BSV Phase II - Environmental Commitments Record
Legend

LEGEND

Blue Text	**Indicates updates since last quarterly report**
---	Indicates N/A or no update/activity is applicable to this quarterly report
"gray row"	Indicates mitigation measure complete or N/A
Acronyms	
AEOC	Arena Entertainment and Operations Committee
ARTP	Archaeological Resources Treatment Plan
BAAQMD	Bay Area Air Quality Management District
Caltrans	California Department of Transportation
CEOP	Construction Education and Outreach Plan
CHSRA	California High Speed Rail Authority
CMP	Containment Management Plan
COMP	Construction Outreach Management Program
CP	Consulting Parties
CTMP	Construction Transportation Management Plan
CWG	Community Working Groups
ESCP	Emergency Services Coordination
FHA	Federal Highway Administration
FRA	Federal Railroad Administration
FST	Floating Slab Track
FTA	Federal Transit Administration
ISA	Initial Site Assessment
IST	Isolated Slab Track
NA	Native American
PA	Programmatic Agreement
RAPs	Remedial Action Plans
ROD	Record of Decision
RWQCB	Regional Water Quality Control Board
SHPO	State Historic Preservation Officer
SJRRC	San Joaquin Regional Rail Commission
SJWC	San Jose Water Company
TCP	Traffic Control Plans
VTA	Santa Clara Valley Transportation Authority
	Timeframe for Implementation letter codes:
C	Construction
D	Design
P	Post Construction
	Responsible Party codes: VTA and/or C = Contractor
	Compliance Status letter codes:
IC	In Compliance
OU	Compliance
CC	Closed
N/A	Not Applicable
CC-CP#	Individual CP

Source Document Abbreviations		
Santa Clara Valley Transportation Authority, Board of Directors		
BOD ATT-A	April 5, 2018, Board Memorandum. Attachment A-Recommended Project Description	
Supplemental Environmental Impact Statement (SEIS), Subsequent Environmental Impact Report (SEIR)		
Vol-1		Volume 1
CH-1	Chapter 1	Executive Summary
CH-2	Chapter 2	Alternatives
CH-3	Chapter 3	NEPA and CEQA Transportation Operation Analysis
CH-4	Chapter 4	NEPA Alternatives Analysis of Operations
CH-5	Chapter 5	NEPA Alternatives Analysis of Construction
CH-6	Chapter 6	CEQA Alternatives Analysis of Construction and Operation
CH-7	Chapter 7	Other NEPA and CEQA Considerations
CH-8	Chapter 8	Section 4(f) of the Department of Transportation Act of 1966
CH-9	Chapter 9	Financial Considerations
CH-10	Chapter 10	Agency and Community Participation
Vol-2		Volume 2. Responses to Comments
ROD		Federal Transit Administration Record of Decision
VTA Sustainability Practices		
VTA-Green		VTA Green Building Policy 400.004
VTA-Sust		VTA Sustainable Landscaping Policy CMA-CL-PL-7120

BSV Phase II - Environmental Commitments Record

Mitigation Monitoring & Reporting Program

Environmental Document Chapter	Mitigation Topic	MMRP Code: Chrono #	MMRP Code: Measure #	Source Document	Summary	Mitigation Measure	Location	Implementation: Timeframe: Design (D)	Implementation: Timeframe: Construction (C)	Implementation: Timeframe:Post- construction (P)	Implementation: Responsible Party	Implementation: Compliance Status	2026 Q2	Quarter Mitigation Completed
Transportation	Develop and Implement a Construction Education and Outreach Plan	1	- MMRP-TRA-CNST- A-01	Vol-1, ROD	Develop a Construction Education and Outreach Plan (CEOP)	**Develop and Implement a Construction Education and Outreach Plan:** VTA will develop a Construction Education and Outreach Plan (CEOP) in coordination with the Cities of San Jose and Santa Clara to foster communication between VTA, various municipalities, and the public during construction. VTA will develop the CEOP after the environmental process is complete and implement it prior to construction. The CEOP will ensure that VTA coordinates construction activities with existing business operations and other development projects to minimize disruption and delays. The CEOP will also establish a process that will address the concerns of businesses and their customers, property owners, residents, and commuters. The CEOP will be incorporated into the plans and specifications of all contracts through which the BART Extension will be implemented. Critical components of the CEOP will include, but are not limited to, the following requirements (MMRP-TRA-CNST-A-02 through A-17).	Program-wide	D	C		VTA	IC	This is a summary mitigation measure. For individual components of the CEOP please refer to MMRP-TRA-CNST-A-02 through A-16, below. The CEOP was prepared in two parts, as follows: Part A: Planning Phase Part B: Construction The CEOP was added as a reference document in the VTA-CSJ and VTA-CSC Cooperative Agreements.	
Transportation	Develop and Implement a Construction Education and Outreach Plan	2	- MMRP-TRA-CNST- A-02	Vol-1, ROD	Establish Community Outreach Field Office	**Develop and Implement a Construction Education and Outreach Plan:** Establish field office(s) accessible to the public with dedicated community outreach staff and defined hours.	Program-wide	D	C		VTA	IC	The Santa Clara Station field office is incorporated into the 1st floor of the 2830 De La Cruz project office. The Downtown-Diridon Field office is currently under construction in conjunction with the new VTA Downtown Service Center. The search for a location for the 28th Street/Little Portugal field office is still underway.	
Transportation	Develop and Implement a Construction Education and Outreach Plan	3	- MMRP-TRA-CNST- A-03	Vol-1, ROD	Provide Project Hotline	**Develop and Implement a Construction Education and Outreach Plan:** Provide and maintain a 24-hour/7-day a week project hotline for emergencies.	Program-wide	D	C		VTA	IC	In **Q2 2026**, VTA maintained the public outreach phone number and email for project inquiries (English 408-321-2345, Spanish, Tagalog, Chinese, Vietnamese, Korean & Portuguese: 408-321-2300. TTY: 408-321-2330 and vtabart@vtabsv.com).	
Transportation	Develop and Implement a Construction Education and Outreach Plan	4	- MMRP-TRA-CNST- A-04	Vol-1, ROD	Conduct Business Operational Surveys	**Develop and Implement a Construction Education and Outreach Plan:** Conduct preconstruction operational surveys of businesses located adjacent to construction areas to ascertain hours of operation, access, deliveries, customer base, special circumstances, and key contacts.	Program-wide	D	C		VTA	IC	VTA conducted pre-construction operational as well as access and service needs interviews for over 50 businesses, institutions and schools in the project corridor adjacent to future potential construction staging areas in Q4 2020. Coordination with new and existing businesses near expected construction areas is ongoing to prevent impacts to the businesses.	
Transportation	Develop and Implement a Construction Education and Outreach Plan	5	- MMRP-TRA-CNST- A-05	Vol-1, ROD	Coordinate on Other Construction Projects	**Develop and Implement a Construction Education and Outreach Plan:** Coordinate with cities to obtain information about upcoming adjacent construction projects to minimize disruptions and delays.	Program-wide	D	C		VTA	IC	In **Q2 2026, VTA provided development review during the City of San Jose's permitting process for developments adjacent to the future tunnel and facilities.** In **Q2 2026** meetings were held with City of San Jose's Arena Entertainment and Operations Committee (AEOC) on **4/9, 5/14 and 6/11**.	
Transportation	Develop and Implement a Construction Education and Outreach Plan	6	- MMRP-TRA-CNST- A-06	Vol-1, ROD	Engage with Stakeholders	**Develop and Implement a Construction Education and Outreach Plan:** Inform and engage partner agencies, stakeholders, including VTA's BART Silicon Valley Phase II Community Working Groups, business organizations, business owners, tenants, the media, and the public on a regular and frequent basis.	Program-wide	D	C		VTA	IC	VTA held **5** in-person Community Working Group meetings on **5/6, 5/12, 6/9, 6/10, and 6/11.** VTA met with Google on **4/14, 5/19, 6/2, 6/15, and 6/25.** VTA met with City of San Jose **8 times for discussion of adjacent construction, environmental commitments, stormwater detention, and other topics, in addition to attending bi-weekly "Reimagining Santa Clara Street" coordination meetings with the City of San Jose.**	
Transportation	Develop and Implement a Construction Education and Outreach Plan	7	- MMRP-TRA-CNST- A-07	Vol-1, ROD	Engage Public	**Develop and Implement a Construction Education and Outreach Plan:** Conduct public workshops, meetings, or webinars for community members. Hold regular meetings with the surrounding businesses and residents throughout the course of construction.	Program-wide	D	C		VTA	IC	**In Q2 2026, VTA held 3 Community Working Group meetings, 2 Interim Community Working Group Meetings, 1 project update webinar related to East Portal and tunneling for residents of one homeowners community. VTA held follow up calls with businesses and residents concerned about noise, vibration, and air quality monitoring during upcoming demolition, access to VTA monitoring data, and property maintenance with secure fencing and landscaping services for VTA-owned property.**	
Transportation	Develop and Implement a Construction Education and Outreach Plan	8	- MMRP-TRA-CNST- A-08	Vol-1, ROD	Distribute Project Information	**Develop and Implement a Construction Education and Outreach Plan:** Distribute and post project information and advanced construction notification via the project website, social and traditional media, signage, face-to-face visits, flyers, mailers, emails, and other communication methods as appropriate.	Program-wide	D	C		VTA	IC	In **Q2 2026, 4** construction notices were distributed, **85** social media posts were shared on IG/Facebook/X/**LinkedIn**, and **4** Monthly Construction Updates were published.	
Transportation	Develop and Implement a Construction Education and Outreach Plan	9	- MMRP-TRA-CNST- A-09	Vol-1, ROD	Develop Project Signage Program	**Develop and Implement a Construction Education and Outreach Plan:** Develop a project signage program identifying project corridor, station areas, construction timeline, and funding.	Program-wide	D	C		VTA	IC	Project signage is at the West Portal and includes project identification, the corridor, and contractor field office signs. VTA is continuing to work with the tunnel and trackwork contractor to develop a signage plan for upcoming Project stages.	
Transportation	Develop and Implement a Construction Education and Outreach Plan	10	- MMRP-TRA-CNST- A-10	Vol-1, ROD	Display Maps and Construction Schedule	**Develop and Implement a Construction Education and Outreach Plan:** Display maps and construction schedule information in project field office(s) and around the construction area.	Program-wide	D	C		VTA	IC	Project signage containing schedule information has been posted at the West Portal. VTA is continuing to work with the tunnel and trackwork contractor to develop a signage for upcoming Project stages.	
Transportation	Develop and Implement a Construction Education and Outreach Plan	11	- MMRP-TRA-CNST- A-11	Vol-1, ROD	Display Parking and Access	**Develop and Implement a Construction Education and Outreach Plan:** Increase visibility of alternative parking and access via signage, website postings, and other communication methods.	Program-wide	D	C		VTA	IC	**VTA drafted and began implementing a Community Outreach Project Implementation Plan (COPIP) regarding parking lots near Diridon Station. In coordination with stakeholders, construction notices, in-person visits to nearby businesses, website content, and social media messages communicated timing of the upcoming planned closure of one parking lot. Messages also communicated project activities and access information to affected stakeholders and the public.**	
Transportation	Develop and Implement a Construction Education and Outreach Plan	12	- MMRP-TRA-CNST- A-12	Vol-1, ROD	Maintain Media Relations	**Develop and Implement a Construction Education and Outreach Plan:** Maintain media relations (i.e., news releases, news articles, and interviews).	Program-wide	D	C		VTA	IC	In **Q2 2026,** VTA wrote **one press release** and **secured news stories with Railway, Track & Structure, Business Insider, and Globe Newswire.**	
Transportation	Develop and Implement a Construction Education and Outreach Plan	13	- MMRP-TRA-CNST- A-13	Vol-1, ROD	Designate Community Outreach Personnel	**Develop and Implement a Construction Education and Outreach Plan:** Designate community outreach personnel available on site for the duration of the construction project.	Program-wide	D	C		VTA	IC	VTA designated project staff that will lead outreach within each work area, and the CP2 Contractor has two Community Construction Relationship Offices (CCROs) that will be available during construction. Office hours will be established once the field offices are completed.	

Valley Transportation Authority

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Mitigation Monitoring & Reporting Program

