

TABLE OF CONTENTS – VOLUME I

Volume I

CHAPTER 1.0:	EXECUTIVE SUMMARY	1.2-1
1.1	EXECUTIVE SUMMARY	1.2-1
1.2	STUDY AREA	1.2-1
1.3	PURPOSE AND NEED FOR TRANSPORTATION IMPROVEMENTS	1.3-2
1.3.1	Purpose of the EIS/EIR and Section 4(f) Evaluation	1.3-2
1.4	ALTERNATIVES	1.4-4
1.4.1	No-Action Alternative	1.4-4
1.4.2	"New Starts" Baseline Alternative	1.4-4
1.4.2.1	Proposed Improvements	1.4-4
1.4.2.2	Financial Considerations	1.4-6
1.4.3	BART Extension Alternative	1.4-6
1.4.3.1	Other Related Facilities	1.4-8
1.4.3.2	BART Core System Parking Analysis	1.4-8
1.4.3.3	Minimum Operating Scenarios	1.4-8
1.4.3.4	Financial Considerations	1.4-8
1.5	IMPACTS, DESIGN REQUIREMENTS/BEST MANAGEMENT PRACTICES AND PROPOSED MITIGATION OF SVRTC ALTERNATIVES	1.5-9
1.5.1	Baseline Alternative	1.5-27
1.5.2	BART Alternative	1.5-27
1.6	SUMMARY OF ALTERNATIVES	1.6-28
1.6.1	Baseline Alternative	1.6-28
1.6.2	BART Alternative	1.6-30
1.6.3	Minimum Operating Segment Scenarios	1.6-31
1.7	PUBLIC AND AGENCY INVOLVEMENT	1.7-32
1.8	AREAS OF KNOWN CONTROVERSY AND ISSUES TO BE RESOLVED	1.8-33
1.8.1	Areas of Controversy	1.8-33
1.8.2	Issues to be Resolved	1.8-33
1.9	NEXT STEPS	1.9-35
1.9.1	Public Circulation of Draft EIS/EIR	1.9-35
1.9.2	Preferred Investment Strategy/Locally Preferred Alternative	1.9-35
1.9.3	Project Implementation	1.9-36
CHAPTER 2.0:	INTRODUCTION	2.3-1
2.1	INTRODUCTION	2.3-1
2.2	PROJECT OVERVIEW	2.3-1
2.3	OVERVIEW OF THE STUDY AREA	2.3-1
2.3.1	Land Use	2.3-1
2.3.2	Existing Transportation and Transit Services	2.4-3

2.4	PURPOSE AND NEED FOR TRANSPORTATION IMPROVEMENTS	2.4-3
2.4.1	Purpose	2.4-3
2.4.2	Associated Needs	2.4-4
2.4.3	Corridor Goals	2.5-12
2.5	INTENDED USES OF THIS DOCUMENT.....	2.5-12
2.6	CONTENTS OF THIS DOCUMENT.....	2.6-13
CHAPTER 3.0: ALTERNATIVES		3.2-1
3.1	INTRODUCTION.....	3.2-1
3.2	NO-ACTION ALTERNATIVE	3.2-1
3.2.1	Corridor Transit System	3.2-1
3.2.1.1	Existing System	3.2-1
3.2.1.2	Regional Transportation Plan Improvements through 2025.....	3.2-2
3.2.1.3	2025 Fleet Requirements.....	3.2-3
3.2.1.4	2025 Facility Requirements.....	3.2-3
3.2.2	Corridor Roadway System.....	3.2-3
3.2.2.1	Existing Roadway	3.2-3
3.2.2.2	Regional Transportation Plan Improvements through 2025.....	3.2-4
3.3	"NEW STARTS" BASELINE ALTERNATIVE.....	3.3-5
3.3.1	Express Bus Expansion in the Corridor	3.3-5
3.3.1.1	New BART Warm Springs Station - Silicon Valley Service	3.3-7
3.3.1.2	New Central Valley, Tri-Valley, and Central Contra Costa County Service to the Planned BART Warm Springs Station.....	3.3-8
3.3.1.3	Operating Plan Assumptions	3.3-8
3.3.2	2025 Fleet Expansion Requirements.....	3.3-8
3.3.3	2025 Facility Expansion Requirements	3.3-9
3.3.3.1	New Busway Connectors	3.3-9
3.3.3.2	VTA Bus Maintenance and Storage Facilities.....	3.3-10
3.3.4	Design Requirements and Best Management Practices.....	3.3-10
3.4	BART EXTENSION ALTERNATIVE.....	3.4-12
3.4.1	Segment 1 – Planned BART Warm Springs to Trade Zone Boulevard..	3.4-13
3.4.1.1	Alignment	3.4-17
3.4.1.2	Station Locations	3.4-19
3.4.2	Segment 2 – Trade Zone Boulevard to Mabury Road.....	3.4-21
3.4.2.1	Alignment	3.4-21
3.4.2.2	Station Locations	3.4-23
3.4.3	Segment 3 – Mabury Road to 19th Street.....	3.4-23
3.4.3.1	Alignment	3.4-23
3.4.3.2	Station Locations	3.4-25
3.4.4	Segment 4 – 19th Street to I-880.....	3.4-26
3.4.4.1	Alignment	3.4-26
3.4.4.2	Station Locations	3.4-28
3.4.5	Segment 5 – I-880 to Lafayette Street	3.4-29
3.4.5.1	Alignment	3.4-31
3.4.5.2	Station Locations	3.4-31
3.4.6	Other Related Facilities	3.4-32
3.4.6.1	BART Alternative Ancillary Facilities	3.4-32

3.4.6.2	BART Core System Parking Analysis	3.4-37
3.4.6.3	Associated Railroad Improvements.....	3.4-37
3.4.7	BART Alternative Operating Plan	3.4-38
3.4.8	BART and VTA Fleet Requirements	3.4-39
3.4.9	Minimum Operating Segment Scenarios.....	3.4-40
3.4.10	Design Requirements and Best Management Practices.....	3.5-41
3.5	PROJECT COSTS.....	3.5-41
3.5.1	No-Action Alternative.....	3.5-41
3.5.2	Baseline Alternative	3.5-41
3.5.3	BART Alternative	3.5-41
3.6	ALTERNATIVES CONSIDERED AND WITHDRAWN.....	3.6-42
3.6.1	Alternatives Evaluated During Major Investment Study Alternatives Analysis	3.6-42
3.6.2	Alternatives Carried Forward into the Draft EIS/EIR	3.6-43
3.6.3	Design Options Evaluated During Environmental Process.....	3.6-48
3.6.3.1	Alignment and Station Options.....	3.6-48
3.6.3.2	Potential Tunneling and Station Construction Methods	3.6-48
3.6.3.3	Minimum Operating Segment Scenarios.....	3.6-49
3.6.4	Parc Metropolitan Parkland Avoidance Design Option	3.6-50
3.6.5	Milpitas BART Maintenance Facility	3.6-50
3.7	RELATED PROJECTS.....	3.7-51
3.7.1	Transportation/Transit Related Projects	3.7-51
3.7.2	Water Resources Related Projects.....	3.7-54
3.7.3	Development Related Projects.....	3.7-54

CHAPTER 4.0:	ENVIRONMENTAL ANALYSIS.....	4.1-1
4.1	INTRODUCTION.....	4.1-1
4.2	TRANSPORTATION AND TRANSIT	4.2-1
4.2.1	Introduction	4.2-1
4.2.2	Regulatory Setting	4.2-1
4.2.2.1	Alameda County Congestion Management Agency Level of Service Policies ..	4.2-1
4.2.2.2	City of Fremont Level of Service Policies	4.2-1
4.2.2.3	Santa Clara Valley Transportation Authority Level of Service Policies	4.2-1
4.2.2.4	City of Milpitas Level of Service Policies	4.2-2
4.2.2.5	City of San Jose Level of Service Policies.....	4.2-2
4.2.2.6	City of Santa Clara Level of Service Policies.....	4.2-2
4.2.3	Transit	4.2-2
4.2.3.1	Existing System	4.2-2
4.2.3.2	2025 Transit Services	4.2-4
4.2.3.3	Projected Rail and Bus Patronage in the Corridor	4.2-5
4.2.3.4	Travel Time Benefits	4.2-11
4.2.3.5	Impact Assessment and Mitigation Measures.....	4.2-14
4.2.4	Parking	4.2-15
4.2.4.1	Existing Parking	4.2-15
4.2.4.2	Park-and-Ride Demand	4.2-15
4.2.4.3	Potential Parking Arrangements	4.2-17
4.2.4.4	Design Requirements and Best Management Practices	4.2-17
4.2.4.5	Impact Assessment and Mitigation Measures.....	4.2-17

