

BSV Phase II - Environmental Commitments Record 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
	СР	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
7	FTA	Federal Transit Administration
LEGEND	ISA	Initial Site Assessment
<u>ច</u>	IST	Isolated Slab Track
E)	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:
	С	Construction
	D	Design
	Р	Post Construction
	R	esponsible Party codes: VTA and/or C = Contractor
		Compliance Status letter codes:
	IC	In Compliance
	OU	Out of Compliance
	CC	Complete and Closed
	N/A	Non Applicable

Source Do	cument Ab	breviations
Santa Clar	a Valley Tr	ansportation Authority, Board of Directors
BOD ATT-A	April 5, 201	8, Board Memorandum. Attachment A-Recommended Project Description
Suppleme	ntal Enviro	nmental 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 Susta	inability Pr	actices
VTA-Green		VTA Green Building Policy 400.004
VTA-Sust		VTA Sustainable Landscaping Policy CMA-CL-PL-7120

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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitigation Topic	Chrono #	Measure	# Source Docum	Summary	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status	- Ve	Quarter Mitigation Completed
Transportation / Develop and Implement a Construction Education and Outreach Plan	Transportation	Develop and Implement a Construction Education and Outreach Plan	1	- MMRP- A TRA- C CNST-	\- Vol-1, 01 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 if prior to construction. The CEOP will also establish a process that will address the 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	с		VTA	ıc	This is a summary mitigation measure. For individual components of the CEOP please refer to MMR-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	Transportation	Develop and Implement a Construction Education and Outreach Plan	2	- MMRP- / TRA- CNST-	A- Vol-1, 02 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	с		VTA	ıc	The Santa Clara Station field office will be 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. It is anticipated to be opened in 03 2023. 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	Transportation	Develop and Implement a Construction Education and Outreach Plan	3	- MMRP- A TRA- CNST-	A- Vol-1, 33 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	с		VTA	IC	in Q2 2023, 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@	

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Transportation / Develop and Implement a Construction Education and Outreach Plan	Transportation	Develop and Implement a Construction Education and Outreach Plan	4	- MMRP- A TRA- 0 CNST-	A- Vol-1, 04 ROD	Conduct Business Operational Surveys	Develop and Implement a Construction Gutuation 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	с		VTA	IC	VTA conducted pre-construction operational as well as access and service needs interviews for over 50 businesses, institutions and shools 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 minimize impacts to the businesses.	
Transportation / Develop and Implement a Construction Education and Outreach Plan	Transportation	Develop and Implement a Construction Education and Outreach Plan	5	- MMRP- A TRA- 0 CNST-	A- Vol-1, 95 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 2023, Meetings were held with City of San Jose's Arena Entertainment and Operations Committee (AECC) on 4/23/23, 5/11/23 and 6/8/23 and five meetings with Downtown West (DTW) and Hunter Properties.	
Transportation / Develop and Implement a Construction Education and Outreach Plan	Transportation	Develop and Implement a Construction Education and Outreach Plan	6	- MMRP- A TRA- CNST-	Vol-1,	Engage with Stakeholders	Develop and Implement a Construction Education and Outreach Plan: Inform and engage partner agencies, stakeholders, including VTA: 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	с		VTA	ıc	"VTA BSVII presented to multiple stakeholder groups in Q2 of 2023, including: the BART Accessibility Task Force (BATF) on 5/25 and the BART Bicycle Advisory Task Force (BBATF) on 6/5. In Q2 2023, BSVII held seven (7) biweekly program-wide meetings with the City of San Jose staff on 4/7, 4/17, 5/1, 5/15, 5/26, 6/12, and 6/26. Additionally, eight (8) Construction Transportation Management Plan -specific meetings occurred with the City of San Jose and/20 (City of Santa Clara on 4/21, 5/5, 5/5 (second meeting that day), 5/12, 5/19, 5/26, 6/2, and 6/30"	
Transportation / Develop and Implement a Construction Education and Outreach Plan	Transportation	Develop and Implement a Construction Education and Outreach Plan	7	- MMRP- A TRA- 0 CNST-	A- Vol-1, 07 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	С		VTA	IC	VTA BSVII presented to the SI Downtown Residents Association (5/17) and the San Jose Downtown Association (6/21)	
Transportation / Develop and Implement a Construction Education and Outreach Plan	Transportation	Develop and Implement a Construction Education and Outreach Plan	8	- MMRP- A TRA- 0 CNST-	A- Vol-1, 08 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	6 construction notices were issued and fliered; 24 Social Media posts was shared	

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Fransportation / Develop and Implement a Construction Education and Outreach Plan	Transportation	Develop and Implement a Construction Education and Outreach Plan	9	- MMRP- TRA- CNST-	A- Vol-1, 09 ROD		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	VTA has drafted templates for project identification, project corridor, and contractor field office signs. VTA is also working with the tunnel and trackwork contractor to develop a signage plan for upcoming Project stages.	
Fransportation / Develop and Implement a Construction Education and Outreach Plan	Transportation	Develop and Implement a Construction Education and Outreach Plan	10	- MMRP- TRA- CNST-	A- Vol-1, 10 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	Ċ		VTA	IC	-	
Fransportation / Develop and Implement a Construction Education and Outreach Plan	Transportation	Develop and Implement a Construction Education and Outreach Plan	11	- MMRP- TRA- CNST-	A- Vol-1, 11 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	С		VTA	IC	VTA is developing a construction page and a construction activity map that will provide information about parking availability within each work area. In the interim VTA has published a construction noticing page to post active construction activities.	
ransportation / Develop and Implement a Construction Education and Outreach Plan	Transportation	Develop and Implement a Construction Education and Outreach Plan	12	- MMRP- TRA- CNST-	A- Vol-1, 12 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	Ċ		VTA	IC	The media covered the project 1 time and VTA wrote 6 blogs.	
ransportation / Develop and Implement a Construction Education and Outreach Plan	Transportation	Develop and Implement a Construction Education and Outreach Plan	13	- MMRP- TRA- CNST-	A- Vol-1, 13 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	С		VTA	IC	VTA designated project staff that will lead outreach within each work area and the CP2 Contractor has two Community Construction Relationship offices (CCROg) that will be available during construction. Office hours will be established once the field offices are completed.	

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Transportation / Develop and Implement a Construction Education and Outreach Plan	ransportation	Develop and Implement a Construction Education and Outreach Plan	14	- MMRP- TRA- CNST-	A- Vol-1, 14 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	С		VTA	IC	VTA continues to develop the Business Resource Program (BRP) which includes four elements that will identify ways VTA can help allewized disruptions and support the business community during construction. BRP informational update was presented to Small Business Task Force on 5/15, the VTA Board of Directors on 6/16, Davis' staff on 5/24, and Chavez staff on 5/19.	
Transportation / Develop and Implement a Construction Education and Outreach Plan	ransportation	Develop and Implement a Construction Education and Outreach Plan	15	- MMRP- TRA- CNST-	A- Vol-1, L5 ROD		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	Ċ		VTA	IC	VTA continues to develop the Business Resource Program which includes four elements that identify ways VTA can help alleviate disruptions and support the business community during construction.	
Transportation / Develop and Implement a Construction Education and Outreach Plan	ransportation	Develop and Implement a Construction Education and Outreach Plan	16	- MMRP- I TRA- CNST-	A- Vol-1, 16 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	Ċ		VTA	IC	-	
Transportation / Develop and Implement a Construction Education and Outreach Plan	ransportation	Develop and Implement a Construction Education and Outreach Plan	17	- MMRP- TRA- CNST-	A- Vol-1, 17 ROD	Proactive Multi-Language	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.	

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ransportation/ evelop and implement a onstruction Transportation anagement Plan	Transportation	Develop Construction Transportation Management Plan (CTM	18	- MMRP- TRA- CNST-	B- 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 Program (COMP). VIA and its General Engineering Contractor will develop and implement the CITMP 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, Downtrown San Jose Station, Diridon Station, Stock and Asense Ventilation Structure, West Tunnel Portal, Newhall Maintenance Facility, and Santa Clara Station, and any offsite improvement locations. The CTMP will be administed to address the size-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 the and street closures, detours, temporary signals, and street rec	Program-wide	D	c		VTA .	ic	"In Q2 2023 Cities of San Jose and Santa Clara approved KST's CP2 CTMP for Early Works at the West Portal. Earlier in the quarter, KST provided a revised finalized CTMP to VTA for review which was then shared with both cities on \$702. On \$7/22 the CTMP was approved of the form of \$702. On \$7/22 the CTMP was approved on \$702. On \$7/22 the CTMP was approved on \$6, though the CTMP was revised before CSC approval and thus has to go back to CSI Council on \$7/15 for final approval of the revised document. KST's CP2 CTMP for Early Works at the West Portal also included development of a PayPal Park Event Management Plan & West Portal Traffic Response Plan which were developed with the cities and class takeholders and shared on \$7/20. In total, there were more than 25 City Coordination meetings in Q2 2023 in which many focused solely on or had agenda topics related to the CTMP development. ST also advanced discussion of Early Work Construction and Tunneling and Heavy Construction at the San Jose Stations at standing meetings with the City of San Jose and Incal stakeholders. KST determined the CTMP schedule for the remained of Contract Package 2 as follows: 1. West Portal Early Work Construction 2. Downtown San Jose and Diridon Early Work Construction and Tunneling and Heavy Construction 4. East Portal and 28th St Early Work Construction and Tunneling and Heavy Construction 4. East Portal and 28th St Early Work Construction and Tunneling and Heavy Construction The remaining CTMPs will be developed in the order of 4, 2, and 3."	

