VTA's BART Silicon Valley
**Phase II Extension Project**

# **CEQA** Addendum to the 2018 Final Subsequent Environmental Impact Report

February 2026

Santa Clara Valley Transportation Authority

*Solutions that move you*

# VTA's BART Silicon Valley Phase II Extension Project

## Addendum

To VTA's BART Silicon Valley Phase II Extension Project – Final Supplemental Environmental Impact Statement/ Subsequent Environmental Impact Report

**February 2026**

**SANTA CLARA VALLEY TRANSPORTATION AUTHORITY**

Santa Clara Valley Transportation Authority

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## Acronyms

| | |
|---|---|
| 2018 Final SEIS/SEIR | 2018 Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report |
| AB | Assembly Bill |
| ADA | Americans with Disability Act |
| APN | Assessor's Parcel Number |
| ARTP | Archaeological Resources Treatment Plan |
| BAAQMD | Bay Area Air Quality Management District |
| BART | Bay Area Rapid Transit |
| BSVII Project | BART Silicon Valley Phase II Extension Project |
| CAP | Climate Action Plan |
| CEQA | California Environmental Quality Act |
| $CH_4$ | Methane |
| CMP | Containment Management Plan |
| CO | carbon monoxide |
| $CO_2$ | carbon dioxide |
| CRHR | California Register of Historical Resources |
| CSAs | Construction Staging Areas |
| EIR | Environmental Impact Report |
| EIS | Environmental Impact Statement |
| EO | Executive Order |
| FTA | Federal Transit Administration |
| GHG | greenhouse gas |
| ISA | Initial Site Assessment |
| MMRP | Mitigation Monitoring and Reporting Program |
| $N_2O$ | nitrous oxide |
| NEPA | National Environmental Policy Act |
| PA | Programmatic Agreement |
| PM10 | particulate matter less than or equal to 10 microns in diameter |
| PM2.5 | particulate matter less than or equal to 2.5 microns in diameter |
| RAPs | remedial action plans |
| ROD | Record of Decision |
| RWQCB | Regional Water Quality Control Board |
| SVRTC | Silicon Valley Rapid Transit Corridor |
| TOJD | Transit-Oriented Joint Development |
| VTA | Santa Clara Valley Transportation Authority |

# Chapter 1
# Introduction

## 1.1 Contents of this Addendum

This Addendum is organized as follows:

| | |
|---|---|
| Chapter 1: *Introduction* | Provides the purpose of the Addendum, summarizes the overall Project history, and describes previous environmental studies. |
| Chapter 2: *Proposed Project Changes* | Identifies the location of the Project, briefly discusses the Approved Project, and describes the project revisions in detail. |
| Chapter 3: *Environmental Evaluation* | Summarizes and evaluates the environmental impacts of the project revisions as they relate to the Approved Project. |
| Chapter 4: *Environmental Determination* | Provides a general summary of the Addendum along with the Environmental Determination. |

## 1.2 Purpose of the Addendum

This document constitutes an addendum to the *2018 Final Supplemental Environmental Impact Statement/ Subsequent Environmental Impact Report*)[1] for the Santa Clara Valley Transportation Authority's (VTA's) Bay Area Rapid Transit (BART) Silicon Valley Phase II Extension Project (BSVII Project). In accordance with the California Environmental Quality Act (CEQA). This Addendum for the 2018 Final SEIS/SEIR describes and evaluates minor technical changes and additions based on new information since the certification of the Final SEIS/SEIR and demonstrates that all of the potential environmental impacts associated with these minor technical changes and additions would be within the envelope of impacts already evaluated in the 2018 Final SEIS/SEIR.

Once an EIR or other CEQA document has been prepared and certified for a project, no additional environmental review is required unless certain conditions are met, at which point

[1] Santa Clara Valley Transportation. 2018. *2018 Final Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (SEIS/SEIR)*.

Available: https://www.vta.org/projects/documents?document_search=&document_category%5B%5D=3901&project=1533716

subsequent review under CEQA may be necessary. CEQA establishes the type of environmental documentation required when changes occur after an EIR has been certified.