4.2.5	Pedestrians and Bicycles	4.2-17
4.2.5.1	Existing Conditions.....	4.2-17
4.2.5.2	Design Requirements and Best Management Practices	4.2-19
4.2.5.3	Impact Assessment and Mitigation Measures.....	4.2-21
4.2.6	Vehicular Traffic	4.2-21
4.2.6.1	Existing Street and Highway System.....	4.2-21
4.2.6.2	Existing Traffic Volumes and Level of Service	4.2-22
4.2.6.3	Criteria for Assessing Project-Specific Impacts on Vehicular Traffic.....	4.2-32
4.2.6.4	2025 No-Action Alternative Street and Highway Conditions.....	4.2-32
4.2.6.5	2025 Baseline Alternative Traffic Level of Service, Impacts, and Mitigation Measures	4.2-34
4.2.6.6	2025 BART Alternative Traffic Level of Service, Impacts, and Mitigation Measures	4.2-34
4.3	AIR QUALITY	4.3-1
4.3.1	Introduction	4.3-1
4.3.2	Existing Conditions.....	4.3-1
4.3.2.1	Existing Setting	4.3-1
4.3.2.2	Regulatory Setting	4.3-2
4.3.3	Impact Assessment and Mitigation Measures.....	4.3-6
4.3.3.1	Regional Air Quality Impacts.....	4.3-6
4.3.3.2	Microscale Air Quality Impacts	4.3-8
4.3.3.3	Design Requirements and Best Management Practices	4.3-10
4.3.3.4	Mitigation Measures	4.3-11
4.3.4	Air Quality Conformity Determination	4.3-12
4.4	BIOLOGICAL RESOURCES AND WETLANDS.....	4.4-1
4.4.1	Introduction and Methodology	4.4-1
4.4.2	Existing Conditions.....	4.4-1
4.4.2.1	Existing Setting	4.4-1
4.4.2.2	Regulatory Setting	4.4-14
4.4.3	Impact Assessment and Mitigation Measures.....	4.4-19
4.4.3.1	Impacts to Vegetation Communities	4.4-19
4.4.3.2	Impacts to Wetlands and Other Waters of the U.S.	4.4-22
4.4.3.3	Impacts to Special Status Species	4.4-23
4.4.3.4	Design Requirements and Best Management Practices	4.4-25
4.4.3.5	Mitigation Measures	4.4-26
4.5	COMMUNITY SERVICES AND FACILITIES	4.5-1
4.5.1	Introduction	4.5-1
4.5.2	Existing Conditions.....	4.5-1
4.5.2.1	Police Services.....	4.5-1
4.5.2.2	Fire Protection and Emergency Response Service	4.5-1
4.5.2.3	Hospitals.....	4.5-11
4.5.2.4	Schools.....	4.5-11
4.5.2.5	Civic, Community, and Cultural Facilities	4.5-12
4.5.2.6	Parks and Recreational Facilities.....	4.5-12
4.5.2.7	Religious Institutions.....	4.5-12
4.5.3	Impact Assessment and Mitigation Measures.....	4.5-12
4.5.3.1	Impacts	4.5-12
4.5.3.2	Design Requirements and Best Management Practices	4.5-15
4.5.3.3	Mitigation Measures	4.5-15
4.6	CULTURAL AND HISTORIC RESOURCES	4.6-1

4.6.1	Regulatory Setting	4.6-1
4.6.2	Areas of Potential Effects	4.6-1
4.6.3	Archaeological Resources	4.6-2
4.6.3.1	Existing Conditions.....	4.6-2
4.6.3.2	Archaeological Resources Impacts.....	4.6-3
4.6.4	Historic Architectural Resources.....	4.6-5
4.6.4.1	Existing Conditions.....	4.6-5
4.6.4.2	Historic Architectural Resources Impacts.....	4.6-6
4.6.5	Design Requirements and Best Management Practices.....	4.6-9
4.6.6	Mitigation Measures.....	4.6-12
4.6.6.1	Archaeological Resources Mitigation	4.6-12
4.6.6.2	Historic Architectural Resources Mitigation	4.6-13
4.7	ELECTROMAGNETIC FIELDS	4.7-1
4.7.1	Introduction	4.7-1
4.7.1.1	Electromagnetic Fields and Electromagnetic Interference	4.7-1
4.7.1.2	Health Concerns	4.7-2
4.7.2	Existing Conditions.....	4.7-2
4.7.2.1	Existing Setting	4.7-2
4.7.2.2	Regulatory Setting	4.7-4
4.7.3	Impact Assessment and Mitigation Measures.....	4.7-5
4.7.3.1	Impacts	4.7-5
4.7.3.2	Design Requirements and Best Management Practices	4.7-8
4.7.3.3	Mitigation Measures	4.7-8
4.8	ENERGY	4.8-1
4.8.1	Introduction	4.8-1
4.8.2	Existing Conditions.....	4.8-1
4.8.2.1	Existing Setting	4.8-1
4.8.2.2	Regulatory Setting	4.8-4
4.8.3	Impact Assessment and Mitigation Measures.....	4.8-4
4.8.3.1	Impacts	4.8-4
4.8.3.2	Design Requirements and Best Management Practices	4.8-11
4.8.3.3	Mitigation Measures	4.8-11
4.9	ENVIRONMENTAL JUSTICE.....	4.9-1
4.9.1	Introduction	4.9-1
4.9.2	Existing Conditions.....	4.9-1
4.9.2.1	Existing Setting	4.9-1
4.9.2.2	Regulatory Setting	4.9-2
4.9.3	Impact Assessment and Mitigation Measures.....	4.9-2
4.9.3.1	Impacts	4.9-3
4.9.3.2	Design Requirements and Best Management Practices	4.9-6
4.9.3.3	Mitigation Measures	4.9-6
4.10	GEOLOGY, SOILS, AND SEISMICITY.....	4.10-1
4.10.1	Introduction	4.10-1
4.10.2	Existing Conditions.....	4.10-1
4.10.2.1	Geology and Soils	4.10-1
4.10.2.2	Seismicity	4.10-1
4.10.3	Impact Assessment and Mitigation Measures.....	4.10-2
4.10.3.1	Geology, Soils, and Seismicity Impacts	4.10-2
4.10.3.2	Design Requirements and Best Management Practices	4.10-7

4.10.3.3	Mitigation Measures	4.10-7
4.11	HAZARDOUS MATERIALS.....	4.11-1
4.11.1	Introduction	4.11-1
4.11.1.1	Data Sources.....	4.11-1
4.11.2	Existing Conditions.....	4.11-3
4.11.2.1	Existing Setting	4.11-3
4.11.2.2	Regulatory Setting	4.11-10
4.11.3	Impact Assessment and Mitigation Measures.....	4.11-11
4.11.3.1	Impacts	4.11-11
4.11.3.2	Design Requirements and Best Management Practices	4.11-13
4.11.3.3	Mitigation Measures	4.11-14
4.12	LAND USE	4.12-1
4.12.1	Introduction	4.12-1
4.12.2	Existing Conditions.....	4.12-1
4.12.2.1	Existing Setting	4.12-1
4.12.2.2	Regulatory Setting	4.12-10
4.12.3	Station and Urban Design Process	4.12-20
4.12.4	Station Site Future Development Opportunities	4.12-21
4.12.5	Impact Assessment and Mitigation Measures.....	4.12-21
4.12.5.1	Impacts	4.12-22
4.12.5.2	Design Requirements and Best Management Practices	4.12-33
4.12.5.3	Mitigation Measures	4.12-33
4.13	NOISE AND VIBRATION.....	4.13-1
4.13.1	Introduction	4.13-1
4.13.2	Noise Existing Conditions.....	4.13-1
4.13.2.1	Methods and Measures.....	4.13-1
4.13.2.2	Existing Noise Conditions.....	4.13-9
4.13.3	Impact Assessment and Mitigation Measures.....	4.13-13
4.13.3.1	Noise Impacts	4.13-13
4.13.3.2	Design Requirements and Best Management Practices	4.13-23
4.13.3.3	Mitigation Measures	4.13-23
4.13.4	Vibration Existing Conditions.....	4.13-24
4.13.4.1	Methods and Measures.....	4.13-24
4.13.4.2	Existing Vibration Conditions.....	4.13-48
4.13.5	Impact Assessment and Mitigation Measures.....	4.13-51
4.13.5.1	Vibration Impacts	4.13-51
4.13.5.2	Design Requirements and Best Management Practices	4.13-65
4.13.5.3	Mitigation Measures	4.13-65
4.14	SECURITY AND SYSTEM SAFETY	4.14-1
4.14.1	Introduction	4.14-1
4.14.2	Existing Conditions.....	4.14-1
4.14.2.1	VTA and Other Transit Facilities	4.14-1
4.14.2.2	BART Facilities.....	4.14-1
4.14.3	Impact Assessment and Mitigation Measures.....	4.14-3
4.14.3.1	Impacts	4.14-3
4.14.3.2	Design Requirements and Best Management Practices	4.14-4
4.14.3.3	Mitigation Measures	4.14-5
4.15	SOCIOECONOMICS	4.15-1

4.15.1	Introduction	4.15-1
4.15.2	Existing Conditions.....	4.15-1
4.15.2.1	Population, Housing, and Employment.....	4.15-1
4.15.2.2	Household Characteristics.....	4.15-3
4.15.2.3	Ethnic Mix	4.15-3
4.15.2.4	Income.....	4.15-3
4.15.2.5	Occupied Housing Units Without Private Transportation	4.15-5
4.15.2.6	Jobs and Employment	4.15-5
4.15.2.7	Labor Force Characteristics.....	4.15-7
4.15.3	Impact Assessment And Mitigation Measures	4.15-9
4.15.3.1	Impacts	4.15-9
4.15.3.2	Design Requirements and Best Management Practices	4.15-18
4.15.3.3	Mitigation Measures	4.15-19
4.16	UTILITIES	4.16-1
4.16.1	Introduction	4.16-1
4.16.2	Existing Conditions.....	4.16-1
4.16.3	Impact Assessment and Mitigation Measures.....	4.16-3
4.16.3.1	Impacts	4.16-3
4.16.3.2	Design Requirements and Best Management Practices	4.16-3
4.16.3.3	Mitigation Measures	4.16-4
4.17	VISUAL QUALITY AND AESTHETICS	4.17-1
4.17.1	Introduction and Methodology	4.17-1
4.17.2	Existing Conditions.....	4.17-1
4.17.2.1	Corridor Visual Character	4.17-1
4.17.2.2	Visual Character of Corridor Landscape Units and Viewer Groups	4.17-2
4.17.3	Impact Assessment and Mitigation Measures.....	4.17-17
4.17.3.1	Impacts	4.17-17
4.17.3.2	Design Requirements and Best Management Practices	4.17-35
4.17.3.3	Mitigation Measures	4.17-36
4.18	WATER RESOURCES, WATER QUALITY, AND FLOODPLAINS	4.18-1
4.18.1	Introduction	4.18-1
4.18.2	Existing Conditions.....	4.18-1
4.18.2.1	Weather and Climate	4.18-1
4.18.2.2	Groundwater Resources	4.18-1
4.18.2.3	Surface Water Resources.....	4.18-2
4.18.2.4	Floodplains.....	4.18-5
4.18.3	Regulatory Setting	4.18-13
4.18.3.1	Federal Clean Water Act	4.18-13
4.18.3.2	Floodplain Management Regulations.....	4.18-15
4.18.3.3	National Flood Insurance Program.....	4.18-15
4.18.3.4	Porter-Cologne Water Quality Control Act	4.18-15
4.18.3.5	Local Agencies, Laws, and Regulations	4.18-16
4.18.4	Impact Assessment	4.18-17
4.18.4.1	Impacts to Groundwater Resources	4.18-17
4.18.4.2	Impacts to Surface Water Resources and Water Quality	4.18-19
4.18.4.3	Impacts to Floodplains	4.18-21
4.18.4.4	Design Requirements and Best Management Practices	4.18-26
4.18.4.5	Mitigation Measures	4.18-27
4.19	CONSTRUCTION.....	4.19-1