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Transportation/ Develop and Implement a Construction Transportation Management Plan	Transportation	Develop Construction Transportation Management Plan (CTMP)	19	- MMRP- B- TRA- 02 CNST-		Develop Individual Traffic Control Plans (TCPs)	Develop and Implement a Construction Transportation Management Plan: After the CTMP has been approved, individual Traific Control Plans (TCP) will be developed for specific design elements at each of the ten major project elements and throughout the S-year duration of construction. The TCPs will address all modes induding automobiles, Tucks, and construction whicles, 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	С		VTA	IC	TCPs will be developed following the finalized of the contract specific CTMPs.	
Transportation/ Develop and Implement a Construction Transportation Management Plan	Transportation	Develop Construction Transportation Management Plan (CTMP)	20		- Vol-1, 3 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 an excessary 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. • Larly signage of potential transit delays for transit riders to plan trips accordingly. • Notification of the Cites of San Jose and Santa Clara, business owners, residents, and key stakeholders regarding lane and road closures that would affect patrian, including both off-street and on-street parking. • Maps of all public yavailable 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 area.	Program-wide	D	c		VTA	IC	TCPs will be developed following the finalized of the contract specific CTMPs.	

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Transportation / Implement an Emergency Services Coordination Plan (ESCP)	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. Th 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 dicties 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. Citical components of coordination are as follows. *VTA will work with emergency providers to ensure emergency access to residents and businesses and to maintain the clies' emergency service response times. *VTA will work with the local fire and police departments on the detour routes. *VTA will avoid with the local fire and police departments on the detour routes. *VTA will avoid with the local fire and police departments on the detour routes. *VTA will avoid with the local fire and police departments on the detour routes. *VTA will avoid with the local fire and police departments on the detour routes. *VTA will avoid with the local fire and police departments on the detour routes.	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 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	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 miligate 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		С		VTA	IC	VTA provided the contractor the Notice to Proceed (NTP) to start construction in June 2023.	

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Transportation/ Implement Intersection Improvements at Coleman Avenue and Brokaw Road (for TOJD)	Transportation	Implement Intersection Improvements at Coleman Avenue and Brokaw Road (for TOJD)	23	- MMRP- TRA-A	- Vol-1, ROD		Implement Intersection Improvements at Coleman Avenue and Brokaw Road (for TDID): 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/light-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		Ċ		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)	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 TOID): Shift the westbound approach lanes on Lewis Street to the south to allow for the current through/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		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)	Transportation	Implement Intersection Improvements at the Intersection of Coleman Avenue and I880 Southbound Ramps (for	25	- MMRP- TRA-C	Vol-1,	Improve Intersection at Coleman Ave. & 1880 Southbound Ramps	Inglement Intersection Improvements at the Intersection of Coleman Avenue and IS80 Southbound Ramps (for TOID): 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		Ċ	Р	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	Air Quality	Implement Dust Control Measures	26	- MMRP AQ- CNST-	A- Vol-1, 01 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 (BANQMD) to reduce fugitive dust emissions. Emission reduction measures will include the following applicable measures (MMRPA-AQ-CNST-A-Q 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	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 0A/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01 57 00 Temporary Controls; limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. This measure has been applied as seen in the mitigation measures MMRP-AQ- CNST-A-02 through A-15 below.	
Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control Measures	27	- MMRP- AQ- CNST-	A- Vol-1, 02 ROD	Water Exposed Surfaces	implement Dust Control Measures: The contractor will water all exposed surfaces (e.g., parking areas, staging areas, stiging areas, stiging areas, staging areas, staging areas, staging areas, so piece of ordugit, 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: CP-1 Systems - RPP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01 57 00 Temporary Controls, limited Notice to Proceed I issued (5/09/22. CP-3 Newhall Yard/Santa Clara Station - Issued 8FP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued 8FP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued 8FP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued 8FP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Sta	c

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Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Contro Measures	1 28	- MMRP- A- AQ- 03 CNST-		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: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol. 1 General Requirements, Section 01 S 70 0 Temporary Controls, limited Notice to Proceed issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-3 Stewhall Yard/Santa Clara Station - issued RFP Rev A 3 in reponse to their RFQ on 9/23/21. Utility relocation work at the Downtown San Jose Primary Headhouse location too place from April-May 2023 in Q2 2023 and included fiber optic relocation trenching and soil testing, Dust suppression was applied to excavated soils as well as stockpiles to prevent wind erosion.	
Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Contro Measures	l 29	- MMRP- A- AQ- CNST-		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	ıc	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol. 1 General Requirements, Section 01 57 00 Temporary Controls, limited Notice to Proceed is Issued 5/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, no soil was removed from the site. This measure will be implemented as appropriate in future quarters.	
Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Contro Measures	l 30	- MMRP- A- AQ- 05 CNST-	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 fineeded 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: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackowk - This mitigation measure was included in the CP2 Conformed set under Vol. 1 General Requirements, Section 01:57:00 Temporary Controls; limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued KFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, there was no trackout from active sites, and thus no street sweeping was necessary.	
Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control	l 31	- MMRP- A- AQ- CNST-		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	ıc	The four contract packages and current design status is as follows: CP-1 Systems - RPP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mittgation measure was included in the CP2 Conformed set under Vol. 1 General Requirements, Section 01 57 00 Temporary Controls, limited Notice to Proceed I Issued 5/09/22. CP-3 Newhall Yard/Santa Clars Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, no unpaved roads were utilized at active construction areas. Therefore, this measure will be implemented in future quarters.	

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Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control Measures	32	- MMRP- AQ- CNST-	A- V	Vol-1,	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	E P	Timefran	Timefi	VTA/C		The four contract packages and current design status is as follows: CP-1 Systems - RPP Rev C was issued on 04/15/122. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol. 1 General Requirements, Section 0.15 70 0 Temporary Controls, limited Notice to Proceed is Issued (6/09/2.2 CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For CQ 2003, there were no paving operations. Therefore this measure will be implemented in future quarters.	
Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control Measures	33	- MMRP- AQ- CNST-		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		The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01.57 00 Temporary Controls; limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, construction has not commenced, therefore this measure will be implemented in future quarters.	
Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control Measures	34	- MMRP- AQ- CNST-		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: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01.57 00 Temporary Controls, limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Tard/Santa Clans Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/32/21. For Q2 2023, wind speeds did not exceed 20mph during any construction activities, therefore this measure will be implemented in future quarters.	
Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control Measures	35	- MMRP- AQ- CNST-		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: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01 57 00 Temporary Controls, limited Notice to Proceed is Issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/32/21. For Q2 2023, wind speeds did not exceed 20mph during any construction activities, therefore this measure did not apply and will be implemented in future quarters.	

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Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control Measures	36	- MMRP- A- AQ- 11 CNST-		Plant Vegetation ASAP	Implement Dust Control Measures: The contractor will plant vegetative ground cover (e.g., fasts germinating native grass seef) 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: CP-1 systems. PR Pec V was issued on OA/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 conformed set under Vol 1 General Requirements, Section 015 70 0 Temporary controls; limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, utility relocation work took place at the Downtown San Jose Primary Headhouse location in a paved parking lot. Vegetative cover is not required in this location, therefore this measure will be implemented in future quarters.	
Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control Measures	37	- MMRP- A- AQ- 12 CNST-	Vol-1,	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: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01 57 00 Temporary Controls; limited Notice to Proceed is Issued (5/09/22. CP-3 Newhall Yard/Santa Clars Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in reponse to their RFQ on 9/23/21. For QZ 2023, fiber optic relocation trenching and soil testing took place in the Downtown Sna lose Primary Headhouse location and was phased to limit ground disturbance and public parking lot closures during construction activities.	
Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control Measures	38	- MMRP- A-AQ- 1:		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		С		VTA/C	ıc	The four contract packages and current design status is as follows: CP-1 Systems - RPP RevC was issued on O4/5/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01.57 00 Temporary Controls; limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Sharta Clara Station - issued RPP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, construction activities were limited to paved parking areas at the Downtown San Jose Primary Headhouse location. Rumble strips and street sweeping were utilized at this location to prevent trackout onto the public roadways.	
Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Control Measures	39	- MMRP- A- AQ- 14 CNST-		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: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackowork - This mitigation measure was included in the CP2 Conformed set under Voil Ceneral Requirements, Section 01 57 00 Temporary Controls; limited Notice to Proceed 1 issued 6/90/22. CP-3 Newhall Yard/Santa Clara Station - issued BFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - issued BFP Rev A 3/4/22. CP-3 Stewhall Yard/Santa Clara Station - issued BFP Rev A 3/4/22. CP-3 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, construction activities were limited to paved parking areas at the Downtown Snan Jose Primary Headhouse. Sediment and erosion controls were implemented on site during construction activities. An Erosion and Sediment Control Action Plan Element (ESCAPE) was written for the work and can be found in the MMRP_AQ_39 Q2 2023 folder.	