CEQA Guidelines Sections 15162–15164 define the standards for determining the appropriate level of subsequent or supplemental environmental review after an EIR has been certified. Under Sections 15162–15164, a lead agency prepares a *subsequent* or *supplemental* CEQA analysis if the triggering criteria set forth in CEQA Guidelines Sections 15162 and 15163 are met. These criteria include a determination as to whether any changes to the project, or the circumstances under which the project will be undertaken, involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, a subsequent or supplemental CEQA analysis may be prepared if "new information" meeting certain standards under CEQA Guidelines Section 15162 is presented. If the changes do not meet these criteria, or if no "new information of substantial importance" is presented, then an addendum pursuant to CEQA Guidelines Section 15164 is prepared to document any minor corrections to the EIR. CEQA does not require that an addendum be circulated for public review.

As discussed in Chapter 3, *Environmental Evaluation,* of this document, the implementation of the changes to the Project described in Chapter 2, *Proposed Project Changes,* will not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects in the 2018 Final SEIS/SEIR. Therefore, the preparation of a Supplemental EIR, as defined by CEQA, is not warranted, and an Addendum is the appropriate environmental document for this undertaking.

## 1.3 Scope of this Addendum

This Addendum to the 2018 Final SEIR/SEIS for the BSVII Project evaluates the environmental impacts of the temporary replacement parking spaces to be provided by VTA as required by the National Environmental Policy Act (NEPA) mitigation as described in the -2018 Final SEIS/SEIR. The Final SEIS/SEIR required implementation of NEPA Mitigation Measure TRA CNST-D (Provide Temporary Replacement Parking at Diridon Station) to mitigate the loss of temporary parking at Diridon Station during construction, excerpted below:

> **NEPA Mitigation Measure TRA CNST-D (Provide Temporary Replacement Parking at Diridon Station)** *VTA will provide 450 temporary replacement off street parking spaces during construction to mitigate for parking impacts caused by the BART Extension construction. The temporary replacement parking will be provided prior to the removal of existing parking spaces.*

# 1.4 Overview of the Approved Project

The BSVII Project consists of the approximately 6-mile extension of the BART system from the Berryessa/North San José Station through downtown San José in an approximately 5-mile-long single-bore tunnel terminating in Santa Clara near the Santa Clara Caltrain Station. The BSVII Project includes three underground stations in the City of San José (28th Street /Little Portugal, Downtown San José, and Diridon Stations), one at-grade station in the City of Santa Clara (Santa Clara Station), and the Newhall Maintenance Facility on the border of the Cities of San José and Santa Clara near the BSVII Project's terminus.

As detailed in the SEIS/SEIR, to construct the BART Extension, Construction Staging Areas (CSAs) will be required along the project alignment. One CSA will be located at Diridon Station. Use of the CSA at Diridon Station will remove up to 755 publicly available parking spaces at Diridon Station. NEPA Mitigation Measure TRA-CNST-D requires VTA to provide 450 temporary replacement, off-street parking spaces during construction to mitigate for parking impacts caused during construction of the BSVII Project.

As documented in the 2023 BSVII Addendum, during construction of Diridon Station, VTA would provide temporary parking at a large storage facility at 501 Cinnabar Street, San Jose, northwest of the Diridon Station area. The utilization of this parking location was approved by the VTA Board on April 6, 2023.

# 1.5 Previous Environmental Studies

The Federal Transit Administration (FTA) and VTA prepared a combined Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) and Draft Section 4(f) Evaluation for the original 16-mile Silicon Valley Rapid Transit Corridor (SVRTC) Project in accordance with the requirements of NEPA and CEQA and released it for public comment in March 2004. Subsequent to the public review period, VTA chose to pursue federal and state environmental clearance of the project on independent paths, and in December 2004, VTA's Board of Directors certified the Final EIR. In June 2007, VTA's Board of Directors certified the Final Supplemental EIR updating the 2004 EIR to address project design refinements.

In mid-2007, VTA requested FTA approval to restart the NEPA process, and FTA concurred. FTA, in coordination with VTA, released the Draft EIS for public comment in March 2009 and published the Final EIS in March 2010. On June 24, 2010, FTA issued a Record of Decision (ROD) on the first phase of the SVRTC Project, an approximately 10-mile segment from Warm Springs to Berryessa - designated the Phase I Project.

VTA released a Draft 2nd Supplemental EIR for the 10-mile Phase I Project for public review in November 2010 to make the CEQA analysis consistent with the NEPA analysis.