4.19.1	Introduction	4.19-1
4.19.2	Construction Scenario	4.19-1
4.19.2.1	Pre-construction Activities	4.19-1
4.19.2.2	Types of Guideways.....	4.19-5
4.19.2.3	Location and Construction of Guideway Types, Stations, and Other Facilities.....	4.19-5
4.19.2.4	Haul Routes	4.19-24
4.19.2.5	Utility Relocations	4.19-27
4.19.2.6	Railroad Relocation/Locomotive Wye	4.19-28
4.19.2.7	Grade Separation and Station Construction Street and Lane Closures	4.19-29
4.19.2.8	Construction Staging Sites	4.19-32
4.19.2.9	Noise and Visual Screening Devices	4.19-38
4.19.2.10	Construction Schedule.....	4.19-38
4.19.3	Transportation and Transit.....	4.19-41
4.19.3.1	Vehicular Traffic Impacts.....	4.19-41
4.19.3.2	Design Requirements and Best Management Practices for Vehicular Traffic Impacts	4.19-59
4.19.3.3	Mitigation Measures For Vehicular Traffic Impacts	4.19-60
4.19.3.4	Rail and Bus Service Impacts	4.19-60
4.19.3.5	Design Requirements and Best Management Practices for Rail and Bus Service Impacts	4.19-61
4.19.3.6	Mitigation Measures For Rail and Bus Service Impacts.....	4.19-61
4.19.3.7	Parking Impacts	4.19-61
4.19.3.8	Design Requirements and Best Management Practices for Parking Impacts	4.19-62
4.19.3.9	Mitigation Measures for Parking Impacts.....	4.19-62
4.19.3.10	Pedestrians and Bicyclists Impacts	4.19-63
4.19.3.11	Design Requirements and Best Management Practices for Pedestrians and Bicyclists Impacts	4.19-63
4.19.3.12	Mitigation Measures for Pedestrians and Bicyclists Impacts.....	4.19-63
4.19.4	Air Quality.....	4.19-64
4.19.4.1	Air Quality Impacts	4.19-64
4.19.4.2	Design Requirements and Best Management Practices for Air Quality Impacts	4.19-66
4.19.4.3	Mitigation Measures for Air Quality Impacts	4.19-67
4.19.5	Biological Resources and Wetlands	4.19-67
4.19.5.1	Biological Resources and Wetlands Impacts	4.19-67
4.19.5.2	Design Requirements and Best Management Practices for Biological Resources and Wetlands Impacts.....	4.19-70
4.19.5.3	Mitigation Measures for Biological Resources and Wetlands Impacts.....	4.19-71
4.19.6	Community Services and Facilities.....	4.19-72
4.19.6.1	Community Services and Facilities Impacts	4.19-72
4.19.6.2	Design Requirements and Best Management Practices for Community Services and Facilities Impacts.....	4.19-73
4.19.6.3	Mitigation Measures for Community Services and Facilities Impacts.....	4.19-73
4.19.7	Cultural and Historic Resources	4.19-73
4.19.7.1	Archaeological Resources Impacts.....	4.19-73
4.19.7.2	Design Requirement and/Best Management Practices for Archaeological Resources Impacts	4.19-74
4.19.7.3	Mitigation Measures for Archaeological Resources Impacts	4.19-74
4.19.7.4	Historic Architectural Resources Impacts.....	4.19-74

4.19.7.5	Design Requirements and Best Management Practices for Historic Architectural Resources Impacts	4.19-74
4.19.7.6	Mitigation Measures for Historic Architectural Resources Impacts	4.19-74
4.19.8	Electromagnetic Fields	4.19-75
4.19.8.1	Electromagnetic Fields Impacts	4.19-75
4.19.8.2	Design Requirements and Best Management Practices for Electromagnetic Fields Impacts	4.19-75
4.19.8.3	Mitigation Measures for Electromagnetic Fields Impacts	4.19-75
4.19.9	Geology, Soils, and Seismicity	4.19-75
4.19.9.1	Geology, Soils and Seismicity Impacts	4.19-75
4.19.9.2	Design Requirements and Best Management Practices for Geology, Soils, and Seismicity Impacts	4.19-76
4.19.9.3	Mitigation Measures for Geology, Soils and Seismicity Impacts.....	4.19-76
4.19.10	Hazardous Materials.....	4.19-77
4.19.10.1	Hazardous Materials Impacts	4.19-77
4.19.10.2	Design Requirements and Best Management Practices for Hazardous Materials Impacts	4.19-80
4.19.10.3	Mitigation Measures for Hazardous Materials Impacts	4.19-82
4.19.11	Noise and Vibration	4.19-83
4.19.11.1	Noise Impacts	4.19-83
4.19.11.2	Design Requirements and Best Management Practices for Noise Impacts..	4.19-86
4.19.11.3	Mitigation Measures for Noise Impacts.....	4.19-86
4.19.11.4	Vibration Impacts	4.19-86
4.19.11.5	Design Requirements and Best Management Practices for Vibration Impacts	4.19-88
4.19.11.6	Mitigation Measures for Vibration Impacts.....	4.19-89
4.19.12	Security and System Safety.....	4.19-89
4.19.12.1	Security and System Safety Impacts.....	4.19-89
4.19.12.2	Design Requirements and Best Management Practices for Security and System Safety Impacts	4.19-89
4.19.12.3	Mitigation Measures for Security and System Safety Impacts	4.19-90
4.19.13	Utilities	4.19-90
4.19.13.1	Utilities Impacts	4.19-90
4.19.13.2	Design Requirements and Best Management Practices for Utilities Impacts	4.19-90
4.19.13.3	Mitigation Measures for Utilities Impacts	4.19-91
4.19.14	Visual Quality and Aesthetics	4.19-91
4.19.14.1	Visual Quality and Aesthetic Impacts	4.19-91
4.19.14.2	Design Requirements and Best Management Practices for Visual Quality and Aesthetics Impacts	4.19-92
4.19.14.3	Mitigation Measures for Visual Quality and Aesthetics Impacts	4.19-92
4.19.15	Water Resources, Water Quality, and Floodplains	4.19-92
4.19.15.1	Groundwater Impacts	4.19-92
4.19.15.2	Surface Water Resource Impacts	4.19-94
4.19.15.3	Floodplain Impacts	4.19-94
4.19.15.4	Design Requirements and Best Management Practices for Water Resources, Water Quality, and Floodplains Impacts	4.19-95
4.19.15.5	Mitigation Measures for Water Resources, Water Quality, and Floodplains Impacts.....	4.19-97
4.20	IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES	4.20-1

CHAPTER 5.0: BART CORE SYSTEM PARKING ANALYSIS.....	5.2-1
5.1 INTRODUCTION.....	5.2-1
5.2 BACKGROUND.....	5.2-1
5.2.1 BART Station Parking Policy.....	5.2-1
5.2.2 BART Alternative Parking Issues	5.2-3
5.3 CORE SYSTEM PARKING DEMAND.....	5.3-4
5.3.1 Parking Demand Attributable to the BART Alternative.....	5.3-4
5.3.2 Methodology.....	5.3-5
5.4 IMPACTS	5.4-6
CHAPTER 6.0: OTHER CEQA AND NEPA CONSIDERATIONS	6.2-1
6.1 INTRODUCTION.....	6.2-1
6.2 CEQA SIGNIFICANCE DETERMINATION.....	6.2-1
6.2.1 CEQA Significance thresholds	6.2-1
6.2.2 Significant Effects and Mitigation	6.2-7
6.2.3 Significant Unavoidable Adverse Effects Under CEQA	6.2-41
6.2.3.1 No-Action Alternative	6.2-41
6.2.3.2 Baseline Alternative	6.2-41
6.2.3.3 BART Alternative	6.2-41
6.3 CUMULATIVE IMPACTS.....	6.3-42
6.3.1 Transportation.....	6.3-43
6.3.2 Air Quality.....	6.3-44
6.3.3 Biological Resources	6.3-44
6.3.4 Cultural Resources	6.3-45
6.3.5 Energy	6.3-45
6.3.6 Environmental Justice	6.3-46
6.3.7 Land Use	6.3-46
6.3.8 Noise and Vibration	6.3-46
6.3.9 Water Resources	6.3-47
6.3.10 Construction	6.3-48
6.4 GROWTH INDUCING IMPACTS.....	6.4-48
6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE.....	6.5-49
CHAPTER 7.0: FINAL SECTION 4(f) EVALUATION	7.1-1
7.1 INTRODUCTION.....	7.1-1
7.2 PROJECT PURPOSE AND NEED	7.2-2
7.3 PROJECT DESCRIPTION	7.3-3
7.3.1 Baseline Alternative	7.3-4
7.3.2 BART Alternative	7.3-4
7.3.3 Alternatives Considered and Withdrawn (Potential Avoidance Alternatives).....	7.4-5
7.3.4 Refinement of Alternatives	7.4-5