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Air Quality/ Implement Dust Control Measures	Air Quality	Implement Dust Co Measures	ntrol	AC AC	MRP- Α- Q- 15 NST-	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 8AAQMD permitting requirements during the operation of concrete batch plants: or The construction contractor will ensure that the outlet PMID grain loading for the baghouse will not exceed 0.01 grains per dry standard cubic foot. or 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. or 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 fingelmann 1.0 or 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: CP-1 Systems - PR Pec C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 conformed set under Vol 1 General Requirements, Section 01.5 70 O Temporary Controls; limited Motice to Proceed 1 issued 6/09/22. CP-3 Newhall Yar/Santa Clara Station - issued RPF Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, construction or operation of concrete batch plants has not commenced, therefore this measure will be implemented in future quarters.	
Air Quality/ Suse U.S. Environmental Protection Agency (EPA) Tier 4 or cleaner engines	Air Quality	Use U.S. Environm Protection Agency Tier 4 or cleaner er	(EPA)	AC AC	MRP- Q- NST-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: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-3 Tunnel and Trachwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements. Section 01 57 00 Temporary Controls; Innivel Notice to Proceed 1 issued 6/09/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. Specifications and contracts require EPA Tier 4 engines for all off-road, disselpowered equipment used during construction. This measure will be enforced during heavy construction activities.	
Air Quality/ Maintain Construction Equipment	Air Quality	Maintain Construct Equipment	ion	AQ	MRP- - Q- NST-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: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunel and Trackow'r. This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01.57 00 Temporary Controls; limited Molice to Proceed I issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For QZ 2023, construction activities included fiber optic relocation trenching and solls testing within paved parking areas at the Downtown San Jose Primary Healthouse. All equipment used on site was inspected prior to operation, and was maintained and tuned during construction activities.	
Air Quality/ Minimize Idling Times	Air Quality	Minimize Idling Tim	nes	43 AO	MRP- Q- VST-	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 Airborn Coxic 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: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01 57 00 Temporary Controls; limited Notice to Proceed Issued 6/90/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2.023, construction activities included fiber optic relocation trenching and soils testing within paved parking areas at the Downtown San Jose Primary Headhouse. (dling times of all equipment on site was minimized to the extent practicable.	

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Air Quality/ Use Equipment Meeting ARB Certification Standards	Air Quality	Use Equipment Meeting ABB 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	10	VTA/C	ic	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01 S 70 Temporary Controls, limited Notice to Proceed issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued 8FP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, construction activities included fiber optic relocation trenching and soils testing within paved parking areas at the Downtown San Jose Primary Headhouse. All equipment utilized on site met ARB's certification standards, as required by the specifications of the project.	
Air Quality/ Ensure Heavy-Duty Diesel Trucks Will Comply with EPA Emissions Standards		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 diese trucks with a gross whicle 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 diseast 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: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol. 1 General Requirements, Section 01:57:00 Temporary Controls, limited Notice to Proceed Issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, construction activities included fiber optic relocation trenching and soils testing within pawed parking areas at the Downtown San Jose Primary Headhouse. No heavy-duty diselect trucks were utilized on site. Therefore, this measure will be implemented in future quarters.	
Air Quality/ Use Low-Sulfur Fuel	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	IC	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01.57 00 Temporary Controls, limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Tard/Santa Clans fastion - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, construction activities included fiber optic relocation trenching and soils testing within paved parking areas at the Downtown San Jose Primary Headhouse. Low-sulfur fuels were utilized in all construction equipment.	
Air Quality/ Locate Construction Areas Away from Sensitive Receptors	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: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01:57:00 Temporary Controls, limited Notice to Proceed is Issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, construction activities included fiber optic relocation trenching and soils testing within pawed parking areas at the Downtown San Jose Primary Headhouse. Sensitive noise receiptors and fresh-air intake venters were identified and avoided to the maximum extent practicable.	

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Air Quality/ Use tow-Volatile Organic Compound (VOC) Coatings	Air Quality	Use Low-Volatile Organ Compound (VOC) Coat		- MMRP- AQ- CNST-I	- Vol-1,	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: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Turnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01 57 00 Temporary Controls, limited Notice to Proceed 1 issued (5/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/29. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, construction activities included fiber optic relocation trenching and soils testing within paved parking areas at the Downtown San Jose Primary Headhouse. No coatings were required for this work, therefore this measure will be implemented in future quarters.	
Biological Resources and Wetlands/ Avoid Nesting Bird Season	Biological Resources and Wetlands	Avoid Nesting Bird Sea	son 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 3.1). 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 Migraroty 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: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackow's - This mitigation measure was included in the CP2 Conformed set under Vol. 1 General Requirements, Section 01 35 71 Biological Resources Requirements; Imited Notice to Proceed 11 issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, construction activities included fiber optic relocation trenching and soils testing within paved parking areas at the Downtown San Jose Primary Headhouse. Work occurred outside of any suitable habitat for nesting birds, therefore this measure will be implemented in future quarters.	
Biological Resources and Wetlands/ Conduct Preconstruction/Predisturbance Surveys for Nesting Birds	Biological Resources and Wetlands	Conduct Preconstruction/Preds bance Surveys for Nest Birds		- MMRP- BIO- CNST-B	- Vol-1, ROD	Conduct Preconstruction/Predistructions rbance 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 on 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 reptor 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 appros and 50 to 10 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	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01 35 71 Biological Resources Requirements; limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Ava 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/32/31. For Q2 2023, construction activities included fiber optic relocation trenching and soils testing within pawed parking areas at the Downtown San Jose Primary Headhouse. No trees were impacted during this work, therefore this measure will be implemented in future quarters.	
Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	Biological Resources and Wetlands	Conduct Preconstructi Surveys for Roosting Bi and Implement Protect Measures-Trees	it E1	- MMRP- C BIO- CNST	- Vol-1, 1 ROD	Conduct Preconstruction Surveys for Roosting Bats		Program-wide	D	С		VTA/C	ıc	The four contract packages and current design status is as follows: CP-1 Systems - RPP Rev C was issued on 04/15/22. CP-1 Systems - RPP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol. 1 General Requirements, Section 01 35 71 Biological Resources Requirements; limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, construction activities included fiber optic relocation trenching and soils testing within paved parking areas at the Downtown San Jose Primary Headhouse. No trees were impacted during this work, therefore this measure will be implemented in future quarters.	

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Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures-Trees	Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Ba and Implement Protect Measures- Trees	t 52	- MMRP- C BIO- OZ CNST	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 contract 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	с		VTA/C	ıc	The four contract packages and current design status is as follows: CP-1 systems. PR Per C was issued on O4/15/22 CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol E General Requirements, Section 01.35 71 Biological Resources Requirements; limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, construction activities included fiber optic relocation trenching and soils testing within paved parking areas at the Downtown San Jose Primary Headhouse. No trees were impacted during this work, therefore this measure will be implemented in future quarters.	
Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	Biological Resources and Wetlands	Conduct Preconstructio Surveys for Roosting Ba and Implement Protect Measures-Trees	t s	- MMRP- C- BIO- 03 CNST		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	С		VTA/C	ıc	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackows' - This mittgation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01 35/1 Biological Resources Requirements; Imited Motice to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, construction activities included fiber optic relocation trenching and soils testing within paved parking areas at the Downtown San Jose Primary Headhouse. No trees were impacted during this work, therefore this measure will be implemented in future quarters.	
Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	Biological Resources and Wetlands	Conduct Preconstructio Surveys for Roosting Ba and Implement Protect Measures- Trees	t EA	- MMRP- C- BIO- O4 CNST	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	ıc	The four contract packages and current design status is as follows: CP-1 Systems. RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackows - This mitgation measure was included in the CP2 Conformed set under Vol. 1 General Requirements, Section 01 35.71 Biological Resources Requirements; Imited Motice to Proceed Issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, construction activities included fiber optic relocation trenching and soils testing within paved parking areas at the Downtown San Jose Primary Meadhouse. No trees were impacted during this work, therefore this measure will be implemented in future quarters.	
Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Ba and Implement Protect Measures- Trees	t cc	- MMRP- C BIO- CNST	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 roos is found, whether solitary or colonial, the contractor will ensure that roost remains undisturbed until Spetember 15 or until a qualified biologist has determined the roost is no longer active.	Program-wide	D	c		VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol. 1 General Requirements, Section 01 3571 Biological Resources Requirements; Initiated Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, construction activities included fiber optic relocation trenching and soils testing within paved parking areas at the Downtown San Jose Primary Neadhouse. No trees or maternity roost locations were impacted during this work, therefore this measure will be implemented in future quarters.	