VTA's Board of Directors certified the Final 2nd Supplemental EIR and approved the Phase I Project in March 2011. The Phase I Project moved forward into construction and opened in 2020. The remaining approximately 6 miles of the SVRTC Project is now referred to as the Phase II Project.

FTA and VTA prepared a combined Draft SEIS/SEIR on the remaining 6-mile Phase II Project in 2016. On April 5, 2018, the VTA Board of Directors approved the Phase II Project and certified that the SEIR met the requirements of CEQA. The BART Board of Directors approved the Phase II Project on April 26, 2018. On June 4, 2018, FTA issued an ROD on the Final SEIS/SEIR for the Phase II Project.

Since 2018, three CEQA addenda to the SEIR were prepared and approved by the VTA Board of Directors in December 2022, in April 2023, and in August 2024.

# Chapter 2
# Proposed Project Changes

## 2.1 Location

The BSVII Project is located along a 6-mile stretch from the Berryessa/North San José Station through downtown San José to the City of Santa Clara. Figure 2-1 shows the alignment of the approved BSVII Project and its stations and maintenance facility.


**Figure 2-1. BSVII Alignment Map**

## 2.2 Approved Project

As per VTA's 2018 Final SEIS/SEIR, the Approved Project consists of the approximately 6-mile extension of the BART system from the Berryessa/North San José Station through downtown San José in an approximately 5-mile-long, single-bore tunnel terminating in Santa Clara near the Santa Clara Caltrain Station. It includes three underground stations in the City of San José (28th Street/Little Portugal, Downtown San José, and Diridon Stations), one at-grade station in the City of Santa Clara (Santa Clara Station), and the Newhall Maintenance

Facility on the border of the Cities of San José and Santa Clara near the BSVII Project's terminus.

The 2018 Final SEIS/SEIR disclosed the loss of 755 off-street parking spaces during construction of Diridon Station and identified NEPA Mitigation Measure TRA-CNST-D, which stated that VTA will provide 450 temporary replacement off-street parking spaces during construction of Diridon Station, and the replacement parking will be provided prior to the removal of the existing 755 parking spots. The replacement parking lot location was not identified in the 2018 Final SEIS/SEIR. In 2023, VTA prepared an Addendum identifying a replacement parking location at 501 Cinnabar.

## 2.3 Project Revisions

The revisions to the BSVII Project described in this Addendum identify a new location for the 450 temporary replacement parking spaces required by NEPA Mitigation Measure TRACNST-D. VTA intends to partner with San Jose Arena Management (SJAM) to utilize their Delmas West (348 parking spaces) and Delmas East (442 parking spaces) parking lots hereinafter called the "Delmas Lots" (see Figure 2-2) which are closer to the Diridon Station than the 501 Cinnabar parking facility. Currently, the Delmas Lots are only utilized during SAP events or for employee parking. Therefore, the expanded use of opening these lots to the public 24 hours a day and 7 days a week would provide additional capacity not previously available to the public. In addition, the 2018 Final SEIS/SEIR did not identify the Delmas Lots as available for parking in Figure 5-K on page 5-107, which is also shown below in Figure 2-3.

The Delmas Lots contain sufficient temporary replacement parking to meet the mitigation requirement to provide 450 temporary parking spaces during construction of Diridon Station. No construction is required to use the Delmas Lots for parking because the sites are currently configured and used as existing parking lots for arena events and employee parking. Under the agreement between SJAM and VTA, the Cinnabar Parking Lot would be utilized by SJAM for purposes not related to the BSVII Project.

