

SILICON VALLEY RAPID TRANSIT CORRIDOR

FINAL ENVIRONMENTAL IMPACT STATEMENT
and 4(F) EVALUATION

PREPARED PURSUANT TO:

National Environmental Policy Act of 1969, §102 (42 U.S.C. §4332); and Federal Transit Law (49 U.S.C. §5301(e), §5323(b) and §5324 (b)); 49 U.S.C. §303 (formerly Department of Transportation Act of 1966, §4(f)); National Historic Preservation Act of 1966, §106 (16 U.S.C. §470f); 40 CFR Parts 1500 - 1508; 23 CFR Part 771; Executive Order 11990 (Protection of Wetlands); Executive Order 11988 (Floodplain Management); and Executive Order 12898 (Environmental Justice).

by the

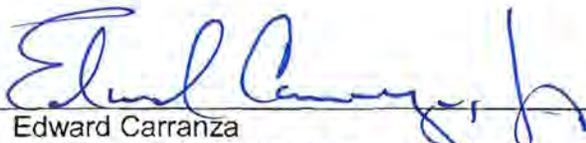
FEDERAL TRANSIT ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION

and the

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

Cooperating Agencies:

San Francisco Bay Area Rapid Transit District
U.S. Army Corps of Engineers



Edward Carranza
Acting Regional Administrator, Region IX
Federal Transit Administration

3/31/10

Date of Approval



Michael T. Burns
General Manager
Santa Clara Valley Transportation Authority

MARCH 31, 2010

Date of Approval

ABSTRACT

The Santa Clara Valley Transportation Authority (VTA) proposes to construct an extension of the Bay Area Rapid Transit (BART) rail system from the approved BART Warm Springs Station in the City of Fremont. VTA previously prepared an Environmental Impact Report (EIR) and Supplemental Environmental Impact Report (SEIR) for the BART Extension Project to Milpitas, San Jose, and Santa Clara in accordance with the California Environmental Quality Act (CEQA). The VTA Board of Directors certified the Final EIR and approved the project on December 9, 2004. As preliminary engineering progressed, a number of design changes were identified and a supplemental document was prepared to evaluate the environmental impacts. The VTA Board of Directors considered these changes and certified the Final SEIR and approved the revised project on June 7, 2007.

This Environmental Impact Statement (EIS) includes three alternative projects: the No Build Project, the Silicon Valley Rapid Transit Project (SVRTP), which is similar to the project included in the EIR and SEIR, and the Berryessa Extension Project (BEP). The EIS is intended to satisfy the requirements of the National Environmental Policy Act of 1969 and other environmental requirements that apply to federal actions, such as Section 4(f) of the Department of Transportation Act (49 U.S.C. Section 303) and Section 106 of the National Historic Preservation Act. It should be noted that both alternatives are dependent on the completion of the BART Warm Springs Extension Project, which began construction in October 2009 and will be open for revenue service in 2014.

The SVRTP Alternative would consist of a 16.1-mile extension of the BART system. The alignment would begin at the approved BART Warm Springs Station in Fremont (to be implemented by 2014) and proceed on the former Union Pacific Railroad right-of-way through the City of Milpitas to south of Mabury Road in the City of San Jose. The extension would then descend into a 5.1 mile-long subway tunnel, continue through downtown San Jose, and terminate at grade in the City of Santa Clara near the Caltrain Station. Six stations are proposed: Milpitas, Berryessa, Alum Rock, Downtown San Jose, Diridon/Arena, and Santa Clara. A maintenance and vehicle storage yard would be at the terminus of the project in the City of Santa Clara. Passenger service for the SVRTP Alternative would start in 2018, assuming funding is available.

The BEP Alternative, which is the Recommended Project, would consist of a 9.9 mile extension of the BART system. The alignment would begin at the approved BART Warm Springs Station in Fremont and proceed on the former Union Pacific Railroad right-of-way through Milpitas to near Las Plumas Avenue in San Jose. Two stations are proposed: Milpitas and Berryessa. Passenger service for the BEP Alternative would start in 2018, assuming funding is available.

This Final EIS evaluates and discloses the environmental effects of the alternatives. Topics of concern include traffic, air quality, biological resources, cultural resources, noise and vibration, among other topics. Mitigation measures to reduce or avoid adverse effects are identified in the document.

Notice of the Draft EIS was published in the Federal Register on March 13, 2009. The public comment period ended on May 8, 2009. Three public hearings were held during the public comment period at the following locations: City of San Jose, at the San Jose City Hall on Monday, April 6, 2009 at 6:00 pm; City of Milpitas, at the Milpitas Unified School District Board Room on Monday, April 13, 2009 at 6:00 pm; and City of Santa Clara, at the Santa Clara Senior Center Auditorium on Monday, April 20, 2009 at 6:00 pm. A request by City of San Jose Councilmember Chu for an extension of the public comment period until May 15, 2009 was granted to accommodate a Berryessa Community Meeting on May 6, 2009.

Comments on the Draft EIS and responses to those comments are shown in Volume 2 of this Final EIS. This Final EIS includes changes to the Draft EIS as a result of public comments and changes resulting from refinement of the plans for the build alternatives. The Recommended Project is identified in Volume 2.

FOR ADDITIONAL INFORMATION CONCERNING THIS DOCUMENT, CONTACT:

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