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Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures-Trees	Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees	56	- MMRP- BIO- CNST		ol-1, ROD	Biologists to Monitor Tree Removal	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Trees: If avoidance of non-materity 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 especies 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	ıc	The four contract packages and current design status is as follows: C1-1 Systems. PEP Rev C was issued on Q415/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01 35 71 Biological Resources Requirements, limited Notice to Proceed 1 sused 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, construction activities included fiber optic relocation trenching and soils testing within paved parking areas at the Downtown San Jose Primary Headhouse. No trees or maternity roost locations were impacted during this work, therefore this measure will be implemented in future quarters.	
Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	57	- MMRP- BIO- CNST		ol-1,	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 dayline surveys to assess the buildings for potential bat rocating 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 CDPW, should bat 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: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01 35 71. Biological Resources Requirements, limited Notice to Proceed 11 issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, no buildings were removed or demolished, therefore this measure will be implemented in future quarters.	
Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	58	- MMRP- BIO- CNST		ol-1,	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	For Q2 2023, no buildings were removed or demolished, therefore this measure will be implemented in future quarters.	
Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures-Buildings	Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	59	- MMRP- BIO- CNST	C- Vo 09 RC	ol-1,	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) censure 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	For Q2 2023, no buildings were removed or demolished, therefore this measure will be implemented in future quarters.	

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Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	60	- MMRP- BIO- CNST		uplement 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	IC IC	For Q2 2023, no buildings were removed or demolished, therefore this measure will be implemented in future quarters.	
Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	61	- MMRP- BIO- CNST		Conduct Follow-Up Doosting 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 CDPW, 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	E IC	For Q2 2023, no buildings were removed or demolished, therefore this measure will be implemented in future quarters.	
Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	62	- MMRP- BIO- CNST		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 biologist will work with YTA 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	E IC	For Q2 2023, no buildings were removed or demolished, therefore this measure will be implemented in future quarters.	
Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	63	- MMRP- BIO- CNST	Sur	Conduct Roosting Bat rveys Within 24 Hours E 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	VTAj	c IC	For Q2 2023, no buildings were removed or demolished, therefore this measure will be implemented in future quarters.	

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Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures: Buildings	Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	: 64	- MMRP- BIO- CNST		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-1S through C-17).	Program-wide	D	c	VTA	C IC	For Q2 2023, no buildings were removed or demolished, therefore this measure will be implemented in future quarters.	
Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Inplement Protective Measures: Buildings	Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	65	- MMRP- BIO- CNST			No Building Demolition While Bats Are Present	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings: To avoid effects on materinity 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	С іс	For Q2 2023, no buildings were removed or demolished, therefore this measure will be implemented in future quarters.	
Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	. 66	- MMRP- BIO- CNST		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 priot 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	For Q2 2023, no buildings were removed or demolished, therefore this measure will be implemented in future quarters.	
Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roossting Bat and Implement Protective Measures- Buildings	Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	. 67	- MMRP- BIO- CNST		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	С ІС	For Q2 2023, no buildings were removed or demolished, therefore this measure will be implemented in future quarters.	

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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitigation Topic	Chrono #	Measure	** Source Docume	Summary	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	Fimeframe:Post- construction (P)	Responsible Party	Compliance Status	02	Quarter Mitigation Completed
Biological Resources and Wetlands/ Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	Biological Resources and Wetlands	Conduct Preconstruction Surveys for Roosting Bat and Implement Protective Measures- Buildings	68	- MMRP- 6 BIO- CNST	C- Vol-118 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	с		VTA/C	IC	For Q2 2023, no buildings were removed or demolished, therefore this measure will be implemented in future quarters.	
Biological Resources and Wetlands/ Protect Riparian Habitat	Biological Resources and Wetlands	Protect Riparian Habitat	69	- MMRP- BIO- CNST- D	- Vol-1 ROD	Protect Riparian Habital	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 Guadaluge River and to Sotioto 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: CP-1 Systems - RPP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol. 1 General Requirements, Section 01 3.7.1 Biological Resources Requirements; limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RPP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/32/21. In Q2 2023, no construction occurred near Guadalupe River and Los Gatos Creek.	
Biological Resources and Wetlands/ Conduct Preconstruction Tricolored Blackbird Nesting Surveys and Determine Appropriate Action	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 urvey, 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 spirty vegetation (e.g., catais), bulruches, 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 - See 2018 for Documentation	N/A
Biological Resources and Wetlands/ Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility)	Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility)	71	- MMRP- I BIO- CNST-	F- Vol-1	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 describe below (MMRP-810-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	IC	This is a summary mitigation measure; please refer to the following measures MMRP BIO-CNST-62 to F-15 related to burrowing owls for the breeding and non-breeding season, respective. Note that these measures only apply at the Newhall Maintenance Facility, which is the only area on the project with burrowing owl habitat.	

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Biological Resources and Wetlands/ Conduct Preconstruction Burrowing Owl Surveys and Determine Appropriate Action (for Newhall Maintenance Facility)	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 streys; is to document the presence or absence of burrowing owls on the construction surveys in a reas within 250 feet of construction activity. To maximize the likelihood of detecting owls, the preconstruction survey will last a minimum of a hours. The survey will begin 1 hour before sunries and continue until 1 hour after sunres. (3 hours total) or begin 2 hours before sunset and continue until 1 hour after sunres. (3 hours total) or begin 2 hours before sunset and continue until 1 hour after sunres (3 hours total) or begin 2 hours before sunset and continue until 1 hour after sunres (3 hours total) or begin 2 hours before sunset and continue until 1 hour after sunres (3 hours total) or begin 2 hours before sunset and continue until 1 hour after sunres (3 hours total) or begin 2 hours before sunset and continue until 1 hour after sunres (4 hours after sunres). Surveys will conclude a minimum of two surveys (6 will 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 on more than 2 calendar days prior to construction. Therefore, the project proponent must begin surveys no more than 4 days prior to construction. Therefore, the project proponent must begin surveys no more than 4 days prior to construction. The average of the project proponent must begin surveys and construction. The preliminary survey up to 2 days between surveys and construction. This preliminary survey was count as the first of the two required surveys as long as the second survey concludes no more than 2 calendar days	Newhall Maintenance Facility	D	c		VTA/C	IC	No work occurred at the Newhall Maintenance facility, therefore no burrowing owl surveys were required.	
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)	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 include the breeding season or while the nest is occupied by adults or young (occupation include include stabilisment 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	С		VTA/C	IC	In Q2 2023, this measure did not apply because no BUOW surveys were required.	
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)	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-	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 occur. - 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-OS through F-O9):	Newhall Maintenance Facility	D	С		VTA/C	IC	In Q2 2023, this measure did not apply because no BUOW surveys were required.	
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)	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-	P- 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 SCWHA approves the avoidance and minimization plan provided by VTA. CDFW, USFWS, and SCWHA will have 21 calendar days to respond to a request from VTA to review the proposed construction monitoring plan. It 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	IC	In Q2 2023, this measure did not apply because no BUOW surveys were required.	

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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)	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-		/ol-1, ROD	Determine Baseline Owl Behavior	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action-Avoidance Measures: Feeding 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	IC	In Q2 2023, this measure did not apply because no BUOW surveys were required.	
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)	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-		/ol-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 own esting and foraging behavior in response to construction activities.	Newhall Maintenance Facility	D	С		VTA/C	IC	In Q2 2023, this measure did not apply because no BUOW surveys were required.	
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)	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-		/ol-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 case 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	ıc	In Q2 2023, this measure did not apply because no BUOW surveys were required.	
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)	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-		/ol-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 notager in use by owls, the non-distunce buffer zone may be removed. The blologist will excavate the burrow to prevent reoccupation after receiving approval from CDPW, USFWS, and SCVHA.	e Newhall Maintenance Facility	D	c		VTA/C	ıc	In Q2 2023, this measure did not apply because no BUOW surveys were required.	
Biological Resources and Wetlands/ Conduct Preconstruction Burrowing Ow Surveys at Newhall Maintenance Facility and Determine Appropriate Action- avoidance Measures: Non- Breeding Season (September 1-January 31)	Biological Resources and Wetlands	Conduct Preconstruction Burrowing OM Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Non- Breeding Season (September 1-January 31)	80	- MMRP- BIO- CNST-		/ol-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). This will establish a 250-dorn of disturbance buffer around occupied burrows as determined by a qualified biologist. Construction activities outside of this 250-dorn buffer are allowed. Construction activities within the non-disturbance buffer are allowed: the following citreria (MMP-BIO-CNST-11 through F-15) are met in order to prevent owls from abandoning important overwintering sites.		D	c		VTA/C	IC	In Q2 2023, this measure did not apply because no BUOW surveys were required.	