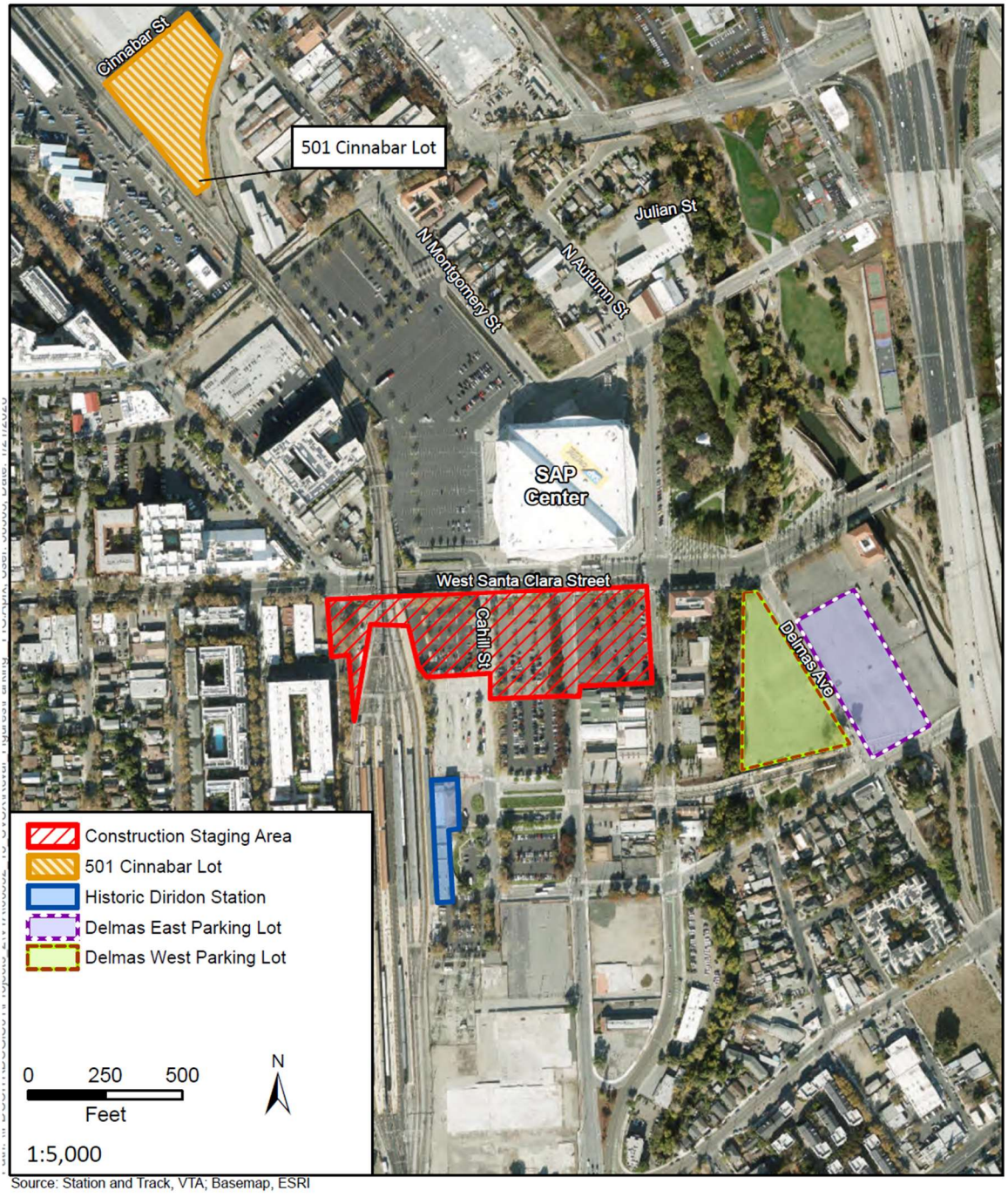


**Figure 2-2. Diridon Station - Location of the Delmas Lots**

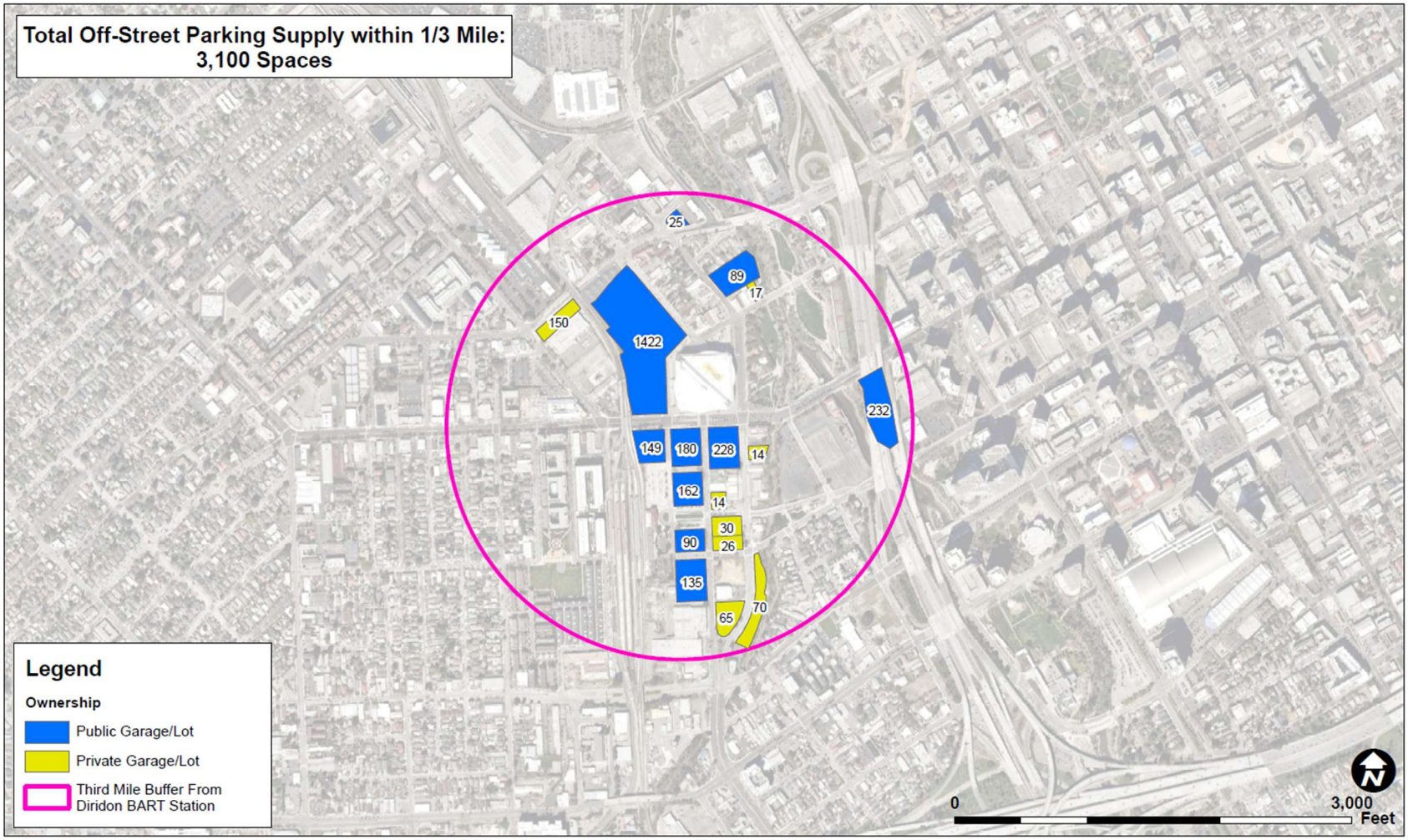


**Figure 2-3. Diridon Station Area Off-Street Parking Supply (from 2018)**

# Chapter 3
# Environmental Evaluation

This chapter evaluates the potential effects on the physical environment from shifting the temporary replacement parking from the Cinnabar lot to the Delmas Lot and determines whether any new significant environmental effects or a substantial increase in the severity of significant effects identified in the 2018 Final SEIS/SEIR occur as a result. The information used in this evaluation is drawn from the 2018 Final SEIS/SEIR, the 2023 Addendum, technical studies, literature reviews, field reconnaissance, publicly available online information, and other applicable plans and policies.

## 3.1 Transportation

This section evaluates the potential for transportation impacts from project revisions. The Delmas Lots are closer to the displaced Diridon Station parking lots than the Cinnabar lot, so there would not be lengthy detours resulting from shifting the temporary replacement parking from the Cinnabar lot to the Delmas Lots. The revisions to the Project do not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Since the Delmas Lots are existing and operational parking facilities for arena events and employee parking, no new construction is required to transition these lots to parking use as a temporary replacement for the displaced Diridon Station parking lots. Therefore, these project revisions would not result in any new significant or more severe transportation-related impacts than disclosed in the 2018 Final SEIS/SEIR. Mitigation Measures TRA-CNST-A (Develop and Implement a Construction Education and Outreach Plan) and TRA-CNST-B (Develop and Implement a Construction Transportation Management Plan) from the 2018 Final SEIS/SEIR, which require notification of nearby residents and businesses regarding detours, will still be implemented as required.