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Transportation	Develop and Implement a Construction Education and Outreach Plan	14	- MMRP-TRA-CNST- A-14	Vol-1, ROD	Promote Access to Businesses	**Develop and Implement a Construction Education and Outreach Plan:** Work with property owners and business owners in the station areas to promote access to businesses during construction, including enhanced signage.	Program-wide	D	C		VTA	IC	In **Q2 2026**, VTA continued to establish implementation of the four Program elements that will identify ways VTA can help alleviate disruptions and support the small business community during construction. Coordination with VTA on how to administer the contract process for the **Thriving Business Program: Eat Shop Local (ESL),** Direct Financial Assistance (DFA), and Local Resource Network (LRN) has been ongoing. VTA continued development of a Program Implementation Plan to ensure success of the Thriving Business Program.	
Transportation	Develop and Implement a Construction Education and Outreach Plan	15	- MMRP-TRA-CNST- A-15	Vol-1, ROD	Market Businesses During Construction	**Develop and Implement a Construction Education and Outreach Plan:** Provide marketing assistance, technical business support, and cross-promotional efforts to businesses within the area impacted by construction to encourage customers to shop at businesses during construction.	Program-wide	D	C		VTA	IC	In **Q2 2026**, VTA continued to establish implementation of the four Program elements that will identify ways VTA can help alleviate disruptions and support the small business community during construction. Coordination with VTA on how to administer the contract process for the **Thriving Business Program: Eat Shop Local (ESL),** Direct Financial Assistance (DFA), and Local Resource Network (LRN) has been ongoing. VTA continued development of a Program Implementation Plan to ensure success of the Thriving Business Program.	
Transportation	Develop and Implement a Construction Education and Outreach Plan	16	- MMRP-TRA-CNST- A-16	Vol-1, ROD	Provide Notice of Utility Outages	**Develop and Implement a Construction Education and Outreach Plan:** Establish outreach to stakeholders to provide advanced notice of scheduled utility outages.	Program-wide	D	C		VTA	IC	**2 planned** utility outages occurred in **Q2 2026. Electrical and gas were disconnected by PG&E from buildings being demolished at the site of the future 28th Street/Little Portugal BART Station in Q2.**	
Transportation	Develop and Implement a Construction Education and Outreach Plan	17	- MMRP-TRA-CNST- A-17	Vol-1, ROD	Proactive Multi-Language Community Involvement	**Develop and Implement a Construction Education and Outreach Plan:** Throughout development and implementation, the education and outreach activities will be comprehensive, seeking widespread involvement; proactive, with efforts geared toward obtaining input, as well as disseminating information; responsive to various needs, including multiple languages and alternative formats; and timely, accurate, and results-oriented.	Program-wide	D	C		VTA	IC	This is a summary mitigation measure. For individual components of the Construction Education and Outreach Plan (CEOP) please refer to MMRP-TRA-CNST-A-02 through A-16, above.	
Transportation	Develop Construction Transportation Management Plan (CTMP)	18	- MMRP-TRA-CNST- B-01	Vol-1, ROD	Develop Construction Transportation Management Plan (CTMP)	**Develop and Implement a Construction Transportation Management Plan:** After the environmental process is complete and prior to beginning any construction activity, VTA will work with the Cities of San Jose and Santa Clara to develop Master Cooperative Agreements that will direct all coordination and partnering efforts between VTA and the cities prior to and during construction of the BART Extension. One element of the Master Cooperative Agreements with the cities will be the Construction Outreach Management Program (COMP). One of the three parts of the COMP is Construction Transportation Management Plan (CTMP). VTA and its General Engineering Contractor will develop and implement the CTMP in partnership with the Cities of San Jose and Santa Clara to coordinate location-specific circulation and access within and around the construction areas for all modes, including automobiles, trucks and construction vehicles, bicyclists, pedestrians, and public transportation such as buses and light rail. The CTMP will be organized according to each of the ten major project elements listed from east to west along the alignment: East Tunnel Portal, Alum Rock/28th Street Station, 13th Street Ventilation Structure, Downtown San Jose Station, Diridon Station, Stockton Avenue Ventilation Structure, West Tunnel Portal, Newhall Maintenance Facility, and Santa Clara Station, and any offsite improvement locations. The CTMP will be tailored to address the site-specific circumstances and sequencing of construction at each of the ten areas. The CTMP will be developed in partnership with the applicable city and incorporated into all plans and specifications of all contracts through which the BART Extension will be implemented. Critical components of the CTMP are as follows: • Sequencing schedule depicting the proposed location and timing of construction activities on a routine basis for the duration of the project. • Proposed phasing of construction, anticipated lane and street closures, detours, temporary signals, and street reconfigurations, including durations of all of the above and signage requirements that the contractor must follow. • Truck haul routes. • Location-specific requirements as applicable. • In addition, VTA will work with the cities to minimize access and circulation construction impacts during special events, including Christmas in the Park, parades, and marathons.	Program-wide	D	C		VTA	IC	In **Q2 2026, one** meeting was held with staff from the City of San José on CTMP efforts for **Downtown San José BART Station Early Works, Tunneling, and Heavy Construction. Key topics included the Downtown BART Station truck hauling summary, construction staging areas, Maintenance of Traffic plans, and acceptance of Traffic Analysis Frameworks.** CTMP status for the CP2 West Tunnel Portal as follows: 1. West Portal Early Works Construction (Approved) CTMP Status for Downtown San Jose and Diridon is as follows: 2. Downtown San Jose and Diridon Early Works Construction, Tunneling, and Heavy Construction (In Progress) - Two Traffic Analysis Frameworks have been developed and reviewed by the City of San José and the San José Arena Authority (SJAA). **The City of San José provided comments, which were addressed, resulting in resolution of the City's comments specific to the vicinity of the future Downtown San Jose BART Station. San Jose Arena Authority has not yet provided comments. Traffic count data collection for the study intersections was completed.** The following CTMP scopes for the remainder of construction are on hold: 3. West Portal Tunneling and Heavy Construction (On Hold) 4. East Portal and 28th St/Little Portugal Early Works Construction and Tunneling and Heavy Construction (On Hold)	
Transportation	Develop Construction Transportation Management Plan (CTMP)	19	- MMRP-TRA-CNST- B-02	Vol-1, ROD	Develop Individual Traffic Control Plans (TCPs)	**Develop and Implement a Construction Transportation Management Plan:** After the CTMP has been approved, individual Traffic Control Plans (TCPs) will be developed for specific design elements at each of the ten major project elements and throughout the 8-year duration of construction. The TCPs will address all modes including automobiles, trucks, and construction vehicles, bicyclists, pedestrians, and public transportation such as buses and light rail. The TCPs will be prepared by the contractor and approved by VTA and the applicable city prior to construction of the specific design element.	Program-wide	D	C		VTA	IC	In **Q2 2026**, no individual TCPs were required for the construction work occurring at the West Portal site as part of the CP2 CTMP1. Additional TCPs will be developed following the finalization of the contract-specific CTMPs.	
Transportation	Develop Construction Transportation Management Plan (CTMP)	20	- MMRP-TRA-CNST- B-03	Vol-1, ROD	Include Site-Specific Requirements in Traffic Control Plans (TCPs)	**Develop and Implement a Construction Transportation Management Plan:** The TCPs will include site-specific requirements such as the following. • Alternative access routes where practicable and wayfinding signage for all detours affecting roadway users, including vehicular traffic, trucks and construction vehicles, bicyclists, and pedestrians. • Early signage of potential construction delays for all roadway users to choose alternate routes. • Minimum requirements for pedestrians and bicyclists to provide safe travel corridors within and through construction areas or provide detour routes. • Coordination between VTA and transit providers as necessary prior to construction to ensure that any necessary re-routing of bus routes and temporary relocation of bus stops during construction is done to minimize impacts on bus riders. • Early signage of potential transit delays for transit riders to plan trips accordingly. • Notification of the Cities of San Jose and Santa Clara, business owners, residents, and key stakeholders regarding lane and road closures that would affect parking, including both off-street and on-street parking. • Maps of all publicly available off-street and on-street parking that will be removed during construction. • Schedule of removal of each parking area. • Requirement that construction workers must park in construction staging areas or other designated areas. • In addition, in coordination with city partners, VTA will work with its contractors and the cities to restore parking as construction nears completion to the extent feasible.	Program-wide	D	C		VTA	IC	In **Q2 2026**, no site-specific TCPs were required for the construction work occurring at the West Portal site as part of the CP2 CTMP1. Additional TCPs will be developed following the finalization of the contract-specific CTMPs.	

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Transportation	Implement an Emergency Services Coordination Plan (ESCP)	21	- MMRP-TRA-CNST-C	-	Vol-1, ROD	Implement an Emergency Services Coordination Plan (ESCP)	**Prepare and Implement an Emergency Services Coordination Plan:** After the environmental process is complete and prior to beginning any construction activity, VTA will work with the Cities of San Jose and Santa Clara to develop Master Cooperative Agreements that will direct all coordination and partnering efforts between VTA and the cities prior to and during construction of the BART Extension. One element of the Master Cooperative Agreements with the cities will be the COMP. One of the three parts of the COMP is the Emergency Services Coordination (ESCP). As local emergency service routes and response times could be affected by construction activities, VTA will coordinate with local fire and police services to develop the ESCP to minimize this impact. The ESCP will be incorporated into the plans and specifications of all contracts through which the BART Extension will be implemented. Critical components of coordination are as follows. • VTA will inform the local fire and police departments of the construction schedule, and potential lane and road closures. • VTA will work with emergency providers to ensure emergency access to residents and businesses and to maintain the cities' emergency service response times. • VTA will work with the local fire and police departments on the detour routes. • VTA will provide road signage for detours and provide manual traffic control on detour routes as necessary.	Program-wide	D	C		VTA	IC	A cooperative agreement has been created between VTA and the Cities of San Jose and Santa Clara, and an ESCP will be created prior to heavy civil construction. Adjustments to the ESCP will be implemented should they arise throughout the duration of construction. Outreach notices are kept in the VTA Salesforce program and can be provided if requested.	
Transportation	Provide Temporary Replacement Parking at Diridon Station **NEPA ONLY MITIGATION MEASURE**	22	- MMRP-TRA-CNST-D	-	Vol-1, ROD	Provide Temporary Parking at Diridon	**Provide Temporary Replacement Parking at Diridon (Diridon Station Only, NEPA ONLY MITIGATION MEASURE)**: 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.	Diridon Station		C		VTA	IC	In Q2 2026, VTA focused on procuring the Delmas surface parking lots along Santa Clara Street as temporary replacement parking. Negotiations continue to finalize a contract. **VTA will provide 450 temporary replacement off-street parking spaces during construction to mitigate for parking impacts.** Operational date will be determined based on when the **future** Diridon **BART Station** Construction Staging Area (CSA) will be activated.	
Transportation	Implement Intersection Improvements at Coleman Avenue and Brokaw Road (for TOJD)	23	- MMRP-TRA-A	-	Vol-1, ROD	Improve Intersection at Coleman Ave. & Brokaw Rd.	**Implement Intersection Improvements at Coleman Avenue and Brokaw Road (for TOJD):** Change the signal control for Brokaw Road (the east and west legs of this intersection) from Protected Left-Turn phasing to Split Phase. Add a shared through/left-turn lane to the east and west approaches within the existing right-of-way. Change the existing shared through/right-turn lanes to right-turn only lanes on the east and west approaches, and change the eastbound right-turn coding from Include to Overlap, indicating that many eastbound right turns would be able to turn right on red.	TOJD; Santa Clara		C		VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Transportation	Implement Intersection Improvements at Lafayette Street and Lewis Street (for TOJD)	24	- MMRP-TRA-B	-	Vol-1, ROD	Improve Intersection at Lafayette St. & Lewis St.	**Implement Intersection Improvements at Lafayette Street and Lewis Street (for TOJD):** Shift the westbound approach lanes on Lewis Street to the south to allow for the current through/right-turn lane to operate as a separate right-turn lane and a separate through lane. A shift of approximately 2 feet would increase the current through/right-turn lane width to 20 feet, which would allow adequate room for right-turning vehicles to proceed past vehicles traveling straight through the intersection and make the right turn onto northbound Lafayette Street. The westbound approach and receiving lanes would be slightly offset as a result, which can be addressed with dashed pavement markings across the intersection.	TOJD; Santa Clara		C	P	VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Transportation	Implement Intersection Improvements at the Intersection of Coleman Avenue and I880 Southbound Ramps (for TOJD)	25	- MMRP-TRA-C	-	Vol-1, ROD	Improve Intersection at Coleman Ave. & I880 Southbound Ramps	**Implement Intersection Improvements at the Intersection of Coleman Avenue and I880 Southbound Ramps (for TOJD):** Convert the second (center) left-turn lane on the I-880 off-ramp (the intersection's westbound approach) to a shared left/right-turn lane. Replace the lane control signs and the pavement markings on the off-ramp to reflect the new lane usage.	TOJD; Santa Clara		C	P	VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Air Quality	Implement Dust Control Measures	26	- MMRP-AQ-CNST-	A-01	Vol-1, ROD	Implement Dust Control Measures per Bay Area Air Quality Management District (BAAQMD)	**Implement Dust Control Measures:** VTA will require construction contractors to implement basic construction mitigation measures and additional construction mitigation measures recommended by Bay Area Air Quality Management District (BAAQMD) to reduce fugitive dust emissions. Emission reduction measures will include the following applicable measures *(MMRP-AQ-CNST-A-02 through A-15, below)* or similar performing measures (additional measures may be identified by BAAQMD or the contractor, as appropriate).	Program-wide		C		VTA /C	IC	This is a summary measure, and has been applied as shown in the mitigation measures MMRP-AQ-CNST-A-02 through A-15 below.	
Air Quality	Implement Dust Control Measures	27	- MMRP-AQ-CNST-	A-02	Vol-1, ROD	Water Exposed Surfaces	**Implement Dust Control Measures:** The contractor will water all exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, unpaved access roads) two times per day or as needed to control dust. In times of drought, an effective combination of dust controls may be used in lieu of watering, such as soil binders/stabilizers, or watering may be used to form a crust on undisturbed areas.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** Regular site inspections confirmed dust suppression was applied consistently throughout the day.	

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Air Quality	Implement Dust Control Measures	28	- MMRP-AQ-CNST-	A-03	Vol-1, ROD	Maintain Soil Moisture Content	**Implement Dust Control Measures:** The contractor will water all exposed surfaces at a frequency that will maintain a minimum soil moisture content of 12 percent. Moisture content can be verified by lab samples or a moisture probe, although such verification is typically visual. No visible dust emissions are permitted to leave the construction area.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** Regular site inspections confirmed dust suppression was applied consistently throughout the day to maintain a moisture level that will prevent dust emissions from leaving the site.	
Air Quality	Implement Dust Control Measures	29	- MMRP-AQ-CNST-	A-04	Vol-1, ROD	Cover or Moisten Haul Trucks	**Implement Dust Control Measures:** The contractor will cover or moisten all haul trucks that transport soil, sand, or other loose material offsite such that there are no dust emissions.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** Regular site inspections confirmed dust suppression was applied consistently throughout the day to maintain a moisture level that will prevent dust emissions from leaving the site.	
Air Quality	Implement Dust Control Measures	30	- MMRP-AQ-CNST-	A-05	Vol-1, ROD	Use Wet Power Vacuum Street Sweepers	**Implement Dust Control Measures:** The contractor will remove all visible mud or dirt track-out onto adjacent public roads using wet power vacuum street sweepers at least once per day, or more frequently if needed to control track-out during active soil hauling operations. The use of dry power sweeping is prohibited.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** Wheel wash stations were also installed at two locations at the West Tunnel Portal, and all vehicles leaving the site are required to pass through one of the wheel wash stations. Regular site inspections confirmed a street sweeper with a wet power vacuum swept roadways and the construction roadway within the West Tunnel Portal regularly to prevent trackout.	
Air Quality	Implement Dust Control Measures	31	- MMRP-AQ-CNST-	A-06	Vol-1, ROD	Limit Vehicle Speed	**Implement Dust Control Measures:** The contractor will limit all vehicle speeds on unpaved roads to 15 mph.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** Signage has been posted along established construction roadways limiting speeds to 15mph within the site.	
Air Quality	Implement Dust Control Measures	32	- MMRP-AQ-CNST-	A-07	Vol-1, ROD	Complete Paving ASAP	**Implement Dust Control Measures:** The contractor will complete all paving operations on roadways, driveways, and sidewalks as soon as possible. The contractor will also lay building pads as soon as possible after grading, unless seeding or a soil binder is used.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** Building and equipment pads were completed in Q2 2025 and in a timely fashion to prevent prolonged exposure of soils.	
Air Quality	Implement Dust Control Measures	33	- MMRP-AQ-CNST-	A-08	Vol-1, ROD	Post Signage Regarding Dust Complaints	**Implement Dust Control Measures:** The contractor will post a publicly visible sign that includes the telephone number and name of the person to contact at VTA regarding dust complaints. This person will respond and take corrective action within 48 hours. The BAAQMD phone number will also be visible to ensure compliance with applicable regulations.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: THIS MEASURE IS COMPLETE for CP2. See Q2 2024.	

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Mitigation Monitoring & Reporting Program

Environmental Document Chapter	Mitigation Topic	MMRP Code: Chrono #	MMRP Code: Measure #		Source Document	Summary	Mitigation Measure	Location	Implementation: Timeframe: Design (D)	Implementation: Timeframe: Construction (C)	Implementation: Timeframe:Post- construction (P)	Implementation: Responsible Party	Implementation: Compliance Status	2026 Q2	Quarter Mitigation Completed
Air Quality	Implement Dust Control Measures	34	- MMRP-AQ-CNST-	A-09	Vol-1, ROD	Suspend Earth Moving Activities When Windy	**Implement Dust Control Measures:** The contractor will suspend all excavation, grading, and/or demolition activities when average wind speeds exceed 20 mph.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q1 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** Supervisors regularly check the weather forecast to confirm wind speeds will not exceed 20mph. If the forecast indicates high wind speeds of over 20mph, excavation, grading, and/or demolition activities will be suspended.	
Air Quality	Implement Dust Control Measures	35	- MMRP-AQ-CNST-	A-10	Vol-1, ROD	Install Windbreaks	**Implement Dust Control Measures:** The contractor will install windbreaks (e.g., fences with screening) on the windward side(s) of disturbed construction areas where feasible. Windbreaks should have 50 percent (maximum) air porosity.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** Supervisors regularly check the weather forecast to confirm wind speeds will not exceed 20mph. Fencing and screening at the West Tunnel Portal **was confirmed to be well-maintained and functional**.	
Air Quality	Implement Dust Control Measures	36	- MMRP-AQ-CNST-	A-11	Vol-1, ROD	Plant Vegetation ASAP	**Implement Dust Control Measures:** The contractor will plant vegetative ground cover (e.g., fast-germinating native grass seed) in disturbed areas as soon as possible and water appropriately until vegetation is established.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** Vegetative ground cover will be planted as soon as possible, but due to the continual work activities at the West Tunnel Portal, air quality measures AQ-CNST-A-02 through A-10, and AQ-CNST-A-12 through A-15 will be applied.	
Air Quality	Implement Dust Control Measures	37	- MMRP-AQ-CNST-	A-12	Vol-1, ROD	Phase Ground-Disturbing Activities	**Implement Dust Control Measures:** The contractor will limit the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities in the same area. The contractor will phase activities to reduce the amount of disturbed surfaces at any one time.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** Due to the continual work activities at the West Tunnel Portal, air quality measures AQ-CNST-A-02 through A-10, and AQ-CNST-A-13 through A-15 will be applied.	
Air Quality	Implement Dust Control Measures	38	- MMRP-AQ-CNST-	A-13	Vol-1, ROD	Use Construction Entrances/Exits	**Implement Dust Control Measures:** All trucks and equipment, including their tires, will use designated construction entrances/exits that have been constructed with rock, rumble strips, or other features to remove dirt from tires.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** Three construction entrances/exits have been installed - one at Brokaw Road, one at Newhall Drive, and one at Newhall Street. All entrance/exits were paved in Q1 2025, and two wheel wash stations have been installed for vehicles to pass through before exiting the site at Newhall Drive.	