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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)	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- Vol-1		Conduct Preconstruction Burrowing Owl Survey: 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	IC	In Q2 2023, this measure did not apply because no BUOW surveys were required.	
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)	Biological Resources and Wetlands	Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action- Avoidance Measures: Non- Reeding Season (September 1-January 31)	82	- MMRP- BIO- CNST-	F- Vol-1 12 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-al-anuary 31). The same qualified biologist monitors the owls during construction and finds no change in ow 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	IC	In Q2 2023, this measure did not apply because no BUOW surveys were required.	
Biological Resources and Wetlands/ Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action - Avoidance Measures: Non- Breeding Season (September 1January 31)	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- Vol-113 ROD		Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriate Action-Avoidance Measures: Non-Breeding Season (September 1-anuary 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	с		VTA/C	ıc	In Q2 2023, this measure did not apply because no BUOW surveys were required.	
Biological Resources and Wetlands/ Conduct Preconstruction Burrowing Owl Surveys at Newhall Maintenance Facility and Determine Appropriat Action - Avoidance Measures: Non- Breeding Season (September 1-January 31)	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- Vol-114 ROD		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 reoccupying 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	ıc	In Q2 2023, this measure did not apply because no BUOW surveys were required.	
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) Construction Monitoring	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- Vol-1 15 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-anuary 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 innovitor 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	IC	In Q2 2023, this measure did not apply because no BUOW surveys were required.	

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Cultural Resources/ Implement Programmatic Agreement and Archaeological Resources Treatment Plan	Cultural Resources	Implement Programmatic Agreement and Archaeological Resources Treatment Plan	36	- MMRP- CUL- CNST-A	- Vol-1, ROD	Implement Programmatic Agreement (PA) and Archaeological Resource: 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 Stepartment of Transportation (California) District 4, the Cities of San Jose and Santa Clara, the Peninsula Corridor Joint Powers Board, and the South Say 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 me ground- disturbing construction begins; construction-phase monitoring where appropriate, and standards for data recovery. Areas within the Area of Potential Effects (APE) where postible its Part of the California of the California of the Historia Standards and Guidelines for Archaeology and Historic Preservation (U.S. Department of the Interior, National Park Service, 1983, as amended and annotated).	Program-wide	Đ	c		VTA	IC	VTA is implementing the Archaeological Resources Treatment Plan (ARTP). Results will be reported to all Consulting Parties (Pa) to the Programmatic Agreement (PA) Annual Report. In Q2 2023, archaeological planning and investigations is ongoing.	
Geology, Soils, and Seismicity/ Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	87	- MMRP- / GEO- CNST-	A- Vol-1, 01 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 arease exceeding pertinent codes and standards including the california Building Code and BART Facilities Standards Design Criteria for liquefaction, VTA will implement the following methods (MMRF-GC-CNST-AOI through A-G6) during construction to minimize the potential impacts. VTA will determine the exact methods to reduce impacts from liquefaction during final engineering.	Program-wide	D	С	Ρ	VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 2 Design Criteria Manual (DCM) Section 11.6 Geotechnical; limited Notice to Proceed 1 issued 6/10/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21.	
	Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	88	- MMRP- A GEO- C	A- Vol-1, 02 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	с	Р	VTA/C	ic	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/5/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 2 Design Criteria Manual (DCM) Section 11.6 Geotechnical; Imitted Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, design for liquefaction hazards is underway.	
Geology, Soils, and Seismicity/ Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	89	- MMRP- J GEO- CNST-	A- Vol-1, 03 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	ıc	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 2 Design Criteria Manual (DCM) Section 11.6 Geotechnical; Imitted Notice to Proceed 1 issued 6/19/12. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, design for liquefaction hazards is underway.	

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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitigation Topic	Chrono #	Measure #	Source Docu	Summar	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status		Mitigation Completed
Geology, Soils, and Seismicity/ Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimiz Effects from Liquefaction Hazards		- MMRP- A- GEO- O4 CNST-	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 pawement 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-O6).	Program-wide	D	c	Р	VTA/C	IC	The four contract packages and current design status is as follows: C-1 - Systems - RP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 conformed set under Vol 2 Design Cifreria Manual (CMM) Sections 11.6 Geotechnical and 11.15 Seismic Design; limited Notice to Proceed 1 issued 6/09/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, design for liquefaction hazards is underway.	
Geology, Soils, and Seismicity/ Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimiz Effects from Liquefaction Hazards		- MMRP- A-GEO- OS	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 trunies and stations situated below the water table in liquefable 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	Ρ	VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/5/22. CP-2 Tunnel and Trackwork - This mittgation measure was included in the CP2 Conformed set under Vol 2 Design Criteria Manual (DCM) Section 11.9 Tunnels & Underground Structures; limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, design for liquefaction hazards is underway.	
Geology, Soils, and Seismicity/ Incorporate Design Specifications to Minimize Effects from Liquefaction Hazards	Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimiz Effects from Liquefaction Hazards		- MMRP- A- GEO - O6 CNST-	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. ol in-situ treatment/densification with vibro-replacement stone columns. oload transfer to underlying bearing layers, which are non-liquefiable with soil/cement columns. olover-excavation and replacement of liquefaction prone soils with compacted engineered fill.	Program-wide	D	с	Р	VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackow's - This mitigation measure was included in the CP2 Conformed set under Vol 2 Design Criteria Manual (DCM) Sections 11.6 Goretchnical and 11.5 Sestime Design; Initiet Alotico to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, design for liquefaction hazards is underway.	
Geology, Soils, and Seismicity/ Implement Preconstruction and Post- construction Building Condition Surveys for Settlement	Geology, Soils, and Seismicity	Implement Preconstruction and Post construction Building Condition Surveys for Settlement	t- 93	- MMRP- B- GEO- 01 CNST-	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 aphotos 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 dose 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	Đ	с	Р	VTA/C	ıc	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol. 1 General Requirements, Section 01 7 12 A Pre- and Post- Construction Surveys and Vol. 4 Property Protection Plan; limited Motice to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. VTA did not perform surveys at any properties in Q2 2023.	

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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitigation Topic	Chr	rono #	Measure #	Source Docume	Summary	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status	02	Quarter Mitigation Completed
Geology, Soils, and Seismicity/ Implement Preconstruction and Post- construction Building Condition Surveys for Settlement-Historic Buildings	Geology, Soils, and Seismicity	Implement Preconstruction and P construction Building Condition Surveys for Settlement-Historic Buildings		94 G	MMRP- B- IEO- 02 NST-	- Vol-1, 2 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 105, will be prepared along with the preconstruction building condition surveys. Results will be used by a structural engineer in coordination with the historic Qualified Processions (IQP) 16 indepthy structural settlement thresholds for neeling for card-cover activities where the control of the procession of the proce	Program-wide	D	c	P	VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RP Rev C was issued on Q4/5/22. CP-3 Tunnel and Tractwork - This mitigation measure was included in the CP2 conformed set under Vol 1 General Requirements, Section 01 35 75 Cultural Resources; limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall YarQistant Clark Sation - Issued RPS Rev A-3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. VTA did not perform surveys at any historic properties in Q2 2023.	
Geology, Soils, and Seismicity/ Monitor Ground Surface during Tunneling Activities	Geology, Soils, and Seismicity	Monitor Ground Surfar during Tunneling Activ	ce ç	95 G	1MRP- EO- NST-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 wount 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 trunnel alignment to monitor ground movements and effects of funnel 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	с		VTA/C	IC	The relevant contract packages and current design status is as follows: CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under CP2 Conformed set under Vol 4 Property Protection Plan; limited Notice to Proceed I issued 5/09/22. In Q2 2023, this measure did not apply because underground tunnels and stations construction has not commenced.	
Geology, Soils, and Seismicity/ Monitor Settlement Effects around Cut-and-Cover Excavations	Geology, Soils, and Seismicity	Monitor Settlement Effects around Cut-and Cover Excavations	d- <u>ç</u>	96 G	MMRP- EO- NST-	· Vol-1,	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 agues on or in historic buildings shart 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 eat-lieme 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: CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 4 Property Protection Plan; limited Notice to Proceed 1 issued 6/09/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In 02 2023, this measure did not apply because underground tunnels and stations construction has not commenced.	
Geology, Soils, and Seismicity/ Implement Preconstruction Condition Surveys for Utilities	Geology, Soils, and Seismicity	Implement Preconstruction Condit Surveys for Utilities	tion 9	9/ G	MMRP- EO- NST-E	Vol-1,	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 TOID 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: CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Sections 01 31 31 bility Coordination and 01 71 24 Pre- and Post-construction Surveys; limited Notice to Proceed 1 issued 6/09/22. CP-4 Stations - Recall PR en 3 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, this measure did not apply because underground tunnels and stations construction has not commenced.	

