

**SILICON VALLEY
RAPID TRANSIT CORRIDOR**

BART Extension to Milpitas, San Jose and Santa Clara

**FINAL SUPPLEMENTAL
ENVIRONMENTAL IMPACT REPORT**

 **SANTA CLARA VALLEY
TRANSPORTATION AUTHORITY**
MAY 2007

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**

FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

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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ABSTRACT

The Santa Clara Valley Transportation Authority (VTA) has prepared this Supplemental Environmental Impact Report (SEIR) in accordance with the California Environmental Quality Act (CEQA) Public Resources Code 21000 et seq.; and the CEQA Guidelines, California Administrative Code, 15000 et seq. The SEIR updates information presented in the *Silicon Valley Rapid Transit Corridor - BART Extension to Milpitas, San Jose and Santa Clara – Final Environmental Impact Report* (November 2004).

The proposed Project would begin at the planned BART Warm Springs Station (to be implemented by 2013) in the City of Fremont and proceed on the former Union Pacific railroad right-of-way through the City of Milpitas to near Las Plumas Avenue in the City of San Jose. The extension would then descend into a subway tunnel, continue through downtown San Jose, and terminate at grade in the City of Santa Clara near the Caltrain Station. The total length of the alignment would be 16.1 miles. Passenger service for the Project would start in 2016, assuming funding is available.

The VTA Board of Directors certified the Final Environmental Impact Report (FEIR) in December 2004 in accordance with CEQA. Analysis of the Project presented in the 2004 FEIR was based on 10 percent design plans prepared during the Conceptual Engineering design phase of the Project. Following approval of the Project by the VTA Board of Directors, the Preliminary Engineering design phase began, taking design plans to the 35 percent level.

The Draft SEIR evaluates the potential environmental impacts, including increases in localized traffic; increases in noise and vibration levels; relocation of businesses and residences; and impacts on wetlands, special status species, and historic and cultural resources, among other topics, that result from design modifications to the project previously evaluated in the 2004 FEIR. The SEIR also covers any new information since certification of the 2004 FEIR.

The Final SEIR consists of Chapter 1 – Introduction, Chapter 2 – Recommended Project Description, Chapter 3 – Comments and Responses on the Draft SEIR, and Chapter 4 – Revisions to the Draft SEIR.

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Information on the project may also be obtained from VTA's web site (www.vtabart-vta.org).

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