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Environmental Document Chapter	Mitigation Topic	MMRP Code: Chrono #	MMRP Code: Measure #		Source Document	Summary	Mitigation Measure	Location	Implementation: Timeframe: Design (D)	Implementation: Timeframe: Construction (C)	Implementation: Timeframe:Post- construction (P)	Implementation: Responsible Party	Implementation: Compliance Status	2026 Q2	Quarter Mitigation Completed
Air Quality	Implement Dust Control Measures	39	- MMRP-AQ-CNST-	A-14	Vol-1, ROD	Install Sediment and Erosion Control Devices	**Implement Dust Control Measures:** The contractor will install sediment and erosion control devices on sites with a slope greater than 1 percent to prevent silt runoff from entering public roadways.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** Sediment and erosion control best management practices (BMPs) have been installed in accordance with the site-specific SWPPP. Regular SWPPP inspections ensured and confirmed maintenance of the BMPs on site.	
Air Quality	Implement Dust Control Measures	40	- MMRP-AQ-CNST-	A-15	Vol-1, ROD	Control Dust During Operation of Concrete Batch Plants	**Implement Dust Control Measures:** The contractor will include the following control measures as consistent with BAAQMD permitting requirements during the operation of concrete batch plants: o The construction contractor will ensure that the outlet PM10 grain loading for the baghouse will not exceed 0.01 grains per dry standard cubic foot. o The construction contractor will properly maintain the baghouse and keep the baghouse in good operating condition at all times. The construction contractor will equip the baghouse with a device for measuring the pressure drop across the baghouse. o The construction contractor will not discharge an air contaminant into the atmosphere for a period or periods aggregating more than 3 minutes in any hour, which is as dark or darker than a Ringelmann 1.0. o The construction contractor will abate stockpiles, conveyors and unpaved roads as necessary with water sprays to maintain compliance with BAAQMD rules and regulations.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** The concrete batch plant was disassembled and removed from the site in Q3 2025. This measure will be implemented in future quarters, as necessary.	
Air Quality	Use U.S. Environmental Protection Agency (EPA) Tier 4 or cleaner engines	41	- MMRP-AQ-CNST-B	-	Vol-1, ROD	Use U.S. Environmental Protection Agency (EPA) Tier 4 or Cleaner Engines	**Use U.S. Environmental Protection Agency (EPA) Tier 4 or cleaner engines:** VTA will ensure that all construction contracts stipulate that all off-road, diesel-powered equipment used during construction will be equipped with EPA Tier 4 or cleaner engines, except for specialized construction equipment for which an EPA Tier 4 engine is not available. This mitigation measure assumes emission reductions compared with emissions from an average fleet-wide Tier 2 engine.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. The CP2 Conformed set includes this mitigation measure in Vol 1 General Requirements, Section 01 57 00 Temporary Controls. For CP-2 Tunnel and Trackwork: In **Q2 2026,** an environmental inspector spot checked equipment on site and confirmed the use of the specified EPA Tier 4 (or cleaner) engines.	
Air Quality	Maintain Construction Equipment	42	- MMRP-AQ-CNST-C	-	Vol-1, ROD	Maintain Construction Equipment	**Maintain Construction Equipment:** The contractor will maintain and properly tune all construction equipment in accordance with the manufacturer's specifications. A certified mechanic will check all equipment to determine proper running condition prior to operation.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, all equipment was certified by a mechanic prior to operation on site. Spot checks by equipment operators are performed prior to the start of each day, and a certified staff mechanic is called if any maintenance is required.	
Air Quality	Minimize Idling Times	43	- MMRP-AQ-CNST-D	-	Vol-1, ROD	Minimize Idling Times	**Minimize Idling Times:** The contractor will ensure that all idling times are minimized, either by shutting equipment off when not in use or by reducing the maximum idling time to 5 minutes (as required by California Airborne Toxic Control Measures, Title 13, Section 2485 of the California Code of Regulations). The contractor will provide clear signage for construction workers at all access points.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** Environmental inspector spot checks ensured equipment and vehicles minimized idling times by either shutting engines off when noticed, or reduced to 5 minutes.	
Air Quality	Use Equipment Meeting ARB Certification Standards	44	- MMRP-AQ-CNST-E	-	Vol-1, ROD	Use Equipment Meeting Air Resources Board (ARB) Certification Standards	**Use Equipment Meeting ARB Certification Standards:** All contractors will use equipment that meets ARB's most recent certification standard for off-road heavy-duty diesel engines.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** KST provided documentation to VTA that all equipment used on site meets ARB's most recent certification standard.	

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Air Quality	Ensure Heavy-Duty Diesel Trucks Will Comply with EPA Emissions Standards	45	- MMRP-AQ-CNST-F	-	Vol-1, ROD	Ensure Diesel Trucks Comply with U.S. Environmental Protection Agency (EPA) Emissions Standards	**Ensure Heavy-Duty Diesel Trucks Will Comply with EPA Emissions Standards:** VTA and contractors will ensure that construction contracts stipulate that all on-road, heavy-duty diesel trucks with a gross vehicle weight rating of 19,500 pounds or greater will comply with EPA 2007 on-road emission standards for PM10 and NOX (0.01 and 0.20 gram per brake horsepower hour, respectively). These PM10 and NOX standards were phased in through the 2007 and 2010 model years on a percentage-of-sales basis (50 percent of sales from 2007 to 2009 and 100 percent of sales in 2010). This mitigation measure assumes that all on-road, heavy-duty diesel trucks will be model year 2010 and newer and compliant with EPA 2007 on-road emission standards.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. The CP2 Conformed set includes this mitigation measure in Vol 1 General Requirements, Section 01 57 00 Temporary Controls. For CP-2 Tunnel and Trackwork: The Contractor's Air Monitoring Program ensures that all on-road, heavy-duty diesel trucks used on site meets EPA's 2007 emissions standards by being model year 2010 or newer. Therefore, this measure is complete for CP2.	
Air Quality	Use Low-Sulfur Fuel	46	- MMRP-AQ-CNST-G	-	Vol-1, ROD	Use Low-Sulfur Fuel	**Use Low-Sulfur Fuel:** The contractor will use low-sulfur fuel (diesel with 15 parts per million or less) in all construction equipment.	Program-wide		C		VTA /C	CC	THIS MEASURE IS COMPLETE. See Q2 2024 ECR for details	Q2 2024
Air Quality	Locate Construction Areas Away from Sensitive Receptors	47	- MMRP-AQ-CNST-H	-	Vol-1, ROD	Locate Construction Away from Sensitive Receptors	**Locate Construction Areas Away from Sensitive Receptors:** The contractor will locate all construction equipment and staging areas away from sensitive receptors and fresh-air intake vents to buildings and air conditioners, where feasible.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** Construction equipment and staging areas are kept away from the identified sensitive receptors and away from any air conditioning and building fresh-air intake vents.	
Air Quality	Use Low-Volatile Organic Compound (VOC) Coatings	48	- MMRP-AQ-CNST-I	-	Vol-1, ROD	Use Low-Volatile Organic Compound (VOC) Coatings	**Use Low-Volatile Organic Compound (VOC) Coatings:** All contractors will use low-VOC (i.e., ROG) coatings that are beyond BAAQMD requirements (i.e., Regulation 8, Rule 3: Architectural Coatings [VOC content is limited to 100 grams per liter for flat coating and 150 grams per liter for non-flat coating]).	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. The CP2 Conformed set includes this mitigation measure in Vol 1 General Requirements, Section 01 35 74 Sustainability Requirements and Section 01 57 00 Temporary Controls. For CP-2 Tunnel and Trackwork: In **Q2 2026**, no coatings were required therefore this measure will be applied in future quarters as necessary.	
Biological Resources and Wetlands	Avoid Nesting Bird Season	49	- MMRP-BIO-CNST-A	-	Vol-1, ROD	Avoid Nesting Bird Season	**Avoid Nesting Bird Season:** To the extent feasible, the contractor will schedule all construction (particularly tree removal and pruning) activities to avoid the bird nesting season (January 1–August 31). If such activities are scheduled to take place outside the nesting season, the contractor will avoid all effects on nesting birds, including raptors, protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. The nesting season for most birds in Santa Clara County typically extends from February 1 through August 31, although some birds (e.g., raptors and hummingbirds) may nest as early as January 1 if a period of favorable weather persists.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q2 2026, nesting bird surveys were performed at the site of the future 28th Street/Little Portugal Station in San Jose on 6/7/2026, 6/16/2026, and 6/26/2026, prior to tree trimming, building abatement, and partial building demolition, as applicable. During the 6/7/2026 survey, two nests were observed on or near the site. Given that the abatement work was contained inside of the buildings, work was allowed to proceed. During the 6/16/2026 and 6/26/2026 surveys, no nests or nesting behavior were observed on or near the site; therefore, the work was cleared to proceed.	
Biological Resources and Wetlands	Conduct Preconstruction/Predisturbance Surveys for Nesting Birds	50	- MMRP-BIO-CNST-B	-	Vol-1, ROD	Conduct Preconstruction/Predisturbance Surveys for Nesting Birds	**Conduct Preconstruction/Predisturbance Surveys for Nesting Birds:** If it is not possible to schedule construction activities that involve tree removal or pruning between September 1 and January 1, then a qualified biologist will conduct preconstruction/predisturbance surveys for nesting birds to ensure that no nests will be disturbed during construction activities. These surveys will be conducted no more than 48 hours prior to the initiation of construction. During each survey, a qualified biologist will inspect all potential nesting habitats (e.g., trees, shrubs, grasslands, and buildings) in accessible areas within 300 feet of impact areas for raptor nests and within 100 feet of impact areas for nests of non-raptors. If an active nest (i.e., a nest with eggs or young, or any completed raptor nest) is found sufficiently close to work areas to be disturbed by these activities, the biologist, in consultation with the California Department of Fish and Wildlife (CDFW), will determine the extent of a disturbance-free buffer zone to be established around the nest (typically 300 feet for raptors and 50 to 100 feet for other species), to ensure that no nests of species protected by the MBTA and California Fish and Game Code will be disturbed as a result of construction activities.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-A.	

Valley Transportation Authority

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Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	51	- MMRP-BIO-CNST C-01	Vol-1, ROD	Conduct Preconstruction Surveys for Roosting Bats	**Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees:** If tree removal or trimming cannot be conducted between September 15 and October 30, qualified biologists will examine trees for suitable bat-roosting habitat before tree removal or trimming. The biologists will identify high-quality habitat features (e.g., large tree cavities, basal hollows, loose or peeling bark, larger snags, palm trees with intact thatch) and search the area around these features for bats and bat signs (e.g., guano, culled insect parts, staining). Riparian woodland, orchards, and stands of mature broadleaf trees are considered potential habitat for solitary foliage-roosting bat species. Because signs of bat use are not easily found, and trees cannot be completely surveyed for bat roosts, VTA will implement the protective measures listed below *(in MMRP-BIO-CNST-C-02 through C-06)* for trees containing high-quality habitat features.	Program-wide	D	C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q2 2026, a roosting bat survey was performed at the site of the future 28th Street/Little Portugal Station in San Jose on 6/7/2026 prior to building abatement and on 6/16/2026 prior to tree trimming for fence installation. No bats or signs of bat presence were detected, therefore the work was cleared to proceed.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	52	- MMRP-BIO-CNST C-02	Vol-1, ROD	No Disturbance to Bat Roosting Trees Between April 1 and September 15	**Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees:** The contractor will not remove or disturb trees providing bat roosting habitat between April 1 and September 15 (the maternity period) to avoid effects on pregnant females and active maternity roosts (whether colonial or solitary).	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-01.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	53	- MMRP-BIO-CNST C-03	Vol-1, ROD	Remove Bat Roosting Trees between September 15 and October 30	**Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees:** The contractor will limit the removal of trees that provide bat roosting habitat to between September 15 and October 30, which corresponds to when bats have not yet entered torpor or would be caring for nonvolant young (i.e., young that are unable to fly).	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-01.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	54	- MMRP-BIO-CNST C-04	Vol-1, ROD	Remove Trees in Pieces	**Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees:** The contractor will remove trees in pieces rather than felling an entire tree.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-01.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	55	- MMRP-BIO-CNST C-05	Vol-1, ROD	Ensure Maternity Roost is Undisturbed until September 15	**Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees:** If a maternity roost is found, whether solitary or colonial, the contractor will ensure that roost remains undisturbed until September 15 or until a qualified biologist has determined the roost is no longer active.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-01.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	56	- MMRP-BIO-CNST C-06	Vol-1, ROD	Biologists to Monitor Tree Removal	**Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees:** If avoidance of non-maternity roost trees is not possible, and tree removal or trimming must occur between October 30 and August 31, qualified biologists will monitor tree trimming/removal of the habitat. If possible, tree trimming or removal should occur in the late afternoon or evening when it is closer to the time that bats would normally arouse. Prior to trimming or removal of trees providing suitable roosting habitat, the contractor will shake each tree gently and allow several minutes to pass before felling trees or removing limbs to allow bats time to arouse and leave the tree. Biologists should search downed vegetation for dead and injured bats. The contractor will report the presence of dead or injured bats that are species of special concern to CDFW. The biologist will prepare a biological monitoring report, which will be provided to VTA and CDFW.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-01.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	57	- MMRP-BIO-CNST C-07	Vol-1, ROD	Conduct Roosting Bat Surveys at Buildings	**Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings:** Prior to the building removal or demolition, qualified biologists will conduct daytime surveys to assess the building(s) for potential bat roosting habitat, and to look for bats and bat sign. Qualified biologists will have knowledge of the natural history of the species that could occur and sufficient experience determining bat occupancy in buildings and bat survey techniques. The biologists will examine both the inside and outside of the buildings for potential roosting habitat, as well as routes of entry to the buildings. The biologists will note and map on drawings of the buildings the locations of any roosting bats, signs of bat use, and entry and exit points. The biologists will also photograph roost sites as feasible. The habitat assessment surveys should be conducted as far in advance of demolition as possible to allow time for planning and coordinating with CDFW, should bats be found. **Depending on the results of the habitat assessment, VTA and its representatives will take the following steps (MMRP-BIO-CNST-C-08 through C-18).**	Program-wide	D	C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: **In Q2 2026, a roosting bat survey was performed at the site of the future 28th Street/Little Portugal Station in San Jose on 6/26/2026** prior to the start of **the first phase of** demolition. No entry points or potential habitat were observed and demolition was cleared to proceed.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	58	- MMRP-BIO-CNST C-08	Vol-1, ROD	Conduct Roosting Bat Surveys Within 24 Hours of Building Demolition	**Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings:** If the building(s) can be adequately assessed (i.e., all areas of the building can be examined) and no habitat or limited habitat for roosting bats is present and no signs of bat use are present, qualified biologists will conduct a preconstruction survey of the interior and exterior of the building(s) within 24 hours of demolition. If bats are found roosting during the preconstruction survey, biologists will contact CDFW for direction on how to proceed.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	59	- MMRP-BIO-CNST C-09	Vol-1, ROD	Conduct Roosting Bat Surveys Within 24 Hours of Building Demolition	**Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings:** If moderate or high potential habitat is present but there are no signs of bat use, VTA will implement measures under the guidance of a qualified bat biologist to exclude bats from using the building(s) as a roost site, such as sealing off entry points. Prior to installing exclusion measures, qualified biologists will re-survey the building(s) to ensure that no bats are present. Additionally, biologists will conduct a preconstruction survey of the interior and exterior of the building(s) within 24 hours of demolition to confirm that no bats are present. If bats are found roosting during the preconstruction survey, biologists will contact CDFW for direction on how to proceed.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	60	- MMRP-BIO-CNST C-10	Vol-1, ROD	Implement Roosting Bat Protective Measures	**Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings:** If moderate or high potential habitat is present and bats or bat sign are observed, or if exclusion measures are not installed as described above, or the building(s) provides suitable habitat but could not be adequately assessed, VTA will implement the following protective measures (MMRP-BIO-CNST-C-11 through C-13).	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	