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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitigation Topic	Chrone	O Measure	Source Docum	Summary	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status		Quarter Mitigation Completed
Geology, Soils, and Seismicity/ Minimize Excavation Bottom Failure Impacts	Geology, Soils, and Seismicity	Minimize Excavation Bottom Fallure 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 previous 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 hydrostate 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: CP-2 Tunnel and Trackwort This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01.74.25 Contaminant Management and Vol 2 Design Criteria Manual (DCM) Sections 11.6 Geotechnical and 11.15 Seismic Design, limited Notice to Proceed 1 issued 6/09/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, this measure did not apply because underground tunnels and stations construction has not commenced.	
Geology, Soils, and Seismicity/ Minimize Disturbance of Sensitive Deposits at the Excavation Subgrade	Geology, Soils, and Seismicity	Minimize Disturbance of Sensitive Deposits at the Excavation Subgrade	99	- MMRP- GEO- CNST- G	- Vol-1,	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 Is 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		c		VTA/C	IC	The relevant contract packages and current design status is as follows: CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01 74 25 Contaminant Management and Vol 2 Design Criteria Manual (DCM) Sections 11.6 Geotechnical and 11.5 Seismic Design and Vol 4, Technical Requirements, Section 14 Ground Control; limited Notice to Proceed 1 sixued (5/09/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, design for minimization for disturbance of sensitive deposits is underway.	
Geology, Soils, and Seismicity/ Incorporate Design Specifications to Minimize Effects from Expansive Soils	Geology, Soils, and Seismicity	Incorporate Design Specifications to Minimize Effects from Expansive Solls	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 indice 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: CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01.74 25 Contaminant Management, Vol 2 Design Criteria Manual (CM) Sections 11.6 Section fail and 11.15 Sestimic Design and Vol 4, Technical Requirements, Section 14 Ground Control, limited Notice to Proceed 1 issued 6/09/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, design to minimize effects from expansive soils is underway.	

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Geology, Soils, and Seismicity/ Stop Construction if Paleontological Resources are Discovered and Determine Appropriate Action	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 six preparation activities, the contractor will hait 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: CP-1 Systems. FPE Rev C was issued on 0415/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 conformed set under Vol 1 General Requirements, Sections 0.1 35 70 Environmental Requirements, Sections 0.1 35 70 Environmental Requirements, Sections 0.1 35 75 Cultural Resources Requirements; limited Notice to Proceed 1 issued (190)/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, construction activities included fiber optic relocation trenching and soils testing within paved parking areas at the Downtown San Jose Primary Headhouse. No paleontological resources were discovered during these construction activities.	
Greenhouse Gas Emissions/ Implement Energy Efficiency Measures (for TOJD)	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 obases, whichever is more stringent.	TOJD		с		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 (for TOJD)	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 TOID): 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 TOIDs.	DLOT			Р	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 (for TOJD)	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 (for TOJD)	Greenhouse Gas Emissions	Provide Preferential Parking for Electric Vehicles (TOJD)	105	- MMRP- GHG-	- Vol-1, 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 (MMPs/GHG-O-20 through D-03). This militagition 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 Use	Greenhouse Gas Emissions	Provide Preferential Parking for Electric Vehicles (TOJD Residential)	106	- MMRP- GHG-	I- Vol-1, 2 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 whelice supply equipment installed to provide active charging stations that are ready for use by residents. The remainder shall be ready that the safe that are needed for use by residents. Electrical whelice 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 Residential Use	Greenhouse Gas Emissions	Provide Preferential Parking for Electric Vehicles (TOJD Commercial)	107	- MMRP- GHG-D	I- Vol-1, 3 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.	ТОЈО	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	Hazardous Materials	Prepare Remedial Plans	I Action	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 (RMCCE). The RAPs will satisfy the key objectives of the Containment 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 (ESA). VTA will provide measures to satisfy regulatory notification requirements and approval measures (e.g., additional sampling and analysis), in recessary, for soil excessary of soil excessary for soil excessary for soil excessary of soil	Project wide	D		т 5		ıc	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/12. CP-2 Tunnel and Trackows' - This mitgation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01 74 25 (Contaminant Management), limited Notice to Proceed 1 issued 6/9/12. CP-3 Newhall Yard/Santa Clars Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. For Q2 2023, construction activities included fiber optic relocation trenching and soils testing within paved parking areas at the Downtown San Jose Primary Headhouse. A Remedial Action Plan was not required for this work. This measure will be implemented in future quarters.	
Noise and Vibration/ Incorporate FTA Criteria Compliant Construction Noise and Vibration Specifications	Noise and Vibration	Incorporate FTA C Compliant Constru Noise and Vibratic Specifications	uction	109	MMRP- NV- CNST-A	Vol-1, ROD	Incorporate FTA Criteria Compiliant 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	С			IC	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 041/5/22. 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. CP-3 Newhall Yard/Santa Clara Station - Issued Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. Section 01.81.20 Noise and Vibration Control has been included in the project specifications and is provided in all bid documents.	
Noise and Vibration/ Locate Equipment as Far as Feasible from Sensitive Sites	Noise and Vibration	Locate Equipment as Feasible from S Sites	t as Far Sensitive	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 withstation ensitive 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 withstation 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: CP-1 Systems - RFP Rev C was issued on 04/15/122. CP-2 Tunnel and Trackwork - This mittgation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01 81:20 Noise and Vibration Control (inited Notice to Proceed 1 issued 6/19/122. CP-3 Newhall Yard/Santa Clars Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, this measure did not apply because construction activities did not utilize stationary equipment.	
Noise and Vibration /Construct Temporary Noise Barriers	Noise and Vibration	Construct Tempor Noise Barriers	rary	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 d8, 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 Streef/Little Portugal (Alum Rock)	D	c			IC	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/12. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 0.18.1.20 Noise and Vibration Control (inited Notice to Proceed 1 issued 6/10/12. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/12. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 3/22/11. In Q2 2023, this measure did not apply because construction noise did not surpass ambient noise levels surrounding the construction area.	

Valley Transportation————————————————————————————————————						e II - Environmenta n Monitoring & Rep	Commitments Record								
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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitigation Topic	Chrono #	Measure #	Source Docum	Summary	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status	Y.C.	Quarter Mitigation Completed
Noise and Vibration/ Operate Equipment to Minimize Annoying Noise and Vibration	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 plies 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 inplittime hours. **Turn off idling equipment, whenever possible. **Line haul truck beds with rubber or sand to reduce noise, if needed and requested by VTA. Use 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: CP-1 Systems - RPP Rev. Cwai issued on 04/15/122. CP-2 Tunnel and Trackowork - This mitigation measure was included in the CP2 Conformed set under Vol. 1 General Requirements, Section 0.1 81.20 Noise and Vibration Control, limited Notice to Proceed 1 issued 6/10/122. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-3 Sewhall Vard/Santa Clara Station - issued RFP Rev A 3/4/22. In Q2 2023, equipment was operated in a manner to minimize noise and vibration.	
Noise and Vibration/ Route Construction Trucks along Truck Routes Least Disturbing to Residents	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 ay 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		С		VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/12. CP-1 Systems - RFP Rev C was issued on 04/15/12. CP-2 Tunnel and Trackows - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 0.18.1.20 Noise and Vibration Control, limited Notice to Proceed 1 issued 6/10/12. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, construction related truck traffic included transportation of equipment. Loading/unloading zones were utilized to minimize reverse back-up alarms. This measure will be implemented in future quarters.	
Noise and Vibration/ Secure Steel and Concrete Plates over Excavated Holes and Trenches	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 ratifing 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		С		VTA/C	ıc	The four contract packages and current design status is as follows: CP-1 Systems- RFP Rev C was issued on 04/15/122. CP-1 Systems- RFP Rev C was issued on 04/15/122. CP-1 Tunnel and Trackow's T-his 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 6/09/122. CP-4 Stations- received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, construction activities included fiber optic relocation trenching and soils testing within paved parking areas at the Downtown San Jose Primary Headhouse. Following trenching, steel plates were secured of the trenches.	
Noise and Vibration/ Use Best Available Practices to Reduce 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: CP-1 Systems - RFP Rev C was issued on 04/15/122. 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 (5/09/12). CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, construction activities included fiber optic relocation trenching and soils testing within paved parking areas at the Downtown San Jose Primary Headhouse. Equipment included an exhaust silencers/mufflers in accordance with best available practice. Environmental inspector spot checked adherence to this measure. See Site Inspections folder.	