The Delmas Lots would provide sufficient temporary replacement parking spaces to satisfy NEPA Mitigation Measure TRA-CNST-D and would be located within one mile of Diridon Station. Mitigation Measure TRA-CNST-B would ensure that VTA coordinates with the City of San José to minimize access and circulation construction impacts during special events.

The operation of the Delmas Lots would not result in lane and road closures and hence would not impact emergency access. Based on the above, the operation of the Delmas Lots would not result in new significant environmental effects or a substantial increase in the severity of significant effects related to transportation previously identified in the 2018 Final SEIS/SEIR and does not alter any of the conclusions in the 2018 Final SEIS/SEIR.

# 3.2 Air Quality

This section evaluates the potential for air quality and climate change impacts from project revisions. The Diridon Station and the Delmas Lots are located within the San Francisco Bay Area Air Basin. The air pollutants of greatest concern in this area are ozone, particulate matter less than or equal to 2.5 microns in diameter (PM2.5), particulate matter less than or equal to 10 microns in diameter (PM10), and carbon monoxide (CO).

Use of the Delmas Lots would involve no construction activities. Therefore, Delmas Lots would not have greater construction-period impacts on air quality than the air quality impacts analyzed in the Project's 2018 Final SEIS/SEIR.

Motor vehicles are the dominant source of air pollutants in this area. Because the project revisions only temporarily replace existing parking that will be removed, no additional vehicular movement would occur, and hence no impact on regional air quality is expected.

Additionally, the 2018 Air Quality Study for the 2018 Final SEIS/SEIR concludes that the Project meets the CO screening criteria established by the Bay Area Air Quality Management District (BAAQMD):

> The potential for operations to result in localized CO hotspots was evaluated based on the CO screening criteria established by the BAAQMD. The criteria provide a conservative indication of whether a project will generate new air quality violations, worsen existing violations, or delay attainment of the NAAQS and CAAQS with regard to CO. If the screening criteria are met, a quantitative analysis of project-related CO emissions would not be necessary because the project would not result in a CO hotspot.

The Delmas Lots would not increase traffic volumes at any intersection in the traffic study area to more than 24,000 vehicles per hour at mixing-limited intersections or 44,000 vehicles per hour at other intersections. Hence, it is likely to meet the BAAQMD screening criteria for CO impacts.

Sensitive receptors are defined as children, elderly, asthmatics, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution. The places where these sensitive receptors congregate are considered sensitive receptor locations. Sensitive receptor locations may include hospitals, schools, and day care centers, and such other locations as the air district board or California Air Resources Board may determine (California Health and Safety Code Section 42705.5(a)(5)). The nearest residences are more than half a mile from the Delmas Lots. The nearest school is Hester School, which is located more than 2 miles from the Delmas Lots. Since there will be no construction activity, sensitive receptors would not be exposed to substantial concentrations of toxic air contaminants.

As a result, the changes to the Project would not result in new significant environmental effects or a substantial increase in the severity of significant effects related to air quality

previously identified in the 2018 Final SEIS/SEIR and does not alter any of the conclusions in the 2018 Final SEIS/SEIR.

# 3.3 Biological Resources and Wetlands

This section evaluates the potential for impacts on biological resources from project revisions. No construction activities are anticipated. Operation of the Delmas Lots will not adversely affect any species identified as a candidate, sensitive, or special-status species in the local or regional plans, policies, and regulations, and by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, and National Oceanic and Atmospheric Administration Fisheries. No riparian habitat, protected wetlands, established native resident or migratory wildlife corridors, native wildlife nursery sites, or other sensitive natural community have been identified proximate to the Delmas Lots. No trees would be removed at the Delmas Lots, nor would any adopted Habitat Conservation Plan and Natural Community Conservation Plan be violated.

As a result, the changes to the Project would not result in new significant environmental effects or a substantial increase in the severity of significant effects related to biological resources and wetlands previously identified in the 2018 Final SEIS/SEIR and does not alter any of the conclusions in the 2018 Final SEIS/SEIR.

# 3.4 Community Facilities and Public Services

This section evaluates the potential for new significant or a substantial increase in impacts on community facilities (schools, fire stations, police stations, hospitals, libraries, civic/community centers, parks, religious institutions, and museums) from project revisions. Because operation of the Delmas Lots would not result in the provision of, or need for, new or physically altered government facilities, the changes to the Project would not result in any new significant environmental effects or a substantial increase in the severity of significant effects on community services previously identified in the 2018 Final SEIS/SEIR and does not alter any of the conclusions in the 2018 Final SEIS/SEIR.