7.4	AFFECTED SECTION 4(f) PROPERTIES	7.4-5
7.4.1	Parc Metropolitan Development Parkland	7.4-6
7.4.2	San Jose Downtown Commercial District	7.4-6
7.4.3	28 East Santa Clara Street	7.4-6
7.4.4	17-25 East Santa Clara Street	7.5-7
7.4.5	Historic Cahill Station and Santa Clara Underpass	7.5-7
7.4.6	Historic Santa Clara Caltrain Station.....	7.5-7
7.5	IMPACTS	7.5-7
7.5.1	Archaeological Resources	7.5-7
7.5.2	Impacts to Parc Metropolitan Development Parkland.....	7.5-8
7.5.3	Impacts to A Contributory Property to San Jose Downtown Commercial Historic District	7.5-8
7.5.4	Impacts to 28 East Santa Clara Street Building.....	7.5-8
7.5.5	Impacts to 17-25 East Santa Clara Street Building	7.5-12
7.5.6	Impacts to Historic Cahill Station and Santa Clara Underpass	7.5-12
7.5.7	Impacts to Historic Santa Clara Caltrain Station	7.5-14
7.6	AVOIDANCE ALTERNATIVES.....	7.6-16
7.6.1	Baseline Alternative	7.6-16
7.6.2	BART Alternative	7.6-16
7.6.2.1	Alternative to Avoid Use of Parc Metropolitan Development Parkland.....	7.6-16
7.6.2.2	Alternatives to Avoid Use of the San Jose Downtown Commercial Historic District and Its Contributory Property; the Historic 28 East Santa Clara Street Building Itself; and the Locally Significant 17-25 East Santa Clara Street Building.....	7.6-17
7.6.2.3	Alternative to Avoid Use of the Cahill Station and Santa Clara Underpass....	7.6-17
7.6.2.4	Alternative to Avoid Use of the Historic Santa Clara Caltrain Station	7.6-17
7.6.3	Alternatives and Planning to Reduce Harm	7.6-18
7.6.3.1	Planning to Reduce Harm to Parc Metropolitan Development Parkland	7.6-18
7.6.3.2	Planning to Reduce Harm to the San Jose Downtown Commercial Historic District and Its Contributory Property; to the Historic 28 East Santa Clara Street Building Itself; and to the Locally Significant 17-25 East Santa Clara Street Building.....	7.6-19
7.6.3.3	Planning to Reduce Harm to the Cahill Station and Santa Clara Underpass..	7.6-19
7.6.3.4	Planning to Reduce Harm to the Historic Santa Clara Caltrain Station	7.6-19
7.7	FINDING	7.7-20
CHAPTER 8.0: FINANCIAL CONSIDERATIONS		8.2-1
8.1	INTRODUCTION.....	8.2-1
8.2	CAPITAL COSTS	8.2-1
8.2.1	Baseline Alternative	8.2-1
8.2.2	BART Alternative	8.2-1
8.2.2.1	Minimum Operating Segment Scenarios.....	8.2-2
8.2.2.2	Summary of Cost Estimates for BART Alternative.....	8.3-5
8.3	OPERATING AND MAINTENANCE COSTS AND FARE REVENUES	8.3-5
8.3.1	Baseline Alternative	8.3-7
8.3.2	BART Alternative	8.3-7
8.4	COST EFFECTIVENESS	8.4-8

8.4.1	Baseline Alternative	8.4-8
8.4.2	BART Alternative	8.4-8
8.5	FINANCIAL EVALUATION OF BART ALTERNATIVE	8.5-10
8.5.1	Funding for Capital Costs	8.5-10
8.5.1.1	Measure A Half-Cent Sales Tax and Other Funding	8.5-11
8.5.1.2	State Traffic Congestion Relief Program.....	8.5-11
8.5.1.3	Federal Section 5309 New Starts.....	8.5-11
8.5.2	Funding for Operations and Maintenance Costs	8.5-12
8.5.3	Existing Systemwide Funding Sources.....	8.5-12
8.5.3.1	Sales Tax Revenues	8.5-12
8.5.3.2	Passenger Fares	8.5-13
8.5.4	Funding Issues	8.5-13
8.5.5	Potential New Funding Sources	8.5-15
8.5.6	Summary	8.5-16
CHAPTER 9.0: AGENCY AND COMMUNITY PARTICIPATION		9.2-1
9.1	SUMMARY OF MAJOR INVESTMENT STUDY/ALTERNATIVES ANALYSIS	9.2-1
9.2	SUMMARY OF SCOPING.....	9.2-1
9.3	SUMMARY OF PUBLIC AGENCY COORDINATION	9.3-2
9.3.1	Agency Committees.....	9.3-2
9.3.1.1	Policy Advisory Board.....	9.3-2
9.3.1.2	VTA/BART Monthly Coordination	9.3-2
9.3.1.3	Project Development Teams	9.3-2
9.3.1.4	Technical Advisory Committee	9.3-2
9.3.2	Agency Consultations Related to NEPA and Other Environmental Laws	9.3-4
9.3.2.1	Consultations with Resource Agencies Related to Endangered Species Acts .	9.3-4
9.3.2.2	Consultation Pursuant to Section 106 of the National Historic Preservation Act	9.3-4
9.3.3	Permits and Approvals	9.3-5
9.3.4	Agencies Consulted	9.3-5
9.3.4.1	Federal Agencies and Representatives	9.3-5
9.3.4.2	State Agencies and Representatives	9.3-6
9.3.4.3	Local and Regional Agencies	9.3-6
9.4	SUMMARY OF PUBLIC OUTREACH.....	9.4-8
9.4.1	Community Working Groups	9.4-8
9.4.1.1	Milpitas CWG Affiliates	9.4-8
9.4.1.2	Hostetter/Alum Rock CWG Affiliates	9.4-9
9.4.1.3	Downtown San Jose CWG Affiliates	9.4-9
9.4.1.4	Santa Clara CWG Affiliates	9.4-9
9.4.2	Public Meetings and Workshops	9.4-10
9.4.2.1	Twelve Station and Urban Design Workshops.....	9.4-10
9.4.2.2	Public Meetings on Project Description for the EIS/EIR.....	9.4-10
9.4.2.3	Project Update Community Open Houses	9.4-10
9.4.2.4	Other Stakeholder and Community Meetings.....	9.4-11
9.4.2.5	Public Meetings on MOS Scenarios	9.4-11
9.4.2.6	Public Meetings on the Draft EIS/EIR.....	9.4-12
9.4.2.7	Meetings on the Alignment and Station Design Options	9.4-13

9.4.3	Newsletters and Fact Sheets.....	9.4-13
9.4.4	Newspaper Distribution List.....	9.4-14
9.4.5	Project Information Website.....	9.6-15
9.5	ONGOING PUBLIC OUTREACH.....	9.6-15
9.6	CHRONOLOGY OF COORDINATION	9.6-15
CHAPTER 10.0: AGENCIES AND ORGANIZATIONS		10.1-1
10.1	AGENCIES	10.1-1
10.2	ORGANIZATIONS.....	10.2-17
CHAPTER 11.0: LIST OF PREPARERS		11-1
CHAPTER 12.0: DEFINITIONS, ABBREVIATIONS, AND ACRONYMS		12.1-1
12.1	DEFINITIONS.....	12.1-1
12.2	ABBREVIATIONS AND ACRONYMS	12.2-7
CHAPTER 13.0: BIBLIOGRAPHY		13-1

APPENDICES

- APPENDIX A: BART ALTERNATIVE PLAN AND PROFILES
- APPENDIX B: BART ALTERNATIVE STATION DESIGN OPTIONS
- APPENDIX C: AGENCY LETTERS
- APPENDIX D: BASELINE ALTERNATIVE PLAN AND PROFILES
- APPENDIX E: AREAS OF POTENTIAL EFFECT MAPS
- APPENDIX F: DRAFT MEMORANDUM OF AGREEMENT

TABLES

TABLE 1.5-1:	SUMMARY OF LONG-TERM IMPACTS, DESIGN REQUIREMENTS/BEST MANAGEMENT PRACTICES, AND PROPOSED MITIGATION MEASURES	1.5-10
TABLE 1.5-2:	SUMMARY OF CONSTRUCTION IMPACTS, DESIGN REQUIREMENTS/BEST MANAGEMENT PRACTICES, AND PROPOSED MITIGATION MEASURES	1.5-18
TABLE 1.6-1:	SUMMARY OF ALTERNATIVES, 2025	1.6-29
TABLE 1.6-2:	MOS SCENARIOS COMPARED WITH THE FULL-BUILD BART ALTERNATIVE.....	1.6-31
TABLE 2.4-1:	ESTIMATED DAILY HOME BASED WORK TRIPS, 2000 TO 2025	2.4-5
TABLE 2.4-2:	ESTIMATED DAILY NON-WORK TRIPS, 2000 TO 2025.....	2.4-8
TABLE 2.4-3:	ESTIMATED AM AND PM PEAK PERIOD TRIPS.....	2.4-9
TABLE 2.4-4:	HOUSEHOLDS AND EMPLOYMENT GROWTH, 2000 TO 2025.....	2.4-10