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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitigation Top	oic Chri	ono Meas	ure#	Source Docum	Summary	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status		Quarter Mitigation Completed
Noise and Vibration/ Adhere to Local Jurisdiction Construction Time Periods, to the extent Feasible	Noise and Vibration	Adhere to Local Jurisdiction Constru Time Periods, to the Extent Feasible		- MMRI 6 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 locardinate 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 2549 8, 2594 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		с		VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/22. 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 6/10/22. CP-3 Newhall Yard/Santa Clars Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, work was llimited to construction hours where feasible.	
Noise and Vibration/ Perform Preconstruction Ambient Noise Measurements at All CSAs	Noise and Vibration	Perform Preconstru Ambient Noise Measurements at A	11	.7 MMRI NV- CNST-	1-1	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: CP-1 Systems - RFP Rev C was issued on 04/15/22. 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 Noite to Proceed 1 Issued 6/09/22. CP-3 Newhall Yar/Ganta Clara Station - Issued RF Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, this measure did not apply because construction on tunnel portals, stations, and ventilation sites has not commenced.	
Noise and Vibration/ mplement a Construction Noise Control and Monitoring Plan	Noise and Vibration	Implement a Constr Noise Control and Monitoring Plan	uction 11	8 MMRI NV- CNST-		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 cuse to perform noise measurements and to identify noise-ensitive receptors in the immediate vionity of construction operations, including details regarding the noise measurement to candition 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 contractivell 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: CP-1 Systems - RFP Rev C was issued on 04/15/22. 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 6/10/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 3/23/21. A Construction Noise and Vibration Control Plan (CNVCP) was submitted on 1/31/2023. An Operational Noise and Vibration Control Plan (ONVCP) for CP-2 was submitted on 5/18/2023. Comments were received and the ONVCP is being updated to address these comments.	
Noise and Vibration/ Require Minimum Qualifications for the Acoustical Engineer	Noise and Vibration	Require Minimum Qualifications for th Acoustical Engineer	e 11	9 MMRI NV- CNST-		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: CP-1 Systems - RFP Rev C was issued on 04/15/22. 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 6/10/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q4 2022, the CP-2 contractor submitted the qualifications of an Acoustical Engineer in accordance with this measure.	

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Noise and Vibration/ Prohibit Operation of Noise- Generating Equipment Prior to Acceptance of Noise Control and Monitoring Plan	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: CP-1 Systems. PEP Rev C was issued on 04/15/22. 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 \$f(09/12. CP-3 Newhall Yar/Santa Clara Station - Issued Rev A3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. No noise generating equipment was operated in Q2 2023.	
Noise and Vibration/ Install Long-Term Noise Monitors at CSAs during all Construction Phases	Noise and Vibration	Install Long-Term Noise Monitors at CSAs during all Construction Phases	121	- MMRP- M NV- 01 CNST-	- 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 nearls the most sensitive receptor at each location. A minimum of the stationary monitors will be required at the Downtown San Jose Station and Diridon Station locations rate moved as the construction work progresses. If required, additional noise monitoring sitely may be added by the YAT to address any specific situation or concern. At the Alum Rook/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 cave in compliance with the noise limits with the full—production construction during a variable 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: CP-1 Systems - PEP ReV cwa is issued on Q4/5/2C. CP-3 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. CP-3 Newhall Yard/Saints Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Fare Control	
Noise and Vibration/ Install Long-Term Noise Monitors at CSAs during all Construction Phases	Noise and Vibration	Install Long-Term Noise Monitors at CSAs during all Construction Phases	122	- MMRP- M NV- 02 CNST-	- Vol-1,	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 handheld monitors weekly at the station sites and a to their 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: CP-1 Systems - RFP Rev C was issued on 04/15/122. CP-2 Tunnel and Trackwork - This mitgation 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 6/10/122. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/12. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. No long-term noise monitors were required as construction has not commenced.	
Noise and Vibration/ Ensure Equipment is Pre-certified to Meet Noise Limits	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 to 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 developed the final limits to be applied during the engineering phase, and the contractor will wrift these limits during initial and cative 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: CP-1 Systems - RFP Rev C was issued on 04/15/122. 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. CP-3 Newhall Yard/Santa Clars Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, this measure did not apply because construction utilizing major equipment has not commenced.	

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Noise and Vibration/ Implement a Complaint Resolution Procedure	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 wibration problems that may develop during construction. After a complaint is received, the contractor will assign the complaint acase number and will contact the person making the complaint or occeive 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	٥	c		VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RPF Nev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 conformed set under Vol 1 General Requirements, Section 01 35 95 Public Information and Community Relations; limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Yar/Santa Clara Station - issued RPF Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In 02 2023, this measure did not apply because the contractor has not commenced construction.	
Noise and Vibration/ Implement a Construction Vibration Control and Monitoring Plan	Noise and Vibration	Implement a Constructive Vibration Control and Monitoring Plan	on 125	- MMRP- P- NV- 01 CNST-	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 otheration 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-ensurities receptors in the vicinity of construction operations, including details regarding the vibration measurement locations, frequency, and duration of measurements are ach location. The plan will outline the protocol for monitoring existing cracks in buildings over time, to determine any construction-related dimape dominating of the gauges will be installed on existing cracks prior to construction, and monitoring of the gauges will be installed on existing cracks prior to construction, and monitoring of the gauges will be installed on existing cracks prior to construction, and monitoring of the gauges will be installed on existing cracks prior to construction to assess whether new construction related damage 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	ıc	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/12. CP-2 Tunnel and Trackows - This mitgation 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. CP-3 Newhall Yard/Santa Clars Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. An Operational Noise and Vibration Control Plan (ONVCP) for CP-2 was submitted on 5/18/2023. Comments were received and the ONVCP is being updated to address these comments.	
Noise and Vibration/ Implement a Construction Vibration Control and Monitoring Plan	Noise and Vibration	Implement a Constructic Vibration Control and Monitoring Plan	on 126	- MMRP- P- NV- 02 CNST-	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 emointored where vibration is expected to approach the applicable limit based on the building byte and condition, as determined by VTA in coordination with the structural engineer for non-historic buildings, and VTA and the historic QP for historic Duildings, 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	с		VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/122. 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 6/10/122. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/12. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. An Operational Noise and Vibration Control Plan (DNVCP) for CP-2 was submitted on 5/18/2023. Comments were received and the ONVCP is being updated to address these comments.	
Noise and Vibration/ Implement a Construction Vibration Control and Monitoring Plan	Noise and Vibration	Implement a Constructivity Vibration Control and Monitoring Plan	on 127	- MMRP- P- NV- 03 CNST-	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 withston levels will not exceed the FTA construction vibration damage criteria for applicable building type, as follows: 0.12 peak particle velocity (PVP) (inches/second) for buildings that are extremely susceptible to vibration damage, 0.2 PPV (inches/second) for reindings that are extremely (inches/second) for reindings of an one-engineered timber and masonry buildings, 0.3 PPV (inches/second) for reinforced-concrete and masonry (no plaster) buildings and 0.5 PPV (inches/second) for reinforced-concrete, steel or timber (no plaster) buildings. On the control of the process of the control of the process of the control of th	Program-wide	D	c		VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitgation 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 6/19/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. An Operational Noise and Vibration Control Plan (ONVCP) for CP-2 was submitted on 5/18/2023. Comments were received and the ONVCP is being updated to address these comments.	