# 3.5 Cultural Resources

This section evaluates the potential for impacts related to cultural resources from project revisions. No construction activities, including paving or excavation of any kind, are anticipated for the use of the Delmas Lots, so these changes to the Project are not expected to cause any new or significant impacts on any known or unknown archaeological resources. The Programmatic Agreement and Archaeological Resources Treatment Plan will continue to be implemented as required, and these project revisions would not change or alter the implementation.

As a result, the changes to the Project would not create a new significant environmental effect or a substantial increase in the severity of significant effects related to cultural resources previously identified in the 2018 Final SEIS/SEIR and does not alter any of the conclusions in the 2018 Final SEIS/SEIR.

# 3.6 Energy

This section evaluates the potential to place a substantial demand on the regional energy supply, require substantial additional capacity, or significantly increase peak and base period electricity demand from project revisions. No construction activities are anticipated. As a result, the changes to the Project would not create a new significant environmental effect or a substantial increase in the severity of significant effects on energy resources previously identified in the 2018 Final SEIS/SEIR and does not alter any of the conclusions in the 2018 Final SEIS/SEIR.

# 3.7 Geology, Soils, and Seismicity

This section evaluates the potential to increase the hazards related to geology, soils, and seismicity from project revisions. The topography of the area is relatively flat. The operation of the Delmas Lots would not involve the construction of any structures or facilities. The Delmas Lots would continue to be used as parking lots. Therefore, the changes to the Project would not cause a new significant environmental effect or a substantial increase in the severity of significant effects on geology, soils, and seismicity previously identified in the 2018 Final SEIS/SEIR and does not alter any of the conclusions in the 2018 Final SEIS/SEIR.

# 3.8 Greenhouse Gas Emissions and Climate Change

This section evaluates the potential for new significant or more substantial impacts related to greenhouse gas (GHG) emissions from project revisions.

The Delmas Lots would involve no construction. As a result, no greater GHG emissions than evaluated in the 2018 Final SEIS/SEIR would occur.

Regarding operational emissions, because the Revised Project replaces existing parking within half a mile, no substantial additional vehicular movement would occur, and hence no worsened impact related to GHG emissions is expected.

Three plans relevant to the Project were studied in the 2018 Final SEIS/SEIR and were adopted for the purposes of reducing GHG emissions: the Assembly Bill (AB) 32 Scoping

Plan, the City of San José GHG Reduction Strategy, and the City of Santa Clara Climate Action Plan (CAP) and were studied in the 2018 Final SEIS/SEIR. The Final SEIS/SEIR also evaluated Project for consistency with Executive Orders EO S-3-05 and EO B-30-15. Overall, the Project would result in a net reduction in GHG emissions, which would be consistent with all state, regional, and local GHG plans.

As a result, the changes to the Project would not create a new significant environmental effect or a substantial increase in the severity of significant effects related to GHG emissions previously identified in the 2018 Final SEIS/SEIR and does not alter any of the conclusions in the 2018 Final SEIS/SEIR.

# 3.9 Hazards and Hazardous Materials

This section evaluates the potential to encounter hazardous materials from project revisions. No construction or excavation activities would occur to utilize the Delmas Lots for parking. Therefore, the use of the Delmas Lots would not result in any new significant impacts. Changes to the Project are not anticipated to create a new significant environmental effect or a substantial increase in the severity of significant effects related to hazards and hazardous materials previously identified in the 2018 Final SEIS/SEIR and does not alter any of the conclusions in the 2018 Final SEIS/SEIR.

# 3.10 Land Use

This section evaluates the potential for the changes to the Project to be incompatible with existing adjacent land uses or be inconsistent with applicable plans, programs, and policies. The Delmas Lots are within the Diridon Station Area Plan. The current land use zoning designation of the site for the Delmas Lots is “Downtown (DT).” There would be no change in use for these parking lots. These parking lots will continue to be utilized for parking.

As a result, the changes to the Project would not create a new significant environmental effect or a substantial increase in the severity of significant effects related to land use previously identified in the 2018 Final SEIS/SEIR and does not alter any of the conclusions in the 2018 Final SEIS/SEIR.

# 3.11 Noise and Vibration

This section evaluates the potential for the changes to the Project to result in noise or vibration impacts that would exceed criteria used by VTA and the FTA.