TABLE 2.4-5:	HOUSEHOLDS AND EMPLOYMENT GROWTH BY SUPERDISTRICT, 2000 TO 2025	2.4-10
TABLE 3.2-1:	VTA BUS AND LRT SERVICES	3.2-1
TABLE 3.2-2:	No-ACTION ALTERNATIVE TRANSIT PROJECTS (ASSUMED BY 2025)	3.2-2
TABLE 3.2-3:	2025 FLEET REQUIREMENTS FOR NO-ACTION ALTERNATIVE.....	3.2-3
TABLE 3.2-4:	No-ACTION HIGHWAY NETWORK (ASSUMED BY 2025)	3.2-4
TABLE 3.3-1:	2025 FLEET REQUIREMENTS FOR NO-ACTION AND BASELINE ALTERNATIVES.....	3.3-9
TABLE 3.3-2:	2025 ANNUAL REVENUE OPERATING STATISTICS FOR BASELINE ALTERNATIVE.....	3.3-9
TABLE 3.4-1:	2025 FLEET REQUIREMENTS FOR BASELINE AND BART ALTERNATIVES.....	3.4-39
TABLE 3.4-2:	2025 ANNUAL REVENUE OPERATING STATISTICS FOR BART ALTERNATIVE.....	3.4-39
TABLE 3.6-1:	SILICON VALLEY RAPID TRANSIT CORRIDOR GOALS, OBJECTIVES, AND EVALUATION CRITERIA	3.6-44
TABLE 4.2-1:	2000 TRANSIT BOARDINGS OPERATORS IN THE PROJECT CORRIDOR	4.2-3
TABLE 4.2-2:	PROJECTED AVERAGE WEEKDAY TRANSIT TRIPS - NO-ACTION ALTERNATIVE.....	4.2-5
TABLE 4.2-3:	TOTAL AVERAGE WEEKDAY AND NEW LINKED TRANSIT TRIPS IN 2025.....	4.2-6
TABLE 4.2-4:	TOTAL AVERAGE WEEKDAY BART SYSTEM BOARDINGS IN 2025	4.2-7
TABLE 4.2-5:	AVERAGE WEEKDAY TRANSIT TRIPS SERVED BY BART ALTERNATIVE IN 2025.....	4.2-7
TABLE 4.2-6:	TOTAL WEEKDAY TRANSIT TRIPS BETWEEN OTHER COUNTIES AND SANTA CLARA COUNTY IN 2025	4.2-8
TABLE 4.2-7:	BART ALTERNATIVE AVERAGE WEEKDAY BOARDINGS AND ALIGHTINGS IN 2025.....	4.2-9
TABLE 4.2-8:	MODE OF ACCESS AT BART ALTERNATIVE STATIONS.....	4.2-9
TABLE 4.2-9:	BART ALTERNATIVE PROJECTED AVERAGE WEEKDAY BOARDING AND ALIGHTINGS.....	4.2-10
TABLE 4.2-10:	TOTAL BART SYSTEM BOARDINGS AND ALIGHTINGS BY ALTERNATIVE AND YEAR.....	4.2-11
TABLE 4.2-11:	AVERAGE WEEKDAY TRANSIT TRIPS SERVED BY BART ALTERNATIVE MOS SCENARIOS IN 2015	4.2-11
TABLE 4.2-12:	DAILY TRAVEL TIME SAVINGS IN 2025	4.2-12
TABLE 4.2-13:	2025 AM PEAK DOOR-TO-DOOR TRAVEL TIME (MINUTES) FOR SELECTED ORIGIN-DESTINATION PAIRS	4.2-13
TABLE 4.2-14:	2025 PARK-AND-RIDE SPACE REQUIREMENTS	4.2-16
TABLE 4.2-15:	PARK-AND-RIDE SPACE REQUIREMENTS FOR MOS SCENARIOS 2015 AND 2025	4.2-16
TABLE 4.2-16:	RECOMMENDED BICYCLE PARKING FACILITIES - BART ALTERNATIVE	4.2-20
TABLE 4.2-17:	FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS	4.2-22
TABLE 4.2-18:	FREEWAY TRAFFIC VOLUMES AND LEVELS OF SERVICE FOR 2000 EXISTING, 2025 NO-ACTION, AND 2025 BART ALTERNATIVE CONDITIONS.....	4.2-23
TABLE 4.2-19:	2000 EXISTING CONDITION INTERSECTION SUMMARY	4.2-31
TABLE 4.2-20:	INTERSECTION LOS IMPACTS FOR EXISTING, NO-ACTION, AND NO-ACTION WITH MITIGATION CONDITIONS	4.2-33
TABLE 4.2-21:	BART ALTERNATIVE PEAK HOUR INTERSECTION IMPACT SUMMARY	4.2-35
TABLE 4.3-1:	AIR QUALITY STANDARDS, AMBIENT MEASUREMENTS, AND VIOLATIONS AT AIR MONITORING STATIONS.....	4.3-3
TABLE 4.3-2:	FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS.....	4.3-4
TABLE 4.3-3:	HEALTH EFFECTS OF THE MAJOR CRITERIA AIR POLLUTANTS	4.3-4
TABLE 4.3-4:	CRITERIA POLLUTANT EMISSIONS COMPARISON	4.3-7

TABLE 4.3-5:	FUTURE CARBON MONOXIDE CONCENTRATIONS (PARTS PER MILLION)	4.3-9
TABLE 4.3-6:	BART STATION PARKING STRUCTURE SPACES	4.3-10
TABLE 4.3-7:	CARBON MONOXIDE CONCENTRATIONS NEAR STATION PARKING STRUCTURES (2025)	4.3-11
TABLE 4.4-1:	WETLANDS AND WATERS OF THE U.S. IN SILICON VALLEY RAPID TRANSIT CORRIDOR.....	4.4-4
TABLE 4.4-2:	SPECIAL STATUS SPECIES WITH POTENTIAL TO BE PRESENT OR WITH SUITABLE HABITAT IN THE SVRTC	4.4-7
TABLE 4.4-3:	IMPACTS TO VEGETATION COMMUNITIES WITH THE BASELINE AND BART ALTERNATIVES.....	4.4-20
TABLE 4.4-4:	IMPACTS TO JURISDICTIONAL WETLANDS AND WATERS OF THE U.S.....	4.4-22
TABLE 4.5-1:	COMMUNITY SERVICES AND FACILITIES WITHIN 1/4 MILE OF THE SVRTC, BASELINE ALTERNATIVE, AND BART ALTERNATIVE	4.5-2
TABLE 4.5-2:	COMMUNITY FACILITIES WITHIN APPROXIMATELY 1/4 MILE FROM A PROPOSED BUS STOP UNDER THE BASELINE ALTERNATIVE.....	4.5-13
TABLE 4.5-3:	COMMUNITY FACILITIES WITHIN APPROXIMATELY 1/4 MILE FROM A BART STATION UNDER THE BART ALTERNATIVE.....	4.5-14
TABLE 4.6-1:	PREHISTORIC AND HISTORIC ARCHAEOLOGICAL RESOURCES RECORDED WITHIN THE ARCHAEOLOGICAL APE	4.6-3
TABLE 4.6-2:	ARCHAEOLOGICAL RESOURCES AFFECTING BART ALTERNATIVE BY SEGMENT	4.6-4
TABLE 4.6-3:	HISTORIC PROPERTIES LISTED IN THE NRHP, ELIGIBLE FOR LISTING IN THE NRHP, OR APPEARING ELIGIBLE FOR LISTING IN THE NRHP	4.6-7
TABLE 4.6-4:	HISTORIC PROPERTIES THAT DO NOT APPEAR ELIGIBLE FOR LISTING IN THE NRHP, BUT APPEAR ELIGIBLE TO BE CONSIDERED HISTORIC RESOURCES UNDER CEQA	4.6-9
TABLE 4.6-5:	SUMMARY OF FINDINGS FOR HISTORIC PROPERTIES WITHIN THE BART ALTERNATIVE APE	4.6-10
TABLE 4.7-1:	EMF LEVELS AT BART ALTERNATIVE CORRIDOR LOCATIONS	4.7-3
TABLE 4.7-2:	EMF MEASUREMENTS AT THE SAN JOSE MEDICAL CENTER	4.7-3
TABLE 4.7-3:	ACGIH GUIDELINES FOR EMF EXPOSURE	4.7-4
TABLE 4.7-4:	VERTICAL FIELD PEAK MEASUREMENTS ABOVE EXISTING, OPERATING BART TRACKS AT HOPYARD OVERPASS, PLEASANTON.....	4.7-5
TABLE 4.7-5:	VERTICAL FIELD PEAK MEASUREMENTS BELOW EXISTING, OPERATING BART PLEASANTON LINE AT RODEO PARK UNDERPASS AT BART / I-580.....	4.7-6
TABLE 4.7-6:	VERTICAL FIELD PEAK AND RANGE MEASUREMENTS FOR REFERENCE	4.7-6
TABLE 4.7-7:	VERTICAL PEAK MEASUREMENTS AT REPRESENTATIVE BART STATIONS	4.7-7
TABLE 4.8-1:	ANNUAL VMT FOR VEHICLE OPERATIONS BY MODE AND BY ALTERNATIVE (2025)	4.8-6
TABLE 4.8-2:	DIRECT AND TOTAL ENERGY USE BY TRANSIT AND AUTO MODES (2025).....	4.8-7
TABLE 4.8-3:	ANNUAL DIRECT AND TOTAL ENERGY USE FOR VEHICLE OPERATIONS BY MODE BY ALTERNATIVE (2025)	4.8-9
TABLE 4.8-4:	NET ANNUAL DIRECT AND TOTAL ENERGY USE BY MODE BY ALTERNATIVE (2025)	4.8-10
TABLE 4.9-1:	MINORITY AND LOW-INCOME POPULATIONS IN THE SVRTC (2000)	4.9-1
TABLE 4.10-1:	FAULTS IN THE VICINITY OF THE SILICON VALLEY RAPID TRANSIT CORRIDOR	4.10-3
TABLE 4.11-1:	HAZARDOUS MATERIALS RELEASE SITES WITH POTENTIAL TO AFFECT THE PROJECT	4.11-6
TABLE 4.11-2:	HAZARDOUS MATERIALS RELEASE SITES WITH POTENTIAL TO AFFECT THE PROJECT (CASES RECEIVED REGULATORY CLOSURE).....	4.11-7
TABLE 4.12-1:	CONSISTENCY OF THE SVRTC ALTERNATIVES WITH APPLICABLE LAND USE GOALS AND POLICIES	4.12-26

