

**SILICON VALLEY RAPID TRANSIT CORRIDOR –
BART Extension to Milpitas, San Jose and Santa Clara
in the Cities of Fremont, Milpitas, San Jose and Santa Clara,
and the County of Santa Clara**

FINAL ENVIRONMENTAL IMPACT REPORT

Volume I: Final EIR Text
Volume II: Responses to Comments

Prepared Pursuant to:

**California Environmental Quality Act, PRC 21000 et seq.; and
the State of California CEQA Guidelines, California
Administrative Code, 15000 et seq.**

Prepared by:

Santa Clara Valley Transportation Authority

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Volume I: Final EIR Text

ABSTRACT

The Santa Clara Valley Transportation Authority (VTA) proposes to construct a 16.3-mile extension of the Bay Area Rapid Transit (BART) rail system from just south of the future BART Warm Springs Station in Fremont to the Cities of Milpitas, San Jose, and Santa Clara. The project would include seven stations, plus one future station, along the alignment and a maintenance and vehicle storage yard in San Jose/Santa Clara. In addition to the BART Alternative, the Environmental Impact Report (EIR) also evaluates the No-Action and "New Starts" Baseline Alternatives, along with two Minimum Operating Segment (MOS) scenarios under the BART Alternative. The BART Alternative would enhance regional connectivity, alleviate severe and ever-increasing traffic congestion on the freeways between Alameda and Santa Clara Counties, improve regional air quality, provide mobility options, maximize transit usage and ridership, and support local economic and land use plans and goals.

This EIR was initially written as a combined federal/state document (Environmental Impact Statement/Environmental Impact Report [EIS/EIR]) in accordance with the requirements of the National Environmental Policy Act and the California Environmental Quality Act. However, subsequent to the public review period for the Draft EIS/EIR, VTA choose to pursue federal and state environmental clearance of the project on independent paths. The Final EIS, to be completed at a later date, will require Federal Transit Administration review and approval.

Volume I of the Final EIR evaluates and discloses the environmental impacts of the BART Alternative including increases in localized traffic; increases in noise and vibration levels; relocation of businesses and residences; and impacts on wetlands, special status species, historic and cultural resources, and parklands, among other topics. Volume I also discloses the environmental impacts of the No-Action and Baseline Alternatives, and the MOS scenarios. Design requirements, best management practices, and mitigation measures are detailed to avoid, reduce, or compensate for impacts. Volume I also contains revisions to the Draft EIS/EIR based on public comments.

Volume II of the Final EIR contains the final recommendations on the BART Alternative alignment and station options, comments and responses on the Draft EIS/EIR, and a summary of the revisions to the Draft EIS/EIR.

The financial plan indicates that this BART Alternative will need additional revenue in order to be constructed and operated in the time frame described. The financial plan in the Final EIR is based on financial projections and governmental actions that are not finalized. As part of the federal New Starts process, a feasible financial plan will need to be prepared to advance the project into Final Design. In addition, the BART Alternative is dependent on the completion of the BART Warm Springs Extension Project that does not yet have a final financial plan in place.

FOR ADDITIONAL INFORMATION CONCERNING THIS DOCUMENT, CONTACT:

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Information on the project may be obtained from VTA's web site (www.vtabart-vta.org) or from Mr. Tom Fitzwater by calling (408) 321-5789.