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Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	61	- MMRP-BIO-CNST C-11	Vol-1, ROD	Conduct Follow-Up Roosting Bat Surveys at Buildings	**Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings:** Biologists will conduct follow-up surveys to determine if bats are still present. If species identification is required by CDFW, biologists will use night vision goggles and active acoustic monitoring using full spectrum bat detectors during the surveys. VTA will determine a survey plan (number, timing, and type of surveys) in coordination with CDFW.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	62	- MMRP-BIO-CNST C-12	Vol-1, ROD	Install Bat Roosting Exclusion Measures	**Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings:** Based on the timing of demolition, the extent of bat sign or occupied habitat, and the species present (if determined), the qualified biologists will work with VTA and CDFW to develop a plan to discourage or exclude bat use prior to demolition. The plan may include installing exclusion measures or using light or other means to deter bats from using the building to roost.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	63	- MMRP-BIO-CNST C-13	Vol-1, ROD	Conduct Roosting Bat Surveys Within 24 Hours of Building Demolition	**Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings:** Biologists will conduct a preconstruction survey of the interior and exterior of the building within 24 hours of demolition.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	64	- MMRP-BIO-CNST C-14	Vol-1, ROD	Implement Roosting Bat Protective Measures	**Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings:** Depending on the species of bats present, size of the bat roost, and timing of the demolition, additional protective measures may be necessary. VTA will determine appropriate measures in coordination with CDFW. These measures may include those listed below (MMRP-BIO-CNST-C-15 through C-17).	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	65	- MMRP-BIO-CNST C-15	Vol-1, ROD	No Building Demolition While Bats Are Present	**Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings:** To avoid effects on maternity colonies or hibernating bats, the contractor will not demolish a building while bats are present, generally between April 1 and September 15 (maternity season) and from October 30 to March 1 (hibernation).	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	66	- MMRP-BIO-CNST C-16	Vol-1, ROD	Only Remove Roosting Building Habitat Prior to Hibernation	**Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings:** The contractor will remove only roosting habitat following the maternity season and prior to hibernation, generally between September 15 and October 30, unless the contractor first installs exclusionary devices (as described below). The contractor may use other measures, such as using lights to deter bat roosting, if developed in coordination with and approved by CDFW.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	67	- MMRP-BIO-CNST C-17	Vol-1, ROD	Install Roosting Bat Exclusion Devices	**Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings:** The contractor will install exclusion devices before the maternity season and prior to hibernation, generally from March 1–30 or September 15–October 30 to preclude bats from occupying a roost site during demolition. Exclusionary devices will only be installed by or under the supervision of an experienced bat biologist.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	68	- MMRP-BIO-CNST C-18	Vol-1, ROD	Provide Compensatory Mitigation for Roosting Bat Habitat	**Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings:** CDFW may require compensatory mitigation for the loss of roosting habitat depending on the species present and size of the bat roost. Compensation, if required, will be determined in consultation with CDFW, and may include construction and monitoring of suitable replacement habitat on or near the BART Extension site.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-BIO-CNST-C-07.	
Biological Resources and Wetlands	Protect Riparian Habitat	69	- MMRP-BIO-CNST-D	-	Vol-1, ROD	Protect Riparian Habitat	**Protect Riparian Habitat:** VTA will design all BART Extension facilities to avoid temporary and permanent adverse effects on riparian habitat. VTA will signify as environmentally sensitive areas on plans all riparian forest areas identified along the Guadalupe River and Los Gatos Creek and will ensure such habitat is marked with protective orange fencing or flagging during construction to avoid disturbance or accidental intrusion by workers or equipment. Contractors will not use night lighting for construction activities and staging in the riparian area.	Guadalupe River ; Los Gatos creek		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, no construction occurred near Guadalupe River and Los Gatos Creek, therefore this measure will be implemented in future quarters.	
Biological Resources and Wetlands	Conduct Preconstruction Tricolored Blackbird Nesting Surveys and Determine Appropriate Action	70	- MMRP-BIO-CNST-E	-	Vol-1, ROD	Conduct Preconstruction Tricolored Blackbird Nesting Surveys	**Conduct Preconstruction Tricolored Blackbird Nesting Surveys and Determine Appropriate Action:** There are and have been no known tricolored blackbird nesting colonies in the BART Extension area within the last 5 years. However, to avoid direct effects of construction activities on potential nesting tricolored blackbird colonies, VTA will implement the following procedures. This mitigation measure incorporates survey, avoidance, and minimization guidelines taken directly from Condition 17 of the Santa Clara Valley Habitat Plan (SCVHP) (Santa Clara County 2012). A qualified biologist will conduct a field investigation to identify and map potential nesting substrate. Nesting substrate generally includes flooded, thorny, or spiny vegetation (e.g., cattails, bulrushes, willows, blackberries, thistles, or nettles). If potential nesting substrate is found, VTA may revise the construction staging areas to avoid all areas within a 250-foot buffer around the potential nesting habitat, and biologists will conduct appropriate surveys. If VTA chooses not to avoid the potential nesting habitat and the 250-foot buffer, biologists will conduct additional nesting surveys.	N/A	N/A	N/A	N/A	N/A	N/A		N/A

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Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility)	71	- MMRP-BIO-CNST-	F-01	Vol-1, ROD	Implement Burrowing Owl Measures	**Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility):** To avoid or minimize direct effects of construction activities on burrowing owls, VTA will implement the procedures described below (MMRP-BIO-CNST-F-02 to F-15). This mitigation measure incorporates survey, avoidance, and minimization guidelines taken directly from Condition 15 of the SCVHP (SCVHA 2012).	Newhall Maintenance Facility	D	C		VTA/C	CC		
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility)	72	- MMRP-BIO-CNST-	F-02	Vol-1, ROD	Conduct Preconstruction Burrowing Owl Surveys	**Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility):** Prior to any ground disturbance related to BART Extension Alternative activities, a qualified biologist will conduct preconstruction surveys in all suitable habitat areas as identified by SCVHA. The purpose of the preconstruction surveys is to document the presence or absence of burrowing owls on the construction site, particularly in areas within 250 feet of construction activity. To maximize the likelihood of detecting owls, the preconstruction survey will last a minimum of 3 hours. The survey will begin 1 hour before sunrise and continue until 2 hours after sunrise (3 hours total) or begin 2 hours before sunset and continue until 1 hour after sunset. Additional time may be required at large construction sites. The biologist will conduct a minimum of two surveys (if owls are detected on the first survey, a second survey is not needed). The biologist will count all owls observed and map their location. Surveys will conclude no more than 2 calendar days prior to construction. Therefore, the project proponent must begin surveys no more than 4 days prior to construction (2 days of surveying plus up to 2 days between surveys and construction). To avoid last minute changes in schedule or contracting that may occur if burrowing owls are found, VTA may also conduct a preliminary survey up to 14 days before construction. This preliminary survey may count as the first of the two required surveys as long as the second survey concludes no more than 2 calendar days in advance of construction.	Newhall Maintenance Facility	D	C		VTA/C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	73	- MMRP-BIO-CNST-	F-03	Vol-1, ROD	Avoid Burrowing Owls During Breeding Season	**Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31) -** In order to allow covered activities to go forward in burrowing owl habitat, VTA will employ avoidance measures described below to ensure that direct take does not occur. If evidence of burrowing owls is found during the breeding season (February 1–August 31), VTA will avoid all nest sites that could be disturbed by construction during the remainder of the breeding season or while the nest is occupied by adults or young (occupation includes individuals or family groups foraging on or near the site following fledging). Avoidance will include establishment of a 250-foot non-disturbance buffer zone around nests. Construction may occur outside of the 250-foot non-disturbance buffer zone.	Newhall Maintenance Facility	D	C		VTA/C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	74	- MMRP-BIO-CNST-	F-04	Vol-1, ROD	Construction Inside 250-foot Owl Buffer	**Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Breeding Season (February 1–August 31) -** Construction may take place inside of the 250-foot non-disturbance buffer during the breeding season if the following occurs: • The nest is not disturbed, and • VTA develops an avoidance, minimization, and monitoring plan that will be reviewed by CDFW, USFWS, and SCVHA prior to construction based on the following criteria (MMRP-BIO-CNST-F-05 through F-09):	Newhall Maintenance Facility	D	C		VTA/C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	75	- MMRP-BIO-CNST-	F-05	Vol-1, ROD	Owl Avoidance and Minimization Plan Approval	**Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Breeding Season (February 1–August 31)** CDFW, USFWS, and the SCVHA approves the avoidance and minimization plan provided by VTA. CDFW, USFWS, and SCVHA will have 21 calendar days to respond to a request from VTA to review the proposed construction monitoring plan. If these parties do not respond within 21 calendar days, it will be presumed that they concur with the proposal and work can commence.	Newhall Maintenance Facility	D	C		VTA/C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	76	- MMRP-BIO-CNST-	F-06	Vol-1, ROD	Determine Baseline Owl Behavior	**Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Breeding Season (February 1–August 31)** A qualified biologist monitors the owls for at least 3 days prior to construction to determine baseline nesting and foraging behavior (i.e., behavior without construction).	Newhall Maintenance Facility	D	C		VTA/C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024

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Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	77	- MMRP-BIO-CNST-	F-07	Vol-1, ROD	Survey Owl Behavior During Construction	**Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Breeding Season (February 1–August 31)** The same qualified biologist monitors the owls during construction and finds no change in owl nesting and foraging behavior in response to construction activities.	Newhall Maintenance Facility	D	C		VTA/C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	78	- MMRP-BIO-CNST-	F-08	Vol-1, ROD	Cease Construction if Owl Behavior Changes	**Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action-Avoidance Measures: Breeding Season (February 1–August 31)** If there is any change in owl nesting and foraging behavior as a result of construction activities, these activities will cease within the 250-foot buffer. Construction cannot resume within the 250-foot buffer until the adults and juveniles from the occupied burrows have moved out of the construction area.	Newhall Maintenance Facility	D	C		VTA/C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility): Avoidance Measures: Breeding Season (February 1–August 31)	79	- MMRP-BIO-CNST-	F-09	Vol-1, ROD	Excavate Owl Burrow to Prevent Reoccupation	**Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Breeding Season (February 1–August 31)** If monitoring indicates that the nest is abandoned prior to the end of the nesting season and the burrow is no longer in use by owls, the non-disturbance buffer zone may be removed. The biologist will excavate the burrow to prevent reoccupation after receiving approval from CDFW, USFWS, and SCVHA.	Newhall Maintenance Facility	D	C		VTA/C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Non-Breeding Season (September 1–January 31)	80	- MMRP-BIO-CNST-	F-10	Vol-1, ROD	Establish Buffers Around Occupied Burrows	**Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Non- Breeding Season (September 1–January 31)** During the non-breeding season (September 1–January 31), VTA will establish a 250-foot non-disturbance buffer around occupied burrows as determined by a qualified biologist. Construction activities outside of this 250-foot buffer are allowed. Construction activities within the non-disturbance buffer are allowed if the following criteria (MMRP-BIO-CNST-F-11 through F-15) are met in order to prevent owls from abandoning important overwintering sites.	Newhall Maintenance Facility	D	C		VTA/C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Non-Breeding Season (September 1–January 31)	81	- MMRP-BIO-CNST-	F-11	Vol-1, ROD	Determine Baseline Owl Behavior	**Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Non- Breeding Season (September 1–January 31)** A qualified biologist monitors the owls for at least 3 days prior to construction to determine baseline foraging behavior (i.e., behavior without construction).	Newhall Maintenance Facility	D	C		VTA/C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Non-Breeding Season (September 1–January 31)	82	- MMRP-BIO-CNST-	F-12	Vol-1, ROD	Survey Owl Behavior During Construction	**Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Non- Breeding Season (September 1–January 31)** The same qualified biologist monitors the owls during construction and finds no change in owl foraging behavior in response to construction activities. Monitoring must continue as described here for the non-breeding season as long as the burrow remains active.	Newhall Maintenance Facility	D	C		VTA/C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Non-Breeding Season (September 1–January 31)	83	- MMRP-BIO-CNST-	F-13	Vol-1, ROD	Cease Construction if Owl Behavior Changes	**Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Non- Breeding Season (September 1–January 31)** If there is any change in owl nesting and foraging behavior as a result of construction activities, these activities will cease within the 250-foot buffer.	Newhall Maintenance Facility	D	C		VTA/C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024
Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Non-Breeding Season (September 1–January 31)	84	- MMRP-BIO-CNST-	F-14	Vol-1, ROD	Excavate Owl Burrow to Prevent Reoccupation	**Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Non- Breeding Season (September 1–January 31)** If the owls are gone for at least 1 week, VTA may request approval from CDFW, USFWS, and SCVHA for a qualified biologist to excavate usable burrows to prevent owls from re-occupying the site. After all usable burrows are excavated, the buffer zone will be removed and construction may continue. Monitoring must continue as described above for the non-breeding season as long as the burrow remains active.	Newhall Maintenance Facility	D	C		VTA/C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024