TABLE 4.13-1:	FTA NOISE IMPACT CRITERIA	4.13-5
TABLE 4.13-2:	CUMULATIVE NOISE LEVEL INCREASE ALLOWED BY FTA CRITERIA.....	4.13-6
TABLE 4.13-3:	BART DESIGN CRITERIA FOR OPERATIONAL NOISE.....	4.13-7
TABLE 4.13-4:	BART DESIGN CRITERIA FOR NOISE FROM ANCILLARY EQUIPMENT	4.13-7
TABLE 4.13-5:	SUMMARY OF AMBIENT NOISE MEASUREMENT RESULTS.....	4.13-11
TABLE 4.13-6:	BASELINE ALTERNATIVE RESIDENTIAL NOISE IMPACT WITHOUT MITIGATION	4.13-13
TABLE 4.13-7:	BART ALTERNATIVE RESIDENTIAL NOISE IMPACT WITHOUT MITIGATION USING FTA CRITERIA	4.13-15
TABLE 4.13-8:	BART ALTERNATIVE RESIDENTIAL NOISE IMPACT WITHOUT MITIGATION USING BART DESIGN CRITERIA	4.13-17
TABLE 4.13-9:	BART ALTERNATIVE RESIDENTIAL NOISE IMPACT CAUSED BY STATIONS AND ANCILLARY FACILITIES WITHOUT MITIGATION USING FTA CRITERIA	4.13-21
TABLE 4.13-10:	BART ALTERNATIVE RESIDENTIAL NOISE IMPACT CAUSED BY STATIONS AND ANCILLARY FACILITIES WITHOUT MITIGATION USING BART DESIGN CRITERION.....	4.13-21
TABLE 4.13-11:	BASELINE ALTERNATIVE NOISE BARRIER MITIGATION FOR RESIDENTIAL AREAS	4.13-24
TABLE 4.13-12:	BART ALTERNATIVE NOISE BARRIER MITIGATION TREATMENT FOR RESIDENTIAL AREAS.....	4.13-25
TABLE 4.13-13:	FTA GROUND-BORNE VIBRATION AND NOISE IMPACT CRITERIA BY LAND USE CATEGORY....	4.13-46
TABLE 4.13-14:	FTA GROUND-BORNE VIBRATION AND NOISE IMPACT CRITERIA FOR SPECIAL BUILDINGS	4.13-47
TABLE 4.13-15:	BART DESIGN CRITERIA FOR OPERATIONAL GROUND-BORNE VIBRATION	4.13-48
TABLE 4.13-16:	BART DESIGN CRITERIA FOR GROUND-BORNE NOISE FROM TRAIN OPERATIONS	4.13-48
TABLE 4.13-17:	BART ALTERNATIVE RESIDENTIAL VIBRATION IMPACTS WITHOUT MITIGATION USING FTA CRITERIA	4.13-53
TABLE 4.13-18:	BART ALTERNATIVE RESIDENTIAL VIBRATION IMPACT WITHOUT MITIGATION USING BART DESIGN CRITERIA	4.13-57
TABLE 4.13-19:	BART ALTERNATIVE VIBRATION IMPACT MITIGATION LOCATIONS.....	4.13-68
TABLE 4.15-1:	2000 AND 2025 POPULATION, HOUSEHOLDS, EMPLOYMENT AND AGE	4.15-2
TABLE 4.15-2:	HOUSEHOLD CHARACTERISTICS (2000)	4.15-3
TABLE 4.15-3:	ETHNIC COMPOSITION IN THE STUDY AREA (2000)	4.15-4
TABLE 4.15-4:	HOUSEHOLD INCOME AND POVERTY STATUS (2000)	4.15-4
TABLE 4.15-5:	HOUSING UNITS AVAILABILITY OF PRIVATE TRANSPORTATION (2000)	4.15-5
TABLE 4.15-6:	Jobs by Sector (2000-2025).....	4.15-6
TABLE 4.15-7:	LABOR FORCE BY OCCUPATION (2000)	4.15-8
TABLE 4.15-8:	BART ALTERNATIVE - SUMMARY OF RESIDENTIAL AND NON-RESIDENTIAL RELOCATIONS	4.15-11
TABLE 4.15-9:	COMMERCIAL VACANCY RATES FOR SVRTC CITIES	4.15-18
TABLE 4.16-1:	MAJOR UTILITY LOCATIONS ALONG THE BART ALTERNATIVE.....	4.16-2
TABLE 4.18-1:	BRIDGES, STATIONS, DRAINAGE CROSSINGS, FLOODPLAINS, TUNNELS/TRENCHES ASSOCIATED WITH SVRTC ALTERNATIVES.....	4.18-18
TABLE 4.18-2:	BART ALTERNATIVE AND MOS SCENARIOS FLOODPLAIN IMPACT SUMMARY	4.18-23
TABLE 4.19-1:	MAXIMUM ACREAGE REQUIRED FOR STATION AND MAINTENANCE FACILITY CONSTRUCTION ..	4.19-23
TABLE 4.19-2:	ESTIMATED HAUL ROAD VOLUMES AND NUMBERS OF TRUCKS	4.19-25
TABLE 4.19-3:	GRADE SEPARATION ROAD CLOSURE VOLUME-TO-CAPACITY RATIOS (MORNING PEAK HOUR)	4.19-53

TABLE 4.19-4:	GRADE SEPARATION ROAD CLOSURES VOLUME-TO-CAPACITY RATIOS (EVENING PEAK HOUR)	4.19-55
TABLE 4.19-5:	CONSTRUCTION EMISSIONS	4.19-64
TABLE 4.19-6:	POLLUTANT CONCENTRATIONS NEAR CONSTRUCTION SITES	4.19-65
TABLE 4.19-7:	TEMPORARY IMPACTS OF CONSTRUCTION ACTIVITIES FOR THE BART ALTERNATIVE TO WETLANDS/OTHER WATER OF THE U.S.	4.19-69
TABLE 4.19-8:	FTA CONSTRUCTION NOISE GUIDELINES.....	4.19-83
TABLE 4.19-9:	CONSTRUCTION HOURS BY JURISDICTION.....	4.19-84
TABLE 4.19-10:	CONSTRUCTION EQUIPMENT NOISE EMISSION LEVELS.....	4.19-85
TABLE 4.19-11:	DISTANCE TO VIBRATION IMPACT FOR ALL RESIDENTIAL LAND USE	4.19-88
TABLE 5.3-1:	BART ALTERNATIVE PARKING DEMAND AND POTENTIAL EXPANSION IN THE CORE SYSTEM	5.3-5
TABLE 6.2-1:	DRAFT THRESHOLDS OF SIGNIFICANCE FOR THE SVRTC PROJECT	6.2-2
TABLE 6.2-2:	SUMMARY OF IMPACTS AND PROPOSED MITIGATION FOR THE SVRTC BASELINE AND BART ALTERNATIVES	6.2-8
TABLE 7.3-1:	SECTION 4(f) RESOURCES AFFECTED BY BUILD ALTERNATIVES	7.3-3
TABLE 8.2-1:	CAPITAL COSTS FOR BASELINE AND BART ALTERNATIVES.....	8.2-2
TABLE 8.2-2:	BART ALTERNATIVE DESIGN OPTIONS	8.2-3
TABLE 8.2-3:	BART ALTERNATIVE CASH FLOW THROUGH FISCAL YEAR 2014.....	8.2-4
TABLE 8.2-4:	CAPITAL COST ESTIMATES FOR MOS SCENARIOS	8.3-5
TABLE 8.2-5:	SUMMARY OF COST ESTIMATES FOR BART ALTERNATIVE.....	8.3-5
TABLE 8.3-1:	ANNUAL OPERATING AND MAINTENANCE COSTS, FARE REVENUE, AND FAREBOX RECOVERY 2025	8.3-6
TABLE 8.3-2:	INCREMENTAL ANNUAL OPERATING AND MAINTENANCE COSTS AND FARE REVENUE, 2025	8.3-7
TABLE 8.4-1:	COST EFFECTIVENESS OF ALTERNATIVES, 2025	8.4-9
TABLE 8.5-1:	SOURCES OF CAPITAL FUNDING FOR BART ALTERNATIVE	8.5-10
TABLE 8.5-2:	HISTORIC AND PROJECTED SALES TAX REVENUES IN SANTA CLARA COUNTY.....	8.5-13
TABLE 9.3-1:	AGENCY APPROVALS	9.3-7

FIGURES

FIGURE 1.2-1:	SILICON VALLEY RAPID TRANSIT CORRIDOR.....	1.3-3
FIGURE 1.4-1:	BASELINE ALTERNATIVE.....	1.4-5
FIGURE 1.4-2:	BART SUBWAY STATION	1.4-6
FIGURE 1.4-3:	BART EXTENSION ALTERNATIVE	1.4-7
FIGURE 2.3-1:	SILICON VALLEY RAPID TRANSIT CORRIDOR.....	2.3-2
FIGURE 2.4-1:	YEAR 2000 WORK TRIPS FROM ALAMEDA COUNTY TO SUPERDISTRICTS 9, 11, AND 12	2.4-6
FIGURE 2.4-2:	YEAR 2000 WORK TRIPS FROM SUPERDISTRICTS 9, 11, AND 12 TO ALAMEDA COUNTY	2.4-6
FIGURE 2.4-3:	YEAR 2025 PROJECTED WORK TRIPS FROM ALAMEDA COUNTY TO SUPERDISTRICTS 9, 11, AND 12.....	2.4-7