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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitigation Top	c Chro	Neasure	** Source Docun	Summary	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status		Quarter Mitigation Completed
Noise and Vibration/ Implement a Construction Vibration Control and Monitoring Plan	Noise and Vibration	Implement a Constru Vibration Control an Monitoring Plan		- MMRP- I NV- CNST-	2- Vol-1, 14 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 wibration in buildings in the wertical direction on the ground surface or building floor and for utilities in accordance with meter instructions and industry best practices. Vibration elsevis 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 dosest and most vibration-inducing work. The contractor will compare vibration in buildings againsts both structural diamage and mulsiance thresholds in terms of velocity levels in did on PPV. Vibration for utilities will be compared against structural damage thresholds in terms of PVI. If the measured vibration data are in compliance with the vibration limits after work has completed start-up and entered full-production mode (typically withits 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	The four contract packages and current design status is as follows: CP-1 Systems. 8PF Rev C was issued no AU15/22. CP-3 Tunnel and Trackwork - This mitigation measure was included in the CP2 conformed as the under Vol 1 General Requirements. Section 01 81.20 Noise and Vibration Control; limited Notice to Proceed 1 issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. An Operational Noise and Vibration Control Plan (ONVCP) for CP-2 was submitted on 5/18/2023. Comments were received and the ONVCP is being updated to address these comments.	
Noise and Vibration/ Implement a Construction Vibration Control and Monitoring Plan-Historic structures	Noise and Vibration	Implement a Constru Vibration Control an Monitoring Plan-His structures	1 120	- MMRP- I NV- (CNST-	0- Vol-1, 15 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, Contactor 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 four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackowich - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Section 01.0 12 to Noise and Vibration Control; limited Notice to Proceed 1 Issued 5/03/22. CP-3 Newhall Yar/Santa Clara Station - Issued RFP Ava JA/JA/2. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. An Operational Noise and Vibration Control Plan (ONVCP) for CP-2 was submitted on 5/18/2023. Comments were received and the ONVCP is being updated to address these comments	
Noise and Vibration/ Perform Vertical Direction Vibration Monitoring	Noise and Vibration	Perform Vertical Dir Vibration Monitorin		- MMRP- NV- CNST- Q	- Vol-1,	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	ıc	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 Ceneral Requirements, Section 01 81 20 Noise and Vibration Control; limited Notice to Proceed 1 issued 5/09/22. CP-3 Newhall Yar/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. Vertical direction vibration monitoring was not performed in Q2 2023 as construction has not commenced.	
Noise and Vibration/ Implement Preconstruction and Post- Construction Building Condition Surveys for Vibration	Noise and Vibration	Implement Preconstruction and Construction Buildin Condition Surveys for Vibration	13:	- MMRP- I NV- CNST-		Implement Preconstruction and Pos 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 wibration 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 wibration. The surveys will include written and photographic (video and still) records, including written descriptions and photos of any cracks.	Program-wide	D	c	Р	VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems - RFP Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol.1 General Requirements, Section 0.17.12 A Pre- and Post-construction Surveys: limited Notice to Proceed 1 Susued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/12. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 3/23/21. in Q2.2023, VTA continued to coordinate with property owners for access permission to enter to perform surveys.	

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Env Doc Chapter / Mitigation Topic	Environmental Document Chapter	Mitiga	ation Topic	Chrono #	Measure #	Source Docum	Summary	Mitigation Measure	Location	Timeframe: Design (D)	Timeframe: Construction (C)	Timeframe:Post- construction (P)	Responsible Party	Compliance Status	4	Quarter Mitigation Completed
Noise and Vibration/ Implement Preconstruction and Post- Construction Building Condition Surveys for Vibration- Historic Buildings	Noise and Vibration	Construction	uction and Post- on Building Surveys for	132	- MMRP- R- NV- O2 CNST-	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 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 GV. 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 conditions unveys 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 director construction complete. In the event of inadvertent, construction-related damage to historic buildings, repairs will be conducted in accordance with Section 106, will be thereior's Sandards 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	The four contract packages and current design status is as follows: (P-1 Systems - PEP Rev C usa issued on Q415/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 2 General Requirements, Section 01 71 24 Pre- and Post-construction Surveys; limited Notice to Proceed 1 Issued 6/09/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-3 Newhall Yard/Santa Clara Station - Issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, no Condition Assessment Reports (CAR) for historic properties were developed.	
Noise and Vibration/ Implement Measures to Reduce Vibration from Muck Extraction and Supply Trains	Noise and Vibration	D . d		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 27 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: 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. In Q2 2023, this measure was not implemented because construction, including muck extraction, has not yet commenced.	
Noise and Vibration/ Implement Noise Reduction Treatments at Ancillary Facilities	Noise and Vibration	Implement Reduction Ancillary Fa	Treatments at	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 shats, pressure relief shafts, traction power substaints, and emergency backup generators such that noise levels comply with applicable Cities of San Jose and Santa Clara noise criteria at nearby developed hand 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, Emergency Backup Generators)		c		VTA/C	IC	The four contract packages and current design status is as follows: CP-1 Systems -RPP Rev Cwai issued on 04/15/122. CP-2 Tunnel and Trackovork - 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 6/19/122. CP-3 Newhall Yard/Santa Clara Station - issued RPP Rev A 3/4/22. CP-3 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, this measure did not apply because construction has not commenced.	
Noise and Vibration/ Reduce Groundborne Noise Levels	Noise and Vibration	Reduce Gro Noise Level		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 elaboraneir can instead of discrete elastomeric pads that are typically used for an FST system. An IST can be designed to provide form 10 to 13 d80 af 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 DBBM-PN-VA). 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		С		VTA/C	IC	The relevant contract packages and current design status is as follows: CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 2 Design Crieria Manual (DCM) Section 7.5 Trackway; limited Notice to Proceed 1 issued 6/09/22. In Q2 2023, this measure did not apply because construction has not commenced.	

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Utilities/ Prepare a San Jose Water Supply Infrastructure Capacity Assessment and Participate in the Improvements	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 (SIWC) and prepare a Cooperative Agreement to establish the BART Extension Alternative's participation in improvements to offsite water supply infrastructure. The SIWC 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 SIWC 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 Station; Diridon Station	D		Р	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 and Participate in the Improvements	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 Alternatives 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 17.5.210 of the Santa Clara City Code. The contractor will ensure that all construction activities follow the provision 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 and Participate in the Improvements	Utilities	Prepare a San Jose Sewer Capacity Assessment	138	- MMRP- UTIL-C	- Vol-1,	Prepare a San Jose Sewer Capacity Assessment	Propare a San Joso Sewer Capacity Assessment and Participate in the Improvements: VTA will coordinate with the San Joso 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 improvements to offsite sanitary sewer capacity deficiencies. SJPW may conduct a detailed engineering study and hydraulia enalysis 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, a required, which is used to rehabilities 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 exercipacity 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 accordinace with applicable San Jose standards regarding 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 outlinied 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	Đ		Р	VTA	ıc	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	

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Utilities/ Prepare a Santa Clara Sewer Capacity Assessment and Participate in the mprovements	Utilities	Prepare a Santa Clara Sewer Capacity Assessment	139	- MMRP- UTIL-D	Vol-1 ROD		Prepare a Santa Clara Sewer Capacity Assessment and Participate in the Improvements VT 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 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 17.15.21/2.80 of the Santa Clara Clity 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		Р	VTA	IC	TOD is not included in CP1 through CP4. Once TOD contracts are underway these measures will be addressed.	
/isual Quality and Aesthetics/ keplace Trees	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 stension to the extent feasible. VTA will replace these with a diameter of less than 12 inches at a 2.1 ratio, and trees with a diameter of 21 inches or more at a 3.1 ratio. If urban trees at a 2.1 ratio, and trees with a diameter of 21 inches or more at a 3.1 ratio. If urban trees will diameter of 12 inches or more at a 3.1 ratio. If urban trees will 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-live frees. 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.	h I Program-wide	Đ	c		VTA/C	IC	The four contract packages and current design status is as follows: C-1 Systems - RPF Rev C was issued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 2 Design Greeria Manual (DCM) Section 6.3 Landscaping and Vegetation Control; limited Notice to Proceed 1 issued 5/09/22. CP-3 Newhall Yar/Santa Clars Station - Issued RF Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. No trees were removed in Q2 2023.	

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Visual Quality and Aesthetics/ Minimize Light and Glare (for TOJD)		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.	
Water Resources, Water Quality, and Floodplains/ Design and Implement Stormwater Control Measures	Water Resources,	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 MAS Permit, Section 5-5, gr for post-construction stormwater management. Post-construction stormwater controls shall be implemented to reduce total runolf frates and associated pollutant discharges. VTA managed facilities will follow the VTA's Stormwater and Landscaping Design Criteria Manual. After designs are finalized, a Stormwater and Landscaping Design Criteria Manual. After designs are finalized, a Stormwater and conclusions, shall be prepared to document the final design for stormwater management and conclusions, shall be prepared to document the final design for stormwater management and text storm drain system and for obtaining the requisite approvals, and will cuttine all required Operation and Maintenance needs recommended by the designer for the post-construction stormwater management facilities.	Program-wide	O	n	P	VTA/C		The four contract packages and current design status is as follows: CP-1 Systems - RP Pec V cwa sissued on 04/15/22. CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 CP-2 Tunnel and Trackwork - This mitigation measure was included in the CP2 Conformed set under Vol 1 General Requirements, Sections 01.35 72 Temporary Water Pollution Control and 01.35 73 Permanent Water Pollution Control; limited Notice to Proceed I issued 6/09/27. CP-3 Newhall Yard/Santa Clara Station - issued RFP Rev A 3/4/22. CP-4 Stations - received the Statement of Qualifications in response to their RFQ on 9/23/21. In Q2 2023, this measure did not apply because construction has not commenced.	