the LRT Build Alternative and the BRT Build Alternative, due to private property acquisition (see Section 4.1, "Property Acquisitions and Displacements"). However, the overall loss of property would be small compared to the future socioeconomic projections and the additional municipal property tax revenue collected within the study area. Moreover, as the LRT Build Alternative and the BRT Build Alternative would support future TOD, potentially resulting in millions of dollars in additional tax revenues, no mitigation is warranted. In addition, the Town of Amherst has instituted plans and policies to promote increased development, infill development, and redevelopment. These efforts would create positive impacts on development and contributing economic benefits.