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Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Non-Breeding Season (September 1–January 31)	85	- MMRP-BIO-CNST-	F-15	Vol-1, ROD	Maintain Non-Disturbance Owl Buffer Zones	**Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Non- Breeding Season (September 1–January 31) Construction Monitoring** Based on the avoidance, minimization, and monitoring plan developed (as required above), during construction, VTA will establish and maintain the non-disturbance buffer zones if applicable. A qualified biologist will monitor the site consistent with the requirements described above to ensure that buffers are enforced and owls are not disturbed. The biological monitor will also conduct training of construction personnel on the avoidance procedures, buffer zones, and protocols in the event that a burrowing owl flies into an active construction zone.	Newhall Maintenance Facility	D	C		VTA /C	CC	THIS MEASURE IS COMPLETE AND CLOSED. See Q2 2024.	Q2 2024
Cultural Resources	Implement Programmatic Agreement and Archaeological Resources Treatment Plan	86	- MMRP-CUL-CNST-A	-	Vol-1, ROD	Implement Programmatic Agreement (PA) and Archaeological Resources Treatment Plan (ARTP)	**Implement Programmatic Agreement and Archaeological Resources Treatment Plan:** A Programmatic Agreement (PA) and a supporting Archaeological Resources Treatment Plan (ARTP) have been developed and will be executed in consultation with interested Native Americans, the California State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation, the California Department of Transportation (Caltrans) District 4, the Cities of San Jose and Santa Clara, the Peninsula Corridor Joint Powers Board, and the South Bay Historical Railroad Society. The PA and ARTP will be implemented prior to and during construction of the BART Extension. The ARTP specifies the National Register of Historic Places criteria applicable for evaluation, procedures to implement the Section 106 process in the field, and standards of evaluation that will be appropriate given the locations and kinds of cultural properties predicted. The ARTP presents methods that combine pre-testing where possible (i.e., on open lots or undeveloped lands); testing after demolition of extant structures but before new ground-disturbing construction begins; construction-phase monitoring where appropriate; and standards for data recovery. Areas within the Area of Potential Effects (APE) where potential resources have been identified, or that are designated as highly sensitive for buried resources, will be field investigated, concentrating on, but not confined to, the area of direct effect. The ARTP meets The Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (U.S. Department of the Interior, National Park Service, 1983, as amended and annotated).	Program-wide	D	C		VTA	IC	VTA is implementing the Archaeological Resources Treatment Plan (ARTP). Results will be reported to all Consulting Parties (CPs) to the Programmatic Agreement (PA) Annual Report. In **Q2 2026,** archaeological planning and investigations are ongoing and the 2025 Annual Programmatic Agreement Report was **finalized by FTA and sent to SHPO for concurrence**.	
Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	87	- MMRP-GEO-CNST-	A-01	Vol-1, ROD	Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	**Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards:** If BART Extension stations, system facilities, or portions of the alignment are determined to be in areas exceeding pertinent codes and standards including the California Building Code and BART Facilities Standards Design Criteria for liquefaction, VTA will implement the following methods (MMRP-GEO-CNST-A-01 through A-06) during construction to minimize the potential impacts. VTA will determine the exact methods to reduce impacts from liquefaction during final engineering.	Program-wide	D	C	P	VTA /C	IC	This is a summary measure, and has been applied as seen in the mitigation measures MMRP-GEO-CNST-A-01 through A-06 below.	
Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	88	- MMRP-GEO-CNST-	A-02	Vol-1, ROD	Use Pile Foundations as a Means of Ground Densification	**Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards**: • VTA may use pile foundations or equivalent measures as a means of ground densification as a cost-effective mitigation measure for the seismic liquefaction hazard. *(Also see MMRP-GEO-CNST-A-06).*	Program-wide	D	C	P	VTA /C	IC	Please refer to the documentation under MMRP-GEO-CNST-A-06.	
Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	89	- MMRP-GEO-CNST-	A-03	Vol-1, ROD	Support Parking Garages on Piles	**Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards**: • VTA will support parking garages at the stations on piles or equivalent geotechnically sound support. *(Also see MMRP-GEO-CNST-A-06).*	Program-wide	D	C	P	VTA /C	IC	Please refer to the documentation under MMRP-GEO-CNST-A-06.	
Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	90	- MMRP-GEO-CNST-	A-04	Vol-1, ROD	Integrate Subgrade Improvements for Shallow Foundations	**Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards**: • For shallow foundations for other peripheral facilities around the stations and pavement and parking lot, VTA will implement the following if necessary. o Use additional reinforcement, construction joints, and grade beams. o Integrate subgrade improvements (using geotextile fabric and structural fill), and other methods to accommodate potential ground settlements. *(Also see MMRP-GEO-CNST-A-06).*	Program-wide	D	C	P	VTA /C	IC	Please refer to the documentation under MMRP-GEO-CNST-A-06.	
Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	91	- MMRP-GEO-CNST-	A-05	Vol-1, ROD	Mitigate Liquefaction-Related Uplift of Underground Facilities	**Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards**: To mitigate potential liquefaction-related uplift of the BART Extension's underground tunnels and stations situated below the water table in liquefiable soils, VTA will ensure that the construction contractor either applies anchors or designs the structures' concrete foundations and walls thick enough to make the total weight of the structures large enough to completely counteract the liquefaction-related uplift force. *(Also see MMRP-GEO-CNST-A-06).*	Program-wide	D	C	P	VTA /C	IC	Please refer to the documentation under MMRP-GEO-CNST-A-06.	

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Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	92	- MMRP-GEO-CNST-	A-06	Vol-1, ROD	Consider Other Liquefaction Hazard Mitigation Measures	**Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards**: Other liquefaction hazard mitigation measures used in previous BART projects that may be considered for the BART Extension are as follows. o In-situ treatment/densification with vibro-replacement stone columns. o Load transfer to underlying bearing layers, which are non-liquefiable with soil/cement columns. o Over-excavation and replacement of liquefaction prone soils with compacted engineered fill.	Program-wide	D	C	P	VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued. Ground improvements for the support of excavation (SOE) of the tunnel structure began with the cutter soil mixing (CSM) equipment in Q1 2025. Soils have been mixed with bentonite to solidify soils in support of the guidewalls for the tunnel structure. Excavation of treated soils and guidewall slurry pouring continued in **Q2 2026**. Liquefaction hazards have been analyzed in the CP2 Ground Motions Report for Pre-Cast Tunnel Liner (PCTL) and Geotechnical Interpretive Report for Tunnels, and mitigations for liquefaction have been assessed in the Ground Improvements Recommendation Report. Tunneling and deep excavation requiring liquefaction controls has not begun. This measure will be applied in future quarters.	
Geology, Soils, and Seismicity	Implement Preconstruction and Post-construction Building Condition Surveys for Settlement	93	- MMRP-GEO-CNST-	B-01	Vol-1, ROD	Conduct Preconstruction Building Condition Surveys	**Implement Preconstruction and Post-construction Building Condition Surveys for Settlement:** VTA will conduct preconstruction building condition surveys of the interiors and exteriors of select structures, both historic and non-historic buildings, within the settlement trough along the tunnel alignment and within the limit of influence around the cut-and-cover excavations to assess the baseline condition of each property that could be affected by project-induced settlement. These surveys will include written and photographic (video and still) records, including written descriptions and photos of any cracks. VTA will also conduct post-construction building condition surveys of the same structures. VTA will compare the results of these surveys with the preconstruction condition surveys so that any construction-related effects of tunneling and cut-and-cover construction on structures can be assessed. For the cut-and-cover activities, surveys will be performed prior to any construction in the cut-and-cover work area to establish the baseline building condition. For construction of the tunnel via Tunnel Boring Machine (TBM), surveys will be performed as close to the planned dates of tunneling as possible so that the results are as current as possible. Therefore, surveys will be performed prior to passage of the TBMs, with some surveys conducted once tunneling has commenced.	Program-wide	D	C	P	VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026,** no activities required additional surveys or updates to the existing preconstruction reports.	
Geology, Soils, and Seismicity	Implement Preconstruction and Post-construction Building Condition Surveys for Settlement- Historic Buildings	94	- MMRP-GEO-CNST-	B-02	Vol-1, ROD	Prepare Condition Assessment Reports for Historic Buildings	**Implement Preconstruction and Post-construction Building Condition Surveys for Settlement- Historic Buildings:** For historic structures, the Condition Assessment Report, in accordance with Section 106, will be prepared along with the preconstruction building condition surveys. Results will be used by a structural engineer in coordination with the historic Qualified Professional (QP) to identify structural settlement thresholds for each historic structure prior to construction. If anticipated maximum settlement due to tunneling or cut-and-cover activities would cause more than cosmetic damage, then ground treatment technologies outlined in Section 5.3.1.4, Ground Treatment, will be employed to further reduce settlement to within building-specific structural settlement thresholds. In the event of inadvertent, construction-related damage to historic buildings, repairs will be conducted in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and consistent with 36 CFR 800.13(b). VTA and the historic QP will implement these repairs in consultation with FTA and SHPO. For historic structures, surveys prior to either cut-and-cover or tunneling will be performed enough in advance of the construction to allow adequate time for any necessary ground treatment that may be required to reduce settlement to be performed.	Program-wide	D	C	P	VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026,** no activities required additional surveys or updates to the existing preconstruction reports.	
Geology, Soils, and Seismicity	Monitor Ground Surface during Tunneling Activities	95	- MMRP-GEO-CNST-C	-	Vol-1, ROD	Monitor Ground Surface During Tunneling Activities	**Monitor Ground Surface during Tunneling Activities:** The contractor will conduct ground surface monitoring prior to and after tunneling by licensed land surveyors. The contractor will mount survey monitoring points on potentially affected structures and representative historic buildings, including the most susceptible structures, select utilities susceptible to settlement, and in representative locations immediately adjacent to streams within the settlement trough along the tunnel alignment to monitor ground movements and effects of tunnel boring. The contractor must obtain approval from VTA and the historic QP to install any monitoring devices or crack gauges on or in historic buildings that require alteration of the building. The contractor will provide settlement monitoring data to VTA immediately upon completion of the field survey and use the data to assist in minimizing adverse effects along the tunnel alignment.	Program-wide	D	C		VTA /C	IC	The relevant contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026,** West Tunnel Portal construction continued with excavation and guidewall construction for the support of excavation (SOE) of the tunnel structure. No historic buildings will be affected at the West Tunnel Portal. Further pre-construction monitoring will be performed at future sites as required.	

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Geology, Soils, and Seismicity	Monitor Settlement Effects around Cut-and-Cover Excavations	96	- MMRP-GEO-CNST-D	-	Vol-1, ROD	Monitor Settlement Effects around Cut-and-Cover Excavation	**Monitor Settlement Effects around Cut-and-Cover Excavations:** For the cut and cover activities, the contractor will perform building and ground surface monitoring prior to, during, and after construction to survey the effects of cut-and-cover activities on structures, historic buildings, and utilities. The contractor will mount survey monitoring points on all potentially affected structures and historic buildings, including the most susceptible structures, select utilities susceptible to settlement, and in representative locations within the limit of influence around the cut-and-cover excavations to monitor any effects of settlement. The contractor must obtain approval from VTA and the historic QP to install any monitoring devices or crack gauges on or in historic buildings that require alteration of the building. Survey monitoring points will be field surveyed by licensed land surveyors at a frequency determined by the preconstruction building survey or Condition Assessment Report (for historic buildings). The contractor will provide settlement field survey monitoring data to VTA immediately upon completion of the field survey. The data will be used to direct real-time modifications to shoring and ground treatment practices and procedures as appropriate to minimize adverse effects within the limit of influence around the cut-and-cover excavations.	Program-wide	D	C		VTA /C	IC	The relevant contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, this measure did not apply because underground cut and cover stations construction has not commenced.	
Geology, Soils, and Seismicity	Implement Preconstruction Condition Surveys for Utilities	97	- MMRP-GEO-CNST-E	-	Vol-1, ROD	Implement Preconstruction Condition Surveys for Utilities	**Implement Preconstruction Condition Surveys for Utilities:** The contractor will conduct preconstruction condition surveys of utilities deemed to be potentially at risk due to surface settlement or ground movement at BART Extension and TOJD sites. The contractor will monitor major utilities deemed to be at risk during construction and will coordinate with utility providers prior to installation of utility monitoring points.	Program-wide	D	C		VTA /C	IC	The relevant contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with excavation and guidewall construction for the support of excavation (SOE) of the tunnel structure. Spot vibration monitoring is performed at PG&E and Sprint facilities where vibration and/or settlement may impact utilities, in coordination with the utility providers. No vibration exceedances have been recorded during spot monitoring due to construction activities.	
Geology, Soils, and Seismicity	Minimize Excavation Bottom Failure Impacts	98	- MMRP-GEO-CNST-F	-	Vol-1, ROD	Minimize Excavation Bottom Failure Impacts	**Minimize Excavation Bottom Failure Impacts:** If excavation bottom fails due to bottom heave, piping, or blow-out, the contractor will implement the following measures. • Remove water found in the pervious sand layer via dewatering. • Install deep sheeting. The sheet pile may also function as a cut-off to prevent sand boiling at the bottom of excavation due to excessive hydrostatic pressure within the loose soils. • Based on the boring data, encountering of the loose soils at the foundation subgrade may be anticipated at isolated locations for excavation of the stations. Deeper shoring may be required to penetrate through the aquifer to prevent the occurrence of the sand boiling condition. Deep soil mixing may have to be considered under this condition if drivability of the shoring sheet pile through the dense to very dense sand at depths is a geotechnical concern due to the vibration and/or noise impact on the surrounding environment.	Program-wide	D	C	P	VTA /C	IC	The relevant contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: This measure did not apply in **Q2 2026** because underground tunnels and stations construction has not commenced.	
Geology, Soils, and Seismicity	Minimize Disturbance of Sensitive Deposits at the Excavation Subgrade	99	- MMRP-GEO-CNST-G	-	Vol-1, ROD	Minimize Disturbance of Sensitive Deposits at the Excavation Subgrade	**Minimize Disturbance of Sensitive Deposits at the Excavation Subgrade:** In areas where clay and saturated sand deposits are sufficiently disturbed during construction activities at the bottom of an excavation and soft and loose saturated soil deposits are encountered, VTA will ensure that the contractor constructs a working platform as described below. • Over-excavate 18 inches below the native subgrade. • Place a stabilizing geotextile fabric or a geogrid at the bottom of the over-excavation. • Backfill the over-excavation with Class 2 Aggregate Base, Structural Backfill, or other bridging material. • Overlap the ends of the geotextile fabric on top of the bridging material for a minimum distance of 2 feet.	Program-wide	D	C		VTA /C	IC	The relevant contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** No clay and saturated sand deposits were disturbed for working foundations, thus over-excavations and ground improvements were not required. Designs to minimize disturbance of sensitive deposits will be implemented in future quarters, as necessary.	
Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimize Effects from Expansive Soils	100	- MMRP-GEO-CNST-H	-	Vol-1, ROD	Incorporate Design Specifications to Minimize Effects from Expansive Soils	**Incorporate Design Specifications to Minimize Effects from Expansive Soils:** VTA will ensure that the following specifications are incorporated into the BART Extension's final design when encountering expansive soils. • Deepen foundations to below the zone of moisture fluctuation. • Use mat foundations that are designed to resist the deflections associated with expansive soil. • Design perimeter footings to a minimum depth of 24 inches below the lowest adjacent grade to reduce the impact from the uplift pressure in expansive soils. • For any expansive soil in the upper 18 inches of building pads, lime treat or replace with low to non-expansive soil with a Plasticity Index of 12 or less. • Use moisture barriers to minimize the variation of change in the moisture content within the expansive soil.	Program-wide	D	C		VTA /C	IC	The relevant contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: These specifications for design for expansive soils have been included in Section 31 00 00 Earthwork. In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** No clay and saturated sand deposits were disturbed for working foundations, thus over-excavations and ground improvements were not required. Designs to minimize disturbance of sensitive deposits will be implemented in future quarters, as necessary.	