Some land uses are considered more sensitive to ambient noise levels than others because of the amount of noise exposure (in terms of both the duration of exposure and insulation from noise) and the types of activities typically involved. Residences, motels and hotels, schools,

libraries, churches, hospitals, nursing homes, and auditoriums generally are more sensitive to noise than are commercial and industrial land uses. Sensitive receptors for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The nearest residences are more than half a mile from the Delmas Lots. The nearest school is Hester School, which is located more than 2 miles from the Delmas Lots. The nearest performance space is the SAP Center, which is proximate to the Delmas Lots. No construction activities would occur as a result of the project changes.

The operation of the Delmas Lots is not anticipated to create a new significant environmental effect or a substantial increase in the severity of significant effects related to noise and vibration previously identified in the 2018 Final SEIS/SEIR and does not alter any of the conclusions in the 2018 Final SEIS/SEIR.

# 3.12 Utilities and Service Systems

This section evaluates the potential for the changes to the Project to affect utilities and service systems. No restroom access is provided at the Delmas Lots. As a result, the changes to the Project would not create a new significant environmental effect or a substantial increase in the severity of significant effects related to utilities previously identified in the 2018 Final SEIS/SEIR and does not alter any of the conclusions in the 2018 Final SEIS/SEIR.

# 3.13 Visual Quality and Aesthetics

This section evaluates the potential to degrade the existing visual character and quality of the project corridor, negatively affect scenic vistas, and introduce new sources of light and glare from project revisions.

No construction activities would occur. In particular, no trees would be removed or any new lighting be installed for the project. There would be no change in the visual setting as a result of the project changes. These are existing parking lots that will be used by Diridon Station patrons during construction for the BART Phase II Project.

The operation of the Delmas Lots would not have a substantial adverse effect on a scenic vista, damage scenic resources, conflict with applicable zoning and other regulations governing scenic quality or create a new source of substantial light or glare that would adversely affect day- or nighttime views in the area.

As a result, the changes to the Project are not anticipated to create a new significant environmental effect or a substantial increase in the severity of significant effects related to

visual quality previously identified in the 2018 Final SEIS/SEIR and does not alter any of the conclusions in the 2018 Final SEIS/SEIR.

## 3.14 Water Resources, Water Quality, and Floodplains

This section evaluates the potential for the changes to the Project to affect existing flooding hazards, impair water quality, and create additional sources of runoff. The Delmas Lots are already paved and function as parking lots. Use of these parking lots by VTA patrons would not affect existing flooding hazards, impair water quality, and/or create additional sources of runoff. No construction activities are anticipated.

The changes to the Project do not have the potential to create a new significant environmental effect or a substantial increase in the severity of significant effects related to water resources, water quality, and floodplains previously identified in the 2018 Final SEIS/SEIR and does not alter any of the conclusions in the 2018 Final SEIS/SEIR.

# Chapter 4
# Environmental Determination

The 2016 Draft and 2018 Final SEIS/SEIR evaluated the potential environmental impacts/effects of the construction and operation of the BSVII Project. This CEQA Addendum evaluates the project refinements associated with use of existing Delmas Lots for Diridon Station displaced parking during BART Phase II construction activities as described above. Based upon the evaluation of the proposed refinements to the approved BSVII Project, presented in this Addendum, VTA concludes that the analyses conducted and the conclusions reached in the 2018 Final SEIS/SEIR remain valid, and no supplemental environmental review is required for the Project Refinements, pursuant to CEQA Guidelines Sections 15162, 15163, and 15164. This Addendum has not identified any new significant adverse impacts nor any substantial increase in the severity of any identified significant adverse impacts previously documented for the BSVII Project, nor has any "new information of substantial importance" been presented pursuant the CEQA Guidelines Section 15162. No new mitigation has been identified, and all mitigation measures described in the Final SEIS/SEIR are still applicable and will be implemented as required by the approved 2018 Mitigation Monitoring and Reporting Program (MMRP). Therefore, an Addendum to the Final SEIS/SEIR is the appropriate environmental document. Should additional refinements beyond the scope of the BSVII Project trigger the need for additional environmental review pursuant to CEQA Guidelines Section 15162 and other applicable provisions of CEQA, VTA will prepare the necessary additional environmental analysis.