

**SILICON VALLEY  
RAPID TRANSIT CORRIDOR**

# **BART Extension to Milpitas, San Jose and Santa Clara**

**DRAFT SUPPLEMENTAL  
ENVIRONMENTAL IMPACT REPORT**



**SANTA CLARA VALLEY  
TRANSPORTATION AUTHORITY  
JANUARY 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

Draft Supplemental Environmental Impact Report  
(SCH#2002022004)

Prepared Pursuant to

CALIFORNIA ENVIRONMENTAL QUALITY ACT,  
Public Resources Code 21000 et seq.; and the  
CEQA Guidelines, California Administrative Code,  
15000 et seq.

Prepared by

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

JANUARY 2007

## 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 BART Extension 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 BART Extension 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 BART Extension Project presented in the FEIR was based on 10 percent design plans prepared during the Conceptual Engineering design phase of the Project. Following approval of the BART Extension Project by the VTA Board, the Preliminary Engineering design phase began, taking design plans to the 35 percent level. The SEIR evaluates the potential environmental impacts that result from design modifications to the project previously evaluated in the FEIR. The SEIR also covers any new information since certification of the FEIR.

## COMMENTS

For further information concerning this document, contact:

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