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Geology, Soils, and Seismicity	Stop Construction if Paleontological Resources are Discovered and Determine Appropriate Action	101	- MMRP-GEO-CNST-I	-	Vol-1, ROD	Stop Construction if Paleontological Resources are Discovered	**Stop Construction if Paleontological Resources are Discovered and Determine Appropriate Action:** If suspected paleontological resources are encountered during grading and site preparation activities, the contractor will halt all work in the immediate vicinity of the find until a qualified paleontologist can evaluate the find and make recommendations. Paleontological resource materials may include resources such as fossils, plant impressions, or animal tracks preserved in rock. If the qualified paleontologist determines that the discovery represents a potentially significant paleontological resource, additional investigations and fossil recovery may be required to mitigate adverse impacts from implementation of the BART Extension. Construction will not resume until the resource-appropriate measures are recommended or the materials are determined to be not significant.	Program-wide	D	C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3 Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** **In Q2 2026, an unanticipated finding was made at the West Tunnel Portal on 6/1/2026. The contractor halted work immediately, and qualified archaeologists evaluated the finding and determined that it was of non-human origin but potentially a paleontological resource. The archaeologists then coordinated closely with the paleontologist. The area where the finding was made was investigated, and it was determined that it was an isolated object, and no further evidence of additional materials was discovered within the work area. The finding was inspected and was determined to be not paleontologically significant. The finding was then removed, and work resumed. Nothing further was discovered in the work area after work resumed.**	
Greenhouse Gas Emissions	Implement Energy Efficiency Measures (TOJD)	102	- MMRP-GHG-A	-	Vol-1, ROD	Implement Energy Efficiency Measures (TOJD)	**Implement Energy Efficiency Measures (for TOJD):** TOJD energy efficiency shall be 15 percent better than the 2013 Title 24, Part 11 requirements or shall meet the Title 24, Part 11 requirements that are applicable at the time of issuance of the building permits for individual phases, whichever is more stringent.	TOJD		C		VTA /C	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Greenhouse Gas Emissions	Participate in Food Waste Programs (TOJD)	103	- MMRP-GHG-B	-	Vol-1, ROD	Participate in Food Waste Programs (TOJD)	**Participate in Food Waste Programs (for TOJD):** Restaurants shall be required to participate 100 percent in any extant City food waste programs. This mitigation measure shall be included as a mandatory performance standard for all agreements with developers of the TOJDs.	TOJD			P	VTA /C	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Greenhouse Gas Emissions	Utilize Electrical Landscaping Equipment (TOJD)	104	- MMRP-GHG-C	-	Vol-1, ROD	Utilize Electrical Landscaping Equipment (TOJD)	**Utilize Electrical Landscaping Equipment (for TOJD):** TOJDs shall include installation of electrical outlets near all maintained landscaping areas to allow for the use of electrical landscaping equipment. This mitigation measure shall be included as a mandatory performance standard for all agreements with developers of the TOJDs.	TOJD	D			VTA /C	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Greenhouse Gas Emissions	Provide Preferential Parking for Electric Vehicles (TOJD)	105	- MMRP-GHG-	D-01	Vol-1, ROD	Provide Preferential Parking for Electric Vehicles (TOJD)	**Provide Preferential Parking for Electric Vehicles (for TOJD):** TOJDs shall provide preferential parking in all parking lots for electric vehicles and shall also provide charging equipment, as follows (MMRP-GHG-D-02 through D-03). This mitigation measure shall be included as a mandatory performance standard for all agreements with developers of the TOJDs.	TOJD	D			VTA /C	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Greenhouse Gas Emissions	Provide Preferential Parking for Electric Vehicles (TOJD Residential)	106	- MMRP-GHG-	D-02	Vol-1, ROD	Provide Preferential Parking for Electric Vehicles (TOJD Residential)	**Provide Preferential Parking for Electric Vehicles- TOJD Residential Use:** A total of 10 percent of the required parking spaces shall be provided with a listed cabinet, box, or enclosure and connected to a conduit that links the parking spaces to the electrical service in a manner approved by the building and safety official. Of the listed cabinets, boxes, or enclosures provided, 50 percent shall have the necessary electric vehicle supply equipment installed to provide active charging stations that are ready for use by residents. The remainder shall be installed at such time as they are needed for use by residents. Electrical vehicle batteries and charging technology may change substantially over the next 15 years. As such, the local jurisdiction shall have the discretion to modify the specific requirements for this measure over time, provided that 10 percent of the spaces have electrical service and 5 percent have active charging, depending on what the technology at the time requires.	TOJD	D			VTA /C	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Greenhouse Gas Emissions	Provide Preferential Parking for Electric Vehicles (TOJD Commercial)	107	- MMRP-GHG-D	D-03	Vol-1, ROD	Provide Preferential Parking for Electric Vehicles (TOJD Commercial)	**Provide Preferential Parking for Electric Vehicles- TOJD Commercial Use:** New commercial uses shall provide the electrical service capacity necessary as well as all conduits and related equipment necessary to serve 2 percent of the parking spaces with charging stations. Of these parking spaces, 50 percent shall initially be provided with the equipment necessary to function as online charging stations upon completion of development. The remainder shall be installed at such time as they are needed for use by customers, employees, or other users. Electrical vehicle batteries and charging technology may change substantially over the next 15 years. As such, the local jurisdiction shall have the discretion to modify the specific requirements for this measure over time, provided that 2 percent of the spaces have electrical service and 1 percent have active charging, depending on what the technology at the time requires.	TOJD	D			VTA /C	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	

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Hazardous Materials	Prepare Remedial Action Plans	108	- MMRP-HAZ-CNST-A	-	Vol-1, ROD	Prepare Remedial Action Plans	**Prepare Remedial Action Plans:** Prior to construction, VTA will prepare new and/or amended remedial action plans (RAPs) for the BART Extension, which will be approved by the Regional Water Quality Control Board (RWQCB). The RAPs will satisfy the key objectives of the Contaminant Management Plan (CMP) (e.g., characterization of soil and ballast quality relative to the maximum acceptable contaminant levels for reuse) and incorporate measures for managing soil, ballast, and groundwater from the CMP (e.g., sampling and analysis, health and safety, stockpiling, offsite disposal, and treatment) to address all known and potential sources of environmental contamination identified in the October 2015 VTA's BART Silicon Valley Phase II Extension Project Initial Site Assessment (ISA). VTA will provide measures to satisfy regulatory notification requirements and approval measures (e.g., additional sampling and analysis), if necessary, for soil excavation and/or dewatering associated with land-use covenants near the Diridon and Santa Clara Stations and over the tunnel alignments between these stations. The RAPs will also include an assessment of potential vapor intrusion concerns for indoor residents and workers from groundwater contaminant plumes, such as chlorinated solvents. In coordination with the RWQCB, selected remedial measures to protect human health may include, but are not limited to, source removal of contaminated materials, in-situ treatment, and implementation of engineering controls (e.g., vapor barriers) and/or institutional controls prior to building occupancy.	Project wide	D				IC	The Remedial Action Plan for the entire BSVII Project which includes tunnel (CP-2), stations (CP-3) and maintenance yard (CP-4), was approved by the RWQCB for use on 8/3/2021. VTA CP-2 Contractor, KSTJV, as per the requirements of the Contaminant Management Plan and Remedial Action Plan, have submitted a Contaminant Management and Disposal Plan (CMDP) which provides guidelines on how Contractor will manage, handle, treat and dispose previously identified contaminated/hazardous materials found within the project limits. The CMDP has been approved by VTA (2023) and will be updated periodically once new information is acquired by KSTJV, such as analytical data from Downtown San Jose, Diridon, and 28th Street. For CP-2 Tunnel and Trackwork: **In Q2 2026,** construction activity at West Tunnel Portal involved excavation and disposal of approximately **696** cubic yards of Class II contaminated soils. Soils were removed from the Support of Excavation (SOE) footprint of the West Tunnel Portal, in accordance with the CMDP and RAP, and Class I soils were hauled to ECDC's location in Utah, and Class II soils were hauled to Newby Island Landfill in Milpitas. Additionally, **47,040** cubic yards of clean soil was reused at the Don Edwards Wildlife Refuge in Fremont, CA. Since the start of dewatering, approximately **7.69** million gallons of treated slurry water **has been** discharged into the sanitary sewer system **under City of San Jose Short Term Discharge Permit**, and **314.20** million gallons of treated construction dewatering was discharged into storm drain system under Regional Board Order R2-2018-0050. Crews also continued to conduct air monitoring and dust control throughout **Q1 2026**. **Approximately 23 tons of scrap metals was recycled at Radius Recycling on Berryessa Road in San Jose, 94 tons of mixed construction debris was recycled to Zanker Greenwaste in Los Esteros in San Jose, and 170 tons of broken concrete was recycled to Stevens Creek Quarry in Hillsdale Avenue in San Jose.**	
Noise and Vibration	Incorporate FTA Criteria Compliant Construction Noise and Vibration Specifications	109	- MMRP-NV-CNST-A	-	Vol-1, ROD	Incorporate FTA Criteria Compliant Construction Noise and Vibration Specifications	**Incorporate FTA Criteria Compliant Construction Noise and Vibration Specifications**: VTA will incorporate a comprehensive construction noise and vibration specification into all construction bid documents requiring compliance with FTA criteria. VTA will emphasize the existence and importance of noise and vibration control specifications at pre-bid and preconstruction conferences.	Project wide	D	C			IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: Section 01 81 20 Noise and Vibration Control has been included in the project specifications and is provided in all bid documents. THIS MEASURE IS COMPLETE FOR CP2. See Q2 2024.	
Noise and Vibration	Locate Equipment as Far as Feasible from Sensitive Sites	110	- MMRP-NV-CNST-B	-	Vol-1, ROD	Locate Equipment as Far as Feasible from Sensitive Sites	**Locate Equipment as Far as Feasible from Sensitive Sites:** The contractor will locate stationary equipment, such as generators and compressors as far as feasible from noise and vibration sensitive sites, and will acoustically treat such equipment. The contractor will also locate grout batch plants, grout silos, mixers, pumps, diesel pumping equipment, and similar noise and vibration generating equipment as far as feasible from noise sensitive sites, and acoustically treat the same if necessary.	Project wide		C			IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026,** West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** All stationary equipment has been located as far as feasible from noise and vibration sensitive sites. Grout batch plants, grout silos, mixers and pumps have been placed as far away from sensitive sites as feasible, and a soundwall has been constructed along the southwestern perimeter of the site adjacent to the tunnel structure to further reduce noise impacts.	
Noise and Vibration	Construct Temporary Noise Barriers	111	- MMRP-NV-CNST-C	-	Vol-1, ROD	Construct Temporary Noise Barriers	**Construct Temporary Noise Barriers:** The contractor will install temporary noise barriers or noise control blankets in areas between noisy activities and noise-sensitive receptors, where practical and effective. Temporary noise barriers can reduce construction noise by 5 to 15 dB, depending on the height of the barrier and the placement of the barrier. To be most effective, the contractor will place the barrier as close as possible to the noise source or the sensitive receptor. Temporary barriers tend to be particularly effective because they can be easily moved as work progresses to optimize performance. If temporary noise barriers and site layout do not result in compliance with the noise limit, the contractor may consider retrofitting existing windows and doors with new acoustically rated units for the residential structures.	Project wide; 28TH Street/Little Portugal (Alum Rock)	D	C			IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: Quarterly updates to the Construction Noise and Vibration Monitoring Plan (CNVMP) list the construction activities, noise levels, and measures taken to keep noise and vibration levels within the applicable thresholds. Construction of the sound curtain was completed in Q3 2025. Daily noise monitoring is performed to verify adherence to noise thresholds.	

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Noise and Vibration	Operate Equipment to Minimize Annoying Noise and Vibration	112	- MMRP-NV-CNST-D	-	Vol-1, ROD	Operate Equipment to Minimize Annoying Noise and Vibration	**Operate Equipment to Minimize Annoying Noise and Vibration:** Contractors will implement the following measures: • Use electric instead of diesel-powered equipment, hydraulic tools instead of pneumatic impact tools, and electric instead of air- or gasoline-driven saws, where feasible. • Use an augering drill-rig for setting piles in lieu of impact pile drivers, where feasible. • Operate equipment so as to minimize banging, clattering, buzzing, and other annoying types of noises, especially near residential areas during nighttime hours. • Turn off idling equipment, whenever possible. • Line haul truck beds with rubber or sand to reduce noise, if needed and requested by VTA. Line or cover hoppers, conveyor transfer points, storage bins, and chutes with sound-deadening material. • During nighttime and weekends, use strobe warning lights and/or back-up observers during any back-up operations, where permitted by the local jurisdiction.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** Spot checks by civil and environmental inspectors have confirmed the following measures have been implemented: • Augering drill-rig for setting piles is being used in lieu of impact pile drivers, where feasible. • Electric equipment is being used instead of diesel-powered equipment, hydraulic tools instead of pneumatic impact tools, and electric instead of air- or gasoline-driven saws, where feasible. • Equipment is used to minimize banging, clattering, buzzing, and other annoying types of noises, especially near residential areas during nighttime hours. • Idling equipment is turned off, whenever possible. • Haul truck beds are lined with rubber or sand to reduce noise, if needed and requested by VTA, and hoppers, conveyor transfer points, storage bins, and chutes are lined or covered with sound-deadening material. • During nighttime and weekends, strobe warning lights and/or back-up observers during any back-up operations are used, where permitted by the local jurisdiction.	
Noise and Vibration	Route Construction Trucks along Truck Routes Least Disturbing to Residents	113	- MMRP-NV-CNST-E	-	Vol-1, ROD	Route Construction Trucks along Truck Routes Least Disturbing to Residents	**Route Construction Trucks along Truck Routes Least Disturbing to Residents:** The contractor will route construction-related truck traffic along truck routes and roadways that would cause the least disturbance to residents. The contractor will lay out loading and unloading zones to minimize truck idling near sensitive receptors and to minimize truck reversing so back-up alarms are minimized near residences.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2025, an updated CTMP was submitted to VTA for review. In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** Truck loading/unloading zones followed routes approved in the CTMP to minimize disturbance to residents.	
Noise and Vibration	Secure Steel and Concrete Plates over Excavated Holes and Trenches	114	- MMRP-NV-CNST-F	-	Vol-1, ROD	Secure Steel and Concrete Plates over Excavated Holes and Trenches	**Secure Steel and Concrete Plates over Excavated Holes and Trenches:** The contractor will secure steel and/or concrete plates over excavated holes and trenches to reduce rattling when vehicles pass over. If complaints are received, the contractor will use thicker plates, stiffer beams beneath the plates, and/or rubber gaskets between the beams and plates to further reduce rattling noise and vibration.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** Steel plates were installed over excavated trenches for pipes near the tunnel structure and were placed to be flush with the existing grade to reduce rattling noise and vibration.	
Noise and Vibration	Use Best Available Practices to Reduce Noise and Vibration	115	- MMRP-NV-CNST-G	-	Vol-1, ROD	Use Best Available Practices to Reduce Noise and Vibration	**Use Best Available Practices to Reduce Noise and Vibration:** The contractor will use the best available practices to reduce the potential for exceedances of noise and vibration criteria due to construction activities. This may require the use of equipment with special exhaust silencers, construction of temporary enclosures or noise barriers around activities, and tracks for the tracked vehicles to be in good condition.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q2 2026, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. Concrete pouring for confinement walls was completed. Quarterly updates to the Construction Noise and Vibration Monitoring Plan (CNVMP) list the construction activities, noise levels, and measures taken to keep noise and vibration levels within the applicable thresholds.	