FIGURE 2.4-4:	YEAR 2025 PROJECTED WORK TRIPS FROM SUPERDISTRICTS 9, 11, AND 12 TO ALAMEDA COUNTY.....	2.4-7
FIGURE 3.2-1:	VTA LIGHT RAIL VEHICLE.....	3.2-1
FIGURE 3.3-1:	BASELINE ALTERNATIVE - EXPANDED EXPRESS BUS SERVICE	3.3-6
FIGURE 3.3-2:	EXPRESS BUS ON FREEWAY HOV LANE	3.3-7
FIGURE 3.3-3:	BASELINE ALTERNATIVE BUSWAY CONNECTORS: (1) I-680 TO PLANNED BART WARM SPRINGS STATION AND (2) PROPOSED BART STATION TO I-880.....	3.3-11
FIGURE 3.3-4:	BASELINE ALTERNATIVE BUSWAY CONNECTOR I-880 TO MONTAGUE EXPRESSWAY	3.3-12
FIGURE 3.4-1:	BART SUBWAY STATION	3.4-12
FIGURE 3.4-2:	BART EXTENSION ALTERNATIVE ALIGNMENT AND SEGMENTS.....	3.4-14
FIGURE 3.4-3:	SEGMENT 1 – BART WARM SPRINGS STATION TO TRADE ZONE BOULEVARD (NORTHERN PORTION OF SEGMENT).....	3.4-15
FIGURE 3.4-4:	SEGMENT 1 – BART WARM SPRINGS STATION TO TRADE ZONE BOULEVARD (SOUTHERN PORTION OF THE SEGMENT)	3.4-16
FIGURE 3.4-5:	SEGMENT 2 – TRADE ZONE BOULEVARD TO MABURY ROAD	3.4-22
FIGURE 3.4-6:	SEGMENT 3 – MABURY ROAD TO 19TH STREET	3.4-24
FIGURE 3.4-7:	SEGMENT 4 – 19TH STREET TO I-880	3.4-27
FIGURE 3.4-8:	SEGMENT 5 – I-880 TO LAFAYETTE STREET	3.4-30
FIGURE 3.7-1:	RELATED PROJECTS	3.7-52
FIGURE 4.2-1:	MILPITAS – SOUTH CALAVERAS FUTURE STATION 2025 BART ALTERNATIVE LEVEL OF SERVICE CONDITIONS.....	4.2-25
FIGURE 4.2-2:	MILPITAS – MONTAGUE/CAPITOL STATION 2025 BART ALTERNATIVE LEVEL OF SERVICE CONDITIONS	4.2-26
FIGURE 4.2-3:	SAN JOSE – BERRYESSA STATION 2025 BART ALTERNATIVE LEVEL OF SERVICE CONDITIONS	4.2-27
FIGURE 4.2-4:	SAN JOSE – ALUM ROCK STATION 2025 BART ALTERNATIVE INTERSECTION LEVEL OF SERVICE CONDITIONS	4.2-28
FIGURE 4.2-5:	SAN JOSE – DIRIDON/ARENA STATION 2025 BART ALTERNATIVE LEVEL OF SERVICE CONDITIONS	4.2-29
FIGURE 4.2-6:	SANTA CLARA 2025 BART ALTERNATIVE LEVEL OF SERVICE CONDITIONS.....	4.2-30
FIGURE 4.4-1:	SPECIAL STATUS SPECIES LOCATIONS AND POTENTIAL LOCATIONS	4.4-21
FIGURE 4.5-1:	COMMUNITY FACILITY MAP – SEGMENT 1 (NORTHERN PORTION OF SEGMENT)	4.5-5
FIGURE 4.5-2:	COMMUNITY FACILITY MAP – SEGMENT 1 (SOUTHERN PORTION OF SEGMENT)	4.5-6
FIGURE 4.5-3:	COMMUNITY FACILITY MAP - SEGMENT 2	4.5-7
FIGURE 4.5-4:	COMMUNITY FACILITY MAP - SEGMENTS 3 AND 4	4.5-8
FIGURE 4.5-5:	COMMUNITY FACILITY MAP - RELIGIOUS INSTITUTIONS – SEGMENTS 3 AND 4	4.5-9
FIGURE 4.5-6:	COMMUNITY FACILITY MAP - SEGMENT 5	4.5-10
FIGURE 4.10-1:	LOCATION OF REGIONAL ACTIVE FAULTS RELATIVE TO THE SVRTC	4.10-5
FIGURE 4.10-2:	LIQUEFACTION SUSCEPTIBILITY MAP	4.10-6
FIGURE 4.12-1:	COLOR LEGEND FOR LAND USE ILLUSTRATIONS.....	4.12-2
FIGURE 4.12-2:	SOUTH CALAVERAS (FUTURE) STATION LAND USES	4.12-3
FIGURE 4.12-3:	MONTAGUE/CAPITOL STATION LAND USES	4.12-4

FIGURE 4.12-4:	BERRYESSA STATION LAND USES	4.12-5
FIGURE 4.12-5:	ALUM ROCK STATION LAND USES.....	4.12-6
FIGURE 4.12-6:	CIVIC PLAZA/SJSU STATION LAND USES	4.12-7
FIGURE 4.12-7:	MARKET STREET STATION LAND USES.....	4.12-8
FIGURE 4.12-8:	DIRIDON/ARENA STATION LAND USES.....	4.12-9
FIGURE 4.12-9:	SANTA CLARA STATION LAND USES	4.12-10
FIGURE 4.13-1:	COMPARISON OF VARIOUS NOISE LEVELS	4.13-2
FIGURE 4.13-2:	EXAMPLES OF TYPICAL OUTDOOR NOISE EXPOSURE	4.13-3
FIGURE 4.13-3:	EXISTING AMBIENT NOISE MEASUREMENT LOCATIONS	4.13-10
FIGURE 4.13-4A:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-26
FIGURE 4.13-4B:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-27
FIGURE 4.13-4C:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-28
FIGURE 4.13-4D:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-29
FIGURE 4.13-4E:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-30
FIGURE 4.13-4F:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-31
FIGURE 4.13-4G:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-32
FIGURE 4.13-4H:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-33
FIGURE 4.13-4I:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-34
FIGURE 4.13-4J:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-35
FIGURE 4.13-4K:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-36
FIGURE 4.13-4L:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-37
FIGURE 4.13-4M:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-38
FIGURE 4.13-4N:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-39
FIGURE 4.13-4O:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-40
FIGURE 4.13-4P:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-41
FIGURE 4.13-4Q:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-42
FIGURE 4.13-4R:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-43
FIGURE 4.13-4S:	NOISE AND VIBRATION MITIGATION LOCATIONS	4.13-44
FIGURE 4.13-5:	TYPICAL GROUND-BORNE VIBRATION LEVELS AND CRITERIA.....	4.13-45
FIGURE 4.13-6:	VIBRATION MEASUREMENT TEST LOCATIONS.....	4.13-50
FIGURE 4.17-1:	BASELINE LANDSCAPE UNIT A	4.17-3
FIGURE 4.17-2:	BASELINE LANDSCAPE UNIT B	4.17-4
FIGURE 4.17-3:	BART ALTERNATIVE LANDSCAPE UNITS	4.17-5
FIGURE 4.17-4:	VIEWPOINT LOCATIONS.....	4.17-7
FIGURE 4.17-5:	DIXON LANDING ROAD (VIEW TO THE WEST FROM DIXON LANDING ROAD)	4.17-8
FIGURE 4.17-6:	SOUTH CALAVERAS FUTURE STATION LOCATION (VIEW TO THE EAST FROM SR 237).....	4.17-9
FIGURE 4.17-7:	BART SOUTH CALAVERAS FUTURE STATION LOCATION (VIEW TO THE SOUTHWEST FROM MILPITAS CITY HALL)	4.17-9
FIGURE 4.17-8:	MONTAGUE/CAPITOL STATION FROM EAST CAPITOL AVENUE LOCATION (VIEW TO THE NORTHEAST FROM EAST CAPITOL AVENUE).....	4.17-10

FIGURE 4.17-9:	MONTAGUE/CAPITOL STATION LOCATION (VIEW TO THE NORTHWEST FROM "THE CROSSINGS AT MONTAGUE" NEIGHBORHOOD)	4.17-11
FIGURE 4.17-10:	AERIAL CROSSING AT BERRYESSA ROAD LOCATION (VIEW TO THE SOUTHWEST FROM BERRYESSA ROAD)	4.17-11
FIGURE 4.17-11:	BERRYESSA STATION LOCATION (VIEW TO THE WEST FROM THE NEIGHBORHOOD EAST OF THE FORMER UNION PACIFIC RAILROAD TRACKS)	4.17-12
FIGURE 4.17-12:	ALUM ROCK STATION AND PARKING GARAGE LOCATION (VIEW TO THE NORTH FROM SANTA CLARA STREET)	4.17-13
FIGURE 4.17-13:	ALUM ROCK PARKING GARAGE LOCATION (VIEW TO THE SOUTHWEST FROM THE JULIAN STREET OVERCROSSING OF US 101).....	4.17-13
FIGURE 4.17-14:	CIVIC CENTER/SJSU STATION LOCATION (VIEW TO THE SOUTHEAST FROM THE CORNER OF EAST SANTA CLARA STREET AND 4TH STREET)	4.17-14
FIGURE 4.17-15:	DIRIDON ARENA STATION LOCATION (VIEW TO THE SOUTH FROM JUST NORTH OF THE DIRIDON CALTRAIN STATION)	4.17-15
FIGURE 4.17-16:	SANTA CLARA STATION LOCATION (VIEW TO THE NORTHWEST FROM SANTA CLARA CALTRAIN STATION PLATFORM)	4.17-15
FIGURE 4.17-17:	SANTA CLARA STATION AND PARKING STRUCTURE NORTH LOCATION (VIEW TO THE EAST FROM EL CAMINO REAL)	4.17-16
FIGURE 4.17-18:	MAINTENANCE FACILITY LOCATION (VIEW TO THE NORTHWEST FROM I-880)	4.17-16
FIGURE 4.17-19:	DIXON LANDING ROAD – AERIAL OPTION	4.17-19
FIGURE 4.17-20:	SOUTH CALAVERAS FUTURE STATION AND PARKING GARAGE	4.17-21
FIGURE 4.17-21:	BART SOUTH CALAVERAS FUTURE STATION (VIEW TO THE SOUTHWEST FROM MILPITAS CITY HALL).....	4.17-21
FIGURE 4.17-22:	MONTAGUE/CAPITOL STATION FROM CAPITOL AVENUE (VIEW TO THE NORTHEAST FROM CAPITOL AVENUE)	4.17-24
FIGURE 4.17-23:	MONTAGUE/CAPITOL STATION (VIEW TO THE NORTHWEST FROM "THE CROSSINGS AT MONTAGUE" NEIGHBORHOOD)	4.17-25
FIGURE 4.17-24:	BERRYESSA ROAD AERIAL CROSSING (VIEW TO THE SOUTHWEST FROM BERRYESSA ROAD)....	4.17-26
FIGURE 4.17-25:	BERRYESSA STATION AND PARKING GARAGE (VIEW TO THE WEST FROM THE NEIGHBORHOOD EAST OF THE FORMER UPRR RAILROAD TRACKS)	4.17-26
FIGURE 4.17-26:	ALUM ROCK STATION AND PARKING GARAGE (VIEW TO THE NORTH FROM EAST SANTA CLARA STREET).....	4.17-29
FIGURE 4.17-27:	ALUM ROCK PARKING GARAGE (VIEW TO THE SOUTHWEST FROM THE JULIAN STREET OVERCROSSING OF US 101)	4.17-29
FIGURE 4.17-28:	CIVIC CENTER/SJSU STATION (VIEW TO THE SOUTHEAST FROM THE CORNER OF EAST SANTA CLARA STREET AND 4TH STREET)	4.17-31
FIGURE 4.17-29:	DIRIDON/ARENA STATION (VIEW TO THE SOUTH FROM JUST NORTH OF THE DIRIDON CALTRAIN STATION)	4.17-31
FIGURE 4.17-30:	SANTA CLARA STATION/AERIAL WALKWAY SOUTH OPTION (VIEW TO THE NORTHWEST FROM SANTA CLARA CALTRAIN STATION PLATFORM)	4.17-33
FIGURE 4.17-31:	SANTA CLARA STATION – PARKING STRUCTURE NORTH OPTION AND AERIAL WALKWAY SOUTH OPTION (VIEW TO THE EAST FROM EL CAMINO REAL).....	4.17-34
FIGURE 4.17-32:	MAINTENANCE FACILITY (VIEW TO THE NORTHWEST FROM I-880)	4.17-35
FIGURE 4.18-1:	SEGMENT 1 (NORTHERN SECTION)- APPROXIMATE BOUNDARIES OF THE 100-YEAR FLOODPLAIN IN THE SVRTC STUDY AREA	4.18-6

FIGURE 4.18-2:	SEGMENT 1 (SOUTHERN SECTION)– APPROXIMATE BOUNDARIES OF THE 100-YEAR FLOODPLAIN IN THE SVRTC STUDY.....	4.18-7
FIGURE 4.18-3:	SEGMENT 2 - APPROXIMATE BOUNDARIES OF THE 100-YEAR FLOODPLAIN IN THE SVRTC STUDY AREA	4.18-8
FIGURE 4.18-4:	SEGMENT 3 - APPROXIMATE BOUNDARIES OF THE 100-YEAR FLOODPLAIN IN THE SVRTC STUDY AREA	4.18-9
FIGURE 4.18-5:	SEGMENT 4 - APPROXIMATE BOUNDARIES OF THE 100-YEAR FLOODPLAIN IN THE SVRTC STUDY AREA	4.18-10
FIGURE 4.18-6:	SEGMENT 5 - APPROXIMATE BOUNDARIES OF THE 100-YEAR FLOODPLAIN IN THE SVRTC STUDY AREA	4.18-11
FIGURE 4.19-1:	CONCEPTUAL AT-GRADE CROSS SECTION FOR BART ALTERNATIVE	4.19-8
FIGURE 4.19-2:	CONCEPTUAL RETAINED FILL CROSS SECTION FOR BART ALTERNATIVE.....	4.19-9
FIGURE 4.19-3:	EXAMPLE OF MECHANICALLY STABILIZED WALL	4.19-9
FIGURE 4.19-4:	CONCEPTUAL RETAINED CUT CROSS SECTION FOR BART ALTERNATIVE.....	4.19-11
FIGURE 4.19-5:	CONCEPTUAL DOUBLE TRACK	4.19-13
FIGURE 4.19-6:	CONCEPTUAL AERIAL SECTION	4.19-13
FIGURE 4.19-7:	CONCEPTUAL CROSS SECTION FOR BART ALTERNATIVE TUNNEL	4.19-14
FIGURE 4.19-8:	EARTH PRESSURE BALANCE TUNNEL-BORING MACHINE	4.19-15
FIGURE 4.19-9:	MUCK REMOVAL	4.19-16
FIGURE 4.19-10:	CUT-AND-COVER STATIONS.....	4.19-18
FIGURE 4.19-11:	CONSTRUCTION OF OUTSIDE PROTECTIVE WALLS.....	4.19-19
FIGURE 4.19-12:	SHALLOW EXCAVATION.....	4.19-19
FIGURE 4.19-13:	STATION CONSTRUCTION BELOW DECK	4.19-20
FIGURE 4.19-14:	INSTALLATION OF BASE SLAB	4.19-21
FIGURE 4.19-15:	INSTALLATION OF STATION ROOF.....	4.19-22
FIGURE 4.19-16:	TUNNELING TWO DIRECTIONS (TWO TBMs)	4.19-26
FIGURE 4.19-17:	TUNNELING TWO DIRECTIONS (THREE TBMs)	4.19-26
FIGURE 4.19-18:	CONSTRUCTION STAGING SITE SOUTH OF EAST WARREN AVENUE EAST OF THE RAIL CORRIDOR	4.19-33
FIGURE 4.19-19:	(A) CONSTRUCTION STAGING SITE BETWEEN RAILROAD COURT AND RAIL CORRIDOR AND (B) CONSTRUCTION STAGING SITE ADJOINING RAIL CORRIDOR SOUTH OF THE ABEL STREET OVERCROSSING	4.19-34
FIGURE 4.19-20:	CONSTRUCTION STAGING SITE ON EITHER SIDE OF RAIL CORRIDOR SOUTH OF MONTAGUE EXPRESSWAY	4.19-34
FIGURE 4.19-21:	CONSTRUCTION STAGING SITE ON EITHER SIDE OF RAIL CORRIDOR NORTH OF MABURY ROAD	4.19-35
FIGURE 4.19-22:	CONSTRUCTION STAGING SITE WEST OF US 101 SOUTH OF EAST JULIAN STREET	4.19-35
FIGURE 4.19-23:	CONSTRUCTION STAGING SITE ON NORTHWEST QUADRANT OF FIFTH AND EAST SANTA CLARA STREETS	4.19-36
FIGURE 4.19-24:	CONSTRUCTION STAGING SITES IN SOUTHWEST AND NORTHEAST QUADRANTS OF EAST SANTA CLARA AND MARKET STREET INTERSECTION.....	4.19-36
FIGURE 4.19-25:	CONSTRUCTION STAGING SITE SOUTH OF WEST SANTA CLARA STREET ON EITHER SIDE OF MONTGOMERY STREET	4.19-37

FIGURE 4.19-26: CONSTRUCTION STAGING SITE ON EITHER SIDE OF I-880 EAST OF RAIL CORRIDOR	4.19-37
FIGURE 4.19-27: CONSTRUCTION STAGING SITE ON EAST SIDE OF RAIL CORRIDOR NORTH OF BROKAW ROAD.....	4.19-38
FIGURE 4.19-28: CONSTRUCTION SITE SCREENING EXAMPLE #1	4.19-39
FIGURE 4.19-29: CONSTRUCTION SITE SCREENING EXAMPLE #2	4.19-39
FIGURE 4.19-30: PROJECT SCHEDULE FOR BART ALTERNATIVE.....	4.19-40
FIGURE 4.19-31: MORNING INBOUND TRAFFIC DETOUR ROUTES	4.19-42
FIGURE 4.19-32: EASTBOUND/WESTBOUND TRAFFIC DIVERSIONS TO SJSU AREA	4.19-43
FIGURE 4.19-33: NORTHBOUND/SOUTHBOUND TRAFFIC DIVERSIONS TO SJSU AREA	4.19-44
FIGURE 4.19-34: EASTBOUND/WESTBOUND TRAFFIC DIVERSIONS TO DOWNTOWN CORE AREA.....	4.19-45
FIGURE 4.19-35: NORTHBOUND/SOUTHBOUND TRAFFIC DIVERSIONS IN DOWNTOWN CORE AREA.....	4.19-46
FIGURE 4.19-36: SJSU AREA TRUCK ROUTES	4.19-47
FIGURE 4.19-37: 3RD/4TH STREET AREA TRUCK ROUTES.....	4.19-48
FIGURE 4.19-38: MARKET STREET/DIRIDON/ARENA TRUCK ROUTES.....	4.19-49
FIGURE 4.19-39: EXAMPLE OF TEMPORARY NOISE BARRIER.....	4.19-87
FIGURE 5.2-1: BART CORE SYSTEM	5.2-2
FIGURE 7.5-1: PROPOSED ACQUISITION OF DEDICATED PARKLAND FOR BART ALTERNATIVE.....	7.5-9
FIGURE 7.5-2: EAST SIDE MARKET STREET STATION ENTRANCE OPTIONS.....	7.5-10
FIGURE 7.5-3: 28 EAST SANTA CLARA BUILDING (OPTION M-1A)	7.5-11
FIGURE 7.5-4: 17-25 EAST SANTA CLARA BUILDING (OPTION M-4)	7.5-12
FIGURE 7.5-5: AREA FOR POTENTIAL NEW ENTRANCES, ELEVATORS, AND VENTILATION SHAFTS TO DIRIDON STATION, VIEW TOWARD CAHILL STATION	7.5-13
FIGURE 7.5-6: BART SANTA CLARA STATION PEDESTRIAN LINKAGE OPTIONS.....	7.5-15
FIGURE 7.6-1: FOUNTAIN ALLEY AND ADJACENT PARKING LOT (OPTION M-1B)	7.6-18