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Noise and Vibration	Adhere to Local Jurisdiction Construction Time Periods, to the Extent Feasible	116	- MMRP-NV-CNST-H	-	Vol-1, ROD	Adhere to Local Jurisdiction Construction Time Periods	**Adhere to Local Jurisdiction Construction Time Periods, to the Extent Feasible:** The contractor will adhere to local jurisdiction construction time periods, to the extent feasible, recognizing that nighttime and weekend construction may be necessary and/or preferred by VTA and local jurisdictions to reduce other related environmental effects such as traffic. VTA will coordinate with the cities of San Jose and Santa Clara on construction operations during nighttime and weekends, and where feasible adhere to local ordinances. San Jose Ordinance 26248, 26594 restricts construction to between 7 a.m. and 7 p.m. Santa Clara Ordinance 1549 § 1, 7-15-86; Ord. 1556 § 1, 9-16-86. Formerly § 18-32.3 restricts construction to between 7 a.m. and 6 p.m. on weekdays, and between 9 a.m. and 6 p.m. on Saturday.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: Quarterly updates to the Construction Noise and Vibration Monitoring Plan (CNVMP) list the construction activities, noise levels, and measures taken to keep noise and vibration levels within the applicable thresholds. The CNVMP Update can be found in the project folder 109-135 NV-Noise & Vibration. The Construction Transportation Management Plan (CTMP) for CP2 Early Works-West Tunnel Portal has been approved and includes the approved work hours. In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** Night and weekend work performed in **Q2 2026** was approved by VTA, the City of San Jose, and the City of Santa Clara. Daily noise monitoring is performed to verify adherence to noise thresholds.	
Noise and Vibration	Perform Preconstruction Ambient Noise Measurements at All CSAs	117	- MMRP-NV-CNST-I	-	Vol-1, ROD	Perform Preconstruction Ambient Noise Measurements at Construction Staging Areas (CSA)	**Perform Preconstruction Ambient Noise Measurements at All CSAs:** The contractor will perform preconstruction ambient noise measurements at all construction staging areas, which include the tunnel portals, stations, and mid-tunnel ventilation sites. These measurements will document the noise environment just prior to start of construction at representative locations along the alignment. These measurements will be performed continuously over a minimum of 10 days (240 hours).	Program-wide	D			VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: **In Q2 2026, preconstruction ambient noise monitoring equipment was installed at Cristo Rey High School and the Five Wounds Church on 6/18/2026. Ambient noise monitoring measurements were recorded for 10 days from 6/18/2026 - 6/28/2026, prior to demolition of the structures for the future 28th Street/Little Portugal station location.** Further preconstruction noise monitoring will be performed in future quarters at the underground stations and East Tunnel portal.	
Noise and Vibration	Implement a Construction Noise Control and Monitoring Plan	118	- MMRP-NV-CNST-J	-	Vol-1, ROD	Implement a Construction Noise Control and Monitoring Plan	**Implement a Construction Noise Control and Monitoring Plan:** The contractor will submit a Noise Control and Monitoring Plan to VTA for approval. The plan will be prepared by a qualified acoustical engineer whose qualifications and proposed noise control and monitoring activities will be subject to approval of VTA prior to construction activities. The contractor will update the Noise Control and Monitoring Plan every 3 months and will include all the pertinent information about construction equipment and site layout, the projected noise levels, and the noise mitigation measures that may be required to comply with the noise limits for each sensitive receptor. The Noise Control and Monitoring Plan will also outline the monitoring equipment and procedures the contractor will use to perform noise measurements and to identify noise-sensitive receptors in the immediate vicinity of construction operations, including details regarding the noise measurement locations, frequency, and duration of measurements. The contractor will document the results of noise monitoring and submit the documentation to VTA weekly. In the event that levels exceed allowable noise limits, VTA will ensure that contractually required corrective measures consistent with the Noise Control and Monitoring Plan are implemented.	Program-wide	D	C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: Quarterly updates to the Construction Noise and Vibration Monitoring Plan (CNVMP) and the Construction Noise and Vibration Control Plan (CNVCP) list the construction activities, noise levels, and measures taken to keep noise and vibration levels within the applicable thresholds. In **Q2 2026** the two continuous noise monitors at the West Tunnel Portal provided daily monitoring data to VTA. Construction-related noise levels did not exceed the thresholds for any sensitive receptors this quarter.	
Noise and Vibration	Require Minimum Qualifications for the Acoustical Engineer	119	- MMRP-NV-CNST-K	-	Vol-1, ROD	Require Minimum Qualifications for the Acoustical Engineer	**Require Minimum Qualifications for the Acoustical Engineer:** The minimum qualifications for the Acoustical Engineer will be a Bachelor of Science or Engineering degree, from a qualified program in engineering or physics offered by an accredited university or college, and 5 years in noise control engineering and construction noise analysis.	Program-wide	D	C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: In Q4 2022, the CP-2 contractor submitted and approved the qualifications of an Acoustical Engineer in accordance with this measure. THIS MEASURE IS COMPLETE FOR CP2. See Q2 2024.	

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Noise and Vibration	Prohibit Operation of Noise-Generating Equipment Prior to Acceptance of Noise Control and Monitoring Plan	120	- MMRP-NV-CNST-L	-	Vol-1, ROD	Prohibit Operation of Noise-Generating Equipment Prior to Acceptance of Noise Plan	**Prohibit Operation of Noise-Generating Equipment Prior to Acceptance of Noise Control and Monitoring Plan:** The contractor will not operate noise-generating equipment at the construction site prior to acceptance of the Noise Control and Monitoring Plan.	Program-wide		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. The CP-2 Construction Noise and Vibration Monitoring Plan (CNVMP) and the Construction Noise and Vibration Control Plan (CNVCP) were accepted prior to the start of construction. For CP-2 Tunnel and Trackwork: In **Q2 2026**, West Tunnel Portal construction continued with crossbracing, tunnel launch structure excavation, concrete pouring for the working slabs, and utilities installation. **Concrete pouring for confinement walls was completed.** This measure will be implemented in future quarters at the underground stations and East Tunnel portal.	
Noise and Vibration	Install Long-Term Noise Monitors at CSAs during all Construction Phases	121	- MMRP-NV-CNST-	M-01	Vol-1, ROD	Install Stationary Long-Term Noise Monitors at Construction Staging Areas (CSA)	**Install Long-Term Noise Monitors at CSAs during all Construction Phases:** The contractor will install stationary noise monitors at all construction staging areas, which include the tunnel portals, stations, and mid-tunnel ventilation sites, during all the construction phases. Noise sampling will be performed continuously at representative monitoring locations nearest the most sensitive receptor at each location. A minimum of two stationary monitors will be required at the Downtown San Jose Station and Diridon Station locations. The monitoring locations may be moved as the construction work progresses. If required, additional noise monitoring site(s) may be added by the VTA to address any specific situation or concern. At the Alum Rock/28th Street Station and the West Portal staging area, stationary noise monitors will also be initially installed and may be removed if the noise levels are in compliance with the noise limits when the full-production construction activities are closest to the sensitive receptors. All data gathered by the contractor will be continuously available to VTA and submitted weekly to VTA for approval.	Program-wide	D	C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: Long-term noise monitors have been installed at 2 locations by sensitive noise-receptors at the West Tunnel Portal. Noise monitoring data has been provided to VTA on a weekly basis in **Q2 2026**, and includes the construction activities, the daytime and nighttime noise levels, and spot-check noise monitoring locations and data. This measure will be implemented in future quarters at the underground stations and East Tunnel Portal.	
Noise and Vibration	Install Long-Term Noise Monitors at CSAs during all Construction Phases	122	- MMRP-NV-CNST-	M-02	Vol-1, ROD	Conduct Weekly Noise Sampling with Hand-Held Monitors	**Install Long-Term Noise Monitors at CSAs during all Construction Phases:** In addition to these stationary noise monitors, the contractor will conduct 30-minute noise sampling with hand-held monitors weekly at the station sites and at other construction sites, including the ventilation shafts and gap breaker stations, to ensure compliance with the noise criteria. If required, additional noise monitoring site(s) may be added by VTA to address any specific situation or concern. The contractor will submit noise data to VTA for approval on a weekly basis, and will include details on location and type of construction activity and details, photographs, and sketches of noise monitoring locations. A qualified acoustical engineer will determine whether work was within thresholds or not, and indicate any steps taken during monitoring to lower noise levels to within limits.	Program-wide	D	C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: At the West Tunnel Portal, 30-minute hand-held noise monitoring data has been provided to VTA, and includes the construction activities, the daytime and nighttime noise levels, and spot-check noise monitoring locations and data. In **Q2 2026**, no construction-related noise exceedances occurred during the 30-minute spot cheks.	
Noise and Vibration	Ensure Equipment is Pre-certified to Meet Noise Limits	123	- MMRP-NV-CNST-N	-	Vol-1, ROD	Ensure Equipment is Pre-certified to Meet Noise Limits	**Ensure Equipment is Pre-certified to Meet Noise Limits:** For major equipment to be used at the surface of the construction site for a total duration greater than 5 days, the contractor will ensure that the equipment is pre-certified by the acoustical engineer during field measurements at a test site or guaranteed by the equipment vendor to meet the noise limits developed for construction equipment as shown in Table 5-8. VTA will re-examine and develop the final limits to be applied during the engineering phase, and the contractor will verify these limits during initial and active performance of the work when the equipment arrives on site. The contractor will retest construction equipment at 6-month intervals while in use onsite. Any equipment used during construction may be subject to confirmatory noise level testing while performing the work at the request of VTA.	Program-wide	D	C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: The Construction Noise and Vibration Control Plan (CNVCP) lists the construction activities, equipment to be used during these activities, and the noise levels for the activities and the equipment. The equipment listed in the CNVCP has been guaranteed by the vendor to meet the noise limits for the work location and project. The **Q2 2026** quarterly update to the CNVCP included the construction activities, equipment, recertification requirements, and noise levels, confirming construction equipment does not exceed the noise limits.	
Noise and Vibration	Implement a Complaint Resolution Procedure	124	- MMRP-NV-CNST-O	-	Vol-1, ROD	Implement a Noise and Vibration Complaint Resolution Procedure	**Implement a Complaint Resolution Procedure:** The contractor will implement a complaint resolution procedure to rapidly address any noise and vibration problems that may develop during construction. After a complaint is received, the contractor will assign the complaint a case number and will contact the person making the complaint to receive further clarification on the concern. The contractor will then discuss the issue with the construction team to determine the appropriate action to resolve the issue. The contractor will then again contact the person making the complaint to describe how the issue has been resolved.	Program-wide	D	C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: The contractor developed a complaint resolution procedure in Q2 2024 to address noise and vibration concerns. A project representative's phone number is publicly available to contact for any concerns, and the representative will follow up with the person that filed the complaint to determine next steps and remediate any issues. In **Q2 2026**, there were **eight** complaints received for work at the West Tunnel Portal. KST and VTA External Affairs will work to resolve any future concerns with the complainants.	

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Noise and Vibration	Implement a Construction Vibration Control and Monitoring Plan	125	- MMRP-NV-CNST-	P-01	Vol-1, ROD	Prepare a Construction Vibration Control and Monitoring Plan	**Implement a Construction Vibration Control and Monitoring Plan:** The contractor will be required to submit a Construction Vibration Control and Monitoring Plan to VTA for approval. The plan will be prepared by a qualified Vibration specialist whose qualifications and proposed vibration control and monitoring activities will be subject to approval of VTA prior to construction activities. The Construction Vibration Control and Monitoring Plan will be updated every 3 months and include all the pertinent information about construction equipment and site layout, the projected vibration levels, and the vibration control measures that may be required to comply with the vibration limits as outlined in this measure for each building type. The Construction Vibration Control and Monitoring Plan will also outline the monitoring equipment and procedures the contractor will use to perform vibration measurements for vibration-sensitive receptors in the vicinity of construction operations, including details regarding the vibration measurement locations, frequency, and duration of measurements at each location. The plan will outline the protocol for monitoring existing cracks in buildings over time, to determine any construction-related impacts. At a minimum, crack gauges will be installed on existing cracks prior to construction, and monitoring of the gauges will be performed continuously over the course of construction to assess whether new construction-related damage has occurred. The contractor must obtain approval from VTA and the QP to install any crack gauges on or in historic buildings that require alteration of the building.	Program-wide	D	C		VTA /C	IC	The CP-2 Construction Noise and Vibration Monitoring Plan (CNVMP) and Construction Noise and Vibration Control Plan (CNVCP) outline monitoring equipment, procedures, measurement locations, frequencies, and durations, and will be updated quarterly in accordance with 01 81 20 Noise and Vibration Control. For CP-2 Tunnel and Trackwork: Additionally, in **Q2 2026** the two continuous vibration monitors at the West Tunnel Portal provided daily monitoring data to VTA on a weekly basis. Vibration levels did not exceed the thresholds for any sensitive structures, utilities, or buildings this quarter.	
Noise and Vibration	Implement a Construction Vibration Control and Monitoring Plan	126	- MMRP-NV-CNST-	P-02	Vol-1, ROD	Halt Construction if Levels Exceed Allowable Vibration Limits	**Implement a Construction Vibration Control and Monitoring Plan:** The results of vibration monitoring will be documented and submitted to VTA weekly. In the event that levels exceed allowable vibration limits, the work will be halted immediately to ensure that no structural damage occurs, and additional required corrective measures consistent with the Construction Vibration Control and Monitoring Plan will be implemented. The contractor will initially conduct vibration monitoring daily at the nearest affected buildings during any construction activities that could induce vibration impacts, typically within 100 feet of any building. Vibration will also be monitored where vibration is expected to approach the applicable limit based on the building type and condition, as determined by VTA in coordination with the structural engineer for non-historic buildings, and VTA and the historic QP for historic buildings. Monitoring of utilities that are sensitive to vibration will be coordinated with the utility companies and performed for the nearest affected vibration-sensitive utilities during any construction activities that could induce vibration impacts.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-NV-CNST-P-01.	
Noise and Vibration	Implement a Construction Vibration Control and Monitoring Plan	127	- MMRP-NV-CNST-	P-03	Vol-1, ROD	Do Not Exceed the FTA Construction Vibration Damage Criteria	**Implement a Construction Vibration Control and Monitoring Plan:** The contractor will perform monitoring continuously at the closest receptor during all demolition and construction activities to ensure vibration levels will not exceed the FTA construction vibration damage criteria for applicable building type, as follows: 0.12 peak particle velocity (PPV) (inches/second) for buildings that are extremely susceptible to vibration damage, 0.2 PPV (inches/second) for non-engineered timber and masonry buildings, 0.3 PPV (inches/second) for engineered concrete and masonry (no plaster) buildings and 0.5 PPV (inches/second) for reinforced-concrete, steel or timber (no plaster) buildings. For historic buildings, the vibration threshold will likely be between 0.12 to 0.2 PPV (inches/second) depending on the buildings' condition. The results of the preconstruction surveys and building Conditions Assessment Report as outlined in Mitigation Measure NV-CNST-R will be utilized to confirm the structure types and determine which vibration thresholds apply in consultation with a qualified structural engineer and the historic QP. For utilities, vibration thresholds will follow industry standards in coordination with utility companies, and typically adhere to a 0.5 PPV (inches/second) threshold.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-NV-CNST-P-01.	
Noise and Vibration	Implement a Construction Vibration Control and Monitoring Plan	128	- MMRP-NV-CNST-	P-04	Vol-1, ROD	Measure Building Vibration In Vertical Direction and Utilities In Accordance with Meter Instructions	**Implement a Construction Vibration Control and Monitoring Plan:** The contractor will measure vibration in buildings in the vertical direction on the ground surface or building floor and for utilities in accordance with meter instructions and industry best practices. Vibration levels will be measured continuously during daily construction operations to ensure that peak vibration-generating work is captured. Daily monitoring will be performed during a continuous work shift (typically 8 hours) that includes the closest and most vibration-inducing work. The contractor will compare vibration in buildings against both structural damage and nuisance thresholds in terms of velocity levels in dB or PPV. Vibration for utilities will be compared against structural damage thresholds in terms of PPV. If the measured vibration data are in compliance with the vibration limits after work has completed start-up and entered full-production mode (typically within 2 weeks to 30 days), vibration monitoring may be performed once a week instead of continuously each day if approved by VTA. For non-historic structures, if construction vibration exceeds the structural or nuisance threshold, the contractor must stop construction and adjust construction methods to meet appropriate vibration limits so that the threshold is not exceeded again.	Program-wide	D	C		VTA /C	IC	Please refer to the documentation under MMRP-NV-CNST-P-01.	
Noise and Vibration	Implement a Construction Vibration Control and Monitoring Plan- Historic structures	129	- MMRP-NV-CNST-	P-05	Vol-1, ROD	Notify Qualified Professional (QP) if Historic Building Construction Vibration Approaches Threshold	**Implement a Construction Vibration Control and Monitoring Plan- Historic structures:** For historic structures, if construction vibration approaches the structural damage threshold, the historic QP will be notified immediately, in real time. If construction vibration exceeds the structural damage threshold, Contractor must notify the historic QP and VTA immediately, in real time, and stop all vibration-inducing construction work immediately to adjust methods. The contractor will adjust work methods and techniques to meet appropriate vibration limits so that the threshold is not exceeded again before work is restarted. In the event of inadvertent, construction-related damage to historic buildings, repairs will be conducted in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and consistent with 36 CFR 800.13(b). VTA and the historic QP will implement these repairs in consultation with FTA and SHPO.	Program-wide	D	C		VTA /C	IC	The CP-2 Construction Noise and Vibration Monitoring Plan (CNVMP) and Construction Noise and Vibration Control Plan (CNVCP) outline monitoring equipment, procedures, measurement locations, frequencies, and durations, and will be updated quarterly in accordance with 01 81 20 Noise and Vibration Control. For CP-2 Tunnel and Trackwork: **In Q2 2026, preconstruction ambient noise monitoring equipment was installed at Cristo Rey High School and the Five Wounds Church on 6/18/2026. Ambient noise monitoring measurements were recorded for 10 days from 6/18/2026 - 6/28/2026, prior to demolition of the structures for the future 28th Street/Little Portugal station location. Demolition will occur adjacent to to PAR 1. A construction noise and vibration plan was created for the demolition work and included the work plan, noise and vibration thresholds, monitoring equipment locations, and reporting requirements. The historic QP was informed of the planned demoliltion and reviewed the noise and vibration plan. Continuous noise and vibration data will be provided to VTA to ensure the demolition does not exceed vibration thresholds.**	

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Noise and Vibration	Perform Vertical Direction Vibration Monitoring	130	- MMRP-NV-CNST-Q	-	Vol-1, ROD	Perform Vertical Direction Vibration Monitoring	**Perform Vertical Direction Vibration Monitoring:** The contractor will perform continuous vertical direction vibration (root mean square) monitoring on the ground at the nearest representative residential structure during muck extraction and supply train operations in the tunnels. These measurements will be repeated for a minimum of 1 week at approximately 1-mile intervals along the tunnel construction until it is demonstrated that the levels are below the FTA thresholds.	Program-wide		C		VTA /C	IC	The CP-2 Construction Noise and Vibration Monitoring Plan (CNVMP) and Construction Noise and Vibration Control Plan (CNVCP) require continuous vertical direction vibration monitoring during muck extraction. For CP-2 Tunnel and Trackwork: In **Q2 2026**, no continuous vertical direction vibration monitoring was required because muck extraction has not yet commenced.	
Noise and Vibration	Implement Preconstruction and Post-Construction Building Condition Surveys for Vibration	131	- MMRP-NV-CNST-	R-01	Vol-1, ROD	Implement Preconstruction and Post-Construction Building Condition Surveys for Vibration	**Implement Preconstruction and Post-Construction Building Condition Surveys for Vibration:** Prior to construction or release of the TBM and cut-and-cover construction contract(s), the contractor will survey all structures that may be potentially impacted by construction vibration and submit the results to VTA for approval. Preconstruction building condition surveys of the interiors and exteriors of these structures will be conducted by independent surveyors to assess the baseline condition of each property that could be affected by construction vibration. The surveys will include written and photographic (video and still) records, including written descriptions and photos of any cracks.	Program-wide	D	C	P	VTA /C	IC	Please refer to documentation under MMRP-GEO-CNST-B-01.	
Noise and Vibration	Implement Preconstruction and Post-Construction Building Condition Surveys for Vibration- Historic Buildings	132	- MMRP-NV-CNST-	R-02	Vol-1, ROD	Prepare Condition Assessment Reports for Historic Buildings	**Implement Preconstruction and Post-Construction Building Condition Surveys for Vibration- Historic Buildings:** For historic structures, the Condition Assessment Report in accordance with Section 106 will be prepared along with the preconstruction building condition surveys. The surveys will be performed prior to any vibration-inducing construction to establish baseline building conditions. The results of the preconstruction surveys will be utilized to establish the structure types and determine which vibration thresholds apply in consultation with a qualified structural engineer and a qualified architectural historian or a historic architect, as outlined in Mitigation Measure NV-CNST-P. Surveys will be conducted in all historic buildings or structures where vibration is expected to approach the applicable limit, and in non-historic buildings based on the building type and condition. VTA will determine the list of historic structures that may be affected by the project in consultation with a qualified structural engineer and the historic QP. Vibration will be monitored as required in Mitigation Measure NV-CNST-P to avoid adverse effects on properties during construction activities. The post-construction survey results will be compared with preconstruction condition surveys so that any construction vibration effects on structures can be assessed. For historic structures, a Condition Assessment Report in accordance with Section 106, will be conducted after construction is complete. In the event of inadvertent, construction-related damage to historic buildings, repairs will be conducted in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Properties and consistent with 36 CFR 800.13(b). VTA and the historic QP will implement these repairs in consultation with FTA and SHPO.	Program-wide	D	C	P	VTA /C	IC	Please refer to documentation under MMRP-GEO-CNST-B-02.	
Noise and Vibration	Implement Measures to Reduce Vibration from Muck Extraction and Supply Trains	133	- MMRP-NV-CNST-S	-	Vol-1, ROD	Implement Measures to Reduce Vibration from Muck Extraction and Supply Trains	**Implement Measures to Reduce Vibration from Muck Extraction and Supply Trains:** The contractor will ensure that muck extraction and supply train operations do not result in groundborne vibration in excess of 72 VdB at nearby residences. Measures that can be implemented include, but are not limited to, placement of ballast mats underneath tracks on which the muck extraction train rides or the use of a conveyor in place of a train.	Tunnel Alignment		C			IC	The relevant contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01 81 20 Noise and Vibration Control; limited Notice to Proceed 1 issued 6/09/22. This measure was not required in **Q2 2026** because muck extraction has not yet commenced.	
Noise and Vibration	Implement Noise Reduction Treatments at Ancillary Facilities	134	- MMRP-NV-A	-	Vol-1, ROD	Implement Noise Reduction Treatments at Ancillary Facilities	**Implement Noise Reduction Treatments at Ancillary Facilities:** The contractor will implement noise reduction treatments at ancillary facilities such as tunnel ventilation shafts, pressure relief shafts, traction power substations, and emergency backup generators such that noise levels comply with applicable Cities of San Jose and Santa Clara noise criteria at nearby developed land uses. Treatments that will be implemented, if necessary, include but are not limited to: • Sound attenuators and acoustical absorptive treatments in ventilation shafts and facilities. • Sound attenuators for the tunnel emergency ventilation fans. • Perimeter noise walls (nominally an 8-foot-high wall) placed around emergency generators.	Systems (Ventilation Structures, Traction Power Substations,		C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: This measure was not required in **Q2 2026** because construction at ancillary facilities has not commenced.	
Noise and Vibration	Reduce Groundborne Noise Levels	135	- MMRP-NV-B	-	Vol-1, ROD	Reduce Groundborne Noise Levels	**Reduce Groundborne Noise Levels:** The contractor will implement an Isolated Slab Track (IST) as the mitigation strategy for groundborne noise. An IST is a form of floating slab track (FST). The IST system is constructed with a continuous elastomeric mat instead of discrete elastomeric pads that are typically used for an FST system. An IST can be designed to provide from 10 to 13 dBA of noise reduction. This strategy can also be used under a crossover. The locations for implementing this measure are shown in Tables 4.12-21 through 4.12-25 (summarized in DRBMP-NV-A). The project's final design will determine the specific mitigation strategy, which could include alternative strategies that similarly achieve the FTA groundborne noise criteria.	Tunnel Alignment		C		VTA /C	IC	The relevant contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 2 Design Criteria Manual (DCM) Section 7.5 Trackway; limited Notice to Proceed 1 issued 6/09/22. This measure was not required in **Q2 2026** because construction of trackways has not commenced.	

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Utilities	Prepare a San Jose Water Supply Infrastructure Capacity Assessment	136	- MMRP-UTIL-A	-	Vol-1, ROD	Prepare a San Jose Water Supply Infrastructure Capacity Assessment	**Prepare a San Jose Water Supply Infrastructure Capacity Assessment and Participate in the Improvements:** VTA will coordinate with San Jose Water Company (SJWC) and prepare a Cooperative Agreement to establish the BART Extension Alternative's participation in improvements to offsite water supply infrastructure. The SJWC may conduct a detailed engineering study and flow analysis to determine the extent of these impacts. The contractor will implement capacity-relief upgrades during the utility relocation phase of construction in accordance with SJWC requirements. The contractor will ensure that all construction activities follow the provisions outlined in this environmental document, including implementation of Mitigation Measure TRA-CNST-A to reduce potential impacts and increase participation.	28th Street/Little Portugal Station (Alum Rock); Downtown San Jose	D		P	VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Utilities	Prepare a Santa Clara Water Supply Infrastructure Capacity Assessment	137	- MMRP-UTIL-B	-	Vol-1, ROD	Prepare a Santa Clara Water Supply Infrastructure Capacity Assessment	**Prepare a Santa Clara Water Supply Infrastructure Capacity Assessment and Participate in the Improvements:** VTA will coordinate with the City of Santa Clara Water and Sewer Utility (SCWSU) and prepare a Cooperative Agreement to establish the BART Extension Alternative's participation in improvements to offsite water supply infrastructure. The SCWSU may conduct a detailed engineering study and flow analysis to determine the extent of these impacts and participation. The contractor will implement capacity-relief upgrades during the utility relocation phase of construction in accordance with Chapter 17.15.210 of the Santa Clara City Code. The contractor will ensure that all construction activities follow the provisions outlined in this environmental document, including implementation of the construction education and outreach plan, to reduce potential impacts.	Santa Clara Station	D		P	VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Utilities	Prepare a San Jose Sewer Capacity Assessment	138	- MMRP-UTIL-C	-	Vol-1, ROD	Prepare a San Jose Sewer Capacity Assessment	**Prepare a San Jose Sewer Capacity Assessment and Participate in the Improvements:** VTA will coordinate with the San Jose Department of Public Works (SJPW) to prepare a Cooperative Agreement to establish the BART Extension Alternative's participation in improvements to offsite sanitary sewer capacity deficiencies. SJPW may conduct a detailed engineering study and hydraulic analysis to determine the extent of these impacts. VTA will mitigate impacts on downstream sewer systems in San Jose through payment of the Sanitary Sewer Connection Fee, as required, which is used to rehabilitate and enhance sewer capacity through San Jose's Sanitary Sewer Capital Improvement Program. If payment to the Sanitary Sewer Connection Fee does not adequately mitigate potential offsite sewer capacity impacts related to the BART Extension, VTA will be responsible for direct upgrades to the sewer system. If sewer system overcapacity is a result of projected cumulative development, San Jose and VTA will develop a Cooperative Agreement to determine the BART Extension Alternative's participation in upgrades to the current system. The contractor will implement capacity-relief upgrades during the BART Extension's construction phase in accordance with applicable San Jose standards regarding sewer infrastructure improvements. Generally, the contractor will locate sewer infrastructure improvements within the existing public right-of-way, with minimal potential to impact sensitive environmental resources. The contractor will ensure that construction activities follow the provisions outlined in this environmental document, including implementation of the construction education and outreach plan, to reduce potential impacts.	28th Street/Little Portugal Station (Alum Rock); Downtown San Jose Station; Diridon Station	D		P	VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Utilities	Prepare a Santa Clara Sewer Capacity Assessment	139	- MMRP-UTIL-D	-	Vol-1, ROD	Prepare a Santa Clara Sewer Capacity Assessment	**Prepare a Santa Clara Sewer Capacity Assessment and Participate in the Improvements:** VTA will coordinate with SCWSU to prepare a Cooperative Agreement to establish the BART Extension Alternative's participation in improvements to offsite sanitary sewer capacity deficiencies. SCWSU may conduct a detailed engineering study and hydraulic analysis to determine the extent of these impacts. VTA will mitigate impacts on downstream sewer systems in Santa Clara through payment of the Sanitary Sewer Connection Charge, as required, which is used to rehabilitate and enhance sewer capacity through Santa Clara's Capital Improvement Program. If payment to the Sanitary Sewer Connection Charge does not adequately mitigate potential offsite sewer capacity impacts related to the BART Extension, VTA will be responsible for direct upgrades to the sewer system. If sewer system overcapacity is a result of cumulative development, Santa Clara and VTA will develop a Cooperative Agreement to determine the BART Extension Alternative's proportional participation to the upgrades to current system capacity. The contractor will implement capacity-relief upgrades improvements during the BART Extension's construction phase in accordance with Chapter 17.15.210-280 of the Santa Clara City Code. Generally, the contractor will locate sewer infrastructure improvements within the existing public right-of-way, with minimal potential to impact sensitive environmental resources. The contractor will ensure that construction activities follow the provisions outlined in this environmental document, including implementation of the construction education and outreach plan, to reduce potential impacts.	Santa Clara Station	D		P	VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
Visual Quality and Aesthetics	Replace Trees	140	- MMRP-AES-CNST-A	-	Vol-1, ROD	Replace Trees	**Replace Trees:** The contractor will inventory trees that will be removed due to construction activities and will note each tree on construction plans before construction begins. VTA will compensate for any trees removed according to the following ratios. VTA will replace all urban trees that are to be removed or lost as a result of the BART Extension to the extent feasible. VTA will replace trees with a diameter of less than 12 inches at a 2:1 ratio, and trees with a diameter of 12 inches or more at a 3:1 ratio. If urban trees (nonnatives and ornamentals) are replaced with native trees, VTA will use a reduced mitigation ratio of 1:1 for all trees smaller than 12 inches in diameter, and 2:1 for all trees with a diameter of 12 inches or more. VTA will irrigate and maintain these trees for a period of no less than 3 years. If VTA cannot replace trees at the stated ratios along the alignment, VTA will pay in-lieu fees. For any landscaping adjacent to the creeks and on VTA right of-way (ROW), VTA will adhere to the SCVWD's Guidelines and Standards for Land Use Near Streams regarding the use of native species near the creeks.	Program-wide	D	C		VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: No trees were removed in **Q2 2026**.	
Visual Quality and Aesthetics	Minimize Light and Glare (for TOJD)	141	- MMRP-AES-A	-	Vol-1, ROD	Minimize Light and Glare (for TOJD)	**Minimize Light and Glare (for TOJD):** For the TOJDs, the contractor will install low-profile, low-intensity outdoor lighting directed downward to minimize light and glare where feasible. The contractor will also install shielded fixtures for street and pedestrian lighting to minimize glare.	TOJD	D	C			IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	

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Water Resources, Water Quality, and Floodplains	Design and Implement Stormwater Control Measures	142	- MMRP-WQ-A	-	Vol-1, ROD	Design and Implement Stormwater Control Measures	**Design and Implement Stormwater Control Measures:** The BART Extension will be designed in accordance with the Phase II MS4 Permit, Section F.5.g, for post-construction stormwater management. Post-construction stormwater controls shall be implemented to reduce total runoff rates and associated pollutant discharges. VTA managed facilities will follow the VTA's Stormwater and Landscaping Design Criteria Manual. After designs are finalized, a Stormwater Management Report, including detailed hydrologic and hydraulic calculations, analysis, and conclusions, shall be prepared to document the final design for stormwater management and the storm drain system and for obtaining the requisite approvals, and will outline all required Operation and Maintenance needs recommended by the designer for the post-construction stormwater management facilities.	Program-wide	D	C	P	VTA /C	IC	The four contract packages and current design status is as follows: For CP-1 Systems, CP-3-Newhall Yard/Santa Clara Station, and CP-4 Underground Stations, a General Engineering Consultant (GEC) is preparing the three Design-Bid-Build plan, specification, and estimate (PS&E) packages. For CP-2 Tunnel and Trackwork: **In Q2 2026,** a combined programmatic SWPPP as well as a site-specific SWPPP for West Tunnel Portal were accepted by VTA and are in effect for all CP